



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

HENDERSON COMMUNITY BOARD

I hereby give notice that a Meeting of the Henderson Community Board will be held on:-

DATE: Thursday, 8 February 2007 **TIME:** 6.30 pm

VENUE: Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere

to consider the business as set out herein and to take any necessary action connected therewith.

2 February 2007

Ngareta Delamere
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8552

MEMBERSHIP:

Mrs	EAG	Grimmer, MNZM (Chairman)
Mr	WS	Bainbridge (Deputy Chairman)
Cr	AK	Corban, OBE, JP
Cr	DE	Gilmour
Mrs	HM	Jones
Mr	SJ	McDonald
Mr	LJF	Nobilo, JP

(Quorum 4 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD
AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON THURSDAY, 8 FEBRUARY 2007,
COMMENCING AT 6.30 PM**

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COMMENCING AT 6.30 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 7 December 2006

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 7 December 2006, 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 WAITAKERE CITY'S PARKS THROUGH BROCHURES

The Information Officer will make a presentation to the Henderson Community Board promoting Waitakere City's parks through brochures.



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**

I wish you all a Happy New Year and hope you all had a rest as 2007 is election year which means we only have nine more meetings before the elections and we still have a great deal to achieve. I have been on two tours with Jack Burton and on one Tony Miguel came with us. As you can see from my report I did not get much of a break.

Community Board Conference

A reminder to members wishing to attend the Community Board Conference, you will need to confirm your attendance this month. I am having a meeting in February 2007 with an officer to discuss submitting the Vodanovich Road process and successful outcome for an award.

Te Atatu Community/Centre/Town Centre Redevelopment

The first public consultation meeting facilitated by the Community Board will be held at the Community Centre on the 26 February 2007 with officers presenting issues and seeking feedback from the residents. I have met with the Principal Adviser - Town Centre Liaison and we have a draft timeline in place for the consultation process.

McCormick's Cottage

We have now received confirmation that the Projects Special Committee has called for a further report on the weather proofing of the cottage which is disappointing given the continued deterioration of the cottage by the weather.

Henderson Roothing Construction and Te Atatu Road South-Corridor Widening Project Workshop

This is a very important for the Community Board and I hope as many members as possible can attend.

Review of Consent Processes

The Group Manager: Asset Management is managing the review of the consent processes project and is requesting contact details of people who may wish to be interviewed. Please forward any names directly to him.

Vodanovich Road

Work has commenced on Vodanovich Road and the road will be closed from time to time between now and March 2007.

Walkway of Fame

I have met with the Director: Public Affairs and he is preparing the criteria and advertising for the Walkway of Fame nominee's.

Pasifica Games

This was a great event and one I am sure will go from strength to strength now that the Village Community Services Trust is organising it. The weather was beautiful and everybody enjoyed themselves.

Henderson Youth Facility

In December 2006 I was invited to attend a workshop regarding this project. It is a really exciting project with Zeal who has been appointed the preferred supplier for services for the operation of the facility and the architects amongst those who attended. I was tremendously impressed with Zeal who have been running youth projects in Wellington and other places. They are young and positive and have great ideas and the experience to make the facility successful. There is a full report in the Projects Special Committee February 2007 agenda.

Travel/Wise Programme-Rutherford Cluster Infrastructure

Leo Nobilo and myself have met with the officer involved in the TravelWise Programme - Rutherford Cluster Infrastructure and given approval for the roading changes to proceed to the detailed design stage, but that prior to any roading changes being presented to the Community Board for approval, the residents concerns and the way in which they have been addressed be reported to Board Members.

Keep Waitakere Beautiful

The recommendations for the Community Street planting and Trees for Babies need to be decided. Please consult with the community before our meeting.

Graffiti

This appears to be everywhere and the worst I have seen in a long-time. I only hope that it disappears once school starts again.

Parks/Reserves

Tui Glen and the Gun Emplacements are looking neglected and certainly do not invite residents to walk or picnic there. The Esplanade Reserves on Harbour View are full of weeds and I have had reports of other parks that need attention.

Henderson Business Steering Group

There is another meeting to explain and seek feedback on Henderson roading issues to be held 12 February 2007. It is great to see a cohesive group now being involved in the improvements being made in Henderson.

Te Atatu Business Group

The Principal Adviser - Town Centre Liaison is working with this group and they are close to having a constitution in place. This is an enthusiastic group who really want the business area to go ahead.

Slow Streets

The Group Manager: Asset Management, the Executive Liaison Manager and myself visited some of the requests and resolutions from the Board regarding slow streets and throat islands and we will receive a report on all slow streets on our list and the suggested priorities.

World Netball Championships

I could not conclude my report without mentioning the exciting news that the World Netball Championships will be held at The Trusts Stadium. The effort and professionalism displayed by all those involved was outstanding especially the Chief Executive Officer of The Trusts Stadium, Simon Wickham and our Public Affairs officers, they left nothing to chance.




RECOMMENDATIONS


1. That the Chairman's Report be received.
2. The Henderson Community Board recommend sites for Community Street Planting and Trees for Babies.
3. That The Trusts Stadium Chief Executive Officer, Simon Wickham, Mayor Bob Harvey, Waitakere City Council's Public Affairs Unit, and all involved in the successful bid to host the World Netball Championships be congratulated.



Elizabeth Grimmer, MNZM
CHAIRMAN





7 COMMITTEE SECRETARY'S REPORT







	Issue	Comments	Reporting Council Officer
1	Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand Officer's Report	A resource consent has been granted by Auckland Regional Council and Waitakere City Council. A four-year contract for professional services will be tendered in February 2007 to take this project through to completion. The contract will include detailed design, building consent application and contract management and supervision of the physical works. Physical works are scheduled to be undertaken in 2008/2009 and 2009/2010.	Debbie Chapman  836 8000 Ext: 8303
2	Tui Glen Stage 2 Development Officer's Report	Car park remedial works are currently underway and will be completed in early February 2007. Design work is also due to commence for stage 2 development, which includes further access way upgrades and landscaping. It is anticipated physical works will be carried out in October/November 2007.	Andreas Lilley  836 8000 Ext: 8553
3	Improved Lighting and Trees Cut Back at the Kelston Community Centre Car Park 5 October 2006 Public Forum	Quotes have been received to undertake work to improve the lighting and clear/trim vegetation at the Kelston Community Centre. Programming for this work is expected to begin in February 2007.	Stuart Liddell  836 8000 Ext: 8375

	Issue	Comments	Reporting Council Officer
4	<p>Temporary Closure of Sherwood Park</p> <p>Officer's Report</p>	<p>As part of the Pedestrian Cycle Strategy it is planned to finish upgrading the Sherwood Park cycleway/footpath. This is the last remaining unsealed section of the four key routes that form the basis of the Waitakere cycle path network.</p> <p>The Sherwood Park is to be closed for pedestrian and cycle access during construction.</p> <p>A detour along Flanshaw Road and Sherwood Avenue is suggested as per below:</p>  <p>Signage will be erected at either end of the closed area advising the public of the project details and the recommended detour route.</p> <p>The contractors are due to start on site in the week beginning 22 January 2007. The work will be complete by early April 2007.</p>	<p>Phil Bull</p> <p>☎ 836 8000</p> <p>Ext: 8722</p>
5	<p>TravelWise Programme - Rutherford Cluster Infrastructure</p> <p>Officer's Report</p>	<p>Community consultation for this project is now complete. The consultation report has been considered by Chairman Elizabeth Grimmer and Community Board Member Leo Nobile, and they have given approval for the project to proceed as per resolution 2338/2006 of the December 2006 Community Board meeting.</p> <p>A further report detailing how residents concerns have been addressed will be presented to Community Board Members.</p>	<p>Jill Stoker</p> <p>☎ 836 8000</p> <p>Ext: 8504</p>
6	<p>Cranwell Park Car Park Upgrade</p> <p>Officer's Report</p>	<p>Sealing of the car park surface was completed in December 2006.</p>	<p>Andreas Lilley</p> <p>☎ 836 8000</p> <p>Ext: 8553</p>

	Issue	Comments	Reporting Council Officer
7	<p>Anzac Day Parade on Wednesday, 25 April 2007</p> <p>Officer's Report</p>	<p>The purpose of this report is to seek appointment of a Board Representative to attend Returned Services Association Anzac Day Parades in the Henderson Ward.</p> <p>In addition to the City's Dawn Parade at the Waikumete Cenotaph, each of the City's RSA's will host its own parade. The Council and the Community Boards have been invited to nominate official representatives to attend those parades. The Council at its meeting to be held on Wednesday, 14 February 2007, will appoint Councillors to attend the various parades in the City.</p> <p>Appointments of Community Board Members to attend the community Anzac Day Parades is now referred to the Board for its consideration. The venues and times are as follows:</p> <p>Henderson 10.30 am Te Atatu 10.00 am.</p>	<p>Tracy Haggo</p> <p> 836 8000 Ext: 8810</p>
8	<p>Expressions of Interest in attending the New Zealand Community Boards 2007 Conference</p> <p>Officer's Report</p>	<p>This conference will be held at the TelstraClear Pacific Events Centre, Manukau City, from 7 to 9 June 2007, with the theme - "Leading to Safer Communities". Early Bird Registration has been extended to 31 March 2007.</p> <p>Expressions of interest were sought from Community Board Members who wish to attend in December 2006. Fifteen of the 22 Community Board Members expressed interest. Community Board members are asked to advise of any changes to the indications they gave in December 2006 as to their interest in attending.</p> <p>A formal report will be presented to all four Community Boards in March 2007, by which time the final Conference Programme will be available.</p>	<p>Charlie Inggs</p> <p> 836 8000 Ext: 8854</p>

	Issue	Comments	Reporting Council Officer
9	<p>Representation Review Basis of Election (Ward Boundaries)</p> <p>Board Members Request</p>	<p>On 19 December 2006 the local Government Commission issued its Determination concerning Council's Final Representation Review Proposal. This retains 4 wards to be known as Massey, Henderson, New Lynn and Waitakere. The ward boundaries have been altered from those in current use in order to comply with the fair representation (population per Elected Member) requirements as well as objections received concerning Council's Final Representation Review Proposal. The number of Councillors per proposed ward reflects these changes, as follows:</p> <p>Massey - 4 Henderson - 4 New Lynn - 4 Waitakere - 2.</p> <p>A Community Board has been retained for each ward. All the Community Boards will comprise 5 Elected Members and 2 Councillors appointed from the ward concerned.</p> <p>The Determination made by the Local Government Commission will take effect from the 2007 Triennial Elections. The Local Government Commission's Determination is subject to appeal only on matters of law.</p> <p>This matter is being reported to the Finance and Operational Performance Committee on 12 February 2007. A full report will be presented to all 4 Community Boards at their March 2007 meetings.</p>	<p>Charlie Inggs  836 8000 Ext: 8854</p>
10	<p>Investigate the Decibel Level of the Train Bell Noise on all crossings within the City</p>	<p>Council is formally requesting ONTRACK to install lower-decibel 'quiet bells' at Mt Lebanon Lane and to switch the bells off entirely between 10.30 pm and 7.00 am each day. Council is also requesting directional hoods on the bells to direct sound away from residences.</p>	<p>Darren Davis  836 8000 Ext: 8635</p>

	Issue	Comments	Reporting Council Officer
13	Community Board Minor Parks Projects Officer's Report	<p>The status of each project is as follows:</p> <ol style="list-style-type: none"> 1. Chapman Strand - Table was installed in December 2006. Two specimen trees will be planted in planting season April/May 2007. 2. Jack Pringle Sports Park - Two picnic tables were installed in December 2006. The planting along the fence line will take place in the planting season April/May 2007. 3. Akatea Reserve - The concrete path installation of bench seats was completed in December 2006. 4. Barry's Reserve - The plan for playground improvements has been finalised and building consent has been lodged. It is anticipated works will take place in February/March 2007. 5. Road Reserve at the intersection of Edmonton Road and School Road - Planting will take place in the planting season April/May 2007. 6. Taipari Strand - The installation of the bench seat will take place in February/March 2007. 7. Waimumu Bay Reserve - The concrete path layout has been finalised and a resource consent has been lodged. It is anticipated work will take place in February/March 2007. 	<p>Katharine Slack  836 8000 Ext: 8779</p>
14	Henderson Integrated Roding Construction Projects Board Members Requested	<p>A full presentation on the Henderson Integrated Roding Construction Project, including the Waitakere Central Transport Interchange, and Te Atatu South Corridor Widening Project will be made at an Elected Members Workshop to be held in the Council Chamber on Thursday, 15 February 2007, from 9.30 am to 12 noon. All Members of Henderson Community Board have been invited to attend.</p>	<p>Janet Hannan  836 8000 Ext: 8527</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Levels of Service Consultation	8 September 2005 Resolution No. 1765/2005	8 March 2006	Tony Miguel  836 8000 Ext: 8294
Traffic Congestion at the Intersection of Smythe and Henderson Valley Roads	6 July 2006 Public Forum	8 March 2007	Paul Schischka  836 8000 Ext: 8742
Mobility Car Parks around the City particularly outside Waitakere Central Library, Waitakere Lane and behind the BNZ Building, Henderson	6 July 2006 Public Forum	8 March 2007	Paul Schischka  836 8000 Ext: 8742
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
Investigate the Decibel Level of Train Bell Noise on all Crossings within the City	7 December 2006 Resolution No. 2335/2006 Public Forum	8 March 2007	Darren Davis  836 8000 Ext: 8635
Great North Road Pedestrian Refuge outside Waikumete Cemetery	3 August 2006 Public Forum Resolution No. 1497/2006	8 March 2007	Paul Schischka  836 8000 Ext: 8742

RECOMMENDATION

1. That the Committee Secretary's Report for 8 February 2007 be received.
2. That the Henderson Community Board appoint a representative(s) to attend the Anzac Day Parades on Wednesday, 25 April 2007 as follows:
 - Henderson - 10.30 am;
 - Te Atatu - 10.00 am.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 FORMER TE ATATU SOUTH LIBRARY BUILDING USE

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Boards approval to temporarily use the former Te Atatu South Library building for the purpose of general community hire and for temporarily relocating displaced users of the Henderson Recreation Centre (the Centre) during the renewal project of the Centre and construction of the Henderson Youth Facility. The Community Board's decision will be reported to Council's Finance and Operational Performance Committee.

BACKGROUND

The former Te Atatu South Library building is co-located on Edmonton Park with Te Atatu South Community Centre and is accessible from Edmonton Road. The former Te Atatu Library building is approximately 300 square metres of the complex in addition to an ex library storage room which is occupied by Grey Power as a community lease and is situated close to a number of community services and is adjacent to a retail complex which includes a supermarket.

As part of the Annual Plan deliberations for 2005/2006 Council decided to close the Te Atatu South Library in February 2006.

Council has approved the construction of a youth facility in the former Henderson Library on Alderman Drive. Construction of the Henderson Youth Facility is anticipated to start June 2007 and will take until approximately February 2008 to complete. Part of the scope of the project is to upgrade the adjacent Centre which will require it to be closed for approximately six months resulting in the displacement of users. These users have been given notice of the requirement to relocate during construction as the Henderson Recreation Centre will be closed.

STRATEGIC CONTEXT

Council's Wellbeing and Urban Village strategic and policy objectives aim to provide networks of appropriate and accessible public buildings as key community focal points and through a wide range of low cost, low impact community activities.

Council's strategic objective for leisure is that a comprehensive range of leisure, recreation and sports services and facilities are provided.

The Local Government Act 2002 defines one of Council's responsibilities as to promote the social, economic, environmental and cultural well being of communities, in the present and for the future.

In 1998, Council approved a Community Leases Policy, which in part encourages the maximum use of its community facilities and states that priority will be given to groups undertaking activities that will make a significant contribution to:

- Improving access to information, education and learning opportunities;
- Encouraging the community to be involved in looking after the City's natural, heritage and cultural resources;
- Fostering cooperation, partnership, and sharing of resources between community groups; and
- Promoting a sense of belonging and identity for all people in Waitakere.

ISSUES

The Henderson Community Board has delegated authority to give landowners consent to leases on local (as opposed to city-wide) parks. However, delegated authority for all service delivery functions sits with the Finance and Operational Performance Committee. Accordingly this matter will also be reported to the Finance and Operational Performance Committee. The current Annual Plan has a rental target of \$28,000 per annum. Whilst it is possible to amend this target any amendment would have to be approved by the Finance and Operational Performance Committee.

With the closing of the Centre for an extended period during the Henderson Youth Facility construction and the Centre upgrade users will be required to relocate. There are two types of user at the centre. The first is the lessees of the community rooms which include the Music Education Centre, the Senior Arts group and Judo. The second group are the annual and casual hirers of the actual Recreation Centre. Annual hirers book their space and times on an annual basis whereby casual hirers simply book on an adhoc basis.

The displaced users of the Recreation Centre have been given as much practical notice as possible of the need to relocate temporarily however the closure of the facility will cause some groups problems as they may not be able to find suitable alternative venues for their activities that meet the current conditions. Community space is of limited supply and other facilities such as existing Community Centres and Massey Recreation Centre will have to absorb the load. Even so distributing the load through these facilities will not meet the demand created by the displacement of the users.

To assist in accommodating displaced users, the former Te Atatu South Library building could be used during the closure period of the Centre. When the Centre reopens in 2007 the future use of the former library building can be reconsidered. A report on the future use will be brought back to this Board to consider in time for the transition.

If the Board is in agreement of using the former Te Atatu South Library building as a contingency to provide bookable community space for displaced Centre users then Council will try and accommodate as many users as possible.

It is proposed that until the former library is required for the displaced Recreation Centre users the facility be reopened as a temporary extension of the Te Atatu South Community Centre to provide casual bookable space for local community groups. This will remain in place until such time as the Recreation Centre is closed and the displaced users take priority. No modifications will be required to allow this activity.

In the longer term, proposal for use of the building will be determined by a process of community consultation to determine local needs and therefore identifying the best use of the building to serve the community. The results of the consultation will be brought back to the Henderson Community Board whereby the Community Board can either recommend a future lease or make recommendations to the appropriate Council Committee if Council budget amendments are required.

RESOURCES

No additional resources are required to fulfil the proposal.

CONCLUSION

The former Te Atatu South Library building is now a building available to be used for community use. In 2007 the Henderson Recreation Centre will be closed for renewal work alongside the construction of the new Henderson Youth Facility. The result of which will be the displacement of the Centre users for approximately six months.

The displaced users of the Centre will need to find alternative temporary locations and Council will try to absorb them within existing facilities. Even so the increased demand caused will not be able to be fully met by existing Community Centres and Massey Recreation Centre. To help alleviate the pressure it is recommended that the former Te Atatu South Library building be used to temporarily accommodate displaced users during the period of the Centre.

Prior to the Centre closure it is proposed that the former Te Atatu South Library building be used for casual community bookings as per what is currently the case at the Te Atatu South Community Centre. The future of the former Te Atatu South Library building after the reopening of the Centre is yet to be determined, however a report with options for the Henderson Community Board to consider will be presented prior to that event.

The decisions made by this Board will be reported to Council's Finance and Operational Performance Committee as it is responsible for service delivery.

RECOMMENDATIONS

1. That the Former Te Atatu South Library Building Use report be received.
2. That the Henderson Community Board advise the Finance and Operational Performance Committee that it approves that the former Te Atatu South Library building be used for casual hire for community groups until such time as the Henderson Recreation Centre be closed for renewal works.
3. That the Henderson Community Board advise the Finance and Operational Performance Committee that it approves of use of the former Te Atatu South Library building for displaced users of the Henderson Recreation Centre during the period the Henderson Recreation Centre is closed for renewal works.
4. That a report be brought back to the Henderson Community Board on the future uses of the former Te Atatu South Library building post the Henderson Recreation Centre renewal project.

Report prepared by: Louis Rattray, Leisure Services Manager.



9 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 options available to Waitakere Abuse and Trauma Counselling Service Incorporated (the Group) for increasing the group's premises due to increasing growth in its services. Community Boards have delegated authority to approve leases within their ward boundaries.

BACKGROUND

The Henderson Community Board resolved at its meeting on 7 December 2006 :

- “1. That the Lloyd Morgan Reserve - Proposal for Waitakere Abuse and Trauma Counselling Service Incorporated report be received.
2. That further information be requested for the purpose of providing an assessment and recommendation for Lloyd Morgan Reserve - Proposal

for Waitakere Abuse and Trauma Counselling Service and that a report on this issue be brought back to the Henderson Community Board for consideration at its February 2007 meeting.

3. *That an assessment of the strategic direction for Lloyd Morgan Reserve - Proposal for Waitakere Abuse and Trauma Counselling Service Incorporated be undertaken and that a report on this issue be brought back to the Henderson Community Board for consideration at its February 2007 meeting."*

2348/2006

Further Information Required from December 2006 Report

The report prepared for the Community Board meeting in December 2006 sets out the requirements of Council's lease policy. It also shows that the group satisfies those requirements on the basis that the group is well established and provides a necessary service to the community.

However, further information was required to assess whether or not any other options for relocating the Group would be appropriate and this information as well as the following issues are considered in this report:

- the proposal to locate another building onto Lloyd Morgan Reserve;
- a strategic analysis for Lloyd Morgan Reserve;
- any risks related to the proposal;
- any other options available to the group;
- the Group's projected ten year growth;
- other location options;
- whether the proposal provides the best value given the estimated costs of expenditure; and
- Reserves Act 1977 - Requirements.

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.

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's meeting in December 2006.

A1 In summary, the Group has proposed to relocate another building (available from Project Twin Streams) onto Lloyd Morgan Reserve adjacent to its existing building as shown on the plan attached at page A1 (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.

Strategic Analysis for Lloyd Morgan Reserve

A2 The Parks Planning section has undertaken a strategic analysis of Lloyd Morgan Reserve in respect of the proposal. The analysis determines that it is appropriate to locate a building (such as a Twin Stream's house) onto Lloyd Morgan Reserve in accordance with the plans provided by the group (attached at page A2). The basis of the analysis is:

- that the proposed location of the building would not significantly detract from the amount of open space available for use by the community;
- that the proposed location of the building is six metres south of the existing building and the new building would cover approximately sixteen and a half metres by eight metres - this fits within the location of the existing buildings and is within easy access to the car park; and
- that the proposed location of the building does not raise any concerns regarding the principles of community safety.

Risks Associated with Proposal

There are some risks associated with the proposal, which were identified in the previous report. It is considered however that any risks to Council for approving the proposal are not significant for the reasons set out below:

a) If Proposal is Approved does this set a Precedent

Council considers that the Group satisfies the requirements of the community leasing policy on the basis that the Group is well established and provides services that are necessary to the community. The report presented to the board in December 2006 shows that the Group satisfies the requirements of Council's community leasing policy in terms of the type of services that is supported by Council.

As well, it is noted that the Group has recognised its space shortages since 2002 and has been actively looking at options since that time. There is a risk that other groups may request similar assistance from Council. However, this Group does comply with existing policy and their services within the community provide a benefit that contributes to Council outcomes and therefore provides a strong case for Council support through the lease policy.

b) Is the Proposal the best option in the long term or would the Group require additional Premises within a short time

The Group has stated unreservedly that if the proposal is approved it will not seek any further expansion onto Lloyd Morgan Reserve at any time in the future.

The Group has indicated therefore that its long term plan is to maintain its base at Lloyd Morgan Reserve, with the following options for future expansion:

- to establish satellite offices;
- to provide home based services under new funding streams;

- to further specialise the Group's services to limit the range of client referrals - provided that another agency was available to take on the remainder of clients.

Other Options Considered by Group

The Group has considered six other possible options to expand or relocate its premises. Overall, these options are either not affordable or not appropriate for the Group. These options are set out below:

- To lease commercial premises** - The Group has looked at various commercial premises to lease but states that it does not have sufficient funding for a commercial lease given the large amount of space that would be required by the group.
- To maintain existing premises and establish satellite offices** - The Group has considered this option and determined that at the present time this is not appropriate as the group needs larger premises to establish as a base.
The Group recognises that it has a wide geographical spread of clients across Henderson and that the possibility of setting up satellite offices in the long term may be appropriate.
- To lease premises at Waitakere Hospital - Health West Building** - The Group contacted the Chief Executive Officer of Waitakere Hospital in 2002 looking at the possibility of locating the Group into this building in late 2004. The Group has stated that the building did not become available and the proposal did not proceed any further.
- Purchasing Property** - The Group has considered the possibility of purchasing property that is sufficient to accommodate the Group or to purchase land and constructing premises suitable for the Group. The Group has stated that these options are "untenably expensive".

The Group has also considered some of the benefits of purchasing its own property including that there may be favourable mortgage funding for non-profit agencies and the value of the equity of the Group owning its own property.

It has also been proposed that the Group could raise a loan to purchase land within Henderson, as well as contributing some of the \$100,000 that it estimated for the main proposal, and Council may, subject to approval, provide a Twin Streams house for locating on the site.

Overall, however, the Group has determined that the costs of this option are in excess of what the Group has and are able to raise. The Group has investigated other sources of funds and do not believe that they would be able to access the amount required.

- To lease the former Te Atatu South Library building** - The Group made a submission to Council in August 2005 to lease the Te Atatu South Library building - as well as to continue to lease the existing premises.
It is, however, proposed that the library will be used to temporarily accommodate tenants that are being required to re-locate from the West Wave facility in Henderson until around mid 2008.
- To enter into an arrangement with Tu Wahine** - Tu Wahine occupies the upper level of the same premises as the Group. Tu Wahine also provides counselling services and has a focus on Maori health.

The Group stated that it has informally raised the issue with members of Tu Wahine that it is looking at accommodation options. The Group stated that Tu Wahine responded that its lease does not expire until 2018 and that it is not considering relocating.

Group's Ten year Projected Growth

In terms of the growth of the workload of the family violence team, it was predicted that from its inception in 1991 it would expand rapidly. The team did expand rapidly for three years but it has since levelled off and now has small annual increases of around 8 or 9 clients each year. The Group, therefore, predicts a small annual increase within the next ten year period - and the same across the other teams.

Whether other location Options may be Appropriate

The Group operates three core teams. These are the adult sexual abuse team, child and family team, and the family violence team. The Group believes that to provide the best service across all of the teams, and on the basis that the teams are integrated, that it is essential for the Group to be based in one premises.

In terms of looking at other more appropriate locations, the Group has stated that the existing location is ideal for its clients as it provides for a discreet environment suitable for the service that is being provided. The location is on public transport routes and is close to a shopping centre.

Which Option provides the best value to the Group

The Group has determined that the options set out above are either not financially viable or are not appropriate for the reasons outlined.

It is considered by Council staff, after assessing the options, that the proposal to locate a house from the Twin Streams project onto Lloyd Morgan Reserve is the most appropriate and financially affordable option available to the Group.

The main reasons for this are:

- the Group has limited funds but has budgeted to meet the costs of the proposal to locate a house onto Lloyd Morgan Reserve - this budget falls far short of the funds required to meet any of the other options;
- the identification through a strategic analysis of Lloyd Morgan Reserve that the proposal is appropriate in this instance;
- the existing location provides an ideal surrounding and locality given the nature of the services;
- the Group have assessed their operational structure and have decided that their core teams need to operate from one central location for maximum effectiveness. The current building is not large enough to achieve this goal. At present their core teams are in split locations, which is an impediment to operations. However, once the centralised core Group is in place any further expansions will be as satellite offices and therefore no further expansion on Lloyd Morgan Reserve will be contemplated.

Reserves Act 1977 - Requirements

It is noted that a lease granted by Council pursuant to section 61(2A) of the Reserves Act 1977 is not required to be publicly notified and does not require the approval of the Department of Conservation. Section 61 (2A) applies on the basis that the relevant area of Lloyd Morgan Reserve (part of lot 38 of deposited plan 37137) is a local purpose (community buildings) reserve.

Decision Making Process

The information has been provided to the 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.

Future Decisions Regarding Allocation of Council Resources to Community Groups

This Community Board recognised that a strategic review of the allocation of Council resources to community groups needs to be undertaken, in particular to address the issue of equity between the groups and resolved the following:

“That Council offices 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”

This work is underway but will take some time to complete. Although the recommendation in this report has been made without this additional work the recommendation has been made in accordance with the current lease policy. It is likely that the additional work will recommend that future decision making regarding community leases address equity more clearly and the process may involve a Registration of Interest process to ensure all community groups are given the same opportunities.

RESOURCES

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

CONCLUSION

It is considered that the proposal to locate a house on to Lloyd Morgan Reserve is the most appropriate option for the Group to expand its premises for the following reasons:

- the Group has limited funds but has funding available to meet the costs of the proposal to locate a house onto Lloyd Morgan Reserve;
- the approval of Council's Parks Planning Manager to locate a building onto Lloyd Morgan Reserve (as shown attached at page A1) has been given to the proposal;
- the existing location provides an ideal surrounding and locality given the nature of the services;
- this proposal supports the centralised operating model, which is the preferred method of service delivery as determined by Waitakere Abuse and Trauma Counselling Service Incorporated.
- the proposal complies with the existing Community Lease Policy

A1

The recommendations in this report have been made without a full review of Council's allocation of resources to community groups. As noted above, this review will be completed in the near future. There is some risk with this decision as it may raise future equity issues if similar community groups request the same allocation of resources from Council prior to completion of the review.

RECOMMENDATIONS

A1-A2

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 be approved.
3. That it be acknowledged that the Council has considered any other appropriate options for re-locating the Waitakere Abuse and Trauma Counselling Service Incorporated and that the recommendation 2 above has been determined to be the most appropriate for the Waitakere Abuse and Trauma Counselling Service Incorporated.
4. That the Chief Executive Officer approves the granting of 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 in recommendation 2 above pursuant to Section 61(2A) of the Reserves Act 1977.

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



10 GRANTING OF NEW LEASES IN RESPECT OF KINDERGARTENS IN THE HENDERSON WARD

PURPOSE OF THE REPORT

The purpose of this report is to consider granting a new lease to those kindergartens within the Henderson Ward.

BACKGROUND

General

Henderson Kindergarten, Te Atatu Village Kindergarten, Te Atatu Peninsula Kindergarten and Te Atatu South Kindergarten are all located within the Henderson Ward and occupy premises under leases granted by Council.

These kindergartens were established under the Auckland Kindergarten Association (the "Association") as constituent kindergartens. The Association is a charitable trust pursuant to the Charitable Trusts Act 1957 and governs constituent kindergartens established pursuant to the rules of the Association. In this respect, leases are granted to the Association on behalf of the constituent kindergartens.

The Association has requested that Council grant new leases of ten years in respect of each kindergarten within each of the wards of Waitakere.

It is considered that as a number of leases to the association have expired or are due to expire that new standard form leases of five years with one renewal of five years are granted in respect of each kindergarten so that all leases have a standard expiry of 2017.

As well, Community Boards have the delegated authority to approve new lease agreements. The kindergartens included in this report are within the Henderson Ward and therefore this Community Board has the authority to approve the proposed leases.

Henderson Kindergarten

Henderson Kindergarten is located on part of Opanuku Reserve at 1A Henderson Valley Road, Henderson. The kindergarten has leased the premises since 1965. Henderson Kindergarten has a current roll of 45 children with a waiting list of a further 15 children.

The area of the reserve that is occupied by Henderson Kindergarten was classified in 2001 from recreation reserve to local purpose (community buildings) reserve under the Reserves Act 1977 in order to grant the existing lease in respect of the kindergarten.

The existing lease in respect of Henderson Kindergarten expires in 2011.

Te Atatu Village Kindergarten

Te Atatu Village Kindergarten is located at 580 Te Atatu Road, Te Atatu Peninsula. The kindergarten was granted a lease of the premises in 1998 for the purpose of providing early childhood education for children under five years of age.

The land occupied by the kindergarten is contained in Lot 43 of DP 40799, being a local purpose reserve (known as Kaumatua Reserve) classified under the Reserves Act 1977.

The existing lease in respect of the kindergarten commenced in 2004 with a right of renewal in 2009 and a final expiry date of 2014.

Te Atatu Peninsula Kindergarten

Te Atatu Peninsula Kindergarten is located at 16A Harbour View Road, Te Atatu Peninsula. The kindergarten was established on Roby Reserve in 1970 and provides early childhood education for 41 children in a purpose built and equipped building. There is a waiting list of approximately 48 children.

The land occupied by the kindergarten is contained in lot 77 of DP 50131, which is part of Roby Reserve, and is classified as a local purpose reserve pursuant to the Reserves Act 1977.

The existing lease in respect of the kindergarten commenced in 2001 with a right of renewal in 2006 and a final expiry date of 2011.

Te Atatu South Kindergarten

Te Atatu South Kindergarten is located at 66A Divich Avenue, Te Atatu South. The kindergarten was established in 1970 for the purposes of providing early childhood education. There are currently 44 children enrolled at the kindergarten and 37 children on the waiting list to enrol.

The land occupied by the kindergarten is contained in part lot 45 on DP 55581, which is part of Divich Reserve and is a local purpose (community buildings) reserve under the Reserves Act 1977.

The existing lease in respect of the kindergarten commenced in 2006 with an expiry date of 2010.

STRATEGIC CONTEXT

Councils 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 to be given to groups able to demonstrate a proven need and strong community support for the services they offer.

The Community Leases Policy provides for a standard five year term and it is proposed that leases of this term should be granted. In addition, the Lease Assessment Team has assessed that the standard minimum fee should apply for each lease.

Through the adoption of the priority of First Call for Children in 1993, Council also stated its commitment to proactively supporting children, young people and their families in Waitakere City.

Waitakere City supports a wide range of groups in the community who provide local services and activities on a voluntary or "not for profit" basis.

ISSUES

The Association has requested that all of Council's leases in respect of kindergartens are re-aligned to terms of ten years - and that all leases are on standard forms. This is so that all leases to the Association expire around the same time in 2017 and so that the terms of all leases are the same.

To re-align the terms of these leases it is proposed that:

- the existing leases in respect of Henderson Kindergarten, Te Atatu Village Kindergarten, Te Atatu Peninsula Kindergarten and Te Atatu South Kindergarten are surrendered by the Association; and
- new standard form leases are granted by Council to the Association in respect of the kindergartens in (a) above for a term of five years each with a right of renewal of five years with a final expiry date of 2017.

Proposed Form of Lease

The main terms of the lease are:

- that the tenants are required to maintain the building;
- that the lease complies with section 61 Reserves Act 1977 and that the lease may be terminated where the premises are not being sufficiently used for early childhood education and related community activities;
- that the termination provision enables Council to terminate the lease (with notice) where the premises are required for another purpose, that is in Council's opinion, of greater public interest.

RESOURCES

There are no budget implications for granting new leases to the Association other than staff time.

CONCLUSION

It is proposed that new leases in respect of Henderson Kindergarten, Te Atatu Village Kindergarten, Te Atatu Peninsula Kindergarten and Te Atatu South Kindergarten are granted to the Association for a period of five years with one right of renewal of five years in accordance with Council's lease policy.

RECOMMENDATIONS

1. That the Granting of New Lease in Respect of Kindergartens in the Henderson Ward report be received.

2. That the Chief Executive Officer be given authority to negotiate and grant a lease to the Auckland Kindergarten Association in respect of the premises occupied by each of Henderson Kindergarten, Te Atatu Village Kindergarten, Te Atatu Peninsula Kindergarten and Te Atatu South Kindergarten under section 61 of the Reserves Act 1977.

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



11 HENDERSON BUS INTERCHANGE IMPLEMENTATION

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on the implementation of the Henderson bus interchange and to seek the Board's approval for the parking resolutions necessary for the operation of the bus interchange.

BACKGROUND

Around \$15 million has been invested by Council, ARTA, Land Transport New Zealand and Infrastructure Auckland (now Auckland Regional Holdings) in the development of an integrated bus/ rail interchange in the Henderson Central Business District, including the air bridge linking the railway station, bus interchange and Waitakere Central Civic Centre to the Henderson Central Business District and Henderson Valley Road.

The railway station element of the bus/rail interchange was opened on Tuesday, 24 October 2006. The bus interchange element is due to open to bus services on Sunday, 25 February 2007. From this date all bus services beginning or finishing in Henderson will serve the bus interchange.

In order to make the bus interchange legally enforceable, the Board needs to approve the necessary resolutions for the bus interchange, kiss and ride area, taxi rank and bus lay-up areas to be legally enforced.

STRATEGIC CONTEXT

Waitakere's recently adopted Transport Strategy vision is *"a sustainable, multimodal transport system that is integrated with land use and contributes to Waitakere as an eco city."*

The key strategic platforms related to the bus interchange are:

- **Strong Communities** - People are active, informed, healthy and content. They feel safe and there is a strong sense of community;
- **Urban and rural villages** - Centres are thriving places, providing exciting options for people to live, work and play.
- **Integrated transport and communication** - Public transport and communications systems provide fast, effective services to the whole city. Transport systems are integrated, innovative and environmentally responsible;
- **Strong innovative economy** - Waitakere is a place of innovative economic activities, providing local, quality work and development options for its people.

These strategic platforms are key parts of Waitakere's response to desires expressed by residents in the formulation of the community outcomes for Waitakere. These community outcomes are:

- Sustainable transport systems provide fast and effective movement of people, goods and services within, and in and out of the city;
- The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban and village design;
- Public transport services are appealing, reduce car dependency and match local need.

The region is yet to investigate a possible rail connection between Britomart and Mt Eden stations. This could affect the role of Newmarket station.

ISSUES

Project Update

At the time of writing, the Henderson Bus Interchange is approaching completion with works on paving and streetscapes due to be complete by the date of the meeting and bus shelters, information unit and other customer amenities due to be completed by Friday, 23 February 2007 in time for the opening to bus services on the following Sunday, 25 February 2007.

Bus Interchange layout

The planned bus interchange layout on the western side of Railside Avenue is as follows:

Bus interchange - 71 metres of bus stop including pull-in and pull-out areas able to accommodate four buses at once. This will comfortably accommodate current bus volumes and be sufficiently robust to deal with short-to medium-term changes to bus services which are likely to increase the number of buses connecting to rail at the interchange.

Kiss and ride area - 25 metres of kiss and ride five-minute parking able to accommodate four cars at once. This will provide for short-term drop-off and pick-up spaces for rail and bus passengers.

Taxi rank - A 25 metre taxi rank able to accommodate four taxis. This replaces the previous Western Cabs taxi rank which was vacated to make way for the escalators linking the air bridge to the bus interchange. This taxi rank will be available to all taxi operators.

Bus lay-up area - Two bus stops separated by a large tree. The first stop, just south of the heritage railway station is 20 metres long and able to accommodate one bus and the second stop is 42 metres long and able to accommodate two buses. Both stops include pull-in and pull-out room for buses.

The planned bus interchange layout on the eastern side of Railside Avenue is as follows:

Eastern side bus stop - This is the existing stop on the eastern side of Railside Ave outside the Westfield Mall car park. It will be a major set-down point for buses terminating in Henderson and will continue to be served by buses heading to Glen Eden. It will be upgraded during the course of this year.

Eastern side bus lay-up stop - A 26 metre bus stop on the eastern side of Railside Avenue just south of Edsel Street. This stop is designed to accommodate future service growth coming from the increasing integration between bus and rail services. In the meantime, it will provide a lay-up area for buses terminating in Henderson at the stop opposite the bus interchange.

A3-A4

The bus interchange layout which is attached at pages A3 to A4 has been subject to extensive negotiation and consultation with the relevant council departments, Western Taxis, ARTA and bus operators. Progress has been reported monthly to the Council's Projects Special Committee.

The resolutions accompanying this report are needed to implement the planned bus interchange layout.

DECISION-MAKING

This proposal is presented with due consideration of relevant criteria, as promulgated in Sections 76 and 77 and having regard to section 79 of the Local Government Act 2002. The principal community outcomes that would be implemented as a result of approving the resolutions attached to this report would be:

- Sustainable transport systems provide fast and effective movement of people, goods and services within, and in and out of the city;
- The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban and village design;
- Public transport services are appealing, reduce car dependency and match local need.

RESOURCES

No resources apart from staff time are required.

CONCLUSION

Planning is complete for the implementation of the Henderson bus interchange on 25 February 2007. The final step to enable the interchange to open is for the Board to endorse the planned parking controls to enable the interchange to operate as planned.

RECOMMENDATIONS

1. That the Henderson Bus Interchange report be received.
2. That in relation to **RAILSIDE AVENUE, HENDERSON**:
 - (a) That all existing parking restrictions or limitations currently applicable to **RAILSIDE AVENUE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination, provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

- b) That, in accordance with the powers conferred by virtue of The Land Transport Act 1998, The Transport Act 1962 and the Waitakere City Council By law No.7, 1991 - Traffic, the following controls now be resolved to be specified and imposed, namely,
- (i) on the western kerb line of **RAILSIDE AVENUE** starting from a point 136 metres south of the kerb line from the point where the kerb line meets the southwest kerb line of **GREAT NORTH ROAD** and extending to a point a further 71 metres south along the kerb line, a new **BUS STOP** control be put in place.
 - (ii) on the western kerb line of **RAILSIDE AVENUE** starting from a point 207 metres south of the kerb line from the point where the kerb line meets the southwest kerb line of **GREAT NORTH RD** and extending to a point a further 25 metres south along the kerb line, a new **P5 AT ALL TIMES** control be put in place.
 - (iii) on the western kerb line of **RAILSIDE AVENUE** starting from a point 232 metres south of the kerb line from the point where the kerb line meets the southwest kerb line of **GREAT NORTH ROAD** and extending to a point a further 25 metres south along the kerb line, a new **TAXI STAND** control be put in place.
 - (iv) on the western kerb line of **RAILSIDE AVENUE** starting from a point 322 metres south of the kerb line from the point where the kerb line meets the south-western kerb line of **GREAT NORTH ROAD** and extending to a point a further 20 metres south along the kerb line, a new **BUS STOP** control be put in place.
 - (v) on the western kerb line of **RAILSIDE AVENUE** starting from a point 353 metres south of the kerb line from the point where the kerb line meets the south-western kerb line of **GREAT NORTH ROAD** and extending to a point a further 42 metres south along the kerb line, a new **BUS STOP** control be put in place.
 - (vi) on the eastern kerb line of **RAILSIDE AVENUE** starting from a point 10 metres south of the kerb line from the point where the kerb line meets the south-eastern kerb line of **EDSEL STREET** and extending to a point a further 26 metres south along the kerb line, a new **BUS STOP** 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 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Darren Davis, Strategic Advisor: Transport.



12 **RANGEVIEW PARK'N'RIDE**

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Henderson Community Board for changes to traffic management associated with the Rangeview Park'n'Ride facility, and to seek approval for changes to the traffic management to the intersection at the entrance of this facility on Seymour Road.

BACKGROUND

The Council intends to implement Park'n'Ride facilities close to most of the railway stations in Waitakere, and one of these sites will be at Rangeview Road.

Council purchased the site at Rangeview Road in 2005. Council's objective is to complete the Park'n'Ride facilities in conjunction with ONTRACK's western line double tracking programme. ONTRACK anticipate the completion of DART 6 Double Tracking (Titirangi Road to Mount Lebanon Lane) by Easter 2007. Council has developed detailed design for approximately 100 spaces in the Rangeview Park'n'Ride site.

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.

Rail provides a key transport linkage and is an important part of meeting Council's strategic direction. Park'n'Ride facilities will support the rail development to be provided at a number of stations particularly those with smaller walking catchments or not well served by bus linkages. Sunnyvale Station has been identified as one of the major sites for Park'n'Ride within Waitakere.

ISSUES

Council is currently progressing design work for the Rangeview Road site. The construction of the site appears to be straight forward with the main issues being pedestrian access between the Park'n'Ride site and the station, and safe vehicle access in and out of the site.

A5-A6

A traffic signal at the intersection of Sunnyvale Road, Manui Place and the Park'n'Ride entrance will be installed to address these issues. This will also require a number of No Stopping At All Times controls and the location of the proposed changes is indicated on at pages A5 to A6.

Pre qualification for construction is anticipated for 23 January 2007 and it is anticipated that construction will commence in March 2007.

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 Park'n'Ride can be implemented under the Sunnyvale Railway Park and Ride 2006/2007 budget within the Transport Strategic Projects.

CONCLUSION

The provision of a Park'n'Ride at the Sunnyvale Rail Station is an important component of Council's support for development of the rail network. Currently the small amount of Park'n'Ride provided at the station is 100% utilized with significant on street parking. The Council's purchase and development of this site will provide a safe and accessible Park'n'Ride facility in close proximity to the Sunnyvale Rail Station.

RECOMMENDATIONS

1. That the Rangeview Park'n'Ride report be received.
2. That in relation to **SEYMOUR ROAD and MANUI PLACE, SUNNYVALE:**
 - (a) That all existing parking restrictions or limitations currently applicable to **SEYMOUR ROAD , MANUI PLACE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) 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 **SEYMOUR ROAD** at a start point at the west kerb line of **MANUI PLACE** to an end point of 50 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (ii) on the north kerb line of **SEYMOUR ROAD** at a start point at the east kerb line of **MANUI PLACE** to an end point of 70 metres further east, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (iii) on the south kerb line of **SEYMOUR ROAD** at a start point at the west kerb line of **RANGEVIEW PARK'N'RIDE ENTRANCE** to an end point of 50 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (iv) on the south kerb line of **SEYMOUR ROAD** at a start point at the east kerb line of **RANGEVIEW PARK'N'RIDE ENTRANCE** to an end point of 50 metres further east, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (v) on the east kerb line of **MANUI PLACE** at a start point at the north kerb line of **SEYMOUR ROAD** to an end point of 40 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.

- (vi) on the west kerb line of **MANUI PLACE** at a start point at the north kerb line of **SEYMOUR ROAD** to an end point of 40 metres further north, a '**NO STOPPING AT ALL TIMES**' 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 parking limitations and controls.

Report prepared by: Scott Abbot, Project Manager, Transport Assets.



13 2006/2007 MINOR SAFETY WORKS AND ACCIDENT INVESTIGATION SAFETY WORKS

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with information about locations and type of treatments for projects that will be implemented under this financial year's Minor Safety Works and Accident Investigation Safety (AIS) Works budgets.

BACKGROUND

The Council undertakes crash reduction studies every three years to identify high accident sites within Waitakere and recommends appropriate treatments to address the issues at each site; the latest study report was carried out in November 2006.

Requests received from the public or Elected Members can also be included with the AIS list of works.

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.

The Council's main principle is that safety is not negotiable, implementing the recommendations of the crash reduction studies will significantly reduce vehicle crashes and road user injuries in Waitakere.

ISSUES

Over the past few years the Council has achieved significant improvements in reducing the number of crashes per 10,000 people compared to those of other major cities in New Zealand.

Land Transport New Zealand (LTNZ) provide funding assistance for AIS up to 53%. This is intended to match estimated resources achieving the Government's national targets of traffic death and injury reduction by 2010.

The Minor Safety Works usually involve projects having value less than \$150,000 each, as specified by LTNZ. Generally these projects address issues involving public safety concerns or sites where numbers of injury crashes are reported to the police. These sites are usually dealt with at greater urgency and are given higher priority. But due to budget limitations there may be some sites that cannot be included in the current year's budget, these are usually deferred to the following year.

The AIS Works are generally projects with similar safety issues but with construction costs greater than \$150,000 each.

The Council's annual priority lists for both AIS Works are based on a points system. This takes into account accident records, cost, road hierarchy, traffic volumes, pedestrian volumes, significant public facilities and adverse physical characteristics. The priority is then refined further to take into consideration other capital works taking place within the vicinity.

A7

A detailed list of 2006/2007 AIS projects is included at page A7.

RESOURCES

The proposed works can be implemented from the approved Annual Plan 2006/2007 include funds for Minor Safety Works of \$1,100,000 which is approximately 8% of the total annual maintenance budget for the Council. The AIS Works budget is \$600,000.

CONCLUSION

The Council has achieved significant improvements in terms of safety in the past few years by addressing problems at sites with an accident record.

There are two subsidised line item budgets within the Annual Plan 2006/2007 to address safety issues and high crash sites every year, Minor Safety Works for project value of less than \$150,000, the other line item is AIS Works for projects having value of more than \$150,000.

Selection of sites listed within the two lists generally come from the crash reduction studies, or from complaints or requests submitted for the Council's traffic engineers' attention. Engineers then prioritise these sites based on a points system which takes into account many criteria and the cost/benefit criteria provided by LTNZ.

RECOMMENDATION

That the 2006/2007 Minor Safety Works and Accident Investigation Safety Works report be received.

Report prepared by: Hussam Abdul-Rassol, Transport Planning & Design Manager, Transport Assets.



14 **JAEMONT AVENUE, TE ATATU SOUTH - 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 restriction outside numbers 36 and 38 Jaemont Avenue, Te Atatu South.

BACKGROUND

A request was recently received by the Council with concerns regarding vehicles parking on the bend in Jaemont Avenue. This is a sweeping bend and sight lines are limited when travelling around it. The request was that the Council consider installing a No Stopping At All Times restriction around the bend from property numbers 36 to 38 Jaemont Avenue to eliminate this behaviour.

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

ISSUES

A resident of Jaemont Avenue contacted the Council with concerns regarding vehicles that park on the bend frequently. This causes problems when one or two vehicles are parked on the bend and vehicles travelling along the street in both directions have limited visibility to see oncoming vehicles and to pass safely.

A Council officer visited the site and investigated the issue. Based on this visit, it is considered that the request is reasonable and actioning this request would reduce the risk of possible conflict with vehicles travelling in opposite directions passing each other with a parked vehicle on this bend.

Therefore the proposal to install No Stopping At All Times control would be effective and is cost efficient.

The occupants of the properties affected by the proposed parking restriction were consulted regarding the proposed changes. Two responses were received from residents who did not oppose the proposal. However, they did offer some suggestions listed as follows:

- The residents believe the No Stopping At All Times restriction would be better on the other side of the road as they feel the camber of the road tends to move a little to that side. The Council officers consider that this will not achieve the desired effects;
- At certain times of the day and year there is very bad sun strike for drivers of vehicles travelling around the corner. Council officers consider that this could make it more difficult to see the parked cars;
- Occasionally there are a few hoons and they may struggle to keep to the left of the road on the even numbered side. Council officers consider this issue should be addressed by the police;

- Widening the road or the footpath. Council officers consider this is not cost effective.
- Installing speed humps. Council officers consider this is not cost effective.

A8

The locations of the proposed new No Stopping At All Times restriction are shown on the aerial photograph map attached at page A8.

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 No Stopping At All Times restriction can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposed new No Stopping At All Times restriction is recommended to ensure that vehicles are not permitted to park on this bend, thereby making it safer for all drivers.

RECOMMENDATIONS

1. That the Jaemont Avenue, Te Atatu South - New No Stopping At All Times Restriction report be received.
2. That in relation to **JAEMONT 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) on the west kerb line of **JAEMONT AVENUE, TE ATATU SOUTH** starting from the east boundary of property number 38 and extending east to the southern boundary of property number 36 a new **NO STOPPING AT ALL TIME** restriction 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 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.



15 **MERCHANT AVENUE, TE ATATU SOUTH - NEW NO STOPPING AT ALL TIMES PARKING 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 outside numbers 23 and 25 Merchant Avenue, Te Atatu South.

BACKGROUND

A request was recently received by the Council with concerns regarding vehicles parking on the bend, in this part of Merchant Avenue, and requesting the Council to consider installing No Stopping At All Times parking restriction around the bend from property number 23 to 25 Merchant Avenue to eliminate this risk.

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

ISSUES

A resident of Merchant Avenue contacted the Council with concerns that vehicles park frequently on the bend. This causes problems when one or two vehicles are parked on the bend and vehicles travelling along the street in both directions have limited visibility for seeing oncoming vehicles and passing safely.

Merchant Avenue is a narrow road and sight lines are limited when travelling around the bend.

There is a bend in Merchant Avenue near numbers 23 and 25 and the road also slopes downward away from Jaemont Avenue at the northern end. These features restrict the ability of drivers headed in opposite directions to see each other approach, and this creates a potential safety hazard. To reduce the likelihood of a conflict between oncoming vehicles in this location it is proposed that a No Stopping At All Times parking restriction be installed on the inside of the curve, outside property numbers 23 and 25 Merchant Avenue.

The carriageway of Merchant Avenue is 7.4 metres wide. A road of this width is insufficiently wide to allow parking on both sides and the simultaneous two way flow of traffic.

A Council officer visited the site and investigated the issue. Based on this site visit, it is considered that the request is reasonable and the introduction of No Stopping At All Times parking restriction would reduce the risk of a possible conflict with oncoming vehicles.

The occupants of properties affected by the proposed No Stopping At All Times parking restrictions were consulted regarding the proposed changes. Two responses were received, both of which opposed the proposal. One of the residents who responded mentioned that a similar consultation was undertaken 12 months ago and at that time they were also opposed to the proposal.

The resident does not believe that the installation of No Stopping At All Times parking restriction will eliminate the problems that are currently being experienced as the traffic speed and volume has increased. They suggest the real need is to reduce traffic flow and speed by non residents of Merchant Avenue.

However, Council's policy is that safety is not negotiable, and the proposed No Stopping At All Times parking restriction reduces a safety risk at this location. Accordingly, the No Stopping At All Times parking restriction is recommended in spite of objections from residents.

A9 The location of the proposed new No Stopping At All Times parking restriction is shown on the aerial photograph map attached at page A9.

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 No Stopping At All Times parking restriction can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposed new No Stopping At All Times parking restriction is recommended to ensure that vehicles are not permitted to park on this bend, thereby making it safer for all drivers.

RECOMMENDATIONS

1. That the Merchant Avenue, Te Atatu South - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **MERCHANT 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) on the east kerb line of **MERCHANT AVENUE, TE ATATU SOUTH** starting from the north side of the vehicle crossing of number 21 and extend north to a point 10 metres north of the vehicle crossing of number 25 a new **NO STOPPING AT ALL TIMES** restriction 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 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.



16 **TAIKATA ROAD, TE ATATU PENINSULA - 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 restriction outside numbers 26 and 28 Taikata Road, Te Atatu Peninsula.

BACKGROUND

The Anglican Church next door to Ramlea Park recently contacted the Council with concerns regarding vehicles parking too close to their vehicle crossing during games and/or practices at the park. They also have concerns that when vehicles are parked legally outside the park entrance, it is very difficult for the people leaving the church to be able to look for oncoming traffic as their sight lines are impaired by the parked vehicles. They request that the Council consider installing No Stopping At All Times restriction across the Ramlea Park frontage to eliminate this risk.

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

ISSUES

The church at number 32 Taikata Road advised the Council that vehicles are parking too close to their driveway and that vehicles legally parked outside the park grounds on Taikata Road are making it very difficult for church goers to safely pull out on to Taikata Road. Taikata Road has become a busy road with fast moving vehicles.

A Council officer visited the site and investigated the issue. When the church has a service/community event and there is a practice or a game at Ramlea Park, Taikata Road becomes congested with parked vehicles. This makes it very difficult for anyone exiting the church property.

The occupants of properties affected by the proposed No Stopping At All Times restriction were consulted regarding the proposed change. No objections were received.

A10 The locations of the proposed new No Parking At All Times restriction are shown on the aerial photograph attached at page A10.

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 parking controls can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposed new No Stopping At All Times restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing the adjacent vehicle crossings.

RECOMMENDATIONS

1. That the Taikata Road, Te Atatu Peninsula - New No Stopping At All Times Restriction report be received.
2. That in relation to **TAIKATA ROAD, TE ATATU PENINSULA:**
 - (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 south kerb line of **TAIKATA ROAD** starting from the west boundary of property number 26 and extending east to the west boundary of property number 24 a new **NO STOPPING AT ALL TIMES** restriction 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 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.



17 TE ATATU ROAD, TE ATATU SOUTH - NEW CLEARWAY CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Clearway Control outside number 253 (Foodtown) through to number 252 Te Atatu Road, Te Atatu South.

BACKGROUND

A request has been received by the Council to install a new Clearway Control on Te Atatu Road on the south side of the Edmonton Road roundabout. This proposal will help with the early morning peak traffic flow travelling along Te Atatu Road towards the motorway.

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.

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

ISSUES

Currently two lanes of traffic can travel unrestricted down this portion of Te Atatu Road in a northerly direction. During the morning peak traffic flow, if a vehicle is parked on the side of the road, the traffic queues are reduced to one lane. This causes a longer queue prior to the roundabout and increases travelling time for motorists.

The occupants of properties that will be directly affected by the proposed Clearway Controls were consulted regarding the proposed changes. There were no responses received.

All The locations of the proposed new Clearway Control are shown on the aerial photograph map attached at page A11.

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 Clearway Control can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposed new Clearway Control is recommended to ensure that traffic runs smoothly and safely during peak traffic times

RECOMMENDATIONS

1. That Te Atatu Road, Te Atatu South - New Clearway Control report be received.
2. That in relation to **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) on the west kerb line of **TE ATATU ROAD** starting from the north boundary of property number 253 and extending south to the southern boundary of property number 252 a new **CLEARWAY 7AM-9AM MONDAY TO FRIDAY** 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 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.



18 **WINERY WAY, 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 restriction in Winery Way, Henderson.

BACKGROUND

A resident of Winery Way has contacted the Council and attended the 2 November 2006 Henderson Community Board meeting with concerns regarding vehicles that park on both sides of Winery Way. The Board resolved as follows:

"That Councillor Corban in conjunction with Council officers investigate the traffic issues on Mt Lebanon Lane raised in respect of Corban Village in terms of the covenant for the development and that this be reported back to the Henderson Community Board."

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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 they would not get through. Meetings have been held on site with the residents to discuss options.

The options considered are introducing a No Stopping At All Times restriction on one side of the street and introducing a one way system.

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

Winery Way is a narrow loop road, it has a footpath on one side 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, one vehicle in the garage and one in front of the garage.

This street is completely residential and is predominately used by residents and their visitors. The street surrounding Winery Way is Mt Lebanon Lane which is not yet fully developed. The installation of the No Stopping At All Times restriction on one side of Winery Way will be sufficient to address the issues raised by the concerned resident. Accordingly, at this time, it is not proposed to introduce a one way system.

Due to the holiday season, consultation was not undertaken until January 2007, any feedback received from that consultation will be presented to the Community Board at its February 2007 meeting.

A12 The location of the proposed new No Stopping At All Times restriction is shown on the aerial photograph attached at page A12.

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 restriction can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposal to install a No Stopping At All Times restriction on one side of the entire length of Winery Way, and that the proposed restriction be marked out on the side of Winery Way that has no footpath. This will allow vehicles to park safely on the side of the street that provides a footpath.

RECOMMENDATIONS

1. That the Winery Way, Henderson - New No Stopping At All Times Restriction report be received.
2. That in relation to **WINERY WAY, 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) In **WINERY WAY** a new No Stopping At All Times restriction be put in place along the entire length of Winery Way on the side of the street with no footpath.
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.



19 HUMPHREY KEMP AVENUE AND NORCROSS AVENUE, HENDERSON - NEW NO STOPPING AT ALL TIMES RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install two No Stopping At All Times restrictions on the intersection of Humphrey Kemp Avenue and Norcross Avenue.

BACKGROUND

A resident of Humphrey Kemp Avenue contacted the Council requesting a No Stopping At All Times restriction be installed in Humphrey Kemp Avenue. This is to discourage vehicles from parking in a location which will cause safety hazards to the flow of traffic.

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

ISSUES

The resident who raised the issues is concerned that people are parking at the intersection of Humphrey Kemp Avenue and Norcross Avenue. This creates a safety hazard to the flow of traffic by blocking drivers' sight line. The resident also mentioned that more people are using these streets as a short cut for Te Atatu Road and Great North Road.

In the Council's District Plan, Humphrey Kemp Avenue and Norcross Avenue are classified as local roads. The road width of Humphrey Kemp Avenue is 9.2 metres. There is a kindergarten at 43 Norcross Avenue and the residents pointed out that often the street has vehicles parked on both sides of the road during pick up and drop off times. It is therefore essential that the drivers' sight line is not obstructed by any parked vehicles.

A Council officer visited the site and observed vehicles parked at the intersection of Humphrey Kemp Avenue and Norcross Avenue. This is not desirable as the Land Transport NZ (Road User) Rule 2004 prohibits vehicles from being parking within six metres of an intersection, as it is possible that drivers' sight line will be blocked by the parked vehicle when turning into the intersection. It is therefore recommended to install No Stopping At All Times restrictions at the intersection of Humphrey Kemp Avenue and Norcross Avenue.

A13 The location of the proposed new No Stopping At All Times restrictions is shown on the aerial photograph attached at page A13.

A consultation letter was sent to owners of properties close to the proposed new No Stopping At All Times restrictions. No replies were received.

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 restrictions can be implemented under the 2006/2007 maintenance budgets.

CONCLUSION

The proposed installation of No Stopping At All Times restrictions in Humphrey Kemp Avenue and Norcross Avenue are recommended to ensure the intersection is not obstructed by parked vehicles.

RECOMMENDATIONS

1. That the Humphrey Kemp Avenue and Norcross Avenue, Henderson - New No Stopping At All Times Restriction report be received.
2. That in relation to **HUMPHREY KEMP AVENUE, 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 now be resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **HUMPHREY KEMP AVENUE** starting from the point where the west kerb line of **HUMPHREY KEMP AVENUE** meets north kerb line of **NORCROSS AVENUE** and along the kerb line extend to a point six metres further north, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the east kerb line of **HUMPHREY KEMP AVENUE** starting from the north edge of vehicle crossing of numbers **1 HUMPHREY KEMP AVENUE** to a point six metres further north a new **NO STOPPING AT ALL TIMES** restriction control be put in place.
3. That in relation to **NORCROSS AVENUE, 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 now be resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **NORCROSS AVENUE** starting from the point where the west kerb line of **HUMPHREY KEMP AVENUE** meets the north kerb line of **NORCROSS AVENUE** and extend to a point six metres further west, a new **NO STOPPING AT ALL TIMES** restriction be put in place;
 - (ii) on the north kerb line of **NORCROSS AVENUE** starting from the point where the east edge of kerb line of **HUMPHREY KEMP AVENUE** meets the north edge of kerb line of **NORCROSS AVENUE** and along the kerb and extend to a point on the west edge of driveway of **41 NORCROSS AVENUE**, a new **NO STOPPING AT ALL TIMES** restriction 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 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



20 **INTERSECTION OF FLANSHAW ROAD AND SYLVAN CRESCENT, TE ATATU SOUTH - NEW GIVE WAY CONTROLS**

PURPOSE OF THE REPORT

This report seeks the Henderson Community Board's approval for new Give Way controls in Sylvan Crescent, Te Atatu South, at the two places where it intersects with Flanshaw Road.

BACKGROUND

A member of the public has contacted the Council requesting an intersection priority control at the southernmost of the two places where Sylvan Crescent intersects with Flanshaw Road. They believe that an intersection priority control in this location would assist in preventing accidents.

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

Sylvan Crescent is a 'U' shaped road in Te Atatu South that intersects with Flanshaw Road at each end.

Land Transport New Zealand's accident database lists one accident where a driver exiting Sylvan Crescent failed to give way to traffic on Flanshaw Road at the southernmost of the two places where these roads intersect. Two people received a minor injury in this accident. No accidents are reported at the northernmost of the two intersections.

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

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 both intersections.

A14 The location of the proposed new intersection priority controls is indicated at page A14.

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 Give Way control can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposal to install new intersection priority controls at the intersections of Flanshaw Road and Sylvan Crescent is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Intersection of Flanshaw Road and Sylvan Crescent, Te Atatu South - New Give Way Controls report be received.
2. That in relation to the **INTERSECTIONS OF FLANSHAW ROAD AND SYLVAN CRESCENT**:
 - (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 **SYLVAN CRESCENT** at both locations where it intersects with **FLANSHAW 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.



21 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 Community Park Project	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

