

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 3 APRIL 2008, COMMENCING AT 6.30 PM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATIONS	1
	A NEW ZEALAND POLICE	1
	B HENDERSON GRAFFITI ABATEMENT TRIAL	2
5	PUBLIC FORUM	2
	PUBLIC FORUM WILL TAKE PLACE AT 7.00 PM.	2
6	CHAIRMAN'S REPORT	2
7	COMMITTEE SECRETARY'S REPORT	4
8	BOARD MEMBERS' REPORTS	8
9	KEEP WAITAKERE BEAUTIFUL TRUST 2008 'TREES FOR BABIES' PLANTING PROGRAMME	9
10	CENTRAL PARK DRIVE, HENDERSON – NEW P120 8AM TO 6PM MONDAY TO SATURDAY PARKING RESTRICTION AND EXTENSION TO THE NO STOPPING AT ALL TIMES PARKING RESTRICTION	12
11	RANUI RAIL STABLING PROJECT	14
12	DRAFT AUCKLAND REGIONAL PARKING STRATEGY AND PROPOSED WAITAKERE CITY PARKING PLAN	19

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 5 March 2008

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Wednesday, 5 March 2008, 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 Community Board on matters in the Henderson area.

B HENDERSON GRAFFITI ABATEMENT TRIAL

The Crime Prevention Project Leader will make a presentation to the Henderson Community Board around the Henderson Graffiti Abatement Trial.



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

Most of the past month has been spent at either draft Annual Plan 2008/2009 meetings or at Royal Commission workshops. The increases on fuel and interest rate costs are having a huge impact on Capital Infrastructure improvements with all roading works in Henderson deferred until 2009/2010. This includes the Edmonton Road/Alderman Drive link and the Trading Place bridge.

The Community Board will need to complete its submissions to the draft Annual Plan 2008/2009 and the Royal Commission during April 2008.

Royal Commission

The workshops have been really interesting with many options being explored. Before we hold our next meeting Council should have reached a consensus on its submission.

Henderson Parking Review

The review has been completed and we will be having a workshop shortly to discuss the findings and any action we wish to take.

Hulme Place

Both Steve McDonald and myself have visited this development and is certainly covered in graffiti and there appears to be evidence of people living on the site. It is in a commercial area and these sort of developments do nothing for the quality of life of anybody who lives in them.

Neighbourhood Support Waitakere

The Inaugural AGM was held on the Wednesday, 19 March 2008 and was well attended. In less than a year the achievements of this organisation have been fantastic with over 3000 packs sent out, 1519 on the street database and 80 new groups established.

Hearings

There have been three hearings held recently relating to the Henderson Ward and I want to thank Steve McDonald and Leo Nobilo for attending one of them to hear if there were any concerns from submitters that the Community Board could resolve. Now that Councillors have decided that they will no longer use Community Board members, who are trained and experienced Commissioners, and know the local area and conditions, we will need to attend all Hearings as observers relating to our Ward to be informed.

Welcome to New Chief Executive Officer

The Community Board Chairs have met with the new Chief Executive Officer Vijaya Vaidyanath and she is most enthusiastic about her role and the new perspective she brings to Waitakere. I am sure we will be hearing from her in the future.

Te Atatu South Schools Travel Plan Launch

Thank you to all members who attended the launch. It was unfortunate that I could not leave the Council meeting but I hear it was very successful and students will be able to get to and from school more safely.

RECOMMENDATIONS

1. That the Chairman's Report be received.
2. That Neighbourhood Support Waitakere be congratulated on their achievements in the first year of operation.
3. That the Henderson Community Board welcome the new Chief Executive Officer, Vijaya Vaidyanath and invites her to attend a Henderson Community Board meeting.

Elizabeth Grimmer, MNZM

CHAIRMAN





7 **COMMITTEE SECRETARY'S REPORT**

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolves to:

1. **Receive** the Committee Secretary's Report for the Henderson Community Board dated 3 April 2008.
2. **Approve** the nomination of the Chairman of the Henderson Community Board to speak on behalf of the Board at the meeting of the Finance and Operational Performance Committee to be held on Monday, 7 April 2008, in relation to the Community Assistance Fund Policy.






	Issue	Comments	Reporting Council Officer
1.	Great North Road Streetscape Arts and Events Bollard Officer's Report	<p>In 2006, the first two arts and event advertising street bollards, part of the Councils arts and events bollards contract, were installed during Stage One of the Henderson Central Business District streetscape improvements works on the corner of Railside Avenue and Great North Road.</p> <p>The third of these bollards is to be installed as part of the Stage Two works and will be located in the new garden plaza area opposite 357 Arcade on the south side of Great North Road.</p> <p>This location has been approved by the streetscape design company, Isthmus Group. It has been sensitively positioned to fit in the garden setting, meet all safety and view shafts and is ideally located in the vicinity of people walking to the bus stop, sitting in this plaza and interested browsers of such information. This location is included in the first section of works being undertaken from March to May 2008.</p>	Janet Hannan  021 794 958
2.	Kerbing and Channelling on Rangeview Road, Sunnyvale and Sherry Brook Place, Sunnyvale 6 December 2007 Public Forum Officer's Report	<p>The presenter in Public Forum has been advised that each year Council presents a list of requests for new kerb and channelling to the appropriate Community Board for their consideration, prioritisation and approval. Every year the requests outnumber the available funds set aside for this work. Council undertakes to carry out half a kilometre of new kerb and channelling every year.</p> <p>As Rangeview Road, Sunnyvale has a footpath on one side and no houses on the other side of the road, the kerb and channelling of the railway side of the road would be considered low priority.</p>	Sue Liddell  836 8000 Extn: 8736

	Issue	Comments	Reporting Council Officer
		As Sherry Brook Place is a planned new subdivision, Council will ask the developer to provide a new footpath outside the new subdivision. For the remainder of the street, this will be added to the list for the Community Board's consideration.	
3.	Remuneration Authority Officer's Report	The Remuneration Authority has advised the Council that the Indicative Pool for 2008/2009 remains unchanged. The Council has therefore decided not to alter the current distribution. The Community Boards are advised so that they can agree or disagree with the Council's decision. The Council's decision means that the remuneration payable to Community Board Chairmen and Members will remain unchanged for the period 1 July 2008 to 30 Jun 2009. If there is any disagreement the Community Board Chairmen can note it on the return to the Remuneration Authority or the Community Board can make a separate submission to the Remuneration Authority.	Darryl Griffin ☎ 836 8000 Extn: 8712
4.	Determination Report – Review of the Control of Liquor in Public Places Bylaw 2003 11 March 2008 Planning and Regulatory Committee Resolution No. 280/2008	At its meeting on Tuesday, 11 March 2008, the Planning and Regulatory Committee considered a report which concluded that Council has specific legal power to make a bylaw for liquor control purposes pursuant to Section 147 of the Local Government Act 2002. In light of this conclusion, the Committee resolved the following: <i>“1. That the determination report – Review of the Control of Liquor in Public Places Bylaw 2003 report be received.</i> <i>2. That the problem to be addressed is to reduce the incidence of disorderly behaviour and criminal offending in the city linked to alcohol possession and consumption in public places.</i> <i>3. That the most appropriate way of addressing the perceived problem is to extend the Control of Liquor in Public Places</i>	Roy Hunt ☎ 836 8000 Extn: 8714

A61-A66

	Issue	Comments	Reporting Council Officer
		<p><i>Bylaw 2003 to cover those parts of the City identified by the Police as particularly affected by the problem.</i></p> <p>4. <i>That Council officers, in consultation with the NZ Police, prepare a draft Bylaw Statement of Proposal and Summary of Information around the control of liquor in public places for consideration and discussion at a future Planning and Regulatory Committee meeting.”</i></p> <p>(279/2008)</p> <p>The report which was presented to the Planning and Regulatory Committee is attached at pages A61 to A66 and a Council officer will attend each Community Board to answer any questions they may have on the issue.</p>	
5.	Tui Glen Stage Two Development Officer's Report	Council officers are waiting for the decision from the hearing for the resource consent.	Renee Davis ☎ 836 8000 Extn: 8118
6.	Te Atatu Peninsula Town Centre Project Officer's Report	This update was not available at the time the Agenda went to print.	Robin Jenkin-Winter ☎ 836 8000 Extn: 8400
7.	Te Atatu Peninsula Walkway Design – Chapman Strand to Taipari Strand Officer's Report	This update was not available at the time the Agenda went to print.	Ian Lamont ☎ 836 8000 Extn: 8303
8.	Alan Reserve Playground Upgrade Officer's Report	This update was not available at the time the Agenda went to print.	Tracey Hamilton ☎ 836 8000 Extn: 8969
9.	Gloria Park Car Park Upgrade Officer's Report	This update was not available at the time the Agenda went to print.	Andreas Lilley ☎ 836 8000 Extn: 8553
10.	Harbourview – Orangihina, Hughes Esplanade – Weed Control and Planting Officer's Report	This update was not available at the time the Agenda went to print.	Helen Biffin ☎ 836 8000 Extn: 8758

	Issue	Comments	Reporting Council Officer
11.	Henderson Valley Toilet Block Upgrade Officer's Report	This update was not available at the time the Agenda went to print.	Talitha Gibbons ☎ 836 8000 Extn: 8303
12.	Kingdale Reserve Footbridge Minor Upgrade Officer's Report	This update was not available at the time the Agenda went to print.	Talitha Gibbons ☎ 836 8000 Extn: 8303
13.	Toilet Block Removal – Taipari Strand Officer's Report	This update was not available at the time the Agenda went to print.	Andreas Lilley ☎ 836 8000 Extn: 8553
14.	Community Wellbeing Fund Allocation 2007/2008 3 September 2007 Henderson Community Board Resolution No. 3329/2007	<p>At its meeting on 3 September 2007, the Henderson Community Board resolved the following:</p> <p style="padding-left: 40px;"><i>“3. That a review is undertaken regarding the low number of applications to the Community Wellbeing Fund Allocation 2007/2008 and that this review include a representative from each Community Board.”</i></p> <p style="text-align: right;"><i>3329/2007</i></p> <p>A workshop to discuss the review of the proposed Community Wellbeing Fund and the proposed Community Assistance Fund was held following the meeting of the Finance and Operational Performance Committee (FOP) on Monday, 11 February 2008.</p> <p>The recommendations from the workshop have been incorporated into the development of the Community Assistance Funds Policy. A review of this policy is included on the Agenda of the Financial and Operational Performance meeting on Monday, 7 April 2008.</p> <p>The Henderson Community Board is requested to nominate the Chairman of the Community Board to speak on the boards behalf at the meeting of the Finance and Operational Performance Committee on Monday, 7 April 2008 in relation to the Community Assistance Fund Policy.</p>	Greta Buchanan ☎ 836 8000 Extn: 8150

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Report	August 2005 Resolution No. 1468/2005 Last updated 5 February 2007	5 June 2008	Tony Miguel  836 8000 Ext: 8294
Fixed Driver Feedback Signs in the Henderson Ward	5 July 2007 Resolution No. 3003/2007	5 June 2008	Bernadette Molloy  836 8000 Extn: 8524
Request from the World Harmony Run for a Street, Walkway or Park to be Named After Sri Chinmoy	2 August 2007 Resolution No. 3159/2007	8 May 2008	Renee Davies  836 8000 Extn: 8118
Parking Restrictions at Cranwell Park During the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre	3 September 2007 Resolution No. 3311/2007 Nos. 5 and 6	4 September 2008	Clare Sarney  836 8000 Extn: 8506
Request for a report around policing in Te Atatu Peninsula	5 March 2008 Resolution No. 242A/2008	8 May 2008	Michael Alofa  836 8000 Extn: 8531

Report prepared by: Ngareta Delamere: Committee Secretary.

8 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	Steve McDonald Shirley Savage (alternate)
City Safety Action Group	Leo Nobilo Shirley Savage
Henderson Business Liaison Group	Elizabeth Grimmer
Keep Waitakere Beautiful Committee	Steve McDonald

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Steve McDonald Shirley Savage (alternate)
McLaren Park Henderson South Community Initiative	Steve McDonald Elizabeth Grimmer (alternate)
Taipari Strand Community Group	Leo Nobilo
Te Atatu South Schools Travel Plan	Elizabeth Grimmer Leo Nobilo
Waitakere Citizens Advice Bureau	Gayle Marshall Shirley Savage (alternate)
Waitakere Road Safety Steering Group	Elizabeth Grimmer
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Wayne Bainbridge Elizabeth Grimmer (alternate)
Long Term Council Community Plan and Annual Plan Committee	Elizabeth Grimmer Leo Nobilo (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge



9 KEEP WAITAKERE BEAUTIFUL TRUST 2008 'TREES FOR BABIES' PLANTING PROGRAMME

GLOSSARY

Keep Waitakere Beautiful Trust (KWBT)
Trees for Babies (TFB)

EXECUTIVE SUMMARY

The purpose of this report is to secure approval of a park for this year's annual Trees for Babies (TFB) community planting day in the Henderson Ward, and to request the nomination of a representative from the Henderson Community Board to speak on the day.

The park option recommended for TFB for 2008 has been selected based on their suitability for a TFB event following consultation with the Keep Waitakere Beautiful Trust (KWBT) Board and Waitakere City Council Parks staff.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolves to:

1. **Receive** the Keep Waitakere Beautiful Trust 2008 'Trees for Babies' Planting Programme report.
2. **Approve** Fairdene Reserve as the confirmed venue for the 2008 'Trees for Babies' event in the Henderson Ward.
3. **Approve** Kingdale Reserve as the alternate site for the 2008 'Trees for Babies' event if Fairdene Reserve raises significant issues with the local community, that

4. **Approve** the nomination of a representative from the Henderson Community Board to speak at the 2008 'Trees for Babies' event.

BACKGROUND

1. TFB is an annual community event to celebrate babies born in Waitakere. Trees have been planted by the community in one reserve in each of the four wards as part of a KWBT, Plunket and Council project for the past 13 years. This is a popular community event with approximately 100 trees planted in each reserve each year.
2. Park sites for the TFB event are assessed according to the following range of issues:
 - The parks suitability to accommodate a large area of planting.
 - Proximity to a school, kindergarten or playground.
 - Good access to the park.
 - Amenity of the site, (i.e. is it a nice park to be in?).
 - Level of use and visibility to the community.

DECISION MAKING

Issues

3. The TFB event for the Henderson will take place on Saturday, 17 May 2008 from 11:00am to 1:00pm. The event will be community focused with family orientated activities and guest speakers. A Community Board Member is requested to speak at the event.
4. A Community Board representative on the KWBT Board and/or the KWBT Programme Manager will be present at the Henderson Community Board meeting to answer any questions there may be regarding the event.

Options Identified

5. Henderson Community Board requested consideration of Fairdene, Kingdale, Opanuku, Alan and San Bernadino Reserves for the 2008 TFB.

Assessment of Options

6. Following site visits to the parks, the following assessments of the shortlisted sites provides details which have determined the proposed preferred option.

Option	Advantages	Disadvantages
Fairdene Reserve	<ul style="list-style-type: none"> • Has stream and adjoins a school • Enhances existing planting • Near residential • Already well planted but additional planting can be accommodated 	
Kingdale Reserve	<ul style="list-style-type: none"> • Kindergarten and stream • Large open space with bare fences • Good road frontage • Near residential 	

Opanuku Reserve	<ul style="list-style-type: none"> • Stream and kindergarten • Very visible high profile 	<ul style="list-style-type: none"> • Reasonably restricted due to future development of road going through • Not close to lots of residential
Alan Reserve	<ul style="list-style-type: none"> • Playground being upgraded in 08/09 so would be the better year to do TFB 	<ul style="list-style-type: none"> • Not good access ie. land-locked
San Bernadino Reserve	<ul style="list-style-type: none"> • Good open site • Minimal planting existing so needs more • New residential area 	<ul style="list-style-type: none"> • TFB planting might be too large for the site

7. Based on the above evaluation, Fairdene Reserve is considered the preferred option with Kingdale Reserve as the alternate.

Consideration of Community Views

8. There has been continued community support for the TFB annual planting programme, as highlighted through the numbers of residents taking part in the event each year and taking an active ongoing interest in the progress of their trees. There continues to be a demand from the community for TFB opportunities with Waitakere.
9. TFB is now in its 13th year, evidence of both the popularity of this event, and the ongoing long term partnership between the KWBT and Council.

STRATEGIC CONTEXT

10. TFB is an active reflection of the Strong Communities platform, as well as the Green Network platform, within the Long Term Council Community Plan. TFB exists because both parties recognise the long-term value in establishing community ownership, and participation in community-based environmental initiatives. TFB also adds to the Green Network, providing habitat and "highways" for wildlife and enhanced recreational areas for people.

Preferred Option

11. The preferred option for the Henderson Ward 2008 TFB is Fairdene Reserve.

CONSULTATION

12. Community Boards were asked to submit possible sites for the 2008 TFB. From the list of sites gathered and from other options put forward by Council staff and the KWBT Board, a shortlist of suitable sites was selected.
13. Consultation with the local community adjacent to the proposed TFB sites has yet to occur. It is proposed that this consultation will occur after the preferred site is chosen.
14. Community Boards have previously commented that they would like more details on the proposed planting sites and the impact on the chosen reserve. As such, parks are assisting KWB by now producing planting plans for all the preferred TFB sites for use in consultation with the Community Board and local residents and to ensure implementation of the planting in the best location within the reserve and with the most appropriate mix of tree species.

15. A detailed planting plan showing the TFB site within the nominated park will be presented at this meeting. This planting plan will provide the details to undertake consultation with the local community to ensure there are no issues with the proposed planting location from a community perspective.
16. Past community consultation on possible sites has only rarely resulted in objection from the community. The planting plan will allow for amendments to be made based on community consultation that should address most of the issues related to tree size, location, and shading that have in the past been the key issues with the proposed TFB planting sites.
17. If any objection to the proposed site becomes evident during this consultation process, then it is proposed that the second highest rated option is then progressed for the TFB planting programme for 2008 as an alternate.

RESOURCES

18. Funding for TFB has been approved through the Annual Plan 2007/2008 (\$20,500) and is one of the key programmes funded by Council through the Keep Waitakere Beautiful Trust.

IMPLEMENTATION ISSUES

19. All the implementation of the TFB planting programme is undertaken by KWBT. Planting is carried out according to the Council's Code of Practice specifications and is supervised by suitably qualified experts.
20. As has been put in place in previous years, an underplanting of low shrubs will be put in place to minimise maintenance and weed invasion issues with the TFB site.
21. Once the TFB site has been planted and the asset information passed on to parks from KWBT, the maintenance of that planting is then carried out by Council's parks section through a landscape maintenance contract.

Report prepared by: Renee Davies: Service Manager Parks Planning and Kevin Healy, Programme Manager: Keep Waitakere Beautiful Trust.



10 CENTRAL PARK DRIVE, HENDERSON – NEW P120 8AM TO 6PM MONDAY TO SATURDAY PARKING RESTRICTION AND EXTENSION TO THE NO STOPPING AT ALL TIMES PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the Henderson Community Board's approval for a new P120 8am to 6pm Monday to Saturday parking restriction and extension to the No Stopping at All Times parking restriction on Central Park Drive, Henderson.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolves as follows:

1. **Receive** the Central Park Drive, Henderson – New P120 8am to 6pm Monday to Saturday Parking Restriction and Extension to the No Stopping At All Times Parking Restriction report.

2. **Approve** that in relation to **CENTRAL PARK DRIVE, HENDERSON:**
 - (a) all existing parking restrictions or limitations currently applicable to **CENTRAL PARK DRIVE**, 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) and, 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 restrictions now be resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **CENTRAL PARK DRIVE** starting from a point 80 metres from the Lincoln Road intersection and extending east for a distance of 40 metres the **P120 8AM TO 6PM MONDAY TO SATURDAY** parking restriction be put in place.
 - (ii) on the north kerb line of **CENTRAL PARK DRIVE** starting from a point 55 metres from the intersection of Lincoln Road and extending east for a distance of 30 metres the extension to the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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.

BACKGROUND

1. A request was received from one of the businesses in Central Park Drive, Henderson, to install a P120 8am to 6pm Monday to Saturday parking restriction and extend the No Stopping At All Times parking restriction. The business making the request advised that their customers are finding it increasingly difficult to exit the driveway safely and find suitable parking close by.

DECISION MAKING

Issues

2. This area currently has unrestricted parking and a lot of commuters are using the area for all day parking. This makes it difficult for customers visiting the businesses to find suitable parking nearby. The business that made the request has also expressed concern for their customers when they are exiting the driveway as visibility is limited.
3. The location of the proposed change is indicated on attachment A1.

A1

Consideration of Community Views

4. As the proposal was a request from a local business and other businesses have been consulted and in agreement, it is considered that this proposal is something that will benefit both the safety and parking for the local community.

STRATEGIC CONTEXT

5. 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.
6. Time limit parking restrictions can be applied to ensure convenient parking is available for short term use by users of facilities in the immediate area by displacing long duration parking to less convenient locations.
7. No Stopping At All Times restriction can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

8. Verbal consultation has been carried out with the businesses that will be directly affected by this proposal and to date no objections have been received.

RESOURCES

9. The new P120 8am to 6pm Monday to Saturday parking restriction and extension to the No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

IMPLEMENTATION ISSUES

10. The new P120 8am to 6pm Monday to Saturday parking restriction and extension to the No Stopping At All Times parking restriction is recommended to allow visitor/customer parking to the nearby businesses, and safe entry/exit from these businesses.

Report prepared by: Jane Harris: Transport Technician.



11 RANUI RAIL STABLING PROJECT

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
Outline Plan of Works	(OPW)
Resource Management Act 1991	(RMA)

EXECUTIVE SUMMARY

The Auckland Regional Transport Authority (ARTA) is planning to construct a rail stabling facility in the vicinity of the Paremuka Reserve. This facility is to store and clean the interiors of up to 11 trains overnight close to where they enter service in the morning. This will significantly reduce rail operating costs and unnecessary dead-running of trains. It is an essential pre-requisite for the planned introduction of 10-minute peak train frequencies in 2010 and to allow six-car trains to be introduced on the western line to cope with heavy peak demand.

Members of the Ranui and Western Heights communities, along with some elected members, have raised concerns about the location and impacts of the planned facility. A

delegation of residents presented their concerns at a joint session of the March 5th meetings of the Henderson and Massey community boards.

The Henderson Community Board resolved as follows:

“That the Chief Executive Officer be requested to bring back an urgent report to the Massey and Henderson Community Board’s April meetings, investigating the circumstances under which the site of the proposed rail maintenance depot at Paremuka Reserve, opposite Hilwell Drive, was selected”

(245/2008)

Council officers have discussed these concerns with ARTA and this report details the advice provided by ARTA on these issues.

ARTA will make a presentation on the project to the Board at the meeting and will be available to answer questions from board members.

This report is for the community board’s information only as the project lies within the designated rail corridor. The final decision on any request for conditions on the Outline Plan of Works (OPW) for the projects falls with the regulatory arm of the Council.

RECOMMENDATION

It is recommended that the Henderson Community Board resolves to:

Receive the Ranui Rail Stabling Project report.

BACKGROUND

1. In any urban rail network, there is a requirement that trains be stored overnight and cleaned between the time when the train comes out of service in the evening and when it next re-enters service. In order to maximise operational efficiency and to reduce dead-running of trains, it is highly desirable to have train stabling facilities as close as possible to the point that trains enter service in the morning. At present, trains are stored at Westfield and Papakura overnight.
2. The following rolling stock expansion for the Auckland urban rail fleet is currently taking place: Five existing three-car trains are being lengthened to four-car trains; three new four-car trains and six new six-car trains are being refurbished from former British Mark II bodies. However, there is no overnight stabling space available for these newly refurbished trains when they enter service.
3. ARTA is most of the way through a distributed stabling project to provide stabling facilities for these trains to position trains optimally on the urban rail network. ARTA has identified stabling sites at Pukekohe, Papakura, Tamaki Drive and Ranui as well as the existing train stabling facility at Westfield.
4. The stabling site at Ranui is required to store trains that will go in to service at Swanson, Waitakere and Helensville. At present these trains move to and from Westfield and their respective start and finish points either very late in the evening or from 4am in the morning. With the establishment of the Ranui stabling site, this out-of-service positioning of trains will no longer be required.
5. The stabling site is also required to enable six-car trains to operate on the western rail line to address train overcrowding issues. Staff travelling by train to work report that existing trains starting at Waitakere in the morning peak now have standing room only from Ranui Station. ARTA is planning to introduce six-car trains on the western line first as the double-tracking project means that all

stations in Waitakere (except Waitakere Station) will have platform lengths able to accommodate these trains.

6. If the Ranui rail stabling site were not to be established, ARTA would simply not be able to implement 10-minute peak train frequencies on the western line from 2010, nor would be able to operate six-car trains on the western line to address current train overcrowding and future increases in demand generated by the completion of double-tracking and the New Lynn rail trench project. This is because there would be nowhere to store the trains needed for these service improvements. This would not optimally exploit the benefits of the Government's \$600 million investment in upgrading the Auckland urban rail network, nor ARTA's heavy investments in rolling stock and more frequent train services.

DECISION MAKING

7. The Ranui rail stabling project is, apart from one site being acquired by ONTRACK for access, entirely within the designated rail corridor. This means that no resource consent process is required for the project, apart from for the site required for access. However, an OPW must be lodged with the Council, outlining the proposed works and detailing measures to remedy, mitigate or avoid any adverse environmental effects. As ONTRACK is the requiring authority under the Resource Management Act 1991 (RMA) for the western rail line designation, it is ONTRACK that will be submitting the OPW to the Council on ARTA's behalf. ARTA has advised the Council that it is intended that ONTRACK will submit the OPW in the first half of April.
8. The RMA gives the Council 20 working days to process an OPW with the ability to request conditions of the requiring authority. However, there is no obligation on the requiring authority, in this case ONTRACK, to accept any conditions requested. If ONTRACK were to refuse to accept any (or all) conditions requested by the Council, the Council's only legal recourse would be to appeal to the Environment Court. This would put the Council in the unusual position of having to appeal its own conditions in an attempt to make them legally enforceable. There is a major risk of delay with this option, which could well threaten the ability to be able to provide the train services needed to meet the growing passenger demand on the western line.
9. Previous experience with OPWs submitted to the Council by ONTRACK and ARTA is that those agencies treat any conditions requested by the Council and agreed by themselves to have the same effect as if they were a condition of a resource consent. This includes remedying any non-compliance with OPW conditions identified by the Council's environmental monitoring staff.
10. While the RMA provides a very tight 20-day timetable for processing OPWs, experience with other local authorities is that ONTRACK and ARTA will seek to reach agreement with councils on conditions, even if this means agreeing to extensions in the processing time or even resubmitting OPWs to address concerns raised.
11. There have been discussions with the Council's resource consents staff to alert them that an OPW for this project is soon to be submitted and to alert them to concerns that have been raised about the project. However, the final decision on any conditions that may be requested in the OPW is a matter for the regulatory arm of the Council to take.

Issues

12. Concerns raised by members of the community and some elected members relate to the use of the site for other than the stated purpose; visual; noise and lighting impacts. As well, the process gone through to select the site has been questioned. A discussion on the site selection process is contained in the "options identified" and "assessment of options" sections of this report.
13. Concern has been expressed that the site might be used for train maintenance or to repair disabled trains. ARTA has advised that the site is intended exclusively for the overnight storage and interior cleaning of trains. The only building on site will provide train crew facilities, including toilets, a kitchen and a mess area. ARTA acknowledges that disabled trains may be towed to this area in order to clear any line blockages as quickly as possible. However, disabled trains would later be towed to Westfield, which is the only location on the Auckland rail network able to carry out train maintenance.
14. Noise impacts are a significant potential impact of this project. This is because trains generally come out of service in the evening and reenter service early in the morning. The Auckland rail network is currently operated by diesel traction. Diesel locomotives and diesel multiple units need to be started up and to idle for 15 minutes in order to charge the air brake reservoirs. This is absolutely essential for safe train operation. Once the urban rail network is electrified, currently set down for completion in 2013, this issue will be much reduced as diesel trains will only be required for services to and from Waitakere and Helensville, beyond the end of the electrified network at Swanson. In order to address the noise issues, a Noise Management Plan will be submitted to the Council, based on similar plans filed with Papakura and Franklin district councils for train stabling facilities in Papakura and Pukekohe respectively. The Noise Management Plan will seek to ensure that standards for decibel levels beyond the boundary of the rail corridor are not exceeded. These levels are lower at late evening and early morning hours when trains will be starting up. Note that there is often an additional buffer between the rail corridor boundary and sensitive noise receivers such as residential properties. The Noise Management Plan may include elements such as noise buffering through planted mounds if necessary and the sequential starting-up of trains in such a manner as to minimise noise with trains starting up being shielded from the nearest residents by trains not yet in service. The trains closest to people's homes will be last to be started up.
15. Western Heights residents have expressed concerns about the visual impact of the facility on the Paremuka Reserve. The nature of the site means that the train stabling will be below the level of the mainline rail track. This means that the visual impact of the facility will be substantially less than that of the existing rail line for Western Heights residents. The facility will generally be empty during weekday daytime hours and only partly full during weekend daytime hours. At night, some lights and trains will be visible but there is very little visual impact during the day when the Paremuka Reserve are mostly used. ARTA advises that lighting will be carefully managed to target the lights at the trains in order to minimise light spill. ARTA has advised that the facility will be monitored from Britomart by CCTV cameras and any graffiti will be promptly removed. Roving security patrols on the rail network will also be tasked with addressing any anti-social behaviour issues related to the facility.

Options Identified

16. ARTA went through a site selection process for this project. This process identified the following sites: West of Christian Road; between Swanson Station and O'Neills Road; Bruce McLaren Road, and the preferred site by the Paremuka Reserve.

Assessment of Options

17. **Do Nothing.** This option would mean that there would not be enough trains to provide ten-minute peak train frequencies nor to run six-car trains to cater for growing demand on the western line. It would also mean that refurbished trains either being manufactured or on order would not be able to be stored anywhere on the Auckland urban rail network overnight.
18. **West of Christian Road.** This option was ruled out as the location of the Swanson Tunnel reduces the useable space for a stabling facility. A facility at this location would be on a sharp bend, making train storage more space-intensive as trains parked on a corner occupy more space than trains parked in a straight line. This is due to straight carriages overhanging the curve in the track.
19. **Between Swanson Station and O'Neills Road.** This option was ruled out as the track gradient of 1 in 67 at this point is much steeper than the safety requirement to have trains stored on a maximum 1 in 250 gradient. This is an essential safety requirement to avoid the risk of a runaway train due to air brake leakage. Trains would need to be stored on both sides of the track and would be much closer to residential properties than the preferred option. The track layout would only have single-ended access. This would increase the risk of a disabled train causing major service disruptions across the network as any train parked behind it would not be able to get out.
20. **Bruce McLaren Road.** This site was eliminated from further consideration as it was not large enough space to accommodate the number of trains that need to be stabled overnight.
21. **Preferred Option: Ranui Rail Stabling Site.** The rail corridor is very wide at this site and is further away from residential properties than the other sites. The topography of the area works to reduce its visual and noise impacts. Noise bunds installed by ONTRACK for the Ranui landfill site means that noise buffering is already in place for residents on the Ranui side of the stabling site. The site has sufficient space for a double-ended layout of stabling sidings and for all sidings to be on one side of the track. It is less than six minutes running time to Swanson Station and 12 minutes running time to Waitakere Station where trains enter service in the morning.

Consideration of Community Views

22. ARTA held a community open day on the project in Ranui in March which was advertised at railway stations, on the ARTA website and publicised to the Ranui community. ARTA and ONTRACK staff were present to discuss the project and to hear any concerns raised.
23. Some members of the community presented their concerns about the project to the Massey and Henderson Community Boards at the public forum section of the board meetings that took place on Wednesday 5 March.

STRATEGIC CONTEXT

24. The double-tracking of the western rail line will have a strong positive influence on nearly all of the Council's strategic platforms, being integrated transport and communications; urban and rural villages; strong innovative economy; green network; strong communities; and sustainable energy and clean air.
25. Well-located train stabling facilities contribute to these strategic platforms by facilitating the increase in frequency of peak train service and allowing longer trains to be operated on the western rail line. It also has a significant environmental benefit by reducing unnecessary out-of-service train positioning.

Preferred Option

26. ARTA's preferred option for the western line rail stabling facility is at Ranui for the reasons outlined in paragraph 21.

CONSULTATION

27. As a result of concerns raised by members of the Western Heights and Ranui communities and by some elected members, Council officers have consulted with ARTA in order to be able to respond to the concerns raised.
28. The Council's resource consents team has also been briefed on this issue.
29. Any consultation with Maori needed for this project is the responsibility of ARTA.

RESOURCES

30. As this project is being delivered by ARTA, no other resources other than staff time are required. Resource consent and building consent staff time is recovered from the applicant.

IMPLEMENTATION ISSUES

31. The implementation of this project is the responsibility of ARTA.

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



12 DRAFT AUCKLAND REGIONAL PARKING STRATEGY AND PROPOSED WAITAKERE CITY PARKING PLAN

GLOSSARY

Auckland Regional Council	(ARC)
draft Auckland Regional Parking Strategy	(draft ARPS)

EXECUTIVE SUMMARY

The purpose of this report is to inform the Henderson Community Boards of the opportunity for the Policy and Strategy Committee, at its meeting on Thursday, 8 May 2008, to consider a response to the draft Auckland Regional Parking Strategy (draft ARPS) and to outline a process for development of the Waitakere City Parking Plan. Community Boards are invited to provide input to the Policy and Strategy Committee for inclusion in the proposed Council submission.

Council officers have been participating in the development of the draft ARPS and have also received the benefit of strategic parking advice from McCormick Rankin Cagney and Todd Litman. A presentation will be provided at the Community Board meeting based on Todd Litman's proposed strategic approach to parking.

The draft ARPS proposes changes to parking management in town centres in order to achieve more intensive development in town centres and to encourage greater use of passenger transport.

It is proposed that Elected Members consider a proposed strategic approach to parking and involve key stakeholders in the development of a consultation draft of the Waitakere City Parking Plan and comprehensive parking management plans for New Lynn, Henderson, and Westgate-Massey North. It is proposed that a consultation draft will be made available for written submissions and hearings, with a view to finalising proposed plans by the end of June 2008.

RECOMMENDATIONS

It is recommended that the Henderson Community Board resolves to:

1. **Receive** the draft Auckland Regional Parking Strategy and Proposed Waitakere City Parking Plan report.

Either:

- (a) Agree to make a submission to the Policy and Strategy Committee for inclusion in the Council submission to the Auckland Regional Council on the draft Auckland Regional Parking Strategy based on the submission points noted in this report,

Or

- (b) Agree not to make a submission to the Policy and Strategy Committee for inclusion in the Council submission to the Auckland Regional Council on the draft Auckland Regional Parking Strategy based on the submission points noted in this report;
2. **Approve** the Chairman of the Henderson Community Board to sign off the final submission on the draft Auckland Regional Parking Strategy.
3. **Agree** to support the development of the Waitakere City Parking Plan, and comprehensive parking management plans for New Lynn, Henderson and Westgate-Massey North, in accordance with the process outlined in the Agenda report.

BACKGROUND

Draft ARPS

A2-A59

1. The Auckland Regional Council (ARC) has prepared the draft ARPS, included in pages A2 to A59 as required by the Auckland Regional Land Transport Strategy 2005, to provide guidance to the territorial authorities on parking in the region. The primary objective of the draft ARPS is to encourage and facilitate the development and implementation of parking policies and measures across the region that complement and support the region's sustainability, growth, economic development, and transport strategies. The draft ARPS aims to assist in the creation of an integrated transport network for the Auckland region through parking supply, management, pricing and control policies that:
 - Support plans for land use intensification around selected mixed use high density centres and corridors;
 - Encourage travel behaviour changes for a more sustainable, less car-use intensive future;

- Integrate parking supply and management and implementation actions with planned improvements to the public transport system;
 - Support increased travel by public transport and active modes,
 - Make better use of existing parking resources;
 - Achieve consistency in district plan rules and standards for parking provision and operation among equivalent developments and centres throughout the region; and
 - Contribute to improved urban design, particularly in high density centres and corridors.
2. The draft ARPS recognises that parking management is an important travel demand management mechanism that can have a significant influence on reducing car use, thereby reducing traffic congestion and achieving a more sustainable region. The draft ARPS provides an appropriate range of approaches to parking at the regional level, with a mix of policies and actions. These are not binding on other organisations as the Auckland Regional Parking Strategy will not be a statutory document.
3. The draft ARPS provides ten policy directions, as follows:
- Linking district plan parking standards to passenger transport accessibility;
 - Giving priority to short stay parking;
 - Supporting land use intensification;
 - Reducing parking provision in high density residential developments;
 - Controlling public long stay/commuter parking provision in buildings and lots;
 - Providing regional guidance on parking on arterials;
 - Preparing comprehensive parking management plans for centres;
 - Preparing a regional plan for implementation of park and ride facilities;
 - Providing public parking facilities that encourage alternatives to the single occupant car;
 - Communicating the need for change.
4. The ARC will be inviting submissions on the draft ARPS over a three month period to June 2008.
5. Policy 7 of the draft ARPS would require territorial authorities in the Auckland region to prepare comprehensive parking management plans for centres served by passenger transport. In anticipation of this requirement, officers have commissioned consultants to provide:
- Strategic Parking Advice analysing strategic options for parking in Waitakere; and
 - A comprehensive Waitakere Parking Study identifying ways of implementing a strategic approach to parking in Waitakere. This includes comprehensive parking management plans for Henderson, New Lynn and Westgate-Massey North, and general guidance in relation to other centres and growth corridors.

Strategic Parking Advice

6. A Strategic Parking Advice report has been prepared by McCormick Rankin Cagney, in association with Todd Litman from the Victoria Transport Policy Institute, British Columbia, Canada. Todd Litman visited Waitakere in February and made presentations to elected members and staff at Waitakere and to the region. Todd's power point slides and video footage of his presentations have been made available to Elected Members. A brief presentation based on Todd Litman's proposed strategic approach to parking will be given at the Policy and Strategy Committee meeting.
7. The following are key messages from Todd Litman's presentation:
 - As Waitakere grows and develops, the costs associated with meeting minimum parking requirements in its town centres and growth areas will escalate and impede efficient land use development;
 - A more flexible approach to parking is required in town centres and growth corridors in order to achieve the intensive development that the Council is seeking;
 - A comprehensive planning approach to parking, rather than a pure reductionist approach, is more likely to achieve better outcomes from a transport, land use, economic, social and environmental perspective;
 - There are a range of regulatory and non-regulatory tools that can be effective in making efficient use of available parking and to reduce the demand for additional parking;
 - The introduction of parking maximums to replace parking minimums in town centres and growth corridors is an important part of that comprehensive planning approach to parking;
 - A discretionary option should be provided for developments needing more on-site parking than that permitted by parking maximums, with the onus placed on the developer to justify demand for additional parking;
 - The benefits of a comprehensive planning approach to parking include opportunities for affordable housing, better opportunities for urban development, more walkable communities, greater travel choices, more passenger transport use, more attractive landscapes, and better motorist convenience.
8. Todd Litman outlined a number of parking management principles:
 - **Consumer choice** – people should have viable parking and travel options;
 - **User information** – motorists should have information on their parking and travel options;
 - **Sharing** – parking facilities should serve multiple users and destinations;
 - **Efficient utilisation** – parking facilities should be sized and managed so spaces are frequently occupied;
 - **Flexibility** – parking plans should accommodate uncertainty and change;
 - **Prioritisation** – the most desirable spaces should be managed to favour higher-priority uses;
 - **Peak management** – special efforts should be made to deal with peak-demand;

- **Quality vs. quantity** – parking facility convenience, comfort and aesthetics should be considered as important as quantity;
- **Comprehensive analysis** – all significant costs and benefits should be considered in parking planning.

Waitakere Parking Study

9. ARRB Group Limited of Perth, Australia, in conjunction with Transport Planning Solutions of Auckland, has been commissioned to develop a detailed parking plan identifying how to implement a strategic approach to parking in Waitakere. This includes comprehensive parking management plans for Henderson, New Lynn and Westgate-Massey North, and general guidance in relation to other centres and growth corridors. This work is expected to be completed by 30 June 2008.

Waitakere District Plan

10. For many years Waitakere's District Plan Rules set minimum standards for parking. Parking surveys undertaken from 2004 to 2008 indicate that these standards have resulted in an over-supply of parking in Henderson and New Lynn. The Council has initiated changes to District Plan rules in parts of New Lynn and Westgate-Massey North to either remove minimum standards or replace them with maximum standards. These steps are consistent with the approach suggested in the draft ARPS and the strategic approach suggested by Todd Litman. The District Plan Rules have yet to be changed in relation to Henderson.

Local Government Funding Arrangements

11. The report of the Independent Inquiry into Rates is supportive of full cost recovery through user charges, where applicable. *No Magic Answers*, the analysis of this report and its implications, undertaken by Local Government New Zealand and SOLGM (Society of Local Government Managers) indicates that if the Inquiry's recommendations are adopted more of the financial burden in metropolitan councils will shift from commercial ratepayers to residential ratepayers. This reinforces the importance of identifying alternative revenue streams, such as parking.

DECISION MAKING

Issues

12. The issues for decision making relate to proposed submissions on the draft ARPS and the proposed process for developing the Waitakere City Parking Plan.

Options identified

Submission on draft ARPS

13. It is proposed that the draft ARPS receives support in principle, subject to the following specific submissions, because it is consistent with the parking policies in the Auckland Regional Land Transport Strategy 2005, and aims to support the Regional Growth Strategy, and to support the region's achievement of outcomes for public transport, active modes, travel demand management and managing the supply of parking in the region's centres.

A60

14. The draft ARPS proposes parking maximums at town centres that are served by passenger transport. The draft ARPS advocates for the level of the parking maximum to be set in relation to a passenger transport accessibility index, with automatic adjustment of the standards as passenger transport levels change. officers consider that access to passenger transport is one of many factors which should affect the maximum level of parking. Todd Litman has identified a range of factors, attached to this agenda at page A60, which affect the demand for parking and hence the appropriate amount of parking to be provided. There is a risk of legal challenge if a proposed District Plan change automatically sets the parking level according to a passenger transport accessibility index, because there are other factors affecting the supply of parking. Policies intended to support District Plan changes in the region need to be well founded. It would be unusual to have automatic adjustment of standards based on an accessibility index. The accessibility index should be an important factor but not the only one.
15. The draft ARPS appears to primarily relate to car parking in town centres and corridors. The final version of the Auckland Regional Parking Strategy should either be explicit about this focus or provide additional guidance in relation to cycle parking, truck parking and parking outside town centres and corridors. For example, the Auckland Regional Parking Strategy could encourage minimum requirements for cycle facilities for new developments in town centres.
16. The Auckland Regional Parking Strategy could identify steps that could be taken at the national level such as review of fringe benefit tax rules regarding parking, and funding assistance for bicycle parks and park and ride facilities.
17. The policy context should include reference to the Updated New Zealand Transport Strategy and the economic development outcomes sought at the local and regional levels.
18. The draft ARPS indicates that new park and rides

“...should not be located adjacent to stations or interchanges in centres where transport oriented development is planned unless the parking is viewed as an interim use retaining the land for future (high density) development.”

The draft ARPS would be more meaningful if a more comprehensive approach to park and rides is provided regarding the appropriate size and location of park and ride facilities in the region and a policy about paid parking at park and ride facilities.

19. Based on the approach in Brisbane, and various North American centres there is an argument in favour of continuing to include park and rides at transit oriented developments, provided they are located on the periphery, so that park and ride commuters would be encouraged to support retail and other uses at the centre and thereby add critical mass. The draft ARPS does not make this distinction, and discourages park and rides at transit oriented developments, except as an interim measure, pending high density re-development of the park and ride site.
20. However, guidelines are required as to where it is appropriate to locate park and ride facilities. The park and ride facility at Orakei, which is in relative close proximity to the Auckland Central Business District is located at a congested place and is one stop away from Britomart. Size and neighbouring land use are considerations that need to be included in criteria for siting new park and rides, particularly where these are intended to be permanent in nature.

21. Park and ride facilities should be targeted at commuters who don't have other means of accessing train stations or bus interchanges (i.e. walking, cycling or local buses). The introduction of integrated public transport ticketing will greatly assist in reducing demand for park and ride facilities by facilitating increased uses of local buses to connect to rail and longer distance buses.
22. Provision should be made to distinguish between short term and long term park and ride facilities and the need to restrict usage to bona fide park and ride users. There are examples of park and ride facilities being shared with other users and this can create tension, for example, at the Half Moon Bay ferry terminal where the same parking is used by boat owners.
23. Consideration should be given to charging for use of park and ride facilities with mechanism to provide unpaid parking to the disabled, car poolers and those residing in rural areas without access to connecting local buses.
24. Inconsistencies in funding mechanisms for park and ride facilities between bus, rail and ferry park and ride facilities need to be addressed. Likewise, the issue of catchments for park and ride facilities overlapping Territorial Authority boundaries needs to be addressed, for example, park and ride facilities at the proposed Hobsonville ferry terminal.
25. Clarification and consistency is required in respect of references to on-street parking on arterial roads. There can be sound circumstances for retaining or introducing on-street parking on an arterial road: parking can act as a traffic calming measure in people orientated development corridors such as the planned Hobsonville corridor. The draft ARPS recognises this, but also argues for long term goals of reducing parking in corridors.

Process for developing the Waitakere City Parking Plan

26. The options for developing the Waitakere City Parking Plan relate to the extent to which key stakeholders are involved in the development stage or whether a draft is produced for all stakeholders to make a submission on. There is also an option of whether or not stakeholders should have the right to be heard in hearings.

Assessment of Options

27. The proposed submissions on the draft ARPS have been assessed in relation to the proposed strategic approach to parking in Waitakere by the Council's officers based on advice from consultants and also the existing Waitakere City Transport Strategy.
28. The involvement of key stakeholders in the development stage of the Waitakere City Parking Plan and comprehensive parking management plans for the town centres would take more time and cost, but is likely to result in a greater understanding and support for changes to parking arrangements. Formal hearings of submissions on draft plans would require additional time (one to two days) for elected members and staff, but would create a greater understanding of stakeholders' views.

Consideration of Community Views

29. The ARC has developed the draft ARPS through an iterative process of interaction with officers from all the Territorial Authorities in the region and the Auckland Regional Transport Authority. Other stakeholders and the public will be invited to make formal submissions to the ARC on the draft ARPS.

30. In respect of the proposed Waitakere City Parking Plan, and the comprehensive parking management plans for New Lynn, Henderson and Westgate-Massey North, it is proposed that the public is informed about the process for development of these plans and is given an opportunity to present their views informally or through the formal submission process.
31. The terms of reference for procurement of consultants' advice were developed in consultation with a broad cross section of Council officers whose areas of expertise may be affected by changes in parking policy. A similar process has been and will be used to review consultants draft reports.

Communications Plan

32. The ARC is responsible for communications in respect of the draft ARPS. To this purpose the ARC's Transport and Urban Development Committee adopted a communications plan on 12 March 2008.
33. A communications plan will be developed in relation to the proposed Waitakere City Parking Plan and the comprehensive parking management plans for New Lynn, Henderson and Westgate-Massey North. Communications with key stakeholders is expected to be an important component of the proposed Waitakere City Parking Plan so that there is an understanding and willingness to provide an appropriate amount of parking for future developments.

STRATEGIC CONTEXT

34. The parking policies in the Auckland Regional Land Transport Strategy 2005 were adopted in the Waitakere City Transport Strategy 2006-2016. Additional policy guidance on parking includes:
 - A range of measures is required to respond to demand for parking, particularly in the main town centres, including restricted time parking, improved passenger transport, paid parking in the Council's off-street car parks and car park buildings;
 - A commitment to reducing the effects of traffic and a limit on the provision of parking to achieve this;
 - Road users need to bear the costs of travel, including parking;
 - Provision of park and ride area near to selected rail, bus and ferry stations, with a high standard of safety and security.
35. There are a number of strategic platforms that are affected by parking, including the following:
 - **Integrated Transport and Communication: *Te Whakaurunga Waka Te Whakawhiti korero***

Parking directly affects access by motor vehicle and also the level of traffic attracted to a centre.
 - **Strong innovative economy: *He tupuranga kaha ihi wana***

Parking is a critical factor for movement of goods, delivery of services and business travel in Waitakere and across the region. Parking is also a critical factor in terms of the cost and location of development.

- **Strong Communities: *He iwi kaha***

Parking affects access by motor vehicles and also other modes. Parking has an impact on affordable housing, the intensification that can be achieved in town centres and growth corridors, and the safety and amenity at these places.

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

Parking has a key role in the delivery of the vision for thriving, people oriented town centres.

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

Parking has an important impact on traffic levels and associated fuel use and emissions. The effects vary depending on the level of traffic that arises from an expansionary or travel demand management approach adopted in the Auckland region.

Preferred Option

36. It is proposed that the Council make a formal submission on the draft ARPS in accordance with the options outlined in the Agenda report.
37. It is proposed that key stakeholders are involved in the development of the Waitakere City Parking Plan and comprehensive parking management plans for New Lynn, Henderson and Westgate-Massey North and that hearings are conducted in relation to submissions.
38. It is proposed that the general timetable for developing the Waitakere City Parking Plan and comprehensive parking management plans for New Lynn, Henderson and Westgate-Massey North is as follows:

March to June 2008	Receive consultants' advice.
July / August 2008	Elected members' workshop to consider advice and materials for key stakeholders.
September / October 2008	Key stakeholders' workshops and focus group meetings.
November 2008	Policy and Strategy Committee approves draft plans for consultation.
December / January 2009	Draft plans published.
February / March 2009	Written submissions received.
April 2009	Hearings held.
May 2009	Policy and Strategy Committee approves final plans.
June 2009	Final plans published.

CONSULTATION

39. The ARC has involved staff from the territorial authorities and the Auckland Regional Transport Authority in the development of the draft ARPS. The ARC will conduct a consultation process with the public on the draft ARPS over a three month period.

40. Council staff input has been obtained in relation to key issues such as parking maximums over a number of years. The consultants engaged to assist in the development of the Waitakere City Parking Plan have obtained input from staff across the council. Consultation with stakeholders will be required in respect of the Waitakere City Parking Plan.

RESOURCES

41. No additional resources, other than staff time, will be required to prepare the final submission to the ARC in respect of the draft ARPS.
42. Sufficient resources are currently available to obtain expert advice to guide development of the Waitakere City Parking Plan and comprehensive parking management plans for New Lynn, Henderson and Westgate-Massey North. A budget of \$25,000 is proposed in 2008/2009 for publication of these plans and consultation with stakeholders.

IMPLEMENTATION ISSUES

43. A comprehensive planning approach to parking and implementing the proposed parking plans would require additional resources within the Council in terms of staff and budgets. Consideration of the resources required for implementation would need to be considered as part of the Long Term Council Community Plan process. There are opportunities to involve the community in some parts of management through travel management associations which have been successfully used in centres overseas. Revenue generated from parking enforcement and paid parking is a potential revenue source that could be expected to cover the parking management costs and also provide surplus revenue for reinvestment back into the town centres and growth corridors.
44. Proposed changes to parking arrangements, particularly regulatory and pricing changes, are likely to attract a lot of scrutiny from sections of the public. It will be important for the public to understand the reasons for any changes and be involved in the process of making these changes in order to achieve effective implementation.

Report prepared by: Charlie Inggs, Strategic Adviser: Transport.

