

**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, 8 JULY 2004,
COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 3 June 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Henderson Community Board held on Thursday, 3 June 2004, 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 Board 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

Welcome everyone to this month of "seasons of mist and mellow fruitfulness" I'm feeling as if we are really experiencing the bite of winter now and it's nice to get home on a dark evening to our warm home.

The past month has seen our Elected Members and Council staff receiving, listening to and responding to many submissions from the public in regard to the Annual Plan and Long Term Council Community Plan. It was followed by deliberations and today the final draft of the Annual Budget/Plan has been adopted for 2004/2005.

I felt that the process went very smoothly this year. All submissions were thoughtfully received. I'd particularly like to thank and acknowledge the support and attendance on my behalf given by my Deputy Chairperson, Barry Shaw. He has ably taken my place on several occasions when other commitments have claimed my attention.

Special thanks to the Te Atatu Residents & Ratepayers, and the Sunnyvale Residents & Ratepayers Groups for their well-considered submissions. My apologies for not having organised a meeting beforehand to check out how we could provide some synergy and support to each other's submissions.

One matter I am very keen to take up on behalf of Taipari Strand is the matter of public toilets, which Roy Ranby also spoke to at submissions.

I'd like to request that the board receive information back from the appropriate Council staff about the feasibility of installing an Eco-Loo at Taipari Strand in the 2004/2005 financial year and this is reported back to the board through the Committee Secretary's report in the first instance, with recommended actions.

Please keep your eye on the calendar dates for street tree planting this year. We have several small streets in the same area to cover and a good turnout by board members on the day can make a big difference. The tree planting day for our ward is 3 July 2004 and we start at 10.00am with a tree-planting display on the corner of Yeovil and Gloria Avenue, before moving out to plant trees in Gloria Avenue, Yeovil Place, Peachgrove Road and Barberry Lane.

I have received a letter recently from the Taikata Sailing Club, who requested that the beach in front of their club receive some sand to replace the recent erosion by the weather. They point out that the beach is well used by local residents and that the application of a truckload of sand would enhance its appearance. I then contacted Parks staff to ascertain the process required and it was quite an education. I understand that the Club has also written to Parks and that a response has been sent. In terms of the steps to be taken under the resource management Act it is quite complex.

First there is a need to have a budget set for the project. This budget would need to include funding for a feasibility study. Then an approvals process is required with the Auckland Regional Council which also incurs a cost. Then the Council needs to undertake consultation and funding must include this. Then a local consents process, again incurring a cost.

I am aware that there is no funding available at this time to begin any of this, and that it would be given a low priority in terms of 'value for dollar'.

However, I am happy to pass on the letter to Board members and seek their input into ways in which we can explore any options to work with the local community on this. This could include the Club taking this up as a project at their own cost.

Further to speakers in last month's Public Forum speaking in regard to the lack of all day parking in Alderman Drive carpark, I have taken a look on a daily basis at what is left there at about 8.30am to 9.00am each morning when I drive past on my way to work.

Some days it is fairly full, but on several occasions there are still spaces available in both the Alderman Drive and Falls car-parks. I realise that the empty car-parking spaces that have been reserved for shoppers are still being under-utilised, but once the top carpark in Ratanui Street closes that will change.

Given the paid parking trial that will begin soon, I think that those who utilise the paid parking (at a very reasonable cost) will appreciate the increased security and lighting that is to be provided. I know that when I used to park there daily to go to Court, I had my car broken into on two occasions, and asked why the Council or Police did not provide security. Now's the chance to provide that on a trial basis, and I think it will improve the safety of the area for those who use it.

I'd also like to take the opportunity to congratulate the Henderson business community, and in particular Dean Thompson for pulling together a working group to establish an incorporated society to promote business in Henderson. This has been a definite gap in recent years with the demise of the Henderson Business Association and I look forward to liaising with the new group in regard to some future events we are planning around Christmas in Henderson.






RECOMMENDATIONS

1. That the Chairperson's Report be received
2. That the Committee Secretary's Report be brought back to the Henderson Community Board in regard to the feasibility of installing an Eco-Loo at Taipari Strand.



Helen Jones
CHAIRPERSON



7 **COMMITTEE SECRETARY'S REPORT**

ISSUE	COMMENTS	REPORTING OFFICER
<p>Te Atatu Motorway - Traffic Management</p> <p>6 March 2003 Public Forum</p>	<p>Planning and design work on road development will be completed in 2005/2006 but interim mitigatory measures may be identified this calendar year that could be implemented in 2005/2006. The report is now expected for 2 September 2004.</p>	<p>Ross Hill</p> <p> 836 8000 ext 8737</p>
<p>Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)</p> <p>2 October 2003 Resolution 2018/2003</p>	<p>This is a request for an annual update following the last report, which was submitted to the Board on 2 October 2003. Due to the Local Government Elections on 9 October 2004, the reporting date will be brought forward to 2 September 2004.</p>	<p>Charlie Inggs</p> <p> 836 8000 ext 8854</p>
<p>Speed Humps in Colvil Avenue, Te Atatu South</p> <p>4 December 2003 Resolution 4302/2003</p>	<p>Until the Te Atatu Corridor Study outcomes are resolved Transport Assets are unable to report on this item.</p>	<p>Ross Hill</p> <p> 836 8000 ext 8737</p>
<p>Footbridge at Corban Estate to be named Opanuku Bridge</p> <p>4 February 2004 Resolution 266/2004 and 2 October 2003 Resolution 2018/2003</p>	<p>Henderson Community Board want Henderson High School to participate in the naming. Public Affairs continue to liaise with the Principal to achieve this. Once the response from Henderson High School is forthcoming, a report will be submitted to Te Taumata Runanga before the matter comes back to the Henderson Community Board. This report has therefore been deferred to 5 August 2004.</p>	<p>Naomi McCleary</p> <p> 836 8000 ext 8550</p>
<p>Gunner Drive 15 Minute Restricted Parking</p> <p>8 April 2004 Resolution 588/2004</p>	<p>The Manager: Parking Services has visited the area where the restrictions are requested. He has spoken to one of the community members who raised the issue at Public Forum, and held a group meeting with the affected shop owners on 11 May 2004. They agreed with the Manager: Parking Services on a parking plan for the area. This report, regarding the provision of timed parking controls, will be ready for the Henderson Community Board to be held on 5 August 2004.</p>	<p>Colin Waite</p> <p> 836 8000 ext 8017</p>

ISSUE	COMMENTS	REPORTING OFFICER
<p>Update on Henderson Creek Corridor and Reserves Classification</p>	<p>The Henderson Creek Corridor spans both Massey and Henderson wards, and includes both local and city-wide reserves. The authority to prepare Reserve Management Plans for local reserves is delegated to Community Boards. (Under Council's Parks Strategy all reserves are classified as city-wide, local or neighbourhood).</p> <p>When the intention to prepare a Reserves Management Plan for the Henderson Creek reserves was first notified in 1999, both Massey and Henderson Community Boards were involved. However, most of the reserves in the Plan were city-wide reserves and, as there were major city-wide issues in the Henderson Creek Corridor, the Henderson Creek Reserves Management Subcommittee was established at the final stage, its sole function being to hear the submissions and adopt the Management Plan. This committee was set up as a subcommittee of the City Development Committee and comprised of members of the City Development Committee and the Massey and Henderson Community Boards.</p> <p>Te Huru-huru-Henderson Creek Corridor Reserves Management Plan was adopted by the Henderson Creek Reserves Management Subcommittee in July 2002 and subsequently signed off by the City Development Committee.</p> <p>The Reserves Act requires that all reserves included in a Plan are properly classified under the Act. As part of the process of preparing the Henderson Creek Reserves Management Plan, the legal titles and classifications were scrutinised. Under the Reserves Act, the process of classifying reserves requires a resolution of the administering body and this responsibility cannot be delegated to a Community Board.</p> <p>On 8 June 2004 a resolution was passed by the Environmental Management Committee recommending that Council approve the classification or reclassification of the Henderson Creek Corridor reserves under the Reserves Act. (Resolution 986/2004).</p> <p>The resolution also recommended that the only two reserves in the corridor that are local, (Trading Esplanade Reserve and Neweys Corner) be changed under the Parks Strategy to city-wide so that in future, the entire Creek Corridor will be a City-Wide Corridor.</p>	<p>Mandy McMullin  836 8000 ext 8792</p>

REPORTS PENDING			
SUBJECT	DATE REQUESTED	REPORT DUE	REPORTING OFFICER
Reserved Judicial Parking for Citizens Advice Bureau Volunteers in the Edmonton Road Car Park	4 December 2003 and 6 May 2004 Resolution 728/2004	2 September 2004	Sharlene Grounds  836 8046 ext 8455
Te Atatu Motorway - Traffic Management	6 March 2003 Public Forum	2 September 2004	Ross Hill  836 8000 ext 8737
Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)	2 October 2003 Resolution 2018/2003	2 September 2004	Adam Moller  836 8000 ext 8750

RECOMMENDATION

That the Secretary's Report for July 2004 be received.

Report prepared by: Charlie Inggs, Democracy & Governance Team Manager.



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 Community Boards' Association Executive Committee	Helen Jones (Alternate: Barry Shaw)
Henderson Citizens Advice Bureau	Bill Postlewaight
Henderson Heritage Trust Inc.	Brenda Brady
Keep Waitakere Beautiful Committee	Camille Nakhid
Liaison Officer for Waitakere District of the New Zealand Police	Barry Shaw (Alternate: Bill Postlewaight)
Waitakere Road Safety Advisory Committee	Barry Shaw
Te Atatu Community House Committee	Bill Postlewaight (Alternate: Annette Fenton)
Henderson South/McLaren Park Action Group (Contact Person: Carolyn McCardie)	Helen Jones (Alternate: Annette Fenton)
Wai Care Programme	Camille Nakhid Wayne Davis
Herbicide Reduction Working Party	Annette Fenton
Sunnyvale Residents & Ratepayers Association	Barry Shaw
Te Atatu Residents & Ratepayers Association	Camille Nakhid
Shopping Trolleys in Streams Steering Group	Barry Shaw
Project Twin Streams Steering Group	Camille Nakhid (Alternate: Barry Shaw)
Henderson Business Liaison Group	Helen Jones Barry Shaw (Alternate: Camille Nakhid)
Henderson and Sunnyvale Rail Station Upgrade Consultation	Wayne Davis
Council/Police Liaison Group	HM Hones (Alternate: DB Shaw)

HENDERSON COMMUNITY BOARD SUBCOMMITTEES	
Street Events Subcommittee	Barry Shaw
Henderson Creek Reserves Management Subcommittee	Camille Nakhid
Lower Oratia Stream Reserve Management Plan Subcommittee	Camille Nakhid (Alternate: Bill Postlewaight)
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Bill Postlewaight (Alternate: Camille Nakhid)
Hearings	Camille Nakhid (Alternate: Barry Shaw)

9 **AMBERLY AVENUE- VODANOVICH ROAD GIVE WAY CONTROL**

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Henderson Community Board to establish a 'Give Way' control and 'No Stopping At All Times' controls on Amberley Avenue at its intersection with Vodanovich Road.

BACKGROUND

A member of the Henderson Community Board has raised the issue of traffic safety at the intersection between Vodanovich Road and Amberley Avenue. Council staff has assessed the issues relating to the complaint, and consider that a 'Give Way' control and 'No Stopping At All Times' controls are warranted at this intersection.

STRATEGIC CONTEXT

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

'Give Way' controls are an effective way of clarifying traffic priorities and reducing crashes and ensure efficient and safe movement on roads. 'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

A1 The number of cars using the Vodanovich Road/ Amberley Avenue intersection is on the rise due to recent population and industrial growth in the Henderson Area. A significant number of drivers use Amberley Avenue and Vodanovich Road as alternative routes to access the motorway especially during peak hours. Also, Vodanovich Road provides a back entrance to the Edmonton Primary School right at this intersection. Before and after school hours school children can be seen crossing the road through parked cars without paying much attention to moving traffic. Council staff investigated these issues and established that a 'Give Way' control as an effective way of improving driver attention on both sides of the road at the intersection and a 'No Stopping At All Times' control along Amberley Avenue up to a distance to complement the Give Way Control, see map attached at page A1.

The residents whose frontages are affected by the proposed 'Give Way' and 'No Stopping At All Times' controls were consulted and no objections received.

RESOURCES

The necessary traffic signs and markings can be implemented from 2004/2005 Traffic Sign Maintenance and Road Marking Maintenance budgets.

CONCLUSION

The proposal to establish 'Give Way' control and 'No Stopping At All Times' controls at Amberley Avenue/ Vodanovich Road Intersection is an effective way to improve traffic and pedestrian safety at this intersection.

RECOMMENDATIONS

1. That the Amberly Avenue- Vodanovich Road Give Way Control report be received.
2. That in relation to **AMBERLEY AVENUE AND VODANOVICH ROAD, TE ATATU:**
 - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Amberly Avenue and Vodanovich Road, imposed by any prior resolution (including resolutions 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 controls be now resolved to be specified and imposed namely:
 - on Amberley Avenue and its intersection with Vodanovich Road a '**GIVE WAY**' control be established;
 - starting from a point 10 metres west to the eastern boundary of 42 Vodanovich Road and ending at a point 7 metres west to the eastern boundary of 48 Vodanovich Road for a length of 43 metres; and

- starting from a point 5 metres east to the western boundary of 57 Amberley Avenue, continuing around the north-west corner of Amberley Avenue and ending at a point 36 metres south to the northern boundary of 57 Amberley Avenue for a length of 30 metres; and
 - starting from a point 6 metres west to the eastern boundary of 56 Amberley Avenue, continuing around the north-east corner of Amberley Avenue and ending at a point 36 metres south to the northern boundary of 56 Amberley Avenue for a length of 32 metres
'NO STOPPING AT ALL TIMES' Controls be put in place.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said 'Give Way' control and 'No stopping At All Times' controls.

Report prepared by: Upali Ileperuma, Transport Engineer.



10 GEORDIE STREET - NEW CENTRE LINE

PURPOSE OF REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new 'Centre Line' in Geordie Street, Western Heights.

BACKGROUND

At the 1 June 2004 meeting of the Waitakere Community Board a petition signed by 142 residents of Western Heights was presented to the board requesting, among other things, measures be taken to slow traffic the vicinity of Paremuka Lakeside.

At that meeting a report on the traffic issues in this area was requested by the Waitakere Community Board, as follows:

"That the Chief Executive prepare a report for the Waitakere Community Board on traffic issues particularly around the vicinity of Paremuka Lakeside, Espalier Road and Geordie Street, Western Heights."

696/2004

The older end of Geordie Street which is south of the chicane at the north end of the road is part of the Henderson Ward. Investigations carried out by Council staff during preparation of the report requested by the Waitakere Community Board indicated that it would be desirable for a centre line to be installed in the portion of Geordie Street within the Henderson ward.

STRATEGIC CONTEXT

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

Centre lines can be applied to calm traffic on roads by restricting vehicles to the left hand side of the road. This is a legal rather than physical technique such as a 'speed hump', but does effectively narrow the appearance of the road and reduce speeds.

ISSUES

Council has a programme called the slow streets programme whereby traffic calming measures, like speed humps or chicanes are installed in residential streets at the request of the residents. To qualify for slow streets a street should meet most of the following criteria:

- be designated a 'local road' in the District Plan;
- have no adverse characteristics, such as a steep grade, severe curves, etc;
- not be a cul de sac;
- not be a regular bus route;
- have a known crash record (at least two injury crashes in the last two years);
- have a known speeding problem (15% of vehicles travelling at 65km/hr in a 50km/hr zone);
- have suitable alternative routes to absorb any diverted traffic.

In addition two thirds of the residents of the street where traffic calming is proposed must have given written support to the proposed traffic calming. Currently there are around 60 streets on the waiting list for traffic calming measures. Given the current funding levels for the slow streets programme it will be several years before all these streets can be attended to.

Hillwell Drive is a regular bus route with the 014 bus using it approximately every half hour during the day on weekdays. There are no reported injury accidents on record in either Hillwell Drive or Espalier Drive. Thus these streets are not strong contenders for physical traffic calming measures. There are three injury accidents on record for Geordie Street. Of these two were serious injury accidents where an alcohol influenced driver hit a parked car in both cases. Speed humps, paid for by the developer of the Espalier Drive / Hillwell Drive developments are to be installed in the near future in Geordie Street.

The petitioners suggested closing off access between Geordie Street and Espalier Drive. At this time this is not considered a desirable measure, as it runs contrary to Council's connectivity strategy for new developments and would be difficult legally to implement. When permanently closing any public road Council must publicly notify the proposed closure. Should any person object to the closure then the matter must be sent to the Environment Court for review at Council's expense. One resident of Espalier Drive has already contacted Council staff opposing the suggested closure of the access to Geordie Street and it is likely that other residents would also oppose any closure if they were aware of it.

Installing a centre line in a road can have traffic calming and other safety benefits and is very cost effective. The centre line narrows the road in the perception of drivers and this results in lower speeds. It also requires many drivers to keep to the left hand side of the road, in particular where there is a curve in the road and there is a natural tendency for the outside lane of traffic to cut in, and helps prevent head-on crashes. For these reasons it is recommended that centre lines are installed in Geordie Street, Espalier Drive and Hillwell Drive.

RESOURCES

The proposed alterations can be implemented under the 2004/2005 maintenance contracts.

CONCLUSION

The proposal to install a centre line in Geordie Street is desirable to improve road user safety.

RECOMMENDATIONS

1. That the Geordie Street - New Centre Line report be received.
2. That a Centre Line be put in place throughout Geordie Street.

Report prepared by: Paul Schischka, Transport Engineer.



11 P30 PARKING RESTRICTION - RATANUI STREET, HENDERSON

PURPOSE OF THE REPORT

This report seeks that the Henderson Community Board resolve two temporary 'Parking for the Disabled' spaces in Ratanui Street, Henderson as replacements for two spaces temporarily unavailable during construction of the new Waitakere Central Library.

BACKGROUND

There are currently two parking spaces for the disabled in the Ratanui Street Council car park area adjacent to the site where the Exeloo toilets were positioned. These spaces will be required to be repositioned during the construction phase of the new Waitakere Central Library and Unitec development.

It is important that the replacement disabled parking be in the same vicinity and in a place where disabled persons can alight safely from their vehicles.

STRATEGIC CONTEXT

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

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

ISSUES

Consultation regarding the most suitable place to reposition the disabled car parks has taken place with Disability Information Waitakere, the Disability Liaison Officer at Unitec, Council's Transport Assets Engineer and the retail store adjacent to the proposed new site for the two disabled car parks. A number of places were considered during this consultation and the resulting decision is considered to be in the same vicinity and enables safe access.

A2 The desired position is on Ratanui Street adjacent to the existing police parking opposite the New Zealand Department of Courts building. Three public parking spaces will need to be removed to provide the appropriate width for two disabled parks. The position of the proposed disability parking spaces is shown on the map at page A2.

Signage and kerb improvements will be undertaken to make the spaces wheel chair accessible. These spaces are perpendicular to the kerb and are considered from a safety perspective to be more suitable than parallel parking spaces as this enables people to alight from their vehicle without placing themselves in oncoming traffic. From this location there is direct wheelchair access to the town centre and adjacent social service areas.

Disabled parking will be made available within the new Waitakere Central Library development area and in the new carparking building, therefore these temporary spaces can be removed in 2006 when the new site is completed.

Due to a delay in the construction tender starting for the new library development, it is likely the existing Ratanui Street parking area will remain open until late July therefore the work will be able to be undertaken in the new financial year.

RESOURCES

The proposed alterations to road signage and markings and kerb modifications can be implemented under the 2004/2005 Transport Assets maintenance budgets.

CONCLUSION

Consultation with the appropriate people has identified that the positioning of two temporary disabled car parks in Ratanui Street opposite the New Zealand Courts building is appropriate during the construction phase of the new Waitakere Central Library and Unitec development.

RECOMMENDATIONS

1. That the P30 Parking Restriction - Ratanui Street, Henderson report be received.
2. That in relation to **RATANUI STREET, HENDERSON:**
 - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to the parking area western side of Ratanui Street opposite the New Zealand Courts building, imposed by any prior resolution (including resolutions 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 authorized to be concluded in the normal manner.

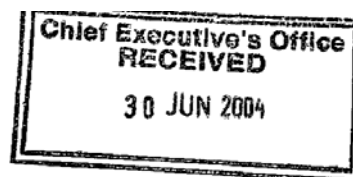
- (b) That in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
- that along the west side of the Ratanui Street from a point 36 metres south of where the Ratanui Street meets Alderman Drive to a point a further 7 metres south two spaces for the disabled be put in place.
3. 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: Paul Schischka, Transport Engineer and Janet Hannan, Principal Advisor: City Projects.

12 **NOTICE OF MOTION**

Pursuant to Standing Order 28.1 the following Notice of Motion has been received from Community Board member Mr Bill Postlewaight.

To Chief Executive Officer
From Bill Postlewaight
cc Henderson Community Board Secretary
Date Wednesday, June 30, 2004
Subject Notice of Motion



Notice of Motion for Thursday 8 July 2004, meeting of Henderson Community Board

That resolution 273/2004:-

"That the Henderson Community Board supports undertaking a charge car parking trial of all day parking (8am to 6pm Monday to Saturday excluding public holidays) at the Falls Park, Corban Estate/Rotary Park Hill car park and part of the Alderman Drive/Edmonton Drive car park in Henderson on the basis set out in the Henderson Charge Car Parking Trial report".
Be Rescinded.

Bill Postlewaight
Member Henderson Community Board

Received 4.35pm 30 June 2004

CR Suggs

Committee Secretary