



**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD  
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON THURSDAY, 9 FEBRUARY 2006, COMMENCING AT 6.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 8 December 2005  
Extraordinary - 15 December 2005

**RECOMMENDATION**

That the minutes of the Meetings of the Henderson Community Board held on Thursday, 8 December 2005 and the Extraordinary Meeting held on Thursday, 15 December 2005, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Board by resolution so decides; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Board may make a decision on a matter determined to be urgent.

**NOTE:** Urgent business need not be dealt with now and may be delayed until later in the meeting.



**4 PRESENTATIONS**

**A NEW ZEALAND POLICE**

Provision has been made on this agenda for a representative from the New Zealand Police to update the Board on matters in the Henderson area.

**B TAG OUT TRUST**

Councillor Battersby will inform Community Board Members on the background operations of the Tag Out Trust.

**C CIVIL DEFENCE**

Councillor Battersby will give a brief on the role of Community Board Members in Civil Defence Emergencies.



**5 PUBLIC FORUM**

**Public Forum will take place at 7.00 pm.**

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairperson at the beginning of the meeting; and
- (ii) the Chairperson shall determine the order of speakers, and allow five minutes for speaking time;
- (iii) questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive Officer.



## 6 CHAIRPERSON'S REPORT

Welcome back everyone I hope you all had a nice break and are full of energy and looking forward to this 2006 year.

Also a special welcome back to Ngareta our Committee Secretary, I have not stopped smiling since I learnt of her return.

My sincere thanks to all those who helped the Board in her absence.

We have had bad news already this year with the resignation of Councillor Pat Booth due to ill health, but understand his reasons for doing so. I am sure all members join me in wishing him well for the future and a speedy recovery. The city has also lost Papa Fraser Delamere who died on his 66<sup>th</sup> birthday. I will remember him for his wonderful smile, quiet dignity and when he spoke to you he made you feel special. Helen and I attended the Memorial Service held at Council on the Friday, 27 January 2006.

### **West Harbour Gentlemen's Club**

This club has closed down and I am told has gone to Manukau City. The residents, Kindergarten and Community house are delighted.

### **Phantom Billboards**

Wayne Bainbridge, Janet Hannan and myself have met and chosen a site to relocate the billboard to and this has been approved by the company who own the billboards and the Aborist. The new site is on the north side of the Community Centre.

### **Speeding/Parking**

The problems continue to grow and early in January Jack Burton Paul Schischka and myself went on a tour to look at some of the problems. Rosewarne Crescent is being used as a means to avoid the speed humps in Butterworth Drive, Vodanovich Road as a short cut through to Te Atatu Road from Lincoln Road, and Wilsher Crescent as a race track for boy racers. Buscombe Avenue is still causing problems since the road parking spaces were marked and residents from there will be attending Public Forum as will Vodanovich Road. The Police have already said they can only police arterial roads and none of the above meet that criteria. I believe the time has come for us to fully debate the concerns of the residents and explore solutions. I understand Christchurch City Council funded an administration person at police headquarters which released another patrol onto the road, or we could look at more funding for slow streets. We cannot continue to tell residents they must wait 10 years to receive slow street treatment.

### **Special Events**

There are problems with parking enforcement of events that may only happen for a short time each year (i.e. Xmas lights on houses). Enforcement officers do not generally work evenings and weekends which is causing problems and really asks the question are we a seven day a week city or five day.

## **RECOMMENDATION**

That the Chairperson's Report be received.




Elizabeth Grimmer, MNZM


**CHAIRPERSON**









Issue	Comments	Reporting Council Officer
<p>Te Atatu Peninsula Walkway  Officer's Report</p>	<p>The resource consent has been applied for and is currently being processed. A notified consent will be necessary and it is proposed to have a joint notified consent with Waitakere City Council and Auckland Regional Council. This process is likely to take three to four months to allow residents and stakeholders to have the appropriate amount of time to make submissions. Detailed design will be undertaken following receipt of the consent.</p>	<p>Debbie Chapman ☎ 836 8000 Ext 8303</p>
<p>Taipari Strand Re-vegetation  Officer's Report</p>	<p>Weed control and site preparation is due to begin in February/March 2006 followed by re-vegetation planting in April 2006 as per the plan adopted by Henderson Community Board at the February 2005 meeting.</p>	<p>Debbie Chapman ☎ 836 8000 Ext 8303</p>
<p>Taipari Strand Toilet Design and Build  Officer's Report</p>	<p>As discussed with Residents and Community Board Members in late December, building consent for the sewage line connection for the installation of the toilet block at Taipari Strand has been approved. Prefabrication of the toilet block commenced in October 2005 at the Exeloo workshop. Work on the installation of the toilet block will commence 7 February 2006.</p>	<p>Toni Grogan ☎ 836 8000 Ext 8969</p>
<p>Catherine Esplanade Northern Footbridge  Officer's Report</p>	<p>The existing handrails at the two footbridges along Catherine Esplanade on Vitasovich Avenue do not comply with the safety standards of the Building Code. Temporary works have been undertaken to meet code requirements, pending full replacement of the handrails to be undertaken to meet the safety standards. As part of the replacement exercise it is also proposed to remove the canopy of the northern footbridge to reduce the ongoing maintenance problems associated with this bridge caused particularly by graffiti.</p> <p>A letter drop advising business owners of this proposal has been undertaken. No feedback was received hence Council is proceeding to undertake the works. Physical works are anticipated to be undertaken in March/April 2006.</p>	<p>Harish Singh ☎ 836 8000 Ext 8953</p>

Issue	Comments	Reporting Council Officer
<p>Bancroft Park</p> <p>8 December 2005</p> <p>Resolution No. 2432/2005</p>	<p>Council staff are to investigate option 4 for the remainder of the land alongside the development of the Waitemata Harbour Foreshore Reserve Management Plan.</p> <p>Council staff are also currently assessing cost implications of processing options. Revenue estimates are also being established on options discussed at the Community Board at its December meeting. Process outcomes will be advised to the Henderson Community Board in April 2006.</p>	<p>Gyles Bendall</p> <p> 836 8000</p> <p>Ext 8424</p>
<p>Strategic Issues on Housing for Older Adults</p> <p>8 December 2005</p> <p>Resolution No. 2418/2005</p> <p>City Development Committee</p>	<p>The City Development Committee, at its meeting held on Thursday, 8 December 2005, received the Strategic Issues on Housing for Older Adults report.</p> <p>The Committee resolved that the report and relevant resolutions be forwarded to all Community Boards for their information.</p> <p>A copy of the report and resolutions has been sent to Board Members.</p>	<p>Zoe Cuming</p> <p> 836 8000</p> <p>Ext 8315</p>
<p>Inclusion of Wilsher Crescent on the Slow Streets programme and to gate the entrance to Henderson Park</p> <p>8 December 2005</p> <p>Resolution 2433/2005</p>	<p>Wilsher Crescent has now been included in the Slow Streets programme. Henderson Park has a gate which is opened every morning at 7.00 am and closed every evening at 9.00 pm in summer and 7.00 pm in winter by security officers.</p>	<p>Vinh Bui</p> <p> 836 8000</p> <p>Ext 8793</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
<p>Project Twin Streams Update</p> <p>Four Monthly Progress Report</p>	<p>4 August 2005</p> <p>Resolution No. 1492/2005</p> <p>Last updated 8 December 2005</p>	<p>6 April 2006</p>	<p>Tony Miguel</p> <p> 836 8000</p> <p>Ext 8294</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Levels of Service Consultation	8 September 2005 Resolution No. 1765/2005	9 March 2006	Tony Miguel  836 8000 Ext 8294
Council's Legal Rights in Granting Approval for Cell Phone Towers Construction	3 November 2005 Resolution No. 2164/2005	9 March 2006	Eryn Shields  836 8000 Ext 8624
Issue of Council Approving Future Cell Phone Tower Applications and Feasibility of Such Applications Being Treated as Notified Applications	3 November 2005 Resolution No. 2165/2005	9 March 2006	Eryn Shields  836 8000 Ext 8624
Proposed Re-zoning of Te Atatu and Roberts Road Areas	3 November 2005 Resolution No. 2166/2005	9 March 2006	Philip Brown  836 8000 Ext 8042

### **RECOMMENDATIONS**

1. That the Committee Secretary's Report for 9 February 2006 be received.
2. That the Henderson Community Board appoints a representative and an alternate representative to attend all meetings of the Long Term Council Community Plan and Annual Plan Special Committee.

Report prepared by: Saba Mustafa, Committee Secretary.



## **8 LIGHTING OF OPEN FIRES**

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide an overview to the Henderson Community Board of the policy as currently exists relating to the lighting of open air fires in the Waitakere City Rural Fire District.

### **BACKGROUND**

Historically, within the Waitakere City Council's territorial area, the management of fire in the open air has been controlled by two separate systems. The line defining which particular system is applicable is whether the site of the fire is within the urban or the Rural Fire District.

The two systems are:

1. Through Council's own Fire Prevention Bylaw "Bylaw No 6 1990". This Bylaw covers the whole of Council's territorial area and is in place all year round. Section 4 of the Bylaw "Fires in the Open Air" sets limits and standards for any fire in the open. Provided that these limits and standards are complied with no written permit is required for the lighting of a fire.
2. The second level of control which covers the Rural Fire District only, requires the Waitakere City Council as the duly authorised Waitakere Rural Fire Authority to be responsible for fire control and management within the Rural Fire District. The Waitakere Rural Fire Authority controls the use of fire in the open air in the Rural Fire District by implementing specific fire seasons, and through this, the use of the Fire Permit system. Authority for this is provided for in Section 22 and 23 of the Forest and Rural Fires Act 1977. In the Rural Fire District during the winter months, an open fire season is normally in force and no fire permit is required, fire control being maintained through Council's Bylaw No 6. Through the summer months a restricted fire season is normally declared and all fires in the Rural Fire District must have been issued a fire permit. Fires without a permit are illegal during this time. A prohibited fire season may be declared at any time of the year should weather or other factors cause a period of extreme fire danger, during a prohibited season no fires of any type are allowed.

## **STRATEGIC CONTEXT**

Waitakere City Council is deemed to be the Waitakere Rural Fire Authority pursuant to section 7 (2) of the Forest and Rural Fires Act 1977. Rural Fire contributes towards Council's strategic framework in that it contributes to community well being by enhancing community preparedness for the risk of wildfire by educating communities in fire safety, managing the fire risk, and responding to and suppressing any fires which may occur.

Rural Fire also contributes to the Green Network through providing protection of the Waitakere Ranges from fire hazards. Rural Fire resources are also available to provide assistance to communities in other emergency events.

## **ISSUES**

In fire terms, an urban district is that area gazetted as a Fire District by the New Zealand Fire Service, while all that area remaining within the territorial boundaries of Waitakere City becomes the Waitakere Rural Fire District.

While the situation within the Waitakere City Rural Fire District for lighting fires in the open air is clear cut in respect to Bylaw No 6 and the rural fire regime, it has been complicated by the Auckland Regional Council's introduction of their "Clean Air" regulation. This states that fires are prohibited in the open air at all times in both the urban and rural fire areas. However, by agreement, the Auckland Regional Council has chosen not to enforce its regulation in the rural area where it allows Council's regime to continue to operate.

This regulation has particularly caused some confusion to a number of ratepayers in the urban area who honestly still believe that the Bylaw No. 6 still applies to them and provides them with the right to light fires in the open. The number of such instances is however decreasing.

In real terms, the situation that now prevails is that Waitakere City no longer has responsibility for smoke discharge in the urban area which has been transferred to the Regional Council. Any complaint received by Council regarding a smoky fire in the urban area is directed to the Auckland Regional Council's "Enviroline" for investigation and in the case of a fire within the Rural Fire District, the call is directed to a Rural Fire Officer of Council.

Another issue requiring further determination is that the rural urban boundaries that have been defined by the Auckland Regional Council do not align with the currently defined boundaries of the Urban and Rural Fire Districts within Waitakere City. This issue will be the subject of further discussion in the coming months.

## **CONCLUSION**

The impact of the Auckland Regional Council's clean air policy on the Waitakere City Council's own Fire Prevention Bylaw requires resolution and further clarification is required on the terminology and understanding of the definition of an urban district to ascertain those areas of the City which are required to comply.

The Local Government Act 2002 requires that Council reviews all of its Bylaws prior to June 2008. Council through the Planning and Regulatory Committee has adopted a program to review all of Councils Bylaws and the Fire Prevention Bylaw is scheduled for review during the 2006 calendar year. This review, in consultation with the Auckland Regional Council will clarify and remedy the existing situation for all affected parties.

## **RECOMMENDATION**

That the Lighting of Open Fires report be received.

Report prepared by: Peter Barber, Principal Rural Fire Officer and Bill Morley, Manager Emergency Management.



## **9 TE ATATU SOUTH - NEW INTERSECTION PRIORITY CONTROLS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval for a new 'Stop' control in Vodanovich Road at its intersection with Flanshaw Road, a new 'Stop' control in Grainger Road at its intersection with Flanshaw Road and a new 'Give Way' control in Grainger Road at its intersection with Flanshaw Road at the intersection with Vera Road.

### **BACKGROUND**

A member of the public has contacted Council requesting that Council consider intersection priority controls at the intersections of both ends of Grainger Road in Te Atatu South. This person has observed a number of drivers failing to give way at these intersections and believes that intersection priority controls would improve road user safety in Grainger Road.

Council has recently received a petition from residents of Vodanovich Road requesting the installation of speed humps in their street. Residents also presented the petition to the Member of Parliament for Te Atatu. In response to this petition the Member of Parliament has now requested that Council consider an intersection priority control at the intersection of Flanshaw Road and Vodanovich Road.

The request for speed humps will be dealt with separately by the normal slow streets program procedure for installation of traffic calming devices. This report deals solely with the request for the intersection priority control.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to stop when they do not have priority.

### **ISSUES**

Both Grainger Road and Vodanovich Road are commonly used by drivers seeking to avoid traffic congestion on Te Atatu Road. This behaviour causes increased traffic volumes in these roads and drivers using these roads in preference to arterial roads often drive in a manner and speed unsuited to local streets.

Land Transport New Zealand's accident database lists two accidents at the intersection of Flanshaw Road and Grainger Road where a driver failed to give way when required. Neither accident resulted in an injury to any person.

No failure to give way accidents are recorded in Land Transport New Zealand's accident database at the intersection of Vodanovich Road and Flanshaw Road or the intersection of Vera Road and Grainger. However, the database does not contain a complete list of all accidents, especially minor or non-injury accidents, that have occurred and it is entirely possible one or more unreported accidents have occurred at this intersection.

Intersection priority controls can be effective in reducing the number of failure to give way accidents at an intersection by reminding drivers on non-priority approaches to give way to other traffic. As the cost of implementing a new intersection priority control at an intersection is small in comparison to the potential effects of an accident it is recommended that these controls be installed in accordance with the requests to Council.

The decision on whether to recommend a 'Stop' or 'Give Way' control is made on the basis of driver sight lines on the non-priority approach. These sight lines have been measured at each of the intersections. A 'Stop' control is recommended for the intersection of Grainger Road and Vera Road and also the intersection of Vodanovich Road and Flanshaw Road. A 'Give Way' control is recommended for the intersection of Grainger Road and Flanshaw Road

## RESOURCES

The proposed new intersection priority controls can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

## CONCLUSION

The proposal to install a new 'Stop control in Vodanovich Road at its intersection with Flanshaw Road, a new 'Stop control in Grainger Road at its intersection with Flanshaw Road and a new 'Give Way' control in Grainger Road at its intersection with Flanshaw Road at the intersection with Vera Road is recommended to improve road user safety.

## RECOMMENDATIONS

1. That the Te Atatu South - New Intersection Priority Controls report be received.
2. That in relation to **VODANOVICH ROAD, TE ATATU SOUTH**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) that a new **STOP** control be put in place on **VODANOVICH ROAD** where it intersects with **FLANSHAW ROAD**.
3. That in relation to **GRAINGER ROAD, TE ATATU SOUTH**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) that a new **GIVE WAY** control be put in place on **GRAINGER ROAD** where it intersects with **FLANSHAW ROAD**.
    - (ii) that a new **STOP** control be put in place on **GRAINGER ROAD** where it intersects with **VERA ROAD**.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



## 10 BARRYS ROAD AND HEPBURN ROAD - NEW GIVE WAY CONTROL

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval for a new 'Give Way' control in Barrys Road, Glendene at its intersection with Hepburn Road.

### **BACKGROUND**

A member of the public has contacted Council requesting an intersection priority control at the intersection of Barrys Road and Hepburn Road. This person has observed two near miss accidents at the intersection where drivers failed to give way when required. They believe that an intersection priority control in this location would assist in preventing accidents at this location.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to stop when they do not have priority.

### **ISSUES**

Land Transport New Zealand's accident database lists one accident where a driver exiting Barry's Road failed to give way to traffic on Hepburn Road at this intersection. One person received a minor injury in this accident.

The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents, that have occurred and it is entirely possible one or more unreported accidents have occurred at this intersection.

As the cost of implementing a new 'Give Way' control is small in comparison to the potential effects of an accident it is recommended that a new 'Give Way' control be approved at this intersection.

A2 The location of the proposed new intersection priority control is indicated at page A2.

### **RESOURCES**

The proposed new 'Give Way' control can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

### **CONCLUSION**

The proposal to install a new intersection priority control at the intersection of Barrys Road and Hepburn Road is recommended to improve road user safety.

## RECOMMENDATIONS

1. That the Barrys Road and Hepburn Road - New Give Way Control report be received.
2. That in relation to **BARRYS ROAD, GLENDENE**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) that a new **GIVE WAY** control be put in place on **BARRYS ROAD** where it intersects with **HEPBURN ROAD**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



## 11 PIONEER STREET - NEW DISABILITY PARKING CONTROL

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval for a new disability parking space in Pioneer Street, Henderson.

### **BACKGROUND**

A representative of Workbridge located at 10 Pioneer Street has contacted Council with a request that the existing P30 parking restriction on the on street parking space directly outside their building be changed to a disability parking space. Workbridge specialises in the provision of employment services for disabled and injured persons.

There is currently no on street disability parking in Pioneer Street east of the intersection with Catherine Street or on the Workbridge site.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

The provision of parking spaces set aside for the exclusive use of the disabled allows mobility impaired members of the community improved access to the commercial and public services provided in city centres

## ISSUES

Workbridge occupies the ground floor of the two story building located at 10 Pioneer Street. There are a total of 10 parking spaces for the building of which six are allocated to Workbridge. Under the current District Plan buildings with 10 or more parking spaces are required to have at least one disability parking space on site. Disability spaces are normally placed closest to the main door of a building.

The installation of a disability space adjacent to the main door to the Workbridge offices is feasible, however, disability parking spaces are wider than normal and this would require the removal of two existing parking spaces.

At present there are six unrestricted parking spaces, nine P120 spaces and 10 P30 spaces in Pioneer Street east of the intersection with Catherine Street. Workbridge have stated that utilisation of the P30 spaces is low and that they are rarely all in use at any one time. Recent visits by officers have confirmed this statement.

The reduction in P30 parking spaces will have minimal negative effects and will help provide for the needs of disabled persons. For this reason it is recommended that one P30 parking space be converted into a Operation Mobility permit holders parking only space.

Workbridge have been invited to attend the Henderson Community Board meeting and have stated their representative will be available.

Nearby businesses have been consulted about the proposed change by letter. No replies were received.

A3 The location of the proposed new parking control is indicated at page A3.

## RESOURCES

The proposed road markings and signs can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

## CONCLUSION

The proposal to install a new disability parking space in Pioneer Street is recommended to improve road user safety.

## RECOMMENDATIONS

1. That the Pioneer Street - New Disability Parking Control report be received.
2. That in relation to **PIONEER STREET, HENDERSON:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the west kerb line of **PIONEER STREET** starting from a point 56 metres east of the east kerb of **CATHERINE STREET** and extending to a point a further 6 metres east a new **OPERATION MOBILITY PERMIT HOLDERS PARKING ONLY** parking control be put in place.

3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 **CRON AVENUE - NEW NO STOPPING CONTROLS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval for 'No Stopping' controls in Cron Avenue, Te Atatu South.

### **BACKGROUND**

A resident of Cron Avenue has contacted Council requesting that new 'No Stopping' controls be installed in their street. The resident has observed vehicles regularly parked on both sides of this road and is concerned that these vehicles are causing a hazard to motorists close to the intersection with Te Atatu Road.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

### **ISSUES**

Cron Avenue is 7.8 metres wide kerb to kerb. When cars are parked on both sides of Cron Avenue the remaining clear carriageway is narrowed to such an extent that only one vehicle can pass between the parked cars. The intersection with Te Atatu Road is very busy and vehicles turning into Cron Avenue, especially those turning right, must move off Te Atatu quickly so as not to conflict with other traffic at the intersection. Drivers entering Cron Avenue may not notice oncoming vehicles in Cron Avenue blocking the gap between parked cars until they have already started to turn from Te Atatu Road and this is a potential safety hazard.

There are existing short lengths of 'No Stopping' road markings on both sides of Cron Avenue near the intersection with Te Atatu Road but these markings are of insufficient length to eliminate the potential safety hazard. It is proposed to extend the existing 'No Stopping' line on the north side of Cron Avenue so that it extends 14 metres from the intersection with Te Atatu Road. On the south side it is proposed that the existing line be extended to 20 metres from the intersection.

A consultation letter outlining the proposed changes was sent to the properties near the west end of Cron Avenue close to the proposed change. One response was received from the occupant of the property on the northeast corner of Te Atatu Road and Cron Avenue. This property owner was concerned that the proposed markings would prevent drivers parking next to the path between Cron Avenue and his front door. The proposed

marking on the north side of Cron Avenue recommended by this report has been shortened slightly in response to the resident's concerns to ensure vehicles are still able to park adjacent to the resident's path.

A4 The locations of the proposed 'No Stopping' controls are indicated at page A4.

## RESOURCES

The proposed road markings can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

## CONCLUSION

The proposal to install 'No Stopping' controls in Cron Avenue is recommended to improve road user safety.

## RECOMMENDATIONS

1. That the Cron Avenue - New No Stopping Controls report be received.
2. That in relation to **CRON AVENUE, TE ATAU SOUTH**:
  - a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the north kerb line of **CRON AVENUE** starting from a point where the kerb line meets the east kerb line of **TE ATATU ROAD** and extending to a point a further 14 metres east along the north kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
    - (ii) on the south kerb line of **CRON AVENUE** starting from a point where the kerb line meets the east kerb line of **TE ATATU ROAD** and extending to a point a further 20 metres east along the north kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



13 **STURGES ROAD - NEW NO STOPPING CONTROL**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek the Henderson Community Board's approval for a 'No Stopping' control in Sturges Road, Western Heights.

**BACKGROUND**

A resident of Vintage Drive has contacted Council with concerns that vehicles parked in Sturges Road to the north of the southern intersection of Sturges Road and Vintage Drive are creating a safety hazard in Sturges Road by blocking sight lines between drivers turning from Vintage Drive into Sturges Road.

Vehicles for sale are often parked in this part of Sturges Road.

**STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

**ISSUES**

The Association of Australian and New Zealand Road Transport and Traffic Authorities' Guide to Traffic Engineering Practice Part 5: Intersections at Grade recommends that a minimum of 80 metres of sight distance to oncoming traffic be provided to drivers on the non-priority approaches to intersections similar to the south intersection of Vintage Drive and Sturges Road.

To ensure that parked vehicles do not reduce the available sight distance for drivers turning from Vintage Drive into Sturges Road to less than 80 metres it is recommended that a new 'No Stopping' control be installed on the east side of Sturges Road. The proposed parking restriction would extend from the north side of the intersection to a point 34 metres further north.

Council officers met with a resident of the property located on the north east corner of the intersection to discuss the proposed change. The resident is in agreement with what is proposed.

A5 The location and extent of the proposed no stopping line is indicated at page A5.

**RESOURCES**

The proposed road markings can be implemented under the 2005/2006 Annual Plan transport assets maintenance budgets.

**CONCLUSION**

The proposal to install a new 'No Stopping' control in Sturges Road is recommended to improve road user safety.

## **RECOMMENDATIONS**

1. That the Sturges Road - New No Stopping Control report be received.
2. That in relation to **STURGES ROAD, WESTERN HEIGHTS**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **STURGES ROAD** starting from a point where the kerb line meets the north kerb line of **VINTAGE DRIVE**, at its southernmost intersection with **STURGES ROAD**, and extending to a point a further 34 metres north along the east kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



## 14 **ALDERMAN DRIVE PEDESTRIAN SIGNALS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the Henderson Community Board on issues identified during the design of the proposed Pedestrian Signals in Alderman Drive, and to seek confirmation that the Board wishes to proceed with this project.

### **BACKGROUND**

Funding has been allocated in the 2005/2006 Annual Plan for establishment of a signalised pedestrian crossing in Alderman Drive.

The Henderson Community Board has previously endorsed the project for inclusion in the Annual Plan to address the safety concerns of pedestrians wishing to cross Alderman Drive.

### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Pedestrian traffic signals improve access for pedestrians by interrupting traffic to provide for pedestrians to cross roads.

## ISSUES

- A6 The proposed design for the signalised pedestrian crossing has been developed and is attached at page A6. The design process has raised a number of issues, detailed below, which are now being brought to the Board for further consideration.

### Trees

- A6 The detailed design of the proposed signals has identified the need to remove a number of large trees to provide clear sight lines to the signal displays for approaching motorists. Having clear sight for sufficient distance for approaching traffic is essential for the signals to operate safely. The plan attached at page A6 shows the trees that would need to be removed.

### Traffic Impact

The impact of the proposed signals on traffic flows at the nearby roundabouts has been assessed and there should be no significant adverse effects on the nearby roundabouts at this time. To address future traffic demand it is currently proposed to replace the roundabout at the junction of Alderman Drive and Sel Peacock Drive with signals in 2007/2008. At this time the proposed pedestrian signals would need to be removed as they would be too close to the signalised intersection. For this reason the installation of pedestrian signals in Alderman Drive would be a temporary measure.

### Regional Traffic Management Unit

The Auckland Traffic Management Unit is responsible for managing the operation and maintenance of all traffic signals in the Auckland region on behalf of Transit New Zealand and the Local Authorities.

As part of their role the Traffic Management Unit review designs for proposed new signal installations. The Traffic Management Unit has advised its opinion that these pedestrian signals are not warranted. This accords with previous advice given by Council officers. However, it is considered that the Council is not bound by the Traffic Management Unit in this case, as first order safety and operational requirements are satisfied.

The potential safety issue associated with sites not meeting the warrant is that the lower number of vehicles and pedestrians can result in poor compliance. Pedestrians may become impatient and cross against the signals when there are gaps in the traffic and drivers can become complacent where the red signal is infrequently displayed due to low pedestrian numbers.

### Options

There are two options available, as follows:

- Proceed with installation of temporary signals located between Ratanui Street and Sel Peacock Drive, with the associated removal of trees (to remain in place until the intersection is signalised in 2007/2008 at which date the lanterns, controller and poles can be salvaged for re-use);
- Retain the existing uncontrolled crossing point adjacent to the roundabout at the junction of Ratanui Street and Alderman Drive, to be supplemented by pedestrian signals as part of the intersection works at the junction of Sel Peacock Drive and Alderman Drive in 2007/2008.

## RESOURCES

The proposed works are estimated to cost approximately \$150,000. Funding for this project is allocated from the line item for Walking Strategy: Pedestrian Signals in the 2005/2006 Annual Plan.

## CONCLUSION

The temporary installation of pedestrian traffic signals in Alderman Drive will require the removal of a number of large trees. It is the advice of the Regional Traffic Management Unit and Council officers that the installation of these signals is not warranted. The signals are not expected to have significant adverse effects on traffic operation, or safety and so the Henderson Community Board need not be bound by the technical advice given.

## RECOMMENDATIONS

1. That the Alderman Drive Pedestrian Signals report be received.
2. That the Henderson Community Board reconsider its support for a temporary signal controlled pedestrian crossing on Alderman Drive, between Ratanui Street and Sel Peacock Drive and resolve accordingly whether it wishes to proceed with the project.

Report prepared by: Adam Moller, Principal Transport Engineer: Design, Transport Assets.



## 15 PROPOSED TRAFFIC SIGNALS AND MINOR SAFETY WORKS IN TE ATATU ROAD, TE ATATU SOUTH

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's endorsement for the following:

- To signalise the intersection of Te Atatu Road and Covil Avenue;
- To remove the Give Way control in Covil Avenue at its intersection with Te Atatu Road;
- To permanently ban the right turning movements of all vehicles to/from Bridge Avenue at its intersection with Te Atatu Road by constructing a left-in/left-out configuration island;
- To temporarily ban the right turning movements of vehicles (except buses) from Te Atatu Road to Royal View Road from 4pm to 6pm Monday to Friday by using road signs.

### BACKGROUND

Various traffic issues have been identified in Te Atatu Road between the Motorway and Edmonton Road through the Strategic Corridors Traffic Study and concerns raised by residents. Traffic turning right out of Bridge Avenue onto Te Atatu Road experiences problems at present. Due to queuing on Te Atatu Road northbound in the morning peak, exit traffic from Bridge Avenue has difficulty entering the traffic stream. Traffic southbound along Te Atatu Road generally travels quickly in the vicinity of Bridge Avenue and Royal View Road. The safety of traffic turning right into Royal View Road and traffic exiting Bridge Avenue is compromised, particularly right turning traffic from Bridge Avenue.

Bridge Avenue, Royal View Road and Covil Avenue currently have give way controls with priority given to traffic on Te Atatu Road. Royal View Road is a bus route, but Bridge Avenue and Covil Avenue are not bus routes.

## **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

Traffic signals are an effective and safe means of providing equitable access for side roads traffic and safe crossing points for pedestrians. Restrictions on right turning at nearby intersections can enhance the safety benefits of a signal controlled intersection.

## **ISSUES**

### **Crash Statistics**

Te Atatu Road is a regional arterial route with a traffic volume of approximately 45,000 vehicles per day in the vicinity of Bridge Avenue. A search of the Land Transport New Zealand database reveals a total of 65 reported crashes in Te Atatu Road from Bridge Avenue to Covil Avenue for the five (5) years from 2000 to 2004. Of the 65 crashes, there were 15 crashes (three (3) minor injuries included) at the Te Atatu Road/Bridge Avenue intersection, 33 crashes (two (2) minor injuries included) at the Te Atatu Road/Royal View Road intersection and 17 crashes (one (1) serious and five (5) minor injuries included) at the Te Atatu Road/Covil Avenue intersection. The majority of the crashes were turning/crossing (40%), rear-end (28%) and lane change (23%) crashes. The remaining 9% of the crashes were lost control and pedestrian crossing road crashes.

### **Proposed Works**

It is proposed to permanently ban the right turning movements of vehicles at the intersection of Te Atatu Road and Bridge Avenue by constructing a left-in/left-out configuration island similar to the existing island at the intersection of Te Atatu Road and Jaemont Avenue. The existing right turning traffic to/from Bridge Avenue can use Braebank Lane and Covil Avenue as a link road between Te Atatu Road and Bridge Avenue. The proposed link road has been checked to ensure vehicles towing boats can safely turn without damaging other vehicles or road facilities.

It is proposed that the existing give way control at the intersection of Te Atatu Road and Covil Avenue be removed and replaced with a set of traffic signals to service side street traffic to/from Covil and Bridge Avenues; and to provide a safe place for pedestrians to cross the roads. Turning movements within the intersection will be executed with confidence and safety. The pedestrians crossing Te Atatu Road and Covil Avenue will be controlled by their own phase.

It is also proposed to temporarily ban the right turning movement of vehicles (except buses) from Te Atatu Road to Royal View Road from 4pm to 6pm Monday to Friday by using road signs. Motorists are encouraged to use the existing traffic signals at the intersection of Te Atatu Road and Vera Road to improve the safety of crossing/turning movements during the working evening peak period. It is proposed that the temporary ban of right turning movements from Te Atatu Road to Royal View Road be reinstated when the development plan for Te Atatu Road between Edmonton Road and the Motorway is implemented.

## Consultation

Consultation letters explaining the proposed works were sent to the residents of Bridge Avenue (full length), Alwyn Avenue (full length), Braebank Lane (full length), Covil Avenue (full length), Te Atatu Road (between motorway off ramp and 130m south of Covil Avenue), Royal View Road (full length), May Road (full length), McCormick Road (full length), Milich Terrace (full length), Vera Road (from Royal View Road to Porter Avenue), Porter Avenue (full length) and Harding Avenue (full length). Twenty two responses were received and the comments are detailed below.

### Royal View Road residents

Feedback from Royal View Road residents is as follows:

- Two residents did not want the bus service to be affected by the temporary ban of right turning movements from Te Atatu Road to Royal View Road;
- Two residents wanted the right-turn green time from Te Atatu Road to Vera Road to be extended to accommodate the extra traffic;
- One resident supported the temporary ban of right turning movements from Te Atatu Road to Royal View Road;
- One resident suggested a permanent ban of all right turning movements to/from Te Atatu Road/Royal View Road intersection;
- One resident suggested the proposed traffic signals be installed at Te Atatu Road/Royal View Road intersection and not Te Atatu Road/Covil Avenue intersection.

### Vera Road residents

Feedback from Vera Road residents is as follows:

- One resident suggested a permanent ban of the right turning movements from Te Atatu Road to Royal View Road;
- One resident did not want the bus service to be affected by the temporary ban of right turning movements from Te Atatu Road to Royal View Road.

### Bridge Avenue residents

Feedback from Bridge Avenue residents is as follows:

- One resident was concerned about the long queue length on Te Atatu Road northbound in the morning peak and believed that Covil Avenue traffic would not get out onto Te Atatu Road even with the new traffic signals;
- One resident supported the proposed traffic signals at the intersection of Te Atatu Road and Covil Avenue.

### Braebank Lane residents

Feedback from Braebank Lane residents is as follows:

- One resident wanted an island in Braebank Lane intersecting with Bridge Avenue to prevent vehicles cutting corners;
- One resident was concerned about the narrow road width in Braebank Lane and on road parking, which will be difficult for vehicles towing boats to get through. The resident did not want 'no stopping at all times' control in Braebank Lane. The resident was also concerned about the extra traffic being put onto Braebank Lane and the long queue length in Covil Avenue as the result of the proposed works.

### **Covil Avenue residents**

Feedback from Covil Avenue residents is as follows:

- Four residents supported the proposed traffic signals at the intersection of Te Atatu Road and Covil Avenue;
- One resident did not want the traffic signals at the intersection of Te Atatu Road and Covil Avenue.

### **Alwyn Avenue residents**

Feedback from Alwyn Avenue residents is as follows:

- One resident was concerned about the narrow road width in Braebank Lane and on road parking, which will be difficult for vehicles towing boats to get through;
- Two residents supported the proposed traffic signals at the intersection of Te Atatu Road and Covil Avenue.

### **Milich Terrace residents**

Feedback from Milich Terrace residents is as follows:

- One resident wanted the right-turn green time from Te Atatu Road to Vera Road to be extended to accommodate the extra traffic. The resident was concerned that the right turn bay is too short to cope with the number of right turning vehicles from Te Atatu Road to Vera Road, which results in the right turn queue extending into and blocking the through traffic lane. The resident was also concerned that motorists will ignore the temporary ban of right turning movements at the intersection of Te Atatu Road and Royal View Road.

### **Responses to Consultation**

In general more responses are in favour of the proposed changes than against them. Buses will be permitted to turn right at all times.

In the morning peak the right turn from Covil Avenue will be to the outside northbound lane to Te Atatu Road. Drivers on the kerbside lane will be required to allow the right turning traffic to merge when conditions are congested. This can be facilitated by the signal control and timing at Covil Avenue intersection.

It is intended that the right turn to Royal View Road be reinstated when the Te Atatu Road corridor management plan is developed. A separate report will be submitted to the Henderson Community Board for its March 2006 meeting to deal with traffic management for Braebank Lane and its intersections.

### **RESOURCES**

The proposed works are estimated to cost approximately \$200,000. Funding for this project is available from the line item for Urban Revitalisation-New Roads in the 2005/2006 Annual Plan.

## CONCLUSION

There are high numbers of crashes in Te Atatu Road intersecting with Bridge Avenue, Royal View Road and Covil Avenue. It is proposed to permanently ban the right turning movements of all vehicles at the intersection of Te Atatu Road and Bridge Avenue and to signalise the intersection of Te Atatu Road and Covil Avenue to service side street traffic to/from Covil Avenue and Bridge Avenue. It is also proposed to temporarily ban the right turning movements of vehicles (except buses) from Te Atatu Road to Royal View Road from 4pm to 6pm Monday to Friday.

The proposed works will provide safe, efficient movement for all users. Funding is allocated for this project in the 2005/06 budget. The project is planned to be implemented in March 2006.

## RECOMMENDATIONS

1. That the Proposed Traffic Signals and Minor Safety Works in Te Atatu Road, Te Atatu South report be received.
2. That in relation to the intersection of **BRIDGE AVENUE** and **TE ATATU ROAD, TE ATATU SOUTH:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) That new '**NO RIGHT TURN**' controls be put in place at the intersection of **TE ATATU ROAD** and **BRIDGE AVENUE** prohibiting right turns from both the southern and eastern approaches to the intersection.
3. That in relation to the intersection of **TE ATATU ROAD** and **ROYAL VIEW ROAD, TE ATATU SOUTH:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) That a new '**NO RIGHT TURN, 4pm to 6pm Monday to Friday, (excluding buses)**' control be put in place at the intersection of **TE ATATU ROAD** and **ROYAL VIEW ROAD** applying to traffic approaching from the north.
4. That in relation to the intersection of **TE ATATU ROAD** and **COVIL AVENUE, TE ATATU SOUTH:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) That the existing '**GIVE WAY**' control on **COVIL AVENUE** at its intersection with **TE ATATU ROAD** now be approved to be removed and not reinstated.
    - (ii) That new '**TRAFFIC SIGNAL**' controls be put in place at the intersection of **TE ATATU ROAD** and **COVIL AVENUE**.

5. That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Vinh Bui, Senior Transport Engineer, Transport Assets.

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16 **DRAFT WAITAKERE CITY LEISURE FACILITY PARTNERSHIP POLICY CONSULTATION**

### **PURPOSE OF THE REPORT**

The purpose of this report is to inform the Henderson Community Board of the contents of the draft Waitakere City Leisure Facility Partnership Policy (the Policy) and to enable the Henderson Community Board the opportunity to submit a submission on the proposal.

### **BACKGROUND**

An increasing number of Councils are contemplating partnerships with community groups and schools to facilitate the development and use of recreation and leisure assets.

Waitakere City Council is often approached by community groups and schools requesting financial support for the development of a new asset and in return offering community access to the facilities. At present Council's financial support in such circumstances is on an ad hoc basis with no formal processes or criteria for Council to assess proposals to allow consistent decisions to be made.

The Long Term Council Community Plan and Annual Plan Special Committee passed the following resolution at its meeting on 25 March 2003:

*"That the development of criteria and processes for assessing community facility partnership opportunities with schools is referred for consideration to the Annual Plan process."*

583/2003

This resolution was then adopted in the final 2003/2004 Annual Plan. In February 2004 a high level summary of the research to date to guide the general criteria of the Policy was presented to the City Development Committee. The following resolutions were passed:

1. *That the City Development Committee endorses the concept of working in partnership with community organisations, schools, funding trusts and potentially other Councils through a Leisure Facility Partnership Policy.*
2. *That the City Development Committee approves the development of a facility partnership policy to guide Council's funding support to partnership opportunities with leisure and recreation assets, based on the draft direction outlined in the Agenda report, as part of the draft direction for the Facility Partnership Policy and incorporating the comments from the Committee.*
3. *That the City Development Committee supports the requirement for Council to commit a set amount of capital through the Long Term Council Community Plan towards supporting projects through a Facility Partnership Policy."*

72/2004

In November 2005 the draft Policy was presented to Council's City Development Committee. The Committee passed the following resolution:

"2. *That the City Development Committee endorse the draft Leisure Facility Partnership Policy subject to stakeholder consultation.*"

2138/2005

Council officers are now undertaking community consultation before finalising the Policy.

## STRATEGIC CONTEXT

Council's strategic objective for leisure is to provide a comprehensive range of leisure, recreation and sports services and facilities are provided. To improve the well being of the City's people and communities, Council provides and supports a diverse range of leisure opportunities through facility operation and development, direct funding, assistance to access other funding and support of activity initiatives. Council's leisure facilities and activities contribute to the well being of the City's residents by providing recreational opportunities that promote health and social cohesion. The adoption of a Leisure Facility Partnership Policy will increase the number of community facilities being provided while provide clear strategic direction for Council's investment.

Through the Strategic Plan Council has adopted a platform of 'Strong Communities' stating that in the next 10 years Council will develop the City as a renowned hub of social activity, arts, leisure, sports and recreation. By developing partnerships with community groups Council can achieve this platform.

## ISSUES

Research was undertaken to develop a Policy throughout 2004 and early 2005. In February 2005 a report providing a high-level summary of the research was presented to Council's City Development Committee for its comments on the issues and options that surround the development of a Leisure Facility Partnership Policy. Comments from Council's City Development Committee were incorporated and a modified version of the draft Leisure Facility Partnership Policy was represented in November 2005.

The key aims of the Policy are to:

- Standardise the process by which capital development grants are made to community organisations to ensure transparency;
- Ensure the community leisure benefits derived from every facility partnership grant are maximised;
- Utilise the Leisure Facility Partnership Policy to support the implementation of core strategic actions from Council strategies, policies and plans such as:
  - Waitakere City Council's Long Term Council Community Plan,
  - Waitakere City Council's Parks and Open Space Strategy;
  - Waitakere City Council's Leisure Strategy.
- Utilise the Leisure Facility Partnership Policy to support local, regional and national strategies and plans such as:
  - Auckland Regional Physical Activity and Sport Strategy;
  - Sports and Recreation New Zealand's (SPARC's) 'Push Play' initiative;
  - Sport Waitakere Strategic Plan.
- Improve the sustainability of community leisure organisations;
- Form lasting holistic ongoing partnerships with community organisations.

The Policy will have three distinct stages, with more detailed information being required at each stage. Each stage will then have different types of evaluation criteria to optimise the community's and Council officers' time.

It is suggested that a working group consisting of Council officers from Parks, Leisure Services and Public Affairs evaluate the proposals at each stage against the criteria before presenting them to the City Development Committee. The Leisure Projects and Contracts officer would be responsible for the administration of the Policy.

After evaluation by a Council Committee some proposals may be excluded from proceeding to the next stage. Unsuccessful organisations will be informed and provided reasons why their proposal was not successful. Council officers will work with successful organisations to assist them to provide the information required for the next stage.

Once an organisation has been successful through all three stages Council will enter into a contract which will detail the specifics of the partnership, for example, what portion of the operation must be used by the community and what is deemed a breach of the terms. It is not envisaged that Council will provide any on-going operational funding support to the projects successful in gaining Leisure Facility Partnership Policy grants.

The final policy will also incorporate details of stewardship and how Council's interests will be maintained long term. Partners will be required to assure the Council of their long term financial viability and the sustainability of the development.

After the completion of a facility Council will reserve the right to audit sites. In addition facilities will be required to submit annual reports. The Projects and Contracts officer will be responsible for reviewing the reports and accessing the maintenance of the facility ensuring the terms and conditions of the contract are carried out.

A7-A19

The Policy provides details of what level of information is required and the criteria it will be measured against. Attached at pages A7 to A19 provides a full copy of the report.

This Policy is now being presented to sports groups, schools, local iwi and community groups for consultation. Submissions close at 5pm, 3 March 2006. This report provides the opportunity for Henderson Community Board to comment on the Policy.

## **RESOURCES**

Through the Long Term Council Community Plan 2003-2013 \$500,000 has been budgeted annually for leisure facility improvements. It is proposed that the funding be utilised for the Leisure Facility Partnership Policy subject to confirmation by Council on an annual basis.

## **CONCLUSION**

There is a need for Council to develop a Leisure Facility Partnership Policy. The Policy would guide Council in its decisions towards financial support for partnerships with community groups and schools regarding the development and utilisation of leisure and recreation assets. At present this financial support is provided on an ad hoc basis. A Leisure Facility Partnership Policy would enable Council to adopt a transparent process for assessing potential initiatives. This report presents the draft Policy for community consultation. Council officers encourage Henderson Community Board to compile their comments and submit a submission.

## **RECOMMENDATIONS**

1. That the draft Waitakere City Leisure Facility Partnership Policy Consultation report be received.
2. That Henderson Community Board make recommendations on the draft Waitakere City Leisure Facility Partnership Policy via written submissions by 5:00pm, 3 March 2005.

Report prepared by: Clare Dwyer: Leisure Planner.



## 17 **SCHOOL TRAVEL PLAN PROGRAMME - RUTHERFORD CLUSTER INFRASTRUCTURE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to confirm support from the Henderson Community Board for infrastructure priorities arising from the development of the Rutherford Schools Community Travel Plan enabling a launch of this travel plan.

### **BACKGROUND**

Waitakere City Council has been working together with the Rutherford cluster for over a year on this travel plan project. The Council formally approved progression of this project at its 6 October 2004 meeting.

The Rutherford Cluster now incorporates the following groups which are located on the Rutherford campus:

- Rutherford Primary School;
- Rutherford College;
- Te Atatu Tu Tangata Academy;
- Te Kotuku Kura Kaupapa;
- Te Kotuku Kohanga Reo;
- Rutherford Preschool;
- DVA MIT (Visual Arts facility).

Henderson Community Board Members have participated in working groups leading to the development of the travel plan, currently in draft. Other stakeholders in the programme are the New Zealand Police and the Auckland Regional Transport Authority and local residents.

### **Council and Community Board Role**

A Memorandum of Understanding between Waitakere City Council and the Auckland Regional Council (Auckland Regional Council - now Auckland Regional Transport Authority) was signed by the Chief Executive Officer on 31 August 2004 after consultation with Councillors. The Memorandum of Understanding recognises the relevant partnerships and outlines the commitments of the programme partners. Waitakere City Council supports this process by participating as partners in the travel plans, by offering a co-ordinated response to travel plan issues as they arise, and by including priority infrastructure, identified as a result of travel plans, within work programmes and budgets.

The Community Board role within this process is to participate in the working groups, to gain insight and contribute to solution development and, having had that input, to approve infrastructure priorities.

Infrastructure budget was approved in the 2005/2006 Annual Plan and Category 2 funding applications have provisionally been made to Land Transport New Zealand.

## **STRATEGIC CONTEXT**

School travel plans are a travel demand management initiative. Travel demand management sits within a national, regional and local context.

New Zealand Transport Strategy objectives are to:

- assist economic development;
- assist safety and personal security;
- improve access and mobility;
- protect and promote public health;
- ensure environmental sustainability.

## **Sustainable Cities**

The Auckland School Travel Plans Programme, "TravelWise", is a flagship project of the Sustainable Auckland Programme of Action, one which demonstrates the multi-objective approach to transport set out in the New Zealand Transport Strategy.

The vision of the regional TravelWise programme is to:

### **Make school journeys active, social, safe and sustainable**

The long term programme goal is to:

Reduce car trips to school across the region by 10 per cent over a 10-year period by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport.

Waitakere has worked in partnership with Auckland Regional Council/Auckland Regional Transport Authority, Energy Efficiency and Conservation Authority, Land Transport Safety Authority (now Land Transport New Zealand) and with 10 schools in Waitakere on the programme to date over the last three years.

## **Regional Strategies**

The Auckland Regional Travel Demand Management Strategy (2000) is currently being incorporated into the review of the Auckland Regional Land Transport Strategy (2005).

The purpose of travel demand management has been defined as:

*"to reduce the number of vehicles using the road system while providing a wide variety of mobility options to those who wish to travel."*

## **Auckland Regional Road Safety Plan 2004 to 2010**

The Auckland Regional Road Safety Plan 2004 to 2010 vision is:

*"No road users are killed on the Auckland Region's roads."*

Goal three is relevant:

*“Pedestrian deaths and injuries within the Auckland Region decline from the five year average (1998 - 2002).”*

### **Council Strategy**

The Council’s Integrated Transport strategic platform includes an objective to *“Promote the use of sustainable transport options.”* A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan. School travel plans also support the *First Call for Children* Council priority.

### **ISSUES**

A20 The Rutherford Schools community has almost completed developing their travel plan. Resulting infrastructure requests have been provided to Transport Assets and have been assessed and prioritised. Contracts are being prepared for letting tenders for detailed design work and Category 1 funding applications to Land Transport New Zealand. The work programme for implementing infrastructure priorities is shown on the map attached at page A20.

The Henderson Community Board is requested to support the infrastructure priorities arising from the development of the Rutherford Schools Community Travel Plan, enabling launch of the travel plan. In order to prevent delays to the travel plan infrastructure process, the Henderson Community Board is requested to delegate to the Chief Executive Officer authority to sign off the finalised infrastructure priorities arising from the development of the Rutherford Schools Community Travel Plan. This will enable Council to demonstrate progress to the schools and to implement the infrastructure within the 2005/2006 year.

### **RESOURCES**

Council has \$729,787 capital expenditure budgeted in the 2005/2006 Annual Plan as a Council contribution to school travel plan infrastructure implementation for the Rutherford Cluster and the Lincoln/Rathgar Area School Travel and Safer Routes project. Land Transport New Zealand has indicated that they will subsidise infrastructure requests from school travel plans at a minimum of 53%. Infrastructure funding at other schools in the Auckland region has already exceeded the 53% subsidy level and this may also be the case for Waitakere’s schools, particularly where a combined approach is in place as with the Rutherford College and Rutherford Primary schools community.

The budget of \$216,000 will cover the costs of the infrastructure priorities arising from the Rutherford Schools Community Travel Plan.

### **CONCLUSION**

The Council is committed to the School Travel Plan Programme.

The Rutherford Schools Community Travel Plan is approaching launch and delegation to sign off on the Council’s commitment needs to be given to the Chief Executive Officer to enable momentum and community enthusiasm with these projects to be maintained, as well as meeting the Council’s regional obligations.

## **RECOMMENDATIONS**

1. That the School Travel Plan Programme - Rutherford Cluster Infrastructure report be received.
2. That the Henderson Community Board supports the infrastructure priorities arising from the development of the Rutherford Schools Community Travel Plan.

Report prepared by: Tony Miguel: Group Manager: Asset Management.



## **18 TE ATATU PENINSULA POSTER BOLLARD RELOCATION**

### **PURPOSE OF THE REPORT**

The purpose of this report is to advise the Henderson Community Board on the progress of the relocation of the Phantom arts and events bollard to a new position within the Te Atatu Peninsula Town Centre.

### **BACKGROUND**

An initial request was made to Council in late 2003 from Phantom Billstickers Limited to erect poster bollards in various locations around the City. A report was presented to the Finance and Operational Performance Committee meeting on 10 November 2003 and the Committee approved in principle the installation of the bollards.

A contract was entered into between Phantom Billstickers Limited and Council on 7 July 2004.

The contract provides that Phantom Billstickers Limited may apply to install 15 poster bollards around the City with a right to apply for a further 15 sites at the rate of no more than five per year. The contract runs initially for five years and they may apply for three further terms of five years. The licence fee for each site is \$500 +GST per annum.

A Resource Consent application for seven (7) bollards was submitted for approval on 5 November 2004. It was a discretionary use application and was subsequently approved subject to conditions without requiring notification. Building consents were also applied for and approved. Through this process one bollard was positioned at the Te Atatu Peninsula town centre in the forecourt of the entry to the Community Centre and Library.

The designation of site locations is to be in accordance with the provisions of the contract between the Council and Phantom Billstickers Limited which requires consideration of the following factors:

- The geographic distribution of bollards City-wide;
- How the bollard will sit in relation to existing or proposed street furniture, pedestrian access and the aesthetics of the public spaces and in relation to the proposed site;
- Maintain safety line of sight for traffic, pedestrians and such factors as the Council shall determine in its discretion;
- Bollards need to be erected in a reasonable position able to be adequately viewed by interested patrons, i.e. viewed from both sides, be in main high volume pedestrian and vehicle areas and also be adjacent to facilities that attract large volumes of people. They are not intended for isolated places;

- Council has to approve the location;
- Any site position proposed by the Council would also require approval by Phantom Billstickers Limited.

## STRATEGIC CONTEXT

One of the nine strategic platforms of the Long Term Council Community Plan is to make the City a vibrant and enjoyable place to live, work and play by creating attractive urban space. The vision for 2020 of the Urban and Rural Villages strong communities platform is to *"have public facilities, places and spaces teem with people; the streets alive and busy"*. Town Centre revitalisation and the encouragement of the arts, cultural and sporting events are also seen as an important way of building strong communities, another of the nine strategic platforms. As described by Phantom Billstickers Limited *"the poster industry is an important vehicle in assisting the Arts in achieving public support through an effective medium at a cost effective price and the bollard forms a natural part of the streetscape, now widely accepted as street furniture"*.

## ISSUES

### Bollard Location Situation

The Henderson Community Board as part of their delegations around reserves and parks, should have been consulted to seek their approval of the proposed location as it is situated on a Local Purpose Reserve. Consultation did not take place with the Board and as a result the Board raised concern re the lack of appropriate process and the proximity of the bollard to the Returned Services Association flag pole. A similar complaint has also being received from the Te Atatu Residents and Ratepayers Group in regard to this issue.

### Henderson Community Board Decision

The Henderson Community Board, at its meeting on 3 November, resolved the following:

*"That the Henderson Community Board Members consult the public on the alternative sites to relocate the advertising bollard in Te Atatu Peninsula, and that in the process the public consulted be advised of the future concept plan for Te Atatu Peninsula Town Centre and the cost of re-locating the current bollard, and that the matter be reported back to the Board."*

2172/2005

The Board undertook public consultation followed by an 'Extraordinary Henderson Community Board Meeting' held on 15 December 2005 with the following resolution:

*"That the Henderson Community Board delegates to the Chairperson and Principal Advisor - Urban Development, authority to decide on a recommended alternative location for the bollard within Te Atatu Peninsula Town Centre, with the alternative location to be acceptable to Phantom Billstickers Limited, with all associated costs to be met by the Council."*

2493/2005

Council officers had previously recommended to the Board that the bollard remain in its current location until the preparation of the concept plan for the Te Atatu Peninsula town centre is undertaken.

Subsequent to the Henderson Community Board resolution a meeting was held at Te Atatu Peninsula Town Centre between the Board Chairperson, a Board member and the Principal Advisor Urban Development to discuss and decide on a likely new location.

A21 A meeting was subsequently held between the Principal Advisor Urban Development, Phantom Billboards Limited and a Parks representative who all agreed on the proposed location. The new location is at the northern road side of the Te Atatu Peninsula Community Centre, adjacent to the Pringle Park Village Green. This location is shown on the map attached at page A21.

### RESOURCES

To relocate the bollard and reinstate the existing site including consents will cost the Council approximately \$11,084.40. There is no allocated budget available for this process in the 2005-2006 Annual Plan.

Options for funding this amount are:

- To include the amount in the draft 2006-2016 Long Term Council Community Plan for 2006-2007, which would enable the work to take place logically after completion of the town centre concept plan or;
- To consider allocating an amount towards the cost of relocation as part of the half yearly review of the 2005/2006 financial performance;
- A report is being considered at the February meeting of the Finance and Operational Performance Committee regarding funding options.

### CONCLUSION

The Henderson Community Board does not have a formal role in the Resource Consent process but should have been asked to approve the location of the Bollard given it was on a Local Purpose reserve. As a result of further public consultation undertaken by the Board members a new location has been proposed and agreed on by the Principal Advisor Urban Development, Council's Parks unit and Phantom Billstickers Limited. A number of options exist for funding this amount and the Finance and Operational Performance Committee will consider the options at its meeting on 13 February 2006.

### RECOMMENDATION

That the Te Atatu Peninsula Poster Bollard Relocation report be received.

Report prepared by: Janet Hannan, Principal Advisor, Urban Development.



19 **BOARD MEMBERS' REPORTS**

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

**HENDERSON COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Henderson Citizens Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Stephen McDonald
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Youth and Advocacy Advisory Group	Wayne Bainbridge
Waitakere Road Safety Steering Group	Helen Jones
McLaren Community Park Project	Steve McDonald
Taipari Strand Community Group	Leo Nobilo
Te Atatu Peninsula Reserves Management Plan	Wayne Bainbridge Elizabeth Grimmer
Te Atatu South Library Working Group	Elizabeth Grimmer Wayne Bainbridge Cr Ewen Gilmour
<b>COUNCIL COMMITTEES</b>	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge Helen Jones
Hearings	Elizabeth Grimmer Wayne Bainbridge (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge
Lower Oratia Stream Reserve Management Plan Subcommittee	Stephen McDonald Leo Nobilo Cr Assid Corban (alternate)

