

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE
HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON THURSDAY, 5 APRIL 2007,
COMMENCING AT 6.30 PM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATIONS	1
	A NEW ZEALAND POLICE	1
	B CUSTOMER SERVICES CHARTER	1
5	PUBLIC FORUM	2
	PUBLIC FORUM WILL TAKE PLACE AT 7.00 PM.	2
6	CHAIRMAN'S REPORT	2
7	COMMITTEE SECRETARY'S REPORT	4
8	GREAT NORTH ROAD - PROPOSED NEW PEDESTRIAN REFUGE OUTSIDE WAIKUMETE CEMETERY	6
9	SILVER BIRCH RISE, HENDERSON - NEW NO STOPPING AT ALL TIMES RESTRICTION	8
10	HENDERSON MOBILITY PARKING SPACES	10
11	LLOYD MORGAN RESERVE - PROPOSAL FOR A LEASE TO THE WAITAKERE ABUSE AND TRAUMA COUNSELLING SERVICE INCORPORATED	12
12	WAITAKERE CITY COUNCIL CYCLEWAYS PROGRAMME	16
13	HENDERSON TOWN CENTRE - GREAT NORTH ROAD STREETSCAPE UPGRADE AND ROAD IMPROVEMENTS	20
14	BOARD MEMBERS' REPORTS	24

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 8 March 2007

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 8 March 2007, 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 Chairman 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 CUSTOMER SERVICES CHARTER

The Complaints Process Co-ordinator will make a presentation to the Henderson Community Board around the Customer Services Charter and how the compliments, complaints and suggestion process operates.



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 Chairman at the beginning of the meeting; and
- (ii) the Chairman 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 **CHAIRMAN'S REPORT**

Daylight saving is over and we are heading into Winter and then the elections. I have now attended 57 meetings since January 2007 which further reinforces the need for Community Boards and I know that all Members are working just as diligently for the Community. Thank you all, and also the Council officer's for their ongoing support.

Long Term Council Community Plan 2006-2016 and Annual Plan 2007/2008

The draft Plan is now available and consultation dates are 27 March 2007 to 27 April 2007. The Council is looking to hold open days at various locations and Catherine Mall has been suggested for the Henderson Ward. Community Board members will need to be involved.

The submissions from the Board have been accepted with \$100,000 being allocated for the design stage of Te Atatu Peninsula Community Centre/Library and \$40,000 for a needs analysis which will commence in the Glendene/Span Farm area. With the developments in Te Atatu Peninsula, the Manager: Asset Management is undertaking a review of the road corridor and Gunner Drive which was our third submission.

Resignation Andrew Good

I attended the March 2007 meeting of the Massey Community Board on behalf of the Board and wished Andrew well for the future. He has been a Community Board Member for a number of years and was the Chairman before stepping down late last year. Andrew always supported the community and the Boards and we will miss him.

Pacific Nations Welcome to Police District Commander V. Rickard

This was a wonderful moving experience and one I was humbled to have been invited to attend. It was enjoyed by all especially the Police Commander.

Combined Ratepayers Meeting

This meeting was extremely informative with a common thread emerging of concerns the groups felt that they were not being consulted on. Congratulations to David Hallett for organising this. I hope there will be more in the future.

Te Atatu Road Corridor Workshops

There have been two of these held with thorough presentations from the Council officers. I have asked that the Board receive the report before it is presented to the City Development Committee. We may need to hold a Special Meeting to achieve this.

Farewell Paul Schischka

I attended the morning tea to farewell Paul Schischka. He will be missed both by our Board and all the residents of the City for his common sense approach to concerns and problems. I am sure he will succeed in his new position and we wish him well.

Walkway of Fame

The unveiling of the 2005 recipients will be held on Wednesday, 4 April 2007 at 10:00 am. The Director: Public Affairs is preparing a report for the Board on the process for this years selection.

Prioritised Work Programme 2007/2008

Council officers are at present preparing detailed project plans for the 2007/2008 work programme which includes footpath repairs, road reseals, traffic safety, park improvements and bus shelters. It is suggested that we hold a workshop to identify these. Members are being asked for their priorities.

RECOMMENDATIONS

1. That the Chairman's Report be received.
2. That the Henderson Community Board determine if they wish to convene into a workshop to set priorities for the Work Programme for 2007/2008.

Elizabeth Grimmer, MNZM

CHAIRMAN



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand</p> <p>Officer's Report</p>	<p>A detailed design will be undertaken in 2006/2007 and 2007/2008.</p> <p>Physical works are scheduled to be undertaken in 2008/2009 and 2009/2010.</p>	<p>Debbie Chapman ☎ 836 8000 Ext: 8303</p>
<p>Tui Glen Stage 2 Development</p> <p>Officer's Report</p>	<p>Car park remedial works were completed in March 2007. Practical completion for Stage One has been issued to the contractor. A quote and offer of service has been received by Council's consultant for Stage Two works.</p> <p>Design work is due to commence for Stage Two development, which includes further access way upgrades and landscaping. It is anticipated physical works will be carried out in October/November 2007.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
<p>Weed Control and Re-vegetation Planting</p> <p>Officer's Report</p>	<p>It is intended that a contract for weed control and re-vegetation planting will be let in late March 2007 for planting to be carried out in autumn.</p>	<p>Helen Biffin ☎ 836 8000 Ext: 8758</p>
<p>Expansion of Leased Area of Cranwell Park Childhood Learning Centre</p> <p>Resolution No: 2169/2006</p>	<p>The majority of Cranwell Park is located on Council owned freehold land. Under the Reserves Act 1977 Reserve Management Plans (Plans) are produced to set out the objectives and policies for the management operation and development of the park. Plans can also cover non reserve land but do not have any legal authority under the Reserves Act, in respect of such land.</p> <p>There are a number of named reserves within Waitakere which are within this category. These non reserve lands are included in the Plans to provide a coordinated approach to all the land being managed.</p> <p>The Plan assists in the operation and management of the land by establishing guidelines and management objectives. These are not legally binding through the Plan in respect of freehold land although they do assist in the operation and development of the land as they have been through a public consultation process.</p> <p>In terms of the lease extension with Cranwell Park Childhood Learning Centre there are no implications from a Plan perspective and delegated authority is with the City Development Committee.</p> <p>A report will be going to the May 2007 meeting of the City Development Committee requesting the grant of a lease.</p>	<p>Grant Jennings ☎ 836 8000 Ext: 8537</p>

Issue	Comments	Reporting Council Officer
<p>Draft Long Term Council Community Plan 2006/2016</p> <p>Officer's Report</p>	<p>The draft Annual Plan 2007/2008 (Year 2 of the Long Term Council Community Plan 2006-2016) public submission period runs from Monday 26 March 2007 to Friday 27 April 2007.</p> <p>It is hoped that Community Board Members will want to engage with their local communities on the Long Term Council Community Plan and to this end Council officers from the Public Affairs Unit, with assistance from other Units, have started preparing display materials to use during this submission period.</p> <p>It is envisaged that these materials will include:</p> <ul style="list-style-type: none"> • Submission guide; • Submission form; • A3 laminated copy of the Annual Plan Billboard; • The Waitakere News special Annual Plan edition; • The Community Outcomes booklet (optional); • Community Outcomes poster (optional). 	<p>Nada Cottrell</p> <p>☎ 836 8000 Ext: 8427</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Request for Street Calming Measure in Beach Road, Te Atatu Peninsula	8 February 2007 Public Forum	3 May 2007	Sue Liddell ☎ 836 8000 Ext: 8736
Parking Restrictions for Smythe Road, Wilsher Crescent and Serjeant Street, Henderson	8 March 2007 Resolution No: 366/2007	7 June 2007	Sue Liddell ☎ 836 8000 Ext: 8736
Zebra Crossing at Awaroa Road, Sunnyvale and Road Calming Measures for Denver Avenue, Sunnyvale	8 March 2007 Resolution No: 367/2007	7 June 2007	Sue Liddell ☎ 836 8000 Ext: 8736
Project Twin Streams Four Monthly Progress Report	August 2005 Resolution No: 1492/2005 Last updated November 2006	8 March 2007	Tony Miguel ☎ 836 8000 Ext: 8294
Litter and Bamboo blocking footpaths in Millbrook, Seymour and Sunnyside Roads	Public Forum	3 May 2007	Roscoe Webb ☎ 836 8000 Ext: 8768

RECOMMENDATION

That the Committee Secretary's Report for 5 April 2007 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 GREAT NORTH ROAD - PROPOSED NEW PEDESTRIAN REFUGE OUTSIDE WAIKUMETE CEMETERY

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a proposed new pedestrian refuge island in Great North Road outside Waikumete Cemetery.

BACKGROUND

During Public Forum of the Henderson Community Board on 3 August 2006 a member of the public addressed the Board regarding the provision of a facility to help pedestrians safely cross Great North Road near the entrance to Waikumete Cemetery. In response to this and other requests the Board resolved as follows:

"That the Public Forum be received and that Council officers report back to the Board on the issues raised."

1497/2006

STRATEGIC CONTEXT

The 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.

ISSUES

A survey of pedestrians crossing Great North Road in the area 150 metres either side of the entrance to Waikumete Cemetery was undertaken over the course of 11 hours between 6am and 6pm on Monday, 14 November 2006. A total of 12 pedestrians were seen crossing. Six of these pedestrians were using a nearby bus stop on Great North Road. Four were crossing to attend a funeral at the cemetery.

Land Transport New Zealand's accident database records one known accident involving a pedestrian crossing Great North Road near the cemetery entrance. The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that other unreported pedestrian accidents have occurred in the area.

The low number of pedestrians and lack of recorded pedestrian accidents does not justify the cost of installing pedestrian signals.

An unsignalised pedestrian crossing is not recommended in locations where there is more than one lane of traffic moving in the same direction. In these situations drivers on the outside traffic lane may stop for a pedestrian waiting to cross.

Great North Road is four lanes wide near Waikumete Cemetery. New unsignalised pedestrian crossings are not normally installed on multi lane roads due to the poor accident history for existing crossings of this type. At a pedestrian crossing on a multi lane road when a vehicle, especially a heavy vehicle, travelling in the kerb side lane stops or slows in advance of a crossing to allow a pedestrian to cross, the body of the vehicle blocks the sight line between the pedestrian and oncoming vehicles in the adjacent lanes. The driver of a vehicle in these inside lanes, being unable to see the crossing pedestrian, may not realise that the other vehicle has stopped and will attempt to pass the other vehicle near the crossing. This presents a very dangerous situation when the pedestrian crosses into the inside lane.

A pedestrian refuge island is an appropriate measure to improve pedestrian safety on high traffic volume roads where pedestrian numbers are low. Pedestrians are able to cross half the road at a time and are provided with a location shelter from traffic lanes in which to wait once they have crossed to the mid-point of the road.

Pedestrian refuge islands need to be located in positions away from vehicle crossings where they do not obstruct the manoeuvring spaces of turning vehicles, in locations with good illumination from street lights and where approaching drivers and pedestrians are able to see each other well in advance of the island.

A1 A location that meets all these requirements exists in Great North Road approximately 20 metres south east of the cemetery entrance. There is a flush median in this location on which an island can be located. The location of the proposed island is shown at page A1.

There is an existing bus stop currently located outside the Waikumete Cemetery adjacent to the location of the proposed refuge. Relocation of this bus stop has been considered as part of the investigation of pedestrian safety issues in this location, however the Council's traffic engineers consider that it is most appropriate that the bus stop remain in its current location. There are two traffic lanes each direction in this area. When the bus stops to embark or disembark passengers one lane is temporarily blocked, however this is also true of alternative bus stop locations. Locating the stop as close as possible to the island would place it in the most convenient location for use by pedestrians.

Occupiers of adjacent properties have been consulted regarding the proposed new island. The manager of the Waikumete Cemetery is in favour of a pedestrian refuge outside the cemetery. The owners of the garden centre on the north side of the road object to the proposed location of the island. Motorists exiting their property are currently able to move onto the flush median and then accelerate on the median before merging into west bound traffic. The proposed location of the island would prevent this manoeuvre occurring. Motorists would still be able to turn out of the garden centre on to the median, but they would need to remain stationary on the median and wait for a gap in traffic before proceeding west along Great North Road. The Council's traffic engineers consider that these measures are sufficient to allow motorists to safely exit the garden centre and believe that the potential safety benefits of the proposed new refuge island outweigh any disadvantages.

A detailed design will need to be prepared before a new refuge island can be constructed, however observations and measurements made during investigation of this issue show no potential impediments to the installation of a refuge island at this location.

There is a flush median in Great North Road between the intersection with Hepburn Road and Glenview Road. To prevent vehicles using flush medians as additional traffic lanes, installation of traffic islands at spacings of no more than every 500 metres is normally recommended. There are no traffic islands in the median between the intersection with Hepburn Road and Glenview Road. There have been reports that this median is used by some drivers as a traffic lane and installation of a refuge island in this location would help prevent this occurring.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. This principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new pedestrian refuge can be implemented under the Annual Plan 2006/2007 Minor Safety Works budget.

CONCLUSION

The proposal to install a pedestrian refuge in Great North Road outside Waikumete Cemetery is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Great North Road - Proposed New Pedestrian Refuge Outside Waikumete Cemetery report be received.
2. That the installation of a new **PEDESTRIAN REFUGE ISLAND** in Great North Road outside Waikumete Cemetery, in principle, be approved.
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 pedestrian refuge island control.

Report prepared by: Paul Schischka, Transport Engineer.



9 SILVER BIRCH RISE, HENDERSON - NEW NO STOPPING AT ALL TIMES RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restriction in Silver Birch Rise, Henderson.

BACKGROUND

A resident of Silver Birch Rise has contacted the Council with concerns regarding vehicles that park on both sides of Silver Birch Rise in the cul de sac and around the island at the end of the cul de sac.

The resident is concerned that due to the narrowness of the street there is insufficient room for vehicles to park on both sides of the street. If an emergency vehicle needed access to the street it would not get through. In some cases their rubbish has not been collected as the collection vehicle has been unable to travel around the cul de sac.

The options considered are introducing a No Stopping At All Times restriction around the cul de sac and the island situated at the end of the cul de sac

STRATEGIC CONTEXT

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 restriction can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Silver Birch Rise is a cul de sac road, and currently has no parking restrictions, therefore allowing parking on both sides of the street. The concerned resident advised that all the dwellings in this street have off street parking for at least two vehicles.

This street is completely residential and is predominately used by residents and their visitors. It is the Council officer's opinion that the installation of the No Stopping At All Times parking restriction around the cul de sac will allow access for the rubbish collection vehicle and emergency service vehicles.

Consultation has been sent to the 13 affected residents and to date five responses have been received. Two of the residents did not mind the proposed changes, and three of the residents are opposed to the proposal as they did not think there was a parking problem. Nevertheless, it is considered that there is a safety issue due to the rubbish truck and any emergency vehicle having to reverse in or out of the street when vehicles are parked both sides of the street.

A2 The location of the proposed new No Stopping At All Times parking restriction is shown on the aerial photograph attached at page A2.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2006/2007 maintenance budget.

CONCLUSION

The proposal is to install a No Stopping At All Times parking restriction around the cul de sac and island in Silver Birch Rise. This will allow vehicles to manoeuvre safely around the cul de sac without being obstructed by parked vehicles.

RECOMMENDATIONS

1. That the Silver Birch Rise, Henderson - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **SILVER BIRCH RISE, 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 **SILVER BIRCH RISE** a new **NO STOPPING AT ALL TIMES** parking restriction be put in place around the cul de sac from property boundary number 2 to property boundary number 10.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and control.

Report prepared by: Jane Harris, Transport Technician.



10 **HENDERSON MOBILITY PARKING SPACES**

PURPOSE OF THE REPORT

The purpose of this report is to provide feedback to the Henderson Community Board regarding the number of mobility parking spaces currently operating in the Henderson Town Centre.

BACKGROUND

This report is in response to a request from the Henderson Community Board to investigate the need for more mobility parking spaces in the Henderson Town Centre, in particular near the BNZ building and a more user friendly space near the library. The original request came from the July 2006 Public Forum of the Henderson Community Board meeting.

STRATEGIC CONTEXT

The 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.

ISSUES

A Council engineer met with the wheel chair disabled customer who attended the Public Forum in July 2006 to discuss some of the options that may be available to these customers. Options that appear to be most suitable are:

- One mobility parking space is moved from Waitakere Lane outside the library and relocated to the BNZ car park;
- An alternative location if the BNZ car park is not suitable could be further down Ratanui Street in the angle parking areas;
- The remaining mobility parking space in Waitakere Lane is relocated to Trading Place outside the Citizens Advise Bureau as requested by the staff of the Citizens Advise Bureau;
- The two existing mobility spaces in Waitakere Lane, once relocated, could be converted to a P5 drop off area for short stay users.

There are issues with both the proposed relocated mobility areas. The BNZ car park has a slight gradient, which could make it difficult for those needing to use a wheel chair, and the angle parking spaces down Ratanui Street are further away from the library and on the opposite side of the street.

The Council has engaged a Strategic Advisor - Disability, who will be involved with the final decision of relocating the existing mobility parking spaces.

A survey was carried out in January 2007 of the existing on-street mobility parking spaces in the Henderson Town Centre. Currently there are six on street P180 mobility parking spaces, four of these are located on Great North Road as listed below:

- Great North Road, south kerb, outside number 404 x1;
- Great North Road, south kerb outside number 334 x2;
- Great North Road, north kerb, outside number 391 x1.

There are another two in Waitakere Lane between Ratanui Street and Trading Place on the south kerb outside the library. In addition to these on street mobility parking spaces, there is also one mobility parking space on each level of the new car park building off Trading Place.

In total, there are approximately 124 on street parking spaces in the central Henderson Town Centre, not including off street car parks and parking buildings. This number of parking spaces is made up in the following streets:

Great North Road between Henderson Valley Road and Edsel Street	70
Railside Avenue between Great North Road and Edsel Street	8
Trading Place	11
Ratanui Street	19
Alderman Drive	12
Edsel Street	4
Total	124

The Code of Practice recommends one mobility space is provided for every 50 parking spaces, this suggests that mobility parking in the Henderson Town Centre fully complies, and in fact, provides more mobility spaces than is recommended.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

There are no resource implications arising from this report.

CONCLUSION

Council officers recommend that no additional mobility parking spaces are required. However, it is considered that the existing mobility parking spaces are not well placed and that the location of the existing on street mobility spaces be revisited and re-sited as appropriate.

RECOMMENDATIONS

1. That the Henderson Mobility Parking Spaces report be received.

2. That the Henderson Community Board approve that no further mobility parking spaces are required in the Henderson Town Centre.
3. That the layout and location of the existing on street mobility spaces in the Henderson Town Centre be revisited and a proposal of new sites identified be brought back to the Henderson Community Board for consideration.

Report prepared by: Jane Harris, Transport Technician.



11 **LLOYD MORGAN RESERVE - PROPOSAL FOR A LEASE TO THE WAITAKERE ABUSE AND TRAUMA COUNSELLING SERVICE INCORPORATED**

PURPOSE OF THE REPORT

The purpose of this report is to consider the submission received in response to the public notification of the proposal by Waitakere Abuse and Trauma Counselling Service (the group) to locate a building onto Lloyd Morgan Reserve, to consider the proposal to locate another building onto Lloyd Morgan Reserve and to consider the proposal to grant a lease to the group in respect of the building.

BACKGROUND

The Henderson Community Board resolved at its meeting on 8 February 2007:

- “1. That the Lloyd Morgan Reserve - Proposal for a lease to the Waitakere Abuse and Trauma Counselling Service Incorporated report be received.
2. That the proposal to locate an approved building for the Waitakere Abuse and Trauma Counselling Service Incorporated onto Lloyd Morgan Reserve in accordance with the plans attached at pages A1 to A2 to the Agenda report be approved.”

164/2007

“That minute no. 164/2007 be subject to a Public Notification process to be undertaken in respect of the proposal to locate another building onto Lloyd Morgan Reserve, in the manner outlined in the Reserves Act 1977, and that:

- (a) if no objections are received in respect of the proposal that approval is provided to grant a lease; or
- (b) if objections are received that such objections are presented to the Henderson Community Board and that the grant of a lease be considered by the Henderson Community Board at that time.”

165/2007

- “1. That it be acknowledged that the Council has considered any other appropriate options for re-locating the Waitakere Abuse and Trauma Counselling Services Incorporated and that the proposal adopted in Item 2 of minute no. 164/2007 above, has been determined to be the most appropriate for the Waitakere Abuse and Trauma Counselling Services Incorporated.

2. *That the Chief Executive Officer be authorised to execute a lease, subject to minute no. 165/2007, to the Waitakere Abuse and Trauma Counselling Service Incorporated in respect of the part of Lot 38 of Deposited plan 37137 in accordance with the proposal in recommendation 2 above pursuant to Section 61 (2A) of the Reserves Act 1977.*
3. *That there be no further extension to the footprint on Lloyd Morgan Reserve leased by the Waitakere Abuse and Trauma Counselling Service Incorporated.*
4. *That the preparation of a reserve management plan for Lloyd Morgan Reserve be prioritised as a matter of urgency and that no further community buildings be erected on the reserve until this is prepared.”*

166/2007

STRATEGIC CONTEXT

Council's Community Leases Policy was adopted in 1998 and provides that priority for leases will be given to groups that increase participation in community activities and improve access to education and learning activities. Also priority is given to groups able to demonstrate a proven need and strong community support for the services provided by the group. It is considered, and has been detailed in previous reports to the Board, that the group meets these criteria.

The provision of community buildings within parks comes under the platform of Strong Communities. This platform addresses the health and well-being of the City's residents, including among its objectives, the development of leisure facilities that provide benefits to the City's residents.

Any development within Lloyd Morgan Reserve must align with the draft Parks and Open Space Strategy, and the previous parks strategy developed in 1999 in accordance with Waitakere City's Greenprint. The strategies provide guidelines for the management of parks within the City and aim to improve the quality of parks and provide parks groups in a fair and equitable way for Waitakere City residents.

ISSUES

Proposal

The details of the proposal are set out in the report presented to the Board at its meetings in December 2006 and in February 2007.

In summary, the group is proposing to relocate another building (available from Project Twin Streams) onto Lloyd Morgan Reserve adjacent to its existing building as shown on the plan attached the report presented to the Board in February 2007 (the proposal) - and also to maintain a lease of its existing premises.

The group has estimated that it will cost approximately \$100,000 to locate the building onto Lloyd Morgan Reserve. The group has been setting aside reserve funds since 1991 to pay for the costs of increasing its premises.

Public Notification Process

The Board resolved at its meeting in February 2007 (see above resolutions) that it would approve the proposal subject to a public notification process being undertaken.

The Board also resolved at its meeting in February 2007 that any submissions are presented to the Board and that the grant of a lease be considered by the Board at that time.

Submission

A3

A public notification process was undertaken and closed on 16 March 2007. One submission was received and a copy of this is attached at page A3.

The main points of the submission are:

- a) that the park is a public park and is gradually being built up with buildings.
- b) that the reserve should not be cluttered with make-shift buildings to accommodate a social problem.
- c) that the objector has previously objected to the group moving a building onto the park and was assured it would be a "one off".

Council's Considerations

In relation to the main points of the submission noted above officers responses are as follows:

Built Nature of Reserve

The issue of the "built nature" of the reserve was considered in the report presented to the Board in February 2007.

The Parks Planning Section prepared a strategic analysis of the reserve. It was determined that an additional building would not significantly detract from the amount of open space available for use by the community.

The analysis also stated that the proposed building fits within the location of the existing buildings and is within easy access to the car park.

Assessment of Group

The report presented to the Board in December 2006 also considered whether the group and the services provided by the group met the assessment criteria of Council's Leasing Policy.

The report also considered that the group does meet the criteria and set out the reasons for that. While the Waitakere Abuse and Trauma Counselling Service Incorporated does provide services to combat a social problem, a review of the options available concluded that this was the best option available in order to enhance this valuable service.

This Board at its December 2006 meeting resolved to progress policy and direction regarding Council's role in supporting social service groups as follows:

"That Council officers investigate the wider issues around the future of accommodation for Social Services Support Groups and that this be considered on a City wide basis and that a report on this subject be sent to the appropriate Committee for further action".

2349/2006

One-Off Nature of the Move

There is no previous resolution that the initial move was to be a one-off. However, it is noted that this Board has specifically made a resolution at its February 2007 meeting that this second building is the limit to any other additions to the park.

"3. That there be no further extension to the footprint on Lloyd Morgan Reserve leased by the Waitakere Abuse and Trauma Counselling Service Incorporated."

166/2007

Council Officer Recommendation

The points raised in the submission have been adequately considered by this Board at its February 2007 meeting and therefore the Council officer recommendation is to proceed with the original resolutions.

Decision Making Process

The information has been provided to the Henderson Community Board to enable them to consider the options identified in accordance with Sections 76, 77, 78, 80, 81 and 82 of the Local Government Act 2002.

RESOURCES

There are no resource implications to Council in respect of the proposal other than staff time.

CONCLUSION

It is considered that the issues raised in the submission have been considered in previous reports to the Board relating to this proposal.

Those reports support the location of another building onto the reserve following an assessment of the proposal.

As well, the Board has resolved that it will not approve any extensions to the footprint area of the proposed lease (see above resolution 3).

It is therefore considered that the proposal to locate another building on to Lloyd Morgan Reserve is approved in accordance with the recommendations made to the Board in the report of February 2007.

RECOMMENDATIONS

1. That the Lloyd Morgan Reserve - Proposal for a Lease to the Waitakere Abuse and Trauma Counselling Service Incorporated report be received.
2. That the submission in response to the public notification process in respect of the proposal to locate an approved building onto Lloyd Morgan Reserve for the Waitakere Abuse and Trauma Counselling Service Incorporated be received.
3. That after consideration of the submission received in recommendation 2 above that the Chief Executive Officer be authorised to execute a lease, to the Waitakere Abuse and Trauma Counselling Service Incorporated in respect of the part of Lot 38 of Deposited plan 37137 in accordance with the proposal approved in minute no. 164/2007, pursuant to Section 61 (2A) of the Reserves Act 1977.

Report prepared by: Huia Kingi, Legal Officer, Leisure Services.



12 WAITAKERE CITY COUNCIL CYCLEWAYS PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to brief the Henderson Community Board on the 10-year cycleway programme for Waitakere outlining the proposed programme of works for Henderson and Massey in 2007/2008 and 2008/2009, and summarise the need to improve the Waitakere network to increase cycling numbers, improve safety and to support the indicative regional cycle network.

BACKGROUND

The Waitakere City Council Walking and Cycle Strategy 2003 set a vision for Waitakere as a “walking and cycling friendly city where walking and cycling are safe, enjoyable and popular forms of transport and leisure.” To help achieve this vision, a significant cycling feasibility study was completed in 2005. This study recommended the implementation of cycle routes throughout Waitakere that would support the vision and objectives of the Walking and Cycling Strategy. The cost of implementing the feasibility study was estimated at \$60,000,000. The Long Term Council Community Plan 2006-2016 budgeted \$17,581,000 for development of 30 percent of the cycleway network across the city by 2016.

A4 A map illustrating the proposed 10-year cycleways programme is attached at page A4. The cycle routes proposed in this programme are considered to be those most likely to result in an increase in cycling to work, school, and to key local destinations like parks and community facilities.

A5 In 2006 territorial authorities worked with the Auckland Regional Transport Authority to complete the indicative regional cycle network map. This map contains the cycling routes proposed by councils to be constructed prior to, and beyond, 2009. The regional cycle network map includes the proposed cycleways programme for Waitakere City Council. The regional cycle network map is attached at page A5.

STRATEGIC CONTEXT

The Regional Land Transport Strategy (2005) identifies the development of a regional cycle network as a key action. The Strategy states that expanding the role of cycling as a viable mode of transport for shorter journeys will be an important element of supporting intensification around selected growth centres and corridors, transport nodes and the development of Greenfield sites. The Regional Land Transport Strategy (2005) set a target to complete 50% of the regional cycle network by 2016.

The Waitakere City Council Transport Strategy 2006-2016 requires the establishment of a network of routes for walking and cycling which connect to major destinations. The Council's vision for transport is “a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city.”

Increased provision for cycling has the potential to have a strong positive influence on the Council's strategic platforms, in particular:

Urban and rural villages - *Nga kainga taone, tuawhenua*

Cycling infrastructure ensures that people have real choices in transport to move around the city.

Integrated transport and communication - *Te Whakaurunga Waka. Te Whakawhiti korero*

Cycling is an environmentally responsible mode of transport. Improved provision for cyclists and pedestrians supports accessible town centres and services.

Strong Communities - *He iwi kaha*

Cycling addresses the need to support the health and wellbeing of the city's residents. Cycling is an aerobic exercise, with low impact on the body. Cycling reduces the risk of serious conditions such as heart disease, high blood pressure, obesity and the most common form of diabetes. Cycling can help manage weight, maintain strength and coordination and improve fitness. The Hillary Commission indicates that physical inactivity results in three times the number of deaths associated with road accidents

Sustainable energy and clean air - *He kaha motuhake. He hau ora pai*

There are benefits to the general population and the environment if people choose to cycle rather than use motorised transport; these include less noise and less air pollution.

ISSUES

Provision for cyclists in Waitakere

Communications from residents requesting dedicated cycling infrastructure are increasing. Recent investment in cycleways in Waitakere has been focussed on the planning and construction of Project Twin Streams walk and cycleways. These routes will result in 14-kilometres of off-road walk and cycle routes which will provide important connections to Henderson and Glen Eden town centres, employment areas, schools and neighbourhoods. The routes have been designed to a very high standard with input from cyclists. Construction is expected to be completed by January 2008.

There are currently no on-road cycle lanes in Waitakere, (other than several metres on either side of the Triangle Road/Lincoln Road/Central Park Drive intersection). On-road cycle lanes are reported to increase cycle use on a route by 23% and are particularly suited to more experienced cyclists aiming to reach their destination by the quickest and most direct route. Off-road routes are used by cyclists of all abilities and are particularly appropriate for students and less experienced cyclists

There are some significant gaps in connectivity in the network. For example, the Project Twin Streams walk and cycleways rely on a rail cycleway to provide a vital link between Glen Eden and Sunnyvale, and an extension of the North West cycleway alongside State Highway 16 is needed for cyclists travelling to and from Auckland City and from the north and north-east into Henderson. The Council has prioritised the cycleways programme to improve local connectivity. New routes have also been proposed to be constructed in line with planned improvements to roading.

The proposed cycleways programme for 2007/2008 is:

Programme for 2007/2008	Phase	Community Board
Te Atatu Road North (and interchange)	Design	Henderson
Central Park Drive to Te Pai Place	Construction	Massey and Henderson
Triangle Road (on road)	Design and possibly start construction	Massey
Rathgar Road	Design and Construction	Massey
Pomaria Road	Design and Construction	Massey
Edmonton Road	Design	Henderson
Seabrook to Clark Street	Design	New Lynn
SH 16 (NW motorway) Feasibility Study	Feasibility Study	Massey

The proposed cycleways programme for 2008/2009 is:

Programme for 2008/2009	Phase	Community Board
Te Atatu Rd North and interchange	Construction	Henderson
Central Park Drive to Te Pai Place	Construction	Massey and Henderson
Triangle Road	Construction	Massey
Edmonton Road	Construction	Henderson
Seabrook to Clark Street	Construction	New Lynn
Edmonton Road	Construction	Henderson
Seabrook to Clark Street	Construction	New Lynn

(The table above indicates 2008/2009 construction only. Routes requiring design work in 2008/2009 are currently being determined).

In addition to the above programme, a variety of other programmes and projects are being implemented to encourage safer cycling. These include a Safer Routes to School project, the school travel plan programme, bicycle lockers at transport interchanges, workplace travel plans, shared paths in parks, cycle route maps, signage and an ongoing maintenance programme.

Safety of cyclists

The 2005 Waitakere City Road Safety Issues Report released in July 2006 by Land Transport New Zealand listed 'vulnerable road users' as the most significant major road safety issue for Waitakere. Issues are chosen because they have the highest reported numbers of fatal and serious crashes. Cyclists make up 13 percent of fatal, serious and injury crashes.

New Zealand research found that cycle lanes reduced crashes involving cyclists by 10 percent, and that pedestrian safety can be improved by 30 percent because of the increased buffer space. Cycle lanes installed by Auckland City Council on Rosebank Road in early 2006 have resulted in zero cycle crashes to date. Prior to implementation there was an average 3.5 crashes per year involving cyclists on that route.

Research also indicates a 'safety in numbers' effect for cyclists versus motor vehicle crashes. This means that the risk per cyclist reduces as the number of cyclists using a route increases.

Numbers of cyclists

2001 Census data reports 717 Waitakere residents (over 15 years) recording that cycling was their main means of travel to work. (This is a decrease from 870 in 1991.)

Community Board Ward
(area approximation only)

Number of people travelling to work by cycle

Henderson Ward approximation	168
Massey Ward approximation	327
New Lynn Ward approximation	150
Waitakere Ward approximation	72
Total Waitakere	717

2001 Census, Census Usually Resident Population Count Aged 15 Years and Over, Gainfully Employed, Main Means of Travel to Work: Bicycle

Cycle numbers in the city vary according to time and location. Recent cycle counts of existing cycle routes in the city provided an indicative count of:

- 296 cycle trips per day on the North Western Cycleway;
- 23 cycle trips per day on the Henderson Creek walk/cycle way;

- 151 cycle trips per day on Central Park Drive;
- 106 cycle trips per day for at the intersection of Great North Road and Lincoln Road.

A recent cycle count of Intermediates and Secondary Schools in Waitakere included the following results for Henderson and Massey:

School (Henderson)	Number of cyclists on 6 March 2007	Roll	Percentage of roll
Rangeview Intermediate	25	912	2.70
Bruce McLaren Intermediate	9	426	2.10
Te Atatu Intermediate	30	300	10.0
Nga Kakano Christian Reo Rua Kura	4	60	6.70
Rutherford College	39	1,230	3.12
Henderson High School	2	985	0.20
Total	109	3,913	

School (Massey)	Number of cyclists on 6 March 2007	Roll	Percentage of roll
Henderson Intermediate	26	549	4.70
Liston College	12	754	1.60
St Dominic's College	1	920	0.10
Waitakere College	11	1,179	0.90
Massey High School	36	2,510	1.40
Total	86	5,912	

The Waitakere City Transport Strategy 2006-2016 aims to substantially increase the number of people walking and cycling, as an efficient, healthy and environmentally sustainable way to help address congestion in Waitakere. Cycleways proposed in the 10-year programme of works will help to provide safer routes to schools, town centres, rail stations, employment centres and community facilities and are essential to increase the number of people cycling in Waitakere.

Waitakere City Council is involved in an Auckland wide cycling monitoring project that will provide more thorough data about cycling in the region. A combination of automated and manual counts will provide both baseline data and project-tracking data, to enable an informed assessment of the value of investment in infrastructure for cyclists.

RESOURCES

Cycling routes proposed in this report are provided for in the Long Term Council Community Plan 2006-2016. The total gross cost of the proposed 10-year cycleways programme is \$17,581,000 (including escalation for inflation). This amount includes a 53 percent funding subsidy from Land Transport New Zealand. In addition, a 5.2 million dollar grant was gained from Infrastructure Auckland to assist with the completion of walk and cycleways associated with Project Twin Streams.

The cycleways programme represents a prioritised list of projects that connect to town centres, train stations, schools and leisure facilities. Cycle routes that appear on the ARTA indicative regional cycle network map will receive a higher priority rating. All proposed routes in this report are contained on the regional cycle network map.

CONCLUSION

The cycling programme as outlined in this report will contribute to an increase in the number of people moving about Waitakere by cycle, and choosing to travel to work or school by cycle. On-road cycle lanes will improve the safety of cyclists and improve the environment for pedestrians.

All cycling routes proposed in the 10-year cycling programme for Waitakere have been accepted for inclusion on the indicative regional cycle network map.

RECOMMENDATION

That the Waitakere City Council Cycleways Programme report be received.

Report prepared by: Sandy Mills, Strategic Advisor Transport.



13 HENDERSON TOWN CENTRE - GREAT NORTH ROAD STREETScape UPGRADE AND ROAD IMPROVEMENTS

PURPOSE OF THE REPORT

The purpose of this report is to bring to the Henderson Community Board a presentation on the progress of the design and implementation phases of the Great North Road Streetscape Upgrade and Roadwork Improvements project in Henderson.

This report has also been submitted to the City Development Committee on 5 April 2007 seeking approval to proceed to tender for construction.

BACKGROUND

On 7 September 2006 the Henderson Community Board received a concept plan report and presentation for the Great North Road Streetscape Renewal project.

On the same date the City Development Committee received a report for the analysis of options for the Great North Road Improvements, Henderson Town Centre, and approved the recommendation to adopt option 2, including the realignment of Great North Road within the Henderson town centre to cater for a bus advance lane westbound at the Edmonton Road intersection and two lanes westbound at the Railside Avenue intersection.

As both the streetscape upgrade works and the road improvement works on Great North Road are coincident in terms of location and time frame, Council officers decided to combine both parcels of work into a single project. Further to approval of a business case by the Director: City Services, a contract was negotiated with the Isthmus Group Ltd (IGL) to carry out the detailed design for both the streetscape upgrade works and the road improvement works, utilising Thurlow and Associates as sub-consultants for the road works. The design has now reached a stage where detailed design will be completed soon, and tenders will be issued for the physical works.

STRATEGIC CONTEXT

The implementation of renewed infrastructure in the Great North Road precinct will make the town centre a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development with minimal environmental impacts, contributing to the Urban and Rural Villages and the Stronger Communities strategic platforms.

Great North Road is the main bus route through the town centre. The renewal of this precinct will provide a continuation of the improved pedestrian routes for people to link directly to Waitakere Central and the new transport interchange in Railside Avenue. The provision of a bus advance lane on Great North Road at the intersection with Edmonton Road/Edsel Street and the reconfiguring of the roadway to cater for two lanes in the westbound direction only from the Railside Avenue intersection will provide a better environment for both pedestrians and buses, and will contribute to the strategic vision of balanced utilisation of transport modes. Safe, vibrant streets will make sure that the growing Henderson town centre is easy to get around, while stimulating the local economy.

ISSUES

The streetscape upgrade design accommodates the following features:

- Replacement of existing streetlight poles with new poles to provide increased levels of lighting, including pedestrian lighting to decrease street side clutter;
- The replacement of the existing asphalt footpaths and pedestrian precincts with concrete pavers and exposed aggregate concrete to the same specification as implemented in the Precinct One works along Ratanui Street and Railside Avenue;
- Provision of areas within the footpaths to provide potential street dining areas. The street dining plan developed in the concept plan stage indicated options and designs for outdoor amenity items such as tables, umbrellas and demarcation barriers or dropdown screens. Adoption of the street dining plan would depend on business owners in identified locations taking up this opportunity;
- Enhanced public plaza places including the provision of street furnishings, landscaping and plenty of floral colour;
- The re-design of the Westfield sign corner on the south-west of the Great North Road/Edsel Street intersection to include seating, lighting, better access to the Westfield Mall and improved footpath access;
- The re-design of the grass bank on the north-east corner of the Great North Road/Alderman Avenue intersection to include amenity seating and planting;
- The re-positioning of the (currently offset) pedestrian crossing through the central median island in front of the 357 Arcade to enable pedestrians to walk directly through to the library and car park building. A proposed ladder signage system will replace the clutter of sandwich boards outside this arcade;
- The upgraded central median islands that were constructed in August 2006 will continue to provide quick refuge crossing spaces for pedestrians;
- Additional colour will be added to the street in the form of hanging floral baskets that will be supported on the streetlight poles and intermediate pedestrian light poles;
- The design of the gateway art feature over the Oratia Stream bridge is being carried out under a separate contract. Consultation with the Directors Group approved Arts Selection Committee has resulted in a recommendation for a preferred concept to the Arts and Events Committee on 14 March 2007. This Committee accepted the recommended concept and the design has proceeded to the preliminary stage;

In addition to the detailed design for the streetscape upgrade, the street dining and trading policy currently being developed by Legal Services will assist in reducing current pavement clutter.

The road works improvement design incorporates the following features:

- The provision of a bus advance lane for westbound bus traffic at the east side of the Great North Road/Edmonton Avenue intersection, and a re-configured left turning lane into Edsel Street;
- The re-configuration of the roadway to provide a second departure lane in the westbound direction only at the Railside Avenue intersection. This will include the replacement of angled parking on the south side of the road with parallel parking, and will involve the relocation of a disabled car parking space to the north side of the road;
- Kerb and small traffic island realignment at the three main intersections - Edmonton Road, Railside Avenue and Henderson Valley Road to improve conditions for turning traffic and rationalise traffic lane arrangements at these intersections;
- The provision of cycle advance boxes at the major intersections;
- Re-alignments of some of the existing kerb lines to accommodate an improved bus movement process through the main street;
- Changes to traffic signal phasing to provide improved vehicular and pedestrian traffic flow at the three intersections;
- The design of a pedestrian crossing at the west side of the intersection of Great North Road / Railside Avenue / Ratanui Street is still under review for two options, being either a staggered crossing or a one-stage crossing. The reason for the two options is the complexity of phasing of the traffic signals and the increased bus movements out of Railside Avenue.

Timeframe

The proposed timeframe for the remainder of the project is:

- Completion of detailed design - 10 April 2007;
- Tender and award process for physical works - April/May 2007;
- Road improvement works - June to August 2007;
- Streetscape upgrade works - June to November 2007.

Consultation

The draft concept designs were brought to the Henderson Community Board on 4 May 2006 for viewing and comment. An open night was held at the Waitakere Central Library on 9 May 2006 with the designers available to talk to the public. The display was then left in the library from 10 May to 29 May 2006 for comment.

The process of consultation has continued since the presentation to the Henderson Community Board of the concept design report and presentation in September 2006. This has included:

- Meeting with the Henderson Business Association on 6 November 2006, and again on 12 February 2007;
- Three editions of the Henderson Construction Newsletter were sent to the Henderson Business Association;

- Continuing communication with Westfield Mall management regarding the Westfield corner and with the Management of the building located at the north-east corner of the Great North Road/Alderman Drive intersection. Discussions are centred around the scope of the works at these locations and the financial contributions from all parties;
- Negotiations with the Principal and Board of Trustees of the Henderson Primary School with regard to a purchase of land required due to the widening of the road in the vicinity of the bus advance lane and new turning lane on the east side of the Great North Road/Edsel Street intersection. The Board has agreed in principle to the purchase of the land and has referred the matter to the Ministry of Education;
- Public “open days” held on 9 and 10 March 2007 at which broad layout plans for this project as well as other forthcoming major projects in Henderson were displayed, and members of the public were informed of the scope and timing of the project;
- Ongoing consultation with relevant Council asset managers, business and landowners and the Henderson Business Association.

Further consultation and communication will be taking place in the near future as follows:

- Display advertising in May 2007, June 2007 and July 2007 in the Aucklander and Western Leader;
- A general letter will be sent to all affected residents with a map at the end of March 2007 and a further letter will be sent out at the start of construction;
- Articles will be run in the Waitakere City News in June 2007 and July 2007;
- Regular updates on the project will be made on the Council website home page;
- Poster displays of transport maps and alternative routes will be mounted in the Civic Centre reception, public libraries and community centres as part of public information and consultation.

RESOURCES

The detailed design and construction budgets of \$2,542,990 are within the Annual Plan 2006/2007. Council staff have indicated that of this, an amount of approximately \$2,050,000 will need to be carried forward to 2007/2008 when the bulk of the work will be carried out.

The detailed design and implementation is being managed by Council officers from Project Services in consultation with Council officers from Transport Assets, City Projects and Public Affairs.

CONCLUSION

The Great North Road Streetscape Upgrade and Roadwork Improvements project is a key component to support Council's vision to develop a Central Business District in Henderson.

Developed design of both the streetscape upgrade and road improvement elements has been carried out and the detailed design is due for completion in early April 2007. This report and presentation is to update the Henderson Community Board on progress in the implementation of the project.

RECOMMENDATION

That the Henderson Town Centre - Great North Road Streetscape Upgrade and Road Improvements report be received.

Report prepared by: Duncan Miller, Senior Project Engineer, Special Projects.



14 **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

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Waitakere Citizen Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Leo Nobilo
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Waitakere Road Safety Steering Group	Helen Jones
McLaren Park Henderson South Community Initiative	Steve McDonald
Taipari Strand Community Group	Leo Nobilo
COUNCIL COMMITTEES	
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)
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Grimmer Leo Nobilo

