

**AGENDA FOR AN ORDINARY MEETING OF THE HENDERSON COMMUNITY BOARD
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON THURSDAY, 4 APRIL 2002,
COMMENCING AT 6.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 7 March 2002

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Henderson Community Board held on Thursday, 7 March 2002, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

Section 46A(7) and (7A) of the Local Government Official Information Act 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 item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Committee resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



4 PRESENTATION - 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.



5 PUBLIC FORUM

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

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

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



6 CHAIRPERSON'S REPORT

I have just been reading through the memorandum circulated to Community Board members, re Roles of Community Board members. In reading through the purpose/role of community boards one sentence seemed to encapsulate for me the purpose of the work that we undertake on behalf of our community.

“Community Board members should gain satisfaction from working to influence change and influencing Council decision making in the best interests of the community.”

For me that is what moves me to undertake the extra workload that being on a Community Board brings to an already busy career. To truly speak for the people in the community, to initiate change that is a reflection of the expressed needs of the community to make a change, is where the satisfaction lies for me.

It's been a very busy month in Henderson. Among the many interesting briefings, meetings and workshops I have attended the following stood out:

27 February 2002: Waitakere City Council meeting- decision made in regard to location of Marae on Harbourview land. I felt the decision taken was a courageous and fair one, even if controversial, and I believe in retrospect it will be seen as the right decision.

4 March 2002: TARRA meeting - a robust debate regarding the Harbourview decision the week following Council meeting. Council and Henderson Community Board were well represented and I thank those who took the time to attend and answer the questions of those people who came to the large meeting.

A special thanks to Leo Nobile for his skilful chairmanship- he gave those present the opportunity to put their views fully and frankly. I believe all parties were given a fair hearing.

The open day at Harbourview on Easter Sunday will be an opportunity for those in support of, or opposing the Marae concept, to put in their submissions to the next stage of planning.

6 March 2002: Site visit to the Aquatic Centre. Members of the Special Projects committee and Community Board members were invited to view the work in progress on the new Aquatic Centre. What a wonderful project and it will be an asset to our city when completed.

8 March 2002: LGNZ Zone 1 meeting held at the Auckland City Council this was an opportunity to network with other councillors, community board members from around the region and get an overview of some of the issues that other councils are facing both in conjunction with Waitakere city, and others unique to their area.

16 March 2002: Attended the JT Diamond Collection handover to the Waitakere City Council. It was an amazing experience to sense the wealth of knowledge contained within the pages and photographic plates of this historic collection about the history of the West Auckland area. Council and our community are truly indebted to the Diamond family for this priceless gift.

18-20 March 2002: Deliberations on the Draft Annual Plan: We had some idea of the process involved and were hopeful things would proceed in a timely way, but it was a pleasant surprise to see the cohesion and cooperation that was evident throughout the three days of the first stage of the Annual Plan process. Also a learning curve for myself and I was ably assisted by the back up support of my Deputy Chair, Wayne Davis.

Other plans that continue to be followed through in this past month are:

- issues around Henderson Centre and youth;
- a glimpse of some of the future concepts for Henderson;
- planning of strategies for the city's wellbeing that will come through from the Collaboration Forum;
- the forthcoming West Auckland Child/Youth Health Strategy;
- future plans for Tui Glen.

It was good to hear the news last week that we are very close to confirming the District Plan, a process which has taken several years to work through in consultation with the community. We have a District Plan that is held to be a model of good planning and we should be very proud of the fact that our city will be well planned and our environment protected for the future as a result of such a far reaching and thoughtful plan.


Finally I would just like to close with thanks to the Council for the provision of a Volunteers Picnic in the Falls Park last week.

I have worked in many voluntary organizations and know how often volunteers input is overlooked or undervalued. The weather was perfect, the barbeque was great, and it was good to see the Deputy Mayor on hand to hand out certificates of appreciation to volunteers selected by their organizations for special mention. For those volunteers to have that recognition, and for the other hundreds of unpaid workers out there in our community who contribute thousands of hours every week to make life easier for others, thank you.




Helen Jones
CHAIRPERSON




7 **COMMITTEE SECRETARY'S REPORT**








Issue	Comments	Reporting Council Officer
Shopping Trolleys in Streams	<p>At the Environmental Management Committee meeting held 12 March 2002 a report regarding shopping trolleys in streams was received. The Committee resolved:</p> <p><i>That the following Action Plan be implemented and be reviewed by November 2002:</i></p> <ul style="list-style-type: none"> • <i>Advocacy for shopping trolley control devices and liaising with supermarkets on the wider issues;</i> • <i>Communication and publicity;</i> • <i>Enforcement of existing bylaws;</i> • <i>Monitoring of trials conducted by supermarkets.</i> <p><i>That Cr Brady and Mr DB Shaw, JP be appointed to advocate at regional and national levels for the control of shopping trolleys.</i></p> <p><i>That Council advocates directly to major retailers regarding:</i></p> <ol style="list-style-type: none"> 1. <i>Adoption of a device that precludes removal of shopping trolleys from car parks; and</i> 2. <i>Establishing a better collection system for trolleys. (406/2002)</i> <p><i>That the Chief Executive be requested to report to the Environment Management Committee on the process for introducing a bylaw to control depositing shopping trolleys in public places, the report to include a draft of a suitable bylaw. (407/2002)</i></p> <p>A copy of the report is attached at pages A1 to A3.</p>	<p>Tony Miguel</p>  836 8000 ext: 8294






A1-A3

Issue	Comments	Reporting Council Officer
37 Takapu Street	<p>Mrs Dorothy Jury addressed the Board at its meeting held 7 March 2002 regarding a fire in scrub and fallen macrocampa branches on 32 McLeod Road along the eastern boundary of her property at 37 Takapu Street and which badly damaged her mother's unit.</p> <p>The Parks Quality Assurance and Liaison Officer has discussed the matter with Mrs Alderman, the owner of 32 McLeod Road. He has also spoken with a wood contractor who has agreed to remove the trees along the eastern boundary subject to the consent of Mrs Alderman.</p> <p>The Board will be advised of the outcome.</p>	<p>Jack Burton  836 8000 ext: 8551</p>
65-71 Swanson Road	<p>This matter came to the Board on 7 February 2002.</p> <p>Mr Emery has no further complaint in relation to the dogs. He has been advised that no breaches of the law or bylaw are occurring in relation to the keeping of dogs on this property. In terms of dog control or animal welfare matters the issue is deemed to be resolved.</p>	<p>Tom Didovich  836 7770</p>
Central Park Drive- Parking hazard	<p>Ms Dewsnp addressed the Board at its meeting held 7 March 2002 regarding a truck parked opposite her driveway causing a hazard for vehicles travelling along Central Park Drive and particularly when she turns into her driveway at 26 Central Park Drive.</p> <p>The matter was referred to the Road Safety Co-ordinator. She has spoken with Ms Dewsnp and the Police. A Police officer has advised that it is not illegal to park at this point and has tried to contact Ms Dewsnp and the operator of the truck.</p>	<p>Kitch Cuthbert  836 8000 ext: 8873</p>

Issue	Comments	Reporting Council Officer
Anzac Day 2002	<p>To seek appointment of a Board representative to attend RSA Anzac Day Parades in the Massey Ward.</p> <p>In addition to the City's Dawn Parade at the Cenotaph, each of the City's RSAs will host its own parade and the Council and Boards have been invited to nominate official representatives to attend those parades. The Council on 27 March 2002 appointed Councillors to attend the various parades in the City. The appointment of Community Board members to attend the Community Anzac Day Parades is now referred to the Board for consideration.</p>	<p>Ngareta Delamere  836 8000 ext 8552</p>

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Rangeview Road: <ul style="list-style-type: none"> • Road sealing; • Street lighting. 	7 June 2001	9 May 2002	Ross Hill  836 8000 ext: 8737
Viability of introducing cycle lanes on footpaths in Waitakere City	6 December 2001	6 June 2002	Ross Hill  836 8000 ext: 8737
Speed Control on Vodanovich and Flanshaw Roads	7 February 2002	9 May 2002	Ross Hill  836 8000 ext: 8737
Speed Control along Swan Lane and Chilcott Road	7 February 2002	9 May 2002	Ross Hill  836 8000 ext: 8737
Miltonia Avenue: <ul style="list-style-type: none"> • Speeding Cars; • Parked Cars. 	7 February 2002	9 May 2002	Ross Hill  836 8000 ext: 8737
Henderson Kindergarten Parking	This came from the Ward Tour held 2 February 2002 and related to the apparent under-supply of off-street parking.	9 May 2002	Ross Hill  836 8000 ext: 8737
Te Atatu Road South from Motorway	This came from the Ward Tour held 2 February 2002 and related to Power Under-Grounding.	6 June 2002	Ross Hill  836 8000 ext: 8737

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Rangeview Road	This came from the Ward Tour held 2 February 2002 and related to a short section at the end of cul-de-sac that is not sealed.	6 June 2002	Ross Hill  836 8000 ext: 8737
Great North Road Pedestrian Crossing	This came from the Ward Tour held 2 February 2002 and related to a no pedestrian crossing between Glendene roundabout and Norcross Road intersection. Difficult road alignment with poor visibility.	6 June 2002	Ross Hill  836 8000 ext: 8737
Pioneer Street All-day Parking	This came from the Ward Tour held 2 February 2002 and related to an apparent shortage of long term parking in the vicinity.	6 June 2002	Ross Hill  836 8000 ext: 8737
Alderman Pedestrian Crossing South of Sel Peacock Drive	This came from the Ward Tour held 2 February 2002 and related to the crossing at Ratanui Street roundabout not being adequate.	6 June 2002	Ross Hill  836 8000 ext: 8737
Waitakere Hospital Frontage Bus Stop on Lincoln Road	This came from the Ward Tour held 2 February 2002 and related to the buses blocking full view of pedestrians crossing, and putting alighting passengers in danger as they move quickly onto the crossing.	6 June 2002	Ross Hill  836 8000 ext: 8737

RECOMMENDATIONS

1. That the information be received.
2. That the Henderson Community Board appoint representatives to attend the Community Anzac Day Parades in the Henderson Ward.

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.

WAYNE DAVIS

I attended in my capacity as one of the Waitakere City Representatives on the Auckland Region Community Boards Association. The topic of Community Board training came into conversation and listed below were some of the following for Member training:

- consultation with the local community on local issues;
- communication with the community;
- the role of a community board member;
- how to have issues discussed at the Community Board and Council;
- personal presentation and behaviour at board and public meetings;
- how best to communicate with staff;
- how best to communicate with other elected members;
- being an effective board member for the community;
- using other organizations for effective decision making;
- making submissions for projects;
- staff's role in assisting elected board members;
- how to use the media.

Added were:

- monitoring role;
- definition of Councillors.

The different roles that Community Boards play around the greater Auckland is vastly different from the Waitakere City, as the Community Board on Waiheke Island are up until midnight sometimes. Then the roles are varied as well as some boards have two meetings a month and some have 15 meetings per annum.

The Auckland Region Community Boards Association have presented two submissions, one to the Justice and Electoral Committee and one to the Local Government Bill 2001. The submissions in both cases are very well presented and only reflects the depth of talent that has taken to put these into place. Some of the topics include, low voter turnout, candidate profiles, promotion, size of electorates, education and voting.

Having been in the Inaugural Council for Waitakere City it is indeed great to see Community Boards throughout the Greater Auckland playing a more eventful role. Community Boards do indeed play a part in developing closer relations with the community they were elected to represent.

I have visited the site at 46 Gloria Avenue and spoken with Mr Henderson, the owner. The chevron sign has been lowered to an acceptable height. The white markings stand out very well. It should help alleviate the problems of motorists not seeing corners and reduce opportunities for accidents. I would still like to see some no-stopping signs placed to further help the situation.

RECOMMENDATIONS

1. That the report be received.
2. That the Chief Executive be requested to investigate and to report to the Henderson Community Board, on the need for no-stopping restrictions outside 46 Gloria Avenue because of danger to motorists on that bend .



9 ANNUAL PLAN/STRATEGIC REVIEW (ECO CITY + 10) - CONSULTATION ISSUES

PURPOSE OF THE REPORT

This report describes the planned community consultation for the Annual Plan and for the Strategic Review (eco city + 10) and invites Community Boards to contribute ideas on how Community Boards can lead the consultation.

BACKGROUND

The Annual Plan process is underway to establish the work programme for the City for 2002/2003.

Running in conjunction with the Annual Plan consultation will be consultation for the eco city + 10 review of the Council's strategic plan (leading up to a new Strategic Plan for 2003/2004).

A consultation plan has been approved by Council that combines, where possible, these two processes to gain efficiencies both in financial and timing terms, and to ensure that we are not "over consulting" with our key communities.

Key points of the consultation plan are:

- development of interactive display boards and support materials for use at workshops and community events (Annual Plan and Strategic Review (eco city + 10));
- translation of material into key languages (Annual Plan and Strategic Review (eco city + 10));
- Community Boards, Te Taumata Runanga and others to facilitate general public consultation using, where appropriate, the display boards and support material (Annual Plan and Strategic Review (eco city + 10));
- train community facilitators to lead workshops. Set up meetings will be used as opportunities to present Annual Plan information (Annual Plan and Strategic Review (eco city + 10));
- development of summary card to identify previous consultation findings and how the Council has gone towards achieving these (e.g. Green print) (Strategic Review (eco city + 10));

- no specific launch event, instead attend existing community events/meetings e.g. Karekare races and market days (Annual Plan and Strategic Review (eco city + 10));
- media campaign to support both processes (Annual Plan and Strategic Review (eco city + 10)).

General public consultation will be achieved through the use of interactive display boards and support material. The mobile units will include the use of display boards (with information targeted to reflect communities being consulted), drinks facilities, face painters, the State of the City video, whiteboards, and submission forms. It is suggested that community board members will lead this form of public consultation, identifying what would be ideal events in their wards to attend.

Submissions from the public on the Annual Plan will be received from 1 to 31 May 2002, with hearings to be held in June. Meetings and questionnaires focussing on Strategic Review (eco city + 10) will continue beyond this date.

STRATEGIC CONTEXT

The Annual Plan and Strategic Review (eco city + 10) public consultations will be undertaken in the next few months. The Council is committed to gaining a representative view from the community and therefore it is important that Community Boards lead the consultation process to encourage wide participation from the general public.

ISSUES

Community Boards are invited to make their own submission on the Annual Plan during the consultation period. However, it is important to recognise the key role they also play in encouraging the general public to have their say in both the Annual Plan and Strategic Review (eco city + 10).

Community Boards are invited to lead the consultation through:

- committing to support two consultation events per week during May 2002;
- identifying members who could attend a briefing and manage the consultation, using the displays provided;
- identifying community events and activities within their ward that would be appropriate to attend.

RESOURCES

This project is resourced in the 2001/2002 budget. The Strategic Review (eco city + 10) consultation will also continue into 2002/2003.

CONCLUSION

The assistance of Community Boards is sought in encouraging the general public to have their say on the Council's Annual Plan and on the Strategic Review (eco city + 10).

RECOMMENDATIONS

1. That the information be received.
2. That the Community Board make a submission on the draft 2002/2003 Annual Plan and action as appropriate.
3. That the Community Board assist the Council in general public consultation for both the Annual Plan and Strategic Review (eco city + 10).

Report prepared by: Kim Morreseey, Communicator Strategic Group.



10 KEEP WAITAKERE BEAUTIFUL 2002 COMMUNITY STREET TREE PLANTING PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to seek ratification from the Community Boards for nominated streets to be included in the Keep Waitakere Beautiful Community Street Tree Planting Programme.

BACKGROUND

Keep Waitakere Beautiful is a Council-community partnership affiliated to the Keep New Zealand Beautiful Society. For the past eight years, the Community Street Tree Planting Programme has been a successful core programme of Keep Waitakere Beautiful.

STRATEGIC CONTEXT

The Community Street Tree Planting Programme is an important component in implementing Green Network and Well-being Support goals by involving the community in creating and improving their neighbourhoods. The planning of this annual programme takes into account requests from residents received throughout the year, recommendations from the Council Arborist, and budget constraints.

ISSUES

Keep Waitakere Beautiful is currently planning the 2002 Community Street Tree Planting Programme. The programme aims to:

- complete at least 15 suburban street tree plantings each year;
- involve the local community in planning, executing and maintaining street tree plantings;
- provide a forum for community building;
- provide a forum for promoting Waitakere City Council partnerships.

Street nominations close on 29 March 2002. The Keep Waitakere Beautiful Committee will initially review the requests from residents on 25 March 2002. These recommendations will be tabled at the April Community Board meeting for ratification.

The 2002 Keep Waitakere Beautiful Community Street Tree Planting Programme will be carried out during June and July 2002, when there is optimum rain to maximise survival rates of the trees. As in previous years, wherever possible a local resident Street Co-ordinator will be appointed for each planting. This person is supported by Keep Waitakere Beautiful to liaise with and encourage the support of residents to undertake the planting and ideally oversee the long term care of the trees.

RESOURCES

The funds for this project have been provided for in the 2001/2002 Annual Budget. Keep Waitakere Beautiful and Techscape staff will provide trees, equipment, guidance and technical assistance at each event. Each planting begins with a brief introduction as to the purpose of the planting given by a Community Board representative and ideally concludes with a resident organised street barbeque.

CONCLUSION

Recommendations are sought from the Community Board for nominated streets to be included in the Keep Waitakere Beautiful Community Street Planting Programme. The list of nominated streets will be tabled at the April meeting.

RECOMMENDATIONS

1. That the information be received.
2. That the Henderson Community Board provide final recommendations for streets within the Henderson Ward for inclusion in the Keep Waitakere Beautiful Community Street Tree Planting Programme.
3. That a representative/s of the Henderson Community Board volunteer to assist at the local plantings.

Report prepared by: Jacki Byrd, Keep Waitakere Beautiful Co-ordinator



11 KEEP WAITAKERE BEAUTIFUL 2002 COMMUNITY TREES FOR BABIES PLANTING PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to approve the following parks as this year's sites for the annual "Trees For Babies" community planting days in Waitakere, Henderson, Massey and New Lynn Wards and to nominate a representative from each Community Board to speak on the day.

BACKGROUND

“Trees For Babies” is an annual community event to celebrate babies born in Waitakere City. Trees have been planted by the community in one reserve in each of the four wards as part of a Keep Waitakere Beautiful, Plunket and Council project since 1995. This is a popular community event, and approximately 90 trees have been planted at each site in 2001, with over 300 people attending each event. The Trees for Babies event was also featured on the TV One ‘Maggies Garden Show’ in September 2001 and we have received over 20 enquiries from throughout New Zealand.

STRATEGIC CONTEXT

The following parks listed are proposed as “Trees for Babies” sites in 2002 in consultation with Waitakere City Council arborist, Roscoe Webb. The parks recommended have been identified in the Parks Strategy as citywide parks and each has adequate size and space to accommodate large areas of big tree planting.

ISSUES

The “Trees For Babies” funding has been approved through the 2001/2002 Annual Plan programme. The “Trees for Babies” will take place in the autumn planting season in April and May.

The proposed “Trees For Babies” sites and dates are:

- | | | | |
|-------------------|---------------------|-------------------|----------|
| • Henderson Ward: | Te Atatu South Park | Saturday 27 April | 11am-1pm |
| • Massey Ward: | Zita Maria Reserve | Saturday 4 May | 11am-1pm |
| • New Lynn Ward: | Shadbolt Park | Saturday 11 May | 11am-1pm |
| • Waitakere Ward: | Swanson Reserve | Saturday 18 May | 11am-1pm |

The event will be community focused with family orientated activities and guest speakers. A community board member is requested to speak at the event.

CONCLUSION

The “Trees For Babies” event has been held successfully since 1995 to celebrate the birth of babies in Waitakere City. The parks proposed for the “Trees for Babies” events are because of their size, they are priority parks with the Parks Department, ongoing park developments.

RECOMMENDATIONS

1. That the information be received.
2. That the Te Atatu South Park be accepted as the confirmed venue on 27 April 2002, for the 2002 “Trees for Babies” event.
3. That a speaker be nominated to speak from the Henderson Community Board at the relevant “Trees for Babies” event.

Report prepared by: Andrea Johnston-Taylor, Keep Waitakere Beautiful Project Manager.



12 TRAFFIC MANAGEMENT JAEMONT AVENUE

PURPOSE OF THE REPORT

This report reiterates for the Board the survey results that have been obtained to gauge the residents' response on the proposed modification to Jaemont Avenue North intersection with Te Atatu Road. The installation of a left in - left out traffic island on a test basis is recommended.

Modifications are recommended for the traffic signal control at the intersection of Jaemont Avenue, Vera Road and Te Atatu Road to increase capacity for the right turn from Jaemont Avenue in the AM peak period.

BACKGROUND

The North-Western Motorway has insufficient capacity for AM peak traffic from Te Atatu Road. This results in congestion on Te Atatu Road, which is seasonal in magnitude. In March/April effects are severe and staff received several complaints leading to a meeting with residents and preliminary investigations.

The extent of problems is from the Motorway to the vicinity of the Edmonton Road roundabout.

The ultimate mitigation is the planned development and widening of the Motorway but this is scheduled by Transit New Zealand for 2005/2009. Meanwhile Council needs to improve local traffic conditions through appropriate works and traffic management.

The proposed Annual Plan 2001/2002 allows for strategic traffic corridor studies by Consultants. The matter of appropriate works for Te Atatu Road corridor will be addressed in those studies, and effects in all side roads (Royal View, Bridge, Covil, Jaemont, Vera, Lyndhurst, Wakeling and Tiroroa) need to be investigated.

However, it is considered that some low cost traffic management improvements affecting Jaemont Avenue in particular could be undertaken now.

A report has been submitted by Transport Assets Section to Henderson Community Board, at it's July 2001 meeting, discussing these complaints, presenting the findings of on-site investigation and offering different options to solve or eliminate these problems.

At that meeting the Henderson Community Board resolved:

"That the Manager Transport Assets arrange for a survey to gauge residents support for a left in - left out only traffic island for Jaemont Avenue North at Te Atatu Road." and,

"That the Manager Transport Assets report back to the Board on the outcome of the survey referred to in resolution (2) above."

A second report has been submitted to the Board, at it's September 2001 meeting, presenting the survey results and recommending the installation of a left in - left out traffic island at the mouth of Jaemont Avenue North intersection wit Te Atatu Road on a trail basis, for nine months.

At that meeting the Henderson Community Board resolved:

“That temporary traffic modifications at the intersection of Jaemont Avenue North and Te Atatu Road not be proceeded with, pending a comprehensive report on the total traffic management plan for Te Atatu Road from Glendene corner to the motorway.”

At it's meeting in March 2002 the Board resolved:

*“That the Chief Executive be requested to bring back to the Board's next meeting the report from the Service Manager: Transport Assets on the Traffic Management Jaemont Avenue Survey Results which was considered by the Board on 6 September 2001; and to look at the need for a **NO RIGHT TURN** traffic restriction from Jaemont Avenue into Te Atatu Road.”*

331/2002

A4-A6

Attached at pages A4 to A6 is the Traffic Management Jaemont Avenue Survey Results report to the Board on 6 September 2001.

STRATEGIC CONTEXT

Safety and efficient movement of vehicles is a key part of objective 3, Access and Travel choice, under Urban Villages pathway. This is reiterated within the Transport strategy and provision is made for minor safety improvements in accordance with this.

ISSUES

Traffic counts prove that a significant number of drivers jump the queue to the Motorway, by turning right from Te Atatu Road into Tiroroa Avenue, left to Lyndhurst Road, right to Merchant Avenue, and then right or left into Jaemont Avenue to arrive at the T-intersection with Te Atatu Road or the 'Vera Road' traffic signals at Te Atatu Road.

This traffic combined with local area traffic; result in a high traffic load and long queues form at the traffic signals and the T-junction. Impatience leads to aggressive behaviour with speeding on the bypass route, driving to the head of the queue in Jaemont Avenue along the footpath, and careless turns to and from Merchant Avenue.

Management by installation of speed humps would be expensive and affect local residents unnecessarily at all times. A major change such as this should be subject to the outcome of the corridor study in 2001/2002.

One simple alternative is to prohibit the right turn from Jaemont Avenue north at the T-junction with Te Atatu Road. The use of a no right turn sign for this would entail enforcement, but would affect local residents only in the critical morning peak period.

A fully effective method would be to construct an island in the mouth of the intersection to allow only left turns in and out of Jaemont Avenue North. A disadvantage is that local residents would have to detour to the 'Vera Road' signals at all times.

However, this may be considered acceptable by the majority, because visibility at the intersection is limited at all times to 75m, which is less than the normally required distance of over 100m for the prevailing speeds in Te Atatu Road, upper range of 65-70 km/hr. The transformer box in Te Atatu Road on the north side of Jaemont Avenue not only complicates visibility for side road drivers, they need to stop well back or encroach into Te Atatu Road, but also hides the view of their vehicles from south bound drivers in Te Atatu Road.

The elimination of this right turn would improve safety at all times, and in the am peak period cars would not block the southbound lanes in Te Atatu Road while forcing a way into the Motorway queue.

There was initial support, June 2001, from some residents for this proposal but it was considered that all residents should be canvassed by mail, and that action be taken pending a result of two thirds or more being in favour.

If this right turn is eliminated the traffic load in Jaemont Avenue South at the 'Vera Road' traffic signals will increase. Capacity here is also limited, considerable queuing occurs particularly in March/April. This would be aggravated. However, some improvement can be effected by changes to the vehicle detection for the signals to ensure that the existing maximum green signal time for Jaemont Avenue is achieved even if the queue in Te Atatu Road blocks the right turn. Presently the green signal terminates early if there is no traffic movement across a detector.

It is likely that a reasonable balance will be achieved and that a fair proportion of drivers turning right into Tiroroa Road will find that their diversion from Te Atatu Road is not worthwhile.

A further low cost improvement to safety has been achieved, during 2001, is the installation of stop controls each end of Merchant Avenue and a give way control in Lyndhurst Road and Wakeling Avenue at Tiroroa Avenue.

RESIDENTS SURVEY

During July and August 2001, the residents of Jaemont Avenue, Sunrise Land and Highlight Parade, 136 properties, were invited to comment on the proposed modification of the intersection of Jaemont Avenue North with Te Atatu Road. The survey was conducted to determine opinion on four options. These were:

Option 1:

To construct an island in the mouth of the intersection to allow only left turns in and out of Jaemont Avenue North and eliminate right turns. An improvement to the vehicle detection for the Te Atatu Road/Jaemont Avenue/Vera Road signalised intersection signals, accompany this island, to ensure that the existing maximum green signal time for Jaemont Avenue is achieved even if the queue in Te Atatu Road blocks the right turn.

Option 2:

Option 2 is similar to option 1 but a temporary island to be constructed for a period of three months so the residents will experience the advantages and disadvantages of the proposed island. A further survey at the end of experimental period would be carried out to gauge resident support on a permanent island construction.

Option 3:

To prohibit the right turn from Jaemont Avenue North at the T-junction with Te Atatu Road on the morning peak only. The use of "NO RIGHT TURN 7 - 9 AM MONDAY/FRIDAY" sign for this would entail enforcement.

Option 4:

Option 4, is to do nothing, and will be implemented if the majority of residents are satisfied with the current situation.

The Police and Fire Station of Henderson and Te Atatu offices and St John Ambulance have been contacted and informed on the proposed modification to the intersection of Jaemont Avenue North with Te Atatu Road. No objection or comments have been raised by them on this issue.

RESULTS

In total, 70 (51%) responses were received. This represents a relatively high number of responses compared to similar community surveys. It tends to indicate a high level of interest in this particular intersection and the associated problems experienced by road users and residents in this area.

In the survey form, residents have been asked to choose only one option and to indicate if they are strongly in favour of their choice. Two optional questions have been included in the survey, asking the residents if they are the owner of the property and the address of the property.

In total, 28 houses were in favour of permanent physical island (option 1), 19 for option 2, 9 for option 3 and 13 in favour of option 4 which do nothing. These figures are summarised in table 1.

Table 1. The number and percentage of respondents in favour of any option.

OPTIONS	Option 1	Option 2	Option 3	Option 4
Number of responding houses	28	20	9	13
Percentage of Responses	40%	29%	13%	18%
Number of responses strongly in favour	27	16	8	13

There is a considerable spread of opinion for each option. The construction of physical island, either permanent or temporary, at the mouth of Jaemont Avenue North with Te Atatu Road is effectively supported by 69% of the total responses. It is considered that there is a strong mandate for constructing an island on trial basis.

PUBLIC'S COMMENTS

People were asked to provide reasons for the choice they made on the above options. 63% of the respondents made some comment.

In summary, most people who preferred permanent physical island (option 1) did so because they notice the increase in traffic and speed in Jaemont Avenue and they perceive it as being safer to motorists, pedestrians and residents. Although the people who chose option 2 had noticed the same, they preferred a temporary physical island to check the outcome of this option prior to construct the permanent one.

However, the people preferred option 3 for different reasons. Some of the reasons are similar to these mentioned above but they chose the road sign option because they either want to see the outcome first or they don't prefer a permanent island.

Option 4 was chosen, mostly, because people want the solution or solutions to be found and implemented outside their resident area.

RESOURCES

The cost of the proposed traffic island and signal control modifications are moderate and can be covered through the Transport Assets Budget for 2001/2002. The traffic islands options do not required enforcement; Police resources are not needed for the success of these options.

CONCLUSION

Owing to the time that has elapsed since the appended reports were presented it is necessary to modify the previous conclusions.

A7

It is now concluded that an island to prevent right turns should be tested at the intersection of Jaemont Avenue (North) and Te Atatu Road for a period of up to one year, a map of the proposal is attached at page A7. This is because the resident's survey found majority support for the test in 2001, and the residents' representative, Mr Bovich, expressed support again at the Board's March 2002 Public Forum.

It is important that the signal control at the Jaemont Avenue, Vera Road and Te Atatu Road intersection be modified at the same time, to allow more vehicles to exit each signal cycle in the AM peak period.

RECOMMENDATIONS

1. That the information be received.
2. That a traffic island be constructed, on a test basis, at the mouth of Jaemont Avenue North intersection with Te Atatu Road, to restrict turns to left in and left out only.
3. That the vehicle detection for the Te Atatu Road/Jaemont Avenue/Vera Road signalised intersection be modified to ensure that the maximum green signal time for Jaemont Avenue is achieved even if the queue in Te Atatu Road blocks the right turn.
4. That the Manager Transport Assets report back to the Board on the test of the island referred to in recommendation (2) above, by April/May 2003, or earlier if unexpected outcomes occur.

Report prepared by: Nabeel Hammed, Transportation Engineer.



13 HARBOUR VIEW ROAD - BUS BAY AND RELATED PARKING RESTRICTIONS

PURPOSE OF THE REPORT

This report seeks the approval of the Community Board to construct a bus bay in Harbourview Road, outside Te Atatu Intermediate School.

BACKGROUND

Students from a number of local schools are bussed to Te Atatu Intermediate School to attend technology classes in their Technology Training Classrooms. This results in two to three buses being parked outside the school on Harbourview Road when these sessions take place.

STRATEGIC CONTEXT

Safety for pedestrians and vehicles is a key objective under the Urban Villages Strategy. This is reiterated within the Transport Strategy and provision is made for safety improvements in accordance with this.

ISSUES

When buses are parked along the road side of Harbourview Road it creates a safety problem with through traffic forced to cross the centreline of the road when proceeding eastward. Additionally the location of bus parking conflicts with the future realignment of Pringle Road. The northern end of the realigned Pringle Road will intersect with Harbourview Road opposite the Te Atatu Intermediate School.

To eliminate these problems it is proposed to provide a bus bay set back into the wide berm area outside the school, to the east of the new Pringle Road intersection. This will free up the carriageway of Harbourview Road to handle the through traffic and reduce the impact of providing no stopping controls opposite the new intersection with Pringle Road to accommodate turning vehicles.

The proposed parking bay will require designation as a bus stop to ensure its availability for bus parking during school hours.

RESOURCES

Funding for the proposed work is available from the Miscellaneous Minor Safety Projects budget, and it is proposed to include the project for construction under the Miscellaneous Safety Projects contract for construction during April to May 2002.

CONCLUSION

The proposed project improves traffic safety in Harbourview Road and complements the realignment of Pringle Road. Funding is available to complete this project in the 2001/2002 financial year.

RECOMMENDATIONS

1. That the information be received.
2. That the proposed bus bay as shown at page A8, be approved for construction in the 2001/2002 financial year.
3. That in relation to **HARBOURVIEW ROAD, TE ATATU**

- (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to **HARBOURVIEW ROAD, TE ATATU** imposed by any prior resolution (including resolution of any former authority) 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 Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
- on the north kerb line of Harbour View Road from a start point 78 metres east of the east kerblines of Te Atatu Road to an end point 59 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place;
 - on the north kerb line of Harbour View Road from a start point 189 metres east of the east kerblines of Te Atatu Road to an end point 61 metres further east, a **BUS STOP**, 8:30am to 3:30pm, Monday - Friday Parking control be put in place.
4. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Adam Moller, Transport Engineer.



14 RELOCATION OF BUS STOP - STURGES ROAD

PURPOSE OF THE REPORT

This report seeks the approval of the Henderson Community Board to relocate the bus stop currently located outside number 4 Sturges Road.

BACKGROUND

The Henderson Community Board on 6 December 2001 resolved following representations of the Western Heights Residents and Ratepayers Association (at Open Forum) that the Chief Executive be asked to report on the traffic hazard situation in Sturges Road at the bus stop near Sturges Bridge.

The hazard situation relates to the position of the first stop in Sturges Road when travelling south from Swanson Road. When buses are stopped at the bus stop it is impossible for south bound traffic on Sturges Road to overtake the buses without unsafe crossing of the centreline which potentially brings them into conflict with traffic queued on the north bound lanes approaching the Swanson Road traffic signals.

STRATEGIC CONTEXT

Making provision for bus users is part of objective 2 of Council's Passenger Transport Strategy which provides for improvements to public transport.

ISSUES

At the existing bus stop location the road is too narrow to accommodate overtaking of stopped buses. Consequently it is proposed to relocate the stop 150 metres further south to the frontage of No. 20 Sturges Road on the other side of the rail over-bridge where there is sufficient road width for south bound traffic to overtake stopped buses. This will require alteration to the road markings and signs that indicate the location of the bus stop and relocation of the seat, and litter bin provided at the bus stop.

The relocation of the stop will increase walking distance for some passengers and reduce walking distance for others. Staff consider that on balance total walking distances will be reduced. This stop is not a lay-by nor does it have a bus shelter so there is no impact on visibility for the frontage of the property where it is to be located.

Stagecoach, the operator of scheduled bus services in this area has been consulted and supports the proposal.

RESOURCES

Relocation of the bus stop can be funded from the maintenance budgets for signs and bus shelters.

CONCLUSION

Relocating the bus stop will reduce congestion and improve safety. It can be funded and implemented within the current financial year.

RECOMMENDATIONS

1. That the information be received.
2. That the proposed bus stop relocation as shown at page A9, be approved for implementation.
3. That in relation to **STURGES ROAD, HENDERSON**:
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to **STURGES ROAD, HENDERSON** imposed by any prior resolution (including resolution of any former authority) 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 Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - on the east kerb line of Sturges Road from a start point 221 metres south of the south kerblines of Swanson Road to an end point 11 metres further south, a **BUS STOP** parking control be put in place;

- on the east kerb line of Sturges Road from a start point 65 metres south of the south kerblines of Swanson Road to an end point 11 metres further south, a **NO STOPPING AT ALL TIMES** control be put in place.
4. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Adam Moller, Transport Engineer.



SHOPPING TROLLEYS IN STREAMS

(Environmental Management Committee, 12 March 2002)

PURPOSE OF THE REPORT

The purpose of this report is to recommend to the Committee an Action Plan to address the issue of shopping trolleys in streams.

BACKGROUND

The issue of shopping trolleys being dumped in streams was raised by the Henderson Community Board in March 2001. In response, EcoWater Solutions has pursued a number of initiatives to address the issue, including:

- writing to the managers of supermarkets to highlight the issue and seek their co-operation; this was followed up by a number of meetings whereby the managers undertook to be more proactive;
- involving the Community Constable and Community Neighbourhood Watch Groups in monitoring programmes;
- arranging for specific clean ups to remove trolleys; and
- launching Project Twin Streams to develop a long term plan to address all the issues affecting the Oratia and Opanuku Streams.

However, these initiatives do not address the cause of this problem and there is a need to develop a permanent solution.

STRATEGIC CONTEXT

Addressing the issue contributes to a number of Council's strategic objectives, as shown below:

Objectives	Goal
Urban Villages - Objective 2: Amenity and Heritage	Town centres and neighbourhoods to be attractive and enjoyable places, each with their own identity and valued heritage.
Green Network - Objective 1: Native Ecosystem Improvement	The City's native plants, animals and their ecosystems to be cared for and protected. Stream and coastal areas to be replanted and protected from erosion and natural links and wetlands to be re-established.
Solid Waste – Objective 5: Litter Services and Illegal Dumping	To provide litter services where they are most needed and to minimise littering and illegal dumping.

ISSUES

The dumping of shopping trolleys has a number of adverse effects which are discussed below.

Environmental

Trolleys cause adverse effects on the habitat of aquatic ecosystems in streams, acting as a barrier to the passage of fish and invertebrates by trapping them. As a consequence they are not able to reach breeding grounds and populations are reduced.

Cost

There are significant costs associated with the illegal dumping:

- To the consumer: trolleys cost \$300 to \$400 each and it is estimated that it is costing supermarkets in the City up to \$50,000 per year for the replacement of lost trolleys. In addition, supermarkets employ staff to collect trolleys and these costs are then passed on to consumers.
- To the ratepayer: the cost of removing trolleys from streams is estimated to be up to \$10,000 per year.

Visual

- Dumped trolleys reduce the amenity value of streams.
- Shopping trolleys abandoned on footpaths give an untidy appearance to the City's streets and at times cause a hazard to pedestrians.

OPTIONS AND EVALUATION OF OPTIONS

A number of options can be considered to address this issue and are discussed below.

Control Devices

The most effective option is to persuade supermarkets to install systems to avoid the dumping of trolleys in streams and roadways. Some examples of systems are:

- Coin operated locking devices on shopping trolleys; these are in common use overseas and work by releasing the locking device when a coin the equivalent size of a \$2 coin is inserted to release the trolley.
- Electronic devices that lock trolley wheels at the supermarket car park boundary.

Council has attempted to persuade shopping centre and supermarket managers to install these devices, but this has been resisted on the grounds that they consider they would not be acceptable to customers and thus be detrimental to their businesses. Therefore, for this approach to be effective it will have to be adopted on a national or at least on a regional basis.

One supermarket chain recently announced that it will be conducting a trial with control devices. This trial will be monitored by Council.

The recommended option is for Council to continue to advocate for the installation of these devices.

Bylaws

Council could promote a bylaw whereby shopping centres and supermarkets are responsible for the control of shopping trolleys. Such a bylaw is unlikely to be effective however, and would be resisted by shopping centres and supermarkets. This option is not favoured at this stage, but could be considered later as a permanent solution to the issue.

Existing bylaws cover littering and dumping and Council officers will enforce the bylaws wherever dumping of shopping trolleys is observed.

Communication and Publicity

Another effective option is to provide publicity as to the issues arising from shopping trolleys. It is proposed to run a communication programme with the following focus:

- specific advertisements in Council's newsletter and local press; and
- providing information on the issue during Operation Spring Clean, run by Keep Waitakere Beautiful.

CONCLUSION

A permanent solution to the issue of shopping trolleys in streams needs to be developed. Given the current position of shopping centre and supermarket managers, it is recommended that the following Action Plan be implemented:

- advocacy for shopping trolley control devices and liaising with supermarkets on the wider issues;
- communication and publicity;
- enforcement of existing bylaws;
- monitoring of trials conducted by supermarkets.

This programme will be reviewed by November 2002 to establish if further action is required and whether it is necessary for Council to consider a bylaw requiring shopping centre and supermarket owners to implement control devices for shopping trolleys.

In order to provide an effective advocacy role, it is recommended that the Committee appoint a spokesperson on this issue.

RECOMMENDATIONS

1. That the information be received.
2. That the Action Plan in this report be implemented and be reviewed by November 2002.
3. That a spokesperson be appointed to advocate at regional and national levels for the control of shopping trolleys.

Report prepared by: Tony Miguel, Acting Business Unit Manager, EcoWater Solutions.

TRAFFIC MANAGEMENT JAEMONT AVENUE-SURVEY RESULTS

PURPOSE OF THE REPORT

This report informs the Board on the survey results that have been obtained to gauge the residents' response on the proposed modification to Jaemont Avenue North intersection with Te Atatu Road. The installation of a left in - left out traffic island on a trial basis is recommended.

BACKGROUND

Waitakere City Council received number of complaints from the residents of Jaemont Avenue regarding the high volume of through traffic passing Jaemont Avenue during morning peak period.

A report has been submitted by Transport Assets Section to Henderson Community Board, at it's July meeting, discussing these complaints, presenting the findings of on-site investigation and offering different options to solve or eliminate these problems.

At that meeting the Henderson Community Board resolved:

"That the Manager Transport Assets arrange for a survey to gauge residents support for a left in - left out only traffic island for Jaemont Avenue North at Te Atatu Road."

1611/2001

"That the Manager Transport Assets report back to the Board on the outcome of the survey referred to in resolution (2) above."

1611/2001

STRATEGIC CONTEXT

Safety and efficient movement of vehicles is a key part of objective 3, Access and Travel choice, under Urban Villages pathway. This is reiterated within the Transport strategy and provision is made for minor safety improvements in accordance with this.

ISSUES

As requested by the Community Board, Police and Fire Station of Henderson and Te Atatu offices and St John Ambulance have been contacted and informed on the proposed modification to the intersection of Jaemont Avenue North with Te Atatu Road. No objection or comments have been raised by them on this issue.

The residents of Jaemont Avenue, Sunrise Land and Highlight Parade have been invited to comment on the proposed modification of the intersection of Jaemont Avenue North with Te Atatu Road. A survey was conducted to determine opinion on four options. These were:

Option 1:

To construct an island in the mouth of the intersection to allow only left turns in and out of Jaemont Avenue North and eliminate right turns. An improvement to the vehicle detection for the Te Atatu Road/ Jaemont Avenue/Vera Road signalised intersection signals, accompany this island, to ensure that the existing maximum green signal time for Jaemont Avenue is achieved even if the queue in Te Atatu Road has blocks the right turn.

Option 2:

Option 2 is similar to option 1 but a temporary island to be constructed for a period of three months so the residents will experience the advantages and disadvantages of the proposed island. A further survey at the end of experimental period would be carried out to gauge resident support on a permanent island construction.

Option 3:

To prohibit the right turn from Jaemont Avenue North at the T-junction with Te Atatu Road on the morning peak only. The use of "NO RIGHT TURN 7 - 9 AM MONDAY/FRIDAY" sign for this would entail enforcement.

Option 4:

Option 4, is to do nothing, and will be implemented if the majority of residents are satisfied with the current situation.

RESIDENTS SURVEY

A survey of 136 properties was conducted in August 2001 to determine public opinions on the four options for the intersection.

RESULTS

In total, 70 (51%) responses were received. This represents a relatively high number of responses compared to similar community surveys. It tends to indicate a high level of interest in this particular intersection and the associated problems experienced by road users and residents in this area.

In the survey form, residents have been asked to choose only one option and to indicate if they are strongly in favour of their choice. Two optional questions have been included in the survey, asking the residents if they are the owner of the property and the address of the property.

In total, 28 houses were in favour of permanent physical island (option 1), 19 for option 2, 9 for option 3 and 13 in favour of option 4 which do nothing. These figures are summarised in table 1.

Table 1. The number and percentage of respondents in favour of any option.

Options	Option 1	Option 2	Option 3	Option 4
Number of responding houses	28	20	9	13
Percentage of Responses	40%	29%	13%	18%
Number of responses strongly in favour	27	16	8	13

There is a considerable spread of opinion for each option. The construction of physical island, either permanent or temporary, at the mouth of Jaemont Avenue North with Te Atatu Road is effectively supported by 69% of the total responses. It is considered that there is a strong mandate for constructing an island on trial basis.

PUBLIC 'S COMMENTS

14-A15 People were asked to provide reasons for the choice they made on the above options. 63% of the respondents made some comment. Appendix A attached at pages A8 to A9 outlines some of these comments.

In summary, most people who preferred permanent physical island (option 1) did so because they notice the increase in traffic and speed in Jaemont Avenue and they perceive it as being safer to motorists, pedestrians and residents. Although the people who chose option 2 had noticed the same, they preferred a temporary physical island to check the outcome of this option prior to construct the permanent one.

However, the people preferred option 3 for different reasons. Some of the reasons are similar to these mentioned above but they chose the road sign option because they either want to see the outcome first or they don't prefer a permanent island.

Option 4 was chosen, mostly, because people want the solution or solutions to be found and implemented outside their resident area.

CONCLUSION

A survey has been conducted to gauge residents' response on the proposed traffic management scheme in Jaemont Avenue. Most of the people agreed that there is a high volume of traffic with high speed especially in morning hours and it becomes worse at particular months of the year.

Transport Assets Section has considered these problems and other safety issues at the mouth of Jaemont Avenue North intersection with Te Atatu Road and recommend a temporary physical island to be provided for more than three months, preferably nine months to include the worst time of year, March; and another survey to be conducted at the end of period to check once again people's opinion and the effect of this island on the issues that led to this option. The information will also be useful information in determining traffic management schemes for other roads such as Te Atatu Road.

RECOMMENDATIONS

1. That the information be received.
2. That it be recommended to the Council that a temporary traffic island to be constructed, for nine months, at the mouth of Jaemont Avenue North intersection with Te Atatu Road, to restrict turns to left in and left out only.
3. That the Manager Transport Assets arrange to modify the vehicle detection for the Te Atatu Road/ Jaemont Avenue/Vera Road signalised intersection signals to ensure that the existing maximum green signal time for Jaemont Avenue is achieved even if the queue in Te Atatu Road blocks the right turn.
4. That the Manager Transport Assets report back to the Board on the outcome of the trial island referred to in recommendation (2) above, in April/May 2002.

Report prepared by: Nabeel Hamed, Transportation Engineer.



A7

HARBOUR VIEW ROAD
BUS BAY

**TE ATATU
INTERMEDIATE
SCHOOL**

HARBOUR VIEW RD

BUS BAY

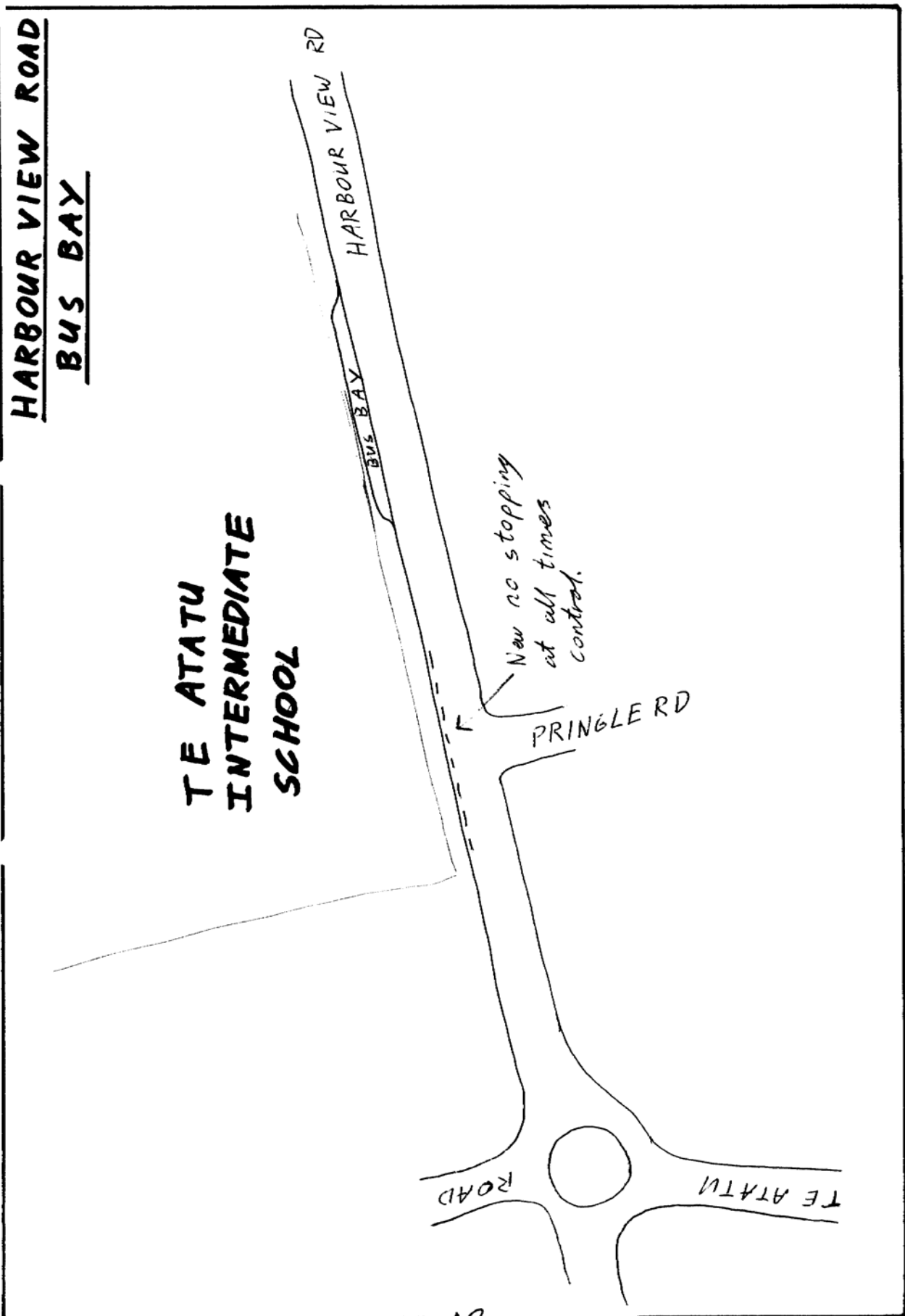
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PRINGLE RD

ROAD

TE ATATU

A8



RELOCATION OF BUS STOP STURGES ROAD

