

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON THURSDAY, 2 JUNE 2005, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 5 May 2005

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 5 May 2005, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Board by resolution so decides; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Board may make a decision on a matter determined to be urgent.

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



4 **PRESENTATIONS**

A **NEW ZEALAND POLICE**

Provision has been made on this agenda for a representative from the New Zealand Police to update the Board on matters in the Henderson area.

B **THE ORDER OF ST JOHN HENDERSON YOUTH DIVISION**

The children from the Order of St John Henderson Youth Division will be attending the Henderson Community Board meeting to observe the meeting process. The children will do a short presentation to let members know who they are and what they do.

C **CULTURE OF INCLUSION GROUP**

The Culture of Inclusion Group was developed from the Waitakere City's Wellbeing Summit held in 2002. A dedicated group of stakeholders have since May 2002 met regularly to develop a charter to present to Waitakere City. The group have already developed a checklist and bookmark as a prior project to a charter. Members of the Culture of Inclusion Group will be at the meeting to present the charter information to the Board.



5 **PUBLIC FORUM**

Public Forum will take place at 7.00 pm.

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

- (i) members of the public wishing to address the Board in Public Forum shall furnish their names to the 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 Officer.



6 CHAIRPERSON'S REPORT

We are now mid way through the year, where has is gone? I am sure you all feel the same as I do.

There are twelve Annual Plan meetings which I will be attending scheduled from the 28 May 2005 with the Council receiving 524 submissions compared with 425 last year. As this Board only made urgent submissions we can only hope they will be considered favourably.

I recently attended a Sports Forum on sports grounds organised by the Parks Department. This was very informative well prepared and presented. Most clubs did not have an understanding of Council processes and thought they only had to ask the Officers for major improvements and that it would happen. The clubs asked that next year the meeting be held prior to the closing of Annual Plan submissions in order that they could determine what submissions they need to make. The Long Term Council Community Plan process and Reserve Management plan were also explained. We need to be better at communicating with these groups on whom such a large proportion of the rates is spent, \$1.82 million for sports parks and \$2.48 million for passive parks annually. There is also confusion on Council's policy regarding status of parks and what constitutes a city wide park. I have requested this matter be raised at the Park Strategy workshop which is to be held shortly.

It is pleasing to see that at long last the Government has addressed the rates relief issue and raised the income threshold and that from July 2006 some of our residents will receive rebates.

The Trees for Babies planting day at Te Atatu South Park was a wonderful day with perfect weather and a great number of residents arrived to help plant the trees. There were 100 native trees and 150 ferns planted and this was achieved in about two hours with many photos being taken by parents and grandparents with their children in front of the trees. There were people of many different nationalities there and it was a real multicultural event. Keep Waitakere Beautiful is to be congratulated on the organisation on this day especially Moira Kennedy and her team.

The Regional Community Board forum at its meeting discussed the remuneration for Community Board members which shows there are anomalies in both remuneration and delegated authorities between our Councils even those in the Auckland Region. I have forwarded copies of the minutes to you all. Eugene Bowen also spoke on behalf of Local Government New Zealand and I hope that we can invite him to make a presentation to all Community Boards in the region hosted by Waitakere City later in the year.

I have also forwarded a copy of the letter I received from the Chair of the Foxton Community Board. It is my intention to forward copies of letters or information I receive as Chairperson. Please let me know if you do not want to receive this sort of information.

RECOMMENDATIONS

1. That the Chairperson's Report be received.
2. That Keep Waitakere Beautiful and Moira Kennedy be congratulated on the Trees for Babies day held at Te Atatu South Park.

Elizabeth Grimmer, MNZM

CHAIRPERSON








7 **COMMITTEE SECRETARY'S REPORT**

ISSUE	COMMENTS	REPORTING OFFICER
<p>Elected Members' Remuneration - Remuneration Authority Determination</p>	<p>Advice has been received from the Remuneration Authority as to the funding pool available for Elected Members' remuneration for the period 1 July 2005 to 30 June 2006.</p> <p>Consultation must take place with Community Boards who have the opportunity to advise the Remuneration Authority whether they agree or disagree with the Council's determination. Community Boards considered the matter at their March 2005 meetings and agreed to the basis for allocation of the current pool. The same basis for allocation has been used to apportion the new pool.</p> <p>The Council at its meeting, 27 April 2005 resolved that the following amounts are payable:</p> <p>"1. <i>That the Elected Members' Remuneration - Remuneration Authority Determination report be received.</i></p> <p>2. <i>That the Council recommend the following salaries for Elected Members to the Remuneration Authority:</i></p> <ul style="list-style-type: none"> • <i>Deputy Mayor - 70,812,</i> • <i>Chairpersons of Standing Committees (City Development, Planning and Regulatory and Finance and Operational Performance Committee) - 67,593,</i> • <i>Committees:</i> <ul style="list-style-type: none"> - <i>Chairperson of Hearings - 57,454;</i> - <i>Chairperson of Projects Special - 57,454;</i> - <i>Chairperson of Arts Special - 57,454;</i> - <i>Chairperson of Emergency Services Committee - 0;</i> - <i>Chairperson of Performance Review Committee - 0;</i> - <i>Chairperson of Tenders Subcommittee - 0;</i> - <i>Chairperson of Long Term Council Community Plan and Annual Plan Special Committee -0.</i> 	<p>Ray Day ☎ 836 8000 Ext 8328</p>

ISSUE	COMMENTS	REPORTING OFFICER
<p>Elected Members' Remuneration - Remuneration Authority Determination (contd)</p>	<ul style="list-style-type: none"> • <i>Other Councillors - 47,804,</i> • <i>Community Boards Chairpersons - 21,887,</i> • <i>Community Board Members - 11,266.</i> <p>3. <i>The following reimbursements and expenses be recommended to the Remuneration Authority:</i></p> <ul style="list-style-type: none"> • <i>That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate;</i> • <i>Reimbursement of one domestic line rental and one domestic line maintenance charge related to telephone, fax and email operation and the call minder facility (currently \$45.20);</i> • <i>Reimbursement of one cell phone on the basis of the Waitakere City Call Plan including the Call Minder facility (currently \$35) when a cell phone is made available to be used on Council business;</i> • <i>Reimbursement of the best flat rate monthly fee available to the Council for Jet Stream 400 or its equivalent (currently \$69) (not currently available to Community Board Members).</i> <p>4. <i>That Councillors and Community Board Members claim reasonable business related core costs on telephone or cell phone on a monthly basis provided they are supported by presentation of an account detailing to whom the calls have been made.</i></p> <p>5. <i>That Councillors be paid a flat monthly fee of \$20 to cover all consumables (not currently available to Community Board Members) for computers including lap tops, printers, facsimiles etc.</i></p> <p>6. <i>That Councillors be supplied with either a personal computer at home or a lap top if necessary. Those Councillors that provide their own computer equipment be paid an additional monthly allowance of \$50 (not currently available to Community Board Members except to Community Board Chairs).</i></p>	

ISSUE	COMMENTS	REPORTING OFFICER
<p>Elected Members' Remuneration - Remuneration Authority Determination (contd)</p>	<p>7. <i>That no other telephones, fax machines or cell phones be provided to Elected Members except that the Mayor be provided with a cell phone and the Council will pay for all expenses except private calls.</i></p> <p>8. <i>That when on approved Council business all actual or related expenses be met by the Council.</i></p> <p>9. <i>That the rate for reimbursing an Elected Member for travel, using their own motor vehicle on Council business, be 0.70c per kilometre and that the Council also pay the approved rate to appointed Members. Any infringement fees e.g. parking and speeding infringements are by law the responsibility of the offender.</i></p> <p>10. <i>That the Chairperson of Te Taumata Runanga be paid a salary of \$19,373.</i></p> <p>11. <i>That all appointed non-elected Members of Council Committees and Subcommittees except the Hearings Committee be paid a meeting fee of \$198."</i></p> <p style="text-align: right;">692/2005</p> <p>This proposal was discussed and favourably received at the Community Board Members informal meeting on 29 April 2005. This was attended by the majority of Community Board Members.</p> <p>Each Community Board is required to formally adopt these, as they relate to Community Board remuneration, but are free to make submissions directly to the Remuneration Authority on any matter contained in the Council proposal.</p>	
<p>Code of Conduct for Community Boards 3 February 2005 Resolution No: 63/2005</p>	<p>A workshop for all Community Board Members to discuss this matter, among other items, is planned for July 2005.</p>	<p>Charlie Inggs ☎ 836 8000 Ext: 8854</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Steering Group on Shopping Trolleys in Streams	24 November 2004 Council Resolution No: 2109/2004	2 June 2005	Tony Miguel  836 8000 Ext: 8294
Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)	2 October 2003 Resolution No: 2018/2003	4 August 2005	Adam Moller  836 8000 Ext: 8750
Te Atatu Traffic Management	6 March 2003 Public Forum	4 August 2005	Ross Hill  836 8000 Ext: 8737
Te Atatu Road/Old Te Atatu Road	7 April 2005 Resolution No: 598/2005	4 August 2005	Ross Hill  836 8000 Ext: 8737
Parking in Millstream Drive, Henderson	7 April 2005 Public Forum	4 August 2005	Paul Schischka  836 8000 Ext: 8742

RECOMMENDATIONS

1. That the Committee Secretary's Report for 7 April 2005 be received.
2. That the proposed basis for the Elected Members Remuneration – Remuneration Authority Determination be approved.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 SLOW STREETS PROGRAMME - HENDERSON WARD

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on Council's Slow Streets programme, seek the approval of the Board to proceed with projects within the Henderson Ward, and to provide feedback on recent requests for consideration of slow street treatments.

BACKGROUND

Council receives frequent requests from residents for measures to slow traffic in residential streets. Slow streets treatments are funded through the Annual Plan as a city wide programme. The selection of sites is prioritised based on a number of factors including traffic speed, traffic volume, crash records and the function of the road within the road network.

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 implementation of slow streets treatments focuses on addressing speed related safety problems and providing a more pedestrian friendly environment. However implementing slow streets has some negative consequences including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants including public transport.

ISSUES

Prioritisation Process

The top ten sites on the existing priority list, plus eight additional sites where concerns have been raised during the last year, were assessed to reprioritise the current slow streets programme. The assessment included traffic counts to measure traffic speeds and traffic volumes, a review of crash records from the Land Transport New Zealand crash database, and an engineering review to consider feasibility of treating the roads, and possible adverse impacts.

Recommended Treatments

The proposed treatments for specific sites are shown in table 1. In most cases speed humps are recommended as the most affordable and effective method of controlling speeds. An alternative proposal of road marking and monitoring has been recommended for two sites on collector level roads where the high traffic volumes and potential adverse impact of diverting vehicles onto other routes are a concern. These two sites are both long straight roads with relatively wide carriageways and only a centre line marked. It is proposed to mark edge lines along these roads to narrow the effective lane widths and encourage on street parking which is expected to result in some reduction in speed and crashes. At three other sites which have been rated as low priority for slow streets works (due to relatively low speeds) but where there are still significant crash trends, it is proposed to carry out works under the minor safety programme targeted at addressing the particular crash sites.

Revised Slow Streets Programme

Road	Ward	85% speed kph	Crashes ⁴			Volume Vehicle/day	Designation	Cost Est. \$	Treatment Proposed	Priority Rating
			Serious	Minor	No Injury					
Wiseley Rd	M	62.5	1	6	6	4268	Collector	50,000	Humps	A1
Gardner Ave	N	63		6	14	1057	Local	35,000	Humps	A1
Zita Maria Drv	M	63		2	13	4047	Local	22,000	Humps	A1
Flanshaw Rd	H	60	1	6	13	3360	Collector	7,000¹	Markings	A2
Beach Rd	H	59	1	3	10	3093	Collector	7,000¹	Markings	A2
Solar Rd	W	61		2	10	1324	Collector	37,000	Humps	A2
Neil Ave	H	60		1	1	1580	Local	28,000	Humps	B1
Sunvue Rd	W	53.5		1	6	1008	Local	26,000	Humps	B1
Waitaki St	H	56		1	2	1285	Local	24,000	Humps	B2
North Piha Rd	W	50	2	2		483	Local	³	Minor Safety	C ²
Kelwyn St	N	49.5	1	1	4	6468	Collector	³	Minor Safety	C ²
Vardon Rd	N	54.5			2	1314	Local			C ²
Evans Rd	N	61.5				1029	Local			C ²
Covil Rd	H	55.5			5	900	Local			C²
Addison Ave	H	55.5	1		1	760	Local	³	Minor Safety	C²
Cliff View Drv	N	57.5			3	684	Local	³	Minor Safety	C ²
Waari Ave	H	57.5				964	Local			C²
Daffodil St	N	52			4	1204	Local			C ²

Table 1 - Revised Slow Streets Programme

Notes:

- (1) Cost based on road marking treatment only.
- (2) Sites with a rating of C will need to be assessed against other sites on the waiting list with a C rating when determining programme beyond 2007.
- (3) Details of proposed minor safety works to be determined. These will not use Slow Streets funding.
- (4) There were no fatal crashes recorded in any of the streets reviewed.

Henderson Ward Sites

Flanshaw Road - is a collector road with a substantial residential catchment, it carries some peak hour traffic diverting from Te Atatu Road to avoid congestion. Flanshaw Road is also a bus route. It has relatively high traffic speeds and a significant crash record. Calming the road with speed humps would be unlikely to achieve redistribution of traffic to the arterial route (Te Atatu Road) because of the already high level of congestion. While this does not necessarily rule out the possibility of speed humps in future if required, it is proposed to implement road marking changes to narrow the traffic lanes as a lower impact measure to control speeds. This should also help to reduce the crash issues in the street by separating parking and traffic lanes, which will reduce the number of collisions with parked vehicles. Following the implementation of road marking the road should be monitored to assess its effectiveness and speed humps could still be considered in future if speeds and crash rates remain high.

Beach Road - is similarly a collector road with a substantial residential catchment. Only a short length of Beach Road is used by a bus route. Beach Road has relatively high traffic speeds and a significant crash rate. Calming the road with speed humps could result in some adverse redistribution of traffic by pushing more traffic onto Te Atatu Road and consequently increasing the traffic through the Te Atatu Peninsula Town Centre. For this reason this site is similarly recommended for road marking changes to control speed.

Neil Avenue - is a local road that runs between Matipo Street and Taikata Road on Te Atatu Peninsula. The traffic speeds in this road are high, with moderate traffic volumes and a small number of recorded crashes. This road is recommended for future installation of speed humps, in accordance with the priorities identified above.

Waitaki Street - is a local road that runs parallel to Great North Road between View Road and James Laurie Street in Glendene. The traffic speeds in this road are moderate, with moderate traffic volumes and a small number of recorded crashes. This road is recommended for future installation of speed humps, in accordance with the priorities identified above.

Covil Road - is a local road on the east side of Te Atatu Road, in Te Atatu South. The traffic speeds in this road are moderate, with low traffic volumes and a small number of recorded crashes. This road is not recommended for slow streets treatment at the present time, but should be reviewed with the other rank C sites when further projects are identified for the programme beyond 2007.

Addison Drive - is a local road between Hepburn Road and Harmel Road, in Glendene. The traffic speeds in this road are low, with low traffic volumes and a small number of recorded crashes. This site is not recommended for slow streets treatment at the present time, however the specific crash record for this site suggests that there is some merit in reviewing signs and markings on the bends in the road. It is proposed that this be carried out through the minor safety works programme.

Waari Avenue - is a local road between Awaroa Road and View Road, in Glendene. The traffic speeds are moderate, with low traffic volumes and no recorded crashes. This site is not recommended for slow streets treatment at the present time, but should be reviewed with the other rank C sites when further projects are identified for the programme beyond 2007.

RESOURCES

The Annual Plan 2004/2005 provides \$50,000 for slow streets implementation which was allocated to Wiseley Road. The draft Annual Plan 2005/2006 allocates \$100,000 for implementation of further slow streets treatments. The sites allocated A and B rankings can be funded over the next two years if funding at the proposed level is maintained in 2006/2007.

CONCLUSION

The revised slow streets programme proposed by this report optimises Council's slow streets programme over the next two years to provide improvements to the sites with the worst vehicle speed and crash issues.

RECOMMENDATIONS

1. That the Slow Streets Programme - Henderson Ward report be received.
2. That the Henderson Community Board supports the proposed road marking improvements to Flanshaw Road, Te Atatu South and Beach Road, Te Atatu Peninsula for inclusion in the 2005/2006 Slow Streets Programme.
3. That the Henderson Community Board supports in principle the installation of speed humps in Neil Avenue, Te Atatu Peninsula and Waitaki Street, Glendene in the 2006/2007 programme, subject to a consultation process being carried out with the residents of those streets at the appropriate time and the outcome of that consultation being reported back to the Henderson Community Board.
4. That the Henderson Community Board supports the proposed minor road marking and signage improvements in Addison Drive, Glendene for inclusion in the 2005/2006 Minor Safety Works Programme.

Report prepared by: Adam Moller, Principal Transport Engineer: Design.



9 ZEBRA CROSSINGS IN MULTI-LANE ROADS, WAITAKERE CITY

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board on zebra crossings that are in multi-lane roads that require to be signalised.

BACKGROUND

At the Henderson Community Board meeting, 3 February 2005, it was resolved:

“That a report be brought back to the Henderson Community Board detailing all pedestrian crossings that are on a multi-laned road that require to be signalised.”

64/2005

A multi-lane road is a road that has two or more lanes for use by traffic in each direction. They may be classified as:

- Divided - when opposing directions of traffic are physically separated by a median;
- Undivided - when opposing directions of traffic are not physically separated.

A zebra crossing is a section of carriageway running from kerb to kerb and marked with 'ladder' markings. One of the new road rules implemented on 27 February 2005 is drivers must give way to pedestrians on both sides of a zebra crossing, unless that crossing is divided by a raised traffic island. The number of zebra crossings located in multi-lane roads in Waitakere City is summarised in Table 1 below:

Item	Road Name and Hierarchy	Traffic Volume (vehicle per day)	Location of Zebra Crossing	Rear end Crash - Stop/Slow for Pedestrian (5-Year Data)	Vehicle Hit Pedestrian Crash (5-Year Data)	Warrant for Pedestrian Signal	Recommendation for Pedestrian Signal
1	Alderman Drive (Regional Arterial Road).	No Count.	Approximately 10 metres north of Edmonton Road roundabout, adjacent to Falls Park car park.	3	0	No	No - refer to 'ISSUES' below.
2	Alderman Drive (Regional Arterial Road).	No Count.	Approximately 20 metres east of Sel Peacock Drive roundabout, adjacent to Aquatic Centre.	1	0	No	No - refer to 'ISSUES' below.
3	Clark Street (District Arterial Road).	20,501 (May 2004).	Approximately 28 metres east of Totara Avenue/ Rankin Avenue roundabout, adjacent to railway station and New Lynn town centre.	1	3	Yes	Yes
4	Edmonton Road (Regional Arterial Road).	31,748 (March 2004).	Approximately 15 metres north of Alderman Drive roundabout, adjacent to Falls Park car park.	3	0	No	No - refer to 'ISSUES' below.
5	Edsel Road (District	No Count.	Approximately 20 metres	0	0	No	No - refer to 'ISSUES'

Item	Road Name and Hierarchy	Traffic Volume (vehicle per day)	Location of Zebra Crossing	Rear end Crash - Stop/Slow for Pedestrian (5-Year Data)	Vehicle Hit Pedestrian Crash (5-Year Data)	Warrant for Pedestrian Signal	Recommendation for Pedestrian Signal
	Arterial Road).		north of Edsel Road roundabout, adjacent to Westfield Shopping Centre.				below.
6	Flanshaw Road (Collector Road).	3,362 (June 2002).	Approximately 12 metres north of Edmonton Road/Te Atatu Road roundabout, adjacent to various shops and church.	0	1	No	No - refer to 'ISSUES' below.
7	Great North Road (Regional Arterial Road).	11,565 (March 2004).	Outside 307 Great North Road, adjacent to Henderson Primary School.	4	1	No	No - refer to 'ISSUES' below.
8	Te Atatu Road (Regional Arterial Road).	45,496 (March 2004).	Outside 241 Te Atatu Road, approximately 20 metres north of Edmonton Road/Te Atatu Road roundabout.	2	3	Yes	No - refer to 'ISSUES' below.

Table 1 - Zebra Crossings in Multi-lane Roads

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.

Provision of appropriate pedestrian facilities is an essential part of providing access and safety for pedestrians.

ISSUES

From Table 1, there are eight (8) zebra crossings in multi-lane roads in Waitakere City. A search of the Land Transport Safety Authority database reveals a total of eight (8) 'vehicle hit pedestrian' crashes and 14 'rear-end' crashes at these zebra crossings for the five (5) years 2000 to 2004. Of the eight (8) 'vehicle hit pedestrian' crashes, there are seven (7) involving vehicles failing to give way to pedestrians on the pedestrian crossings and one (1) involving pedestrian crossing heedless of traffic, resulted in one (1) serious and five (5) minor injuries. From Table A6.11 (a) of Transfund's Project Evaluation Manual, the converting factors from reported injury crashes to total injury crashes are 1.6 for serious injuries and 4.0 for minor injuries, which resulted in 15 non-reported injury crashes at these zebra crossings for the five (5) years 2000 to 2004.

The Land Transport New Zealand (formerly the Land Transport Safety Authority) guidelines for the selection of pedestrian crossing facilities state that a review of international literature for zebra crossings shows that there is no safety benefits associated with zebra crossings and in some situations there is a suggestion that poorly or inappropriately located zebra crossing will increase crash risk. Some of the potential problems of zebra crossings are:

- Pedestrians may step out without checking properly whether approaching vehicles are too close to stop;
- Pedestrians can be obscured by stationary vehicles;
- Some drivers will overtake a car stopped in another lane;
- It can lead to an increase in 'nose to tail' vehicle crashes.

The Pedestrian Network Planning and Facilities Design Guide produced by Land Transport New Zealand contains criteria for determining whether the use of mid-block pedestrian traffic signals is appropriate as a replacement of existing zebra crossings. These criteria are based on the Traffic Volumes, Pedestrian Volumes, and the predicted delay to pedestrians waiting for a gap in the traffic. The existing zebra crossings in Table 1 fall short of the minimum numbers of pedestrians required to meet the warrant standard. This was further reviewed against both the Austroads Guide to Traffic Engineering Practice: Volume 7 (Traffic Signals) and the old NZS 5431:1973 standard, the sites fell short of the minimum warrant standards specified in both these documents also.

From Table 1, Clark Street and Te Atatu Road zebra crossings have high numbers of 'vehicle hit pedestrian' crashes and as a result, they meet the midblock signalised crossing warrant for two or more pedestrian casualties over the a three-year period in accordance with Austroads Guide to Traffic Engineering Practice: Volume 7 (Traffic Signals). Clark Street zebra crossing has been programmed to be upgraded to a signalised pedestrian crossing in year 2005/2006. As part of the Te Atatu Road Strategic Corridor Study, the Te Atatu Road/Edmonton Road roundabout is being considered for replacement by a signalised intersection, and as a result, it is not proposed that the existing zebra crossing (see Table 1, Item 8) be replaced.

A new signalised pedestrian crossing is proposed to be installed in the vicinity of the Peoples Park in Te Atatu Road (multi-lane District Arterial Route) between Old Te Atatu Road and Gloria Avenue. The proposed signal crossing has been programmed to be installed in year 2005/2006.

The Great North Road/Brandon Road intersection (multi-lane Regional Arterial Route) shall be upgraded to a signalised intersection in year 2005/2006. The proposed work is to improve safety for pedestrians crossing the road and turning traffic to/from Brandon Road.

RESOURCES

Funding for Te Atatu Road signal crossing has been approved in the Annual Plan 2004/2005. Clark Street and Great North Road/Brandon Road traffic signals are subject to final approval of funding in the Annual Plan 2005/2006.

CONCLUSION

It is estimated that same-pedestrians and same-vehicles only crashes occurred at two (2) roads in Waitakere City for the five (5) years 2000 to 2004.

A pedestrian signal crossing is to be installed in Te Atatu Road in year 2005/2006 as part of the Park project, for pedestrians' safety.

The Clark Street zebra crossing and the Great North Road/Brandon Road intersection are planned to be signal controlled in 2005/2006 to assist pedestrians and improve safety. The proposed works are subject to the approval of funding in the proposed 2005/2006 Annual Plan.

RECOMMENDATION

That the Zebra Crossings In Multi-Lane Roads, Waitakere City report be received.

Report prepared by: Vinh Bui, Senior Transport Engineer, Transport Assets.



10 KEEP WAITAKERE BEAUTIFUL TRUST - 2005 COMMUNITY STREET TREE PLANTING PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on streets nominated by residents, and recommended for planting, as part of the Keep Waitakere Beautiful Trust's 2005 Community Street Tree Planting Programme.

BACKGROUND

Keep Waitakere Beautiful Trust is a community based, environmental trust funded by Waitakere City Council. Keep Waitakere Beautiful Trust has been working in partnership with Council since 1993 and for the past 12 years, the Community Street Tree Planting Programme has been a successful core programme of Keep Waitakere Beautiful Trust.

Keep Waitakere Beautiful Trust delivers a wide variety of environmental projects as part of its annual calendar of events including Trees for Babies, Operation Spring Clean and Clean Stream Waitakere.

STRATEGIC CONTEXT

The Community Street Tree Planting Programme is an important component in implementing Council's Green Network and Active Democracy 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.

The Community Street Tree Planting Programme aims to:

- Engage the local community by encouraging residents to nominate their street for planting;
- Involve the local community in planning, executing and maintaining street tree plantings;
- Provide a forum for community building and making a difference;
- Provide a forum for promoting Waitakere City Council partnerships.

ISSUES

The programme aims to plant 100 trees in each of the four Wards but this has varied over the years depending on the number of suitable streets nominated from each Ward.

Promotion of the 2005 Community Street Tree Planting Programme began in November 2004 through an article in the Keep Waitakere Beautiful Trust Summer Newsletter, which was mailed to over 1000 Keep Waitakere Beautiful Trust volunteers (including schools) and distributed through libraries, Community Centres and Citizens Advice Bureaux. Nominations were called for in an article featured in the Western Leader in December 2004 and a second article calling for nominations appeared in the Western Leader in January 2005. Keep Waitakere Beautiful Trust also sought guidance from the Community Board representative on the Keep Waitakere Beautiful Trust Board on streets that would be suitable for planting in their local community.

As in previous years, the resident nominating a street becomes the Street Co-ordinator and works alongside Keep Waitakere Beautiful Trust to advertise and encourage resident participation on the day and to monitor tree health following the planting.

NOMINATIONS FOR 2005

Keep Waitakere Beautiful Trust received 24 nominations from residents for the 2005 Community Street Tree Planting Programme.

Keep Waitakere Beautiful Trust visited each street nominated and the suitability of the street was assessed against criteria prescribed by Waitakere City Council. The criteria states:

- Interest from residents must be high and a street co-ordinator is available to deliver flyers and generate interest and attendance;
- Road berm must be equal to or more than 1.5 metres wide;
- There must be plenty of room for tree growth, both vertically and horizontally;
- Water-logged ground inhibits growth so is unsuitable;
- Road visibility, including driveways, must not be reduced by too many or bushy trees;
- Planned roading development in the near future prohibits tree planting;
- Overhead services (power lines) make planting unsuitable;
- Underground services may make planting unsuitable;
- Existing trees preclude further tree planting unless the current trees are hazardous and need to be removed.

The Keep Waitakere Beautiful Trust Community Street Tree Planting Programme is targeted at neighbourhood streets rather than arterial routes. Nominations from residents living on arterial routes are referred to the Waitakere City Council Arborist.

The streets nominated for 2005 are listed below along with notes regarding the suitability of the streets:

Ward	Street	Notes
Henderson	Covil Avenue Te Atatu South	Suitable - Some trees present but not healthy. Waitakere City Council to remove
	Kervil Road, Te Atatu Peninsula	Suitable

Following consultation with the Keep Waitakere Beautiful Trust Board and Waitakere City Council staff, the streets recommended for planting as part of the 2005 Community Street Tree Planting programme are as follows:

Henderson Ward	9 July	Covil Avenue, Kervil Road
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The 2005 Keep Waitakere Beautiful Trust Community Street Tree Planting Programme will be carried out during the months of June 2005 and July 2005, when there is optimum rain to maximise survival rates of the trees.

RESOURCES

The funds for this project have been provided for in Council's grant to Keep Waitakere Beautiful Trust for 2004/2005 and Keep Waitakere Beautiful Trust is working with a landscape contractor who will provide trees, equipment, guidance and technical assistance at each planting event.

Each planting begins with a welcome from representatives of Keep Waitakere Beautiful Trust and the Community Board; a planting demonstration follows and the planting day concludes with a community BBQ organised by residents and Keep Waitakere Beautiful Trust.

CONCLUSION

Keep Waitakere Beautiful Trust will be delivering its annual Community Street Tree Planting Programme for the 12th consecutive year in June 2005 and July 2005. Nominations have been received from residents and the streets have been assessed against criteria prescribed by Waitakere City Council. A final list of recommended streets is now being submitted to the Community Board for ratification.

Community Board members are welcome and encouraged to attend the plantings in their Ward.

RECOMMENDATIONS

1. That the Keep Waitakere Beautiful Trust - 2005 Community Street Tree Planting Programme report be received
2. That the following streets be planted as part of Keep Waitakere Beautiful Trust's Community Street Tree Planting Programme in the Henderson Ward:
 - Covil Avenue, Te Atatu South;
 - Kervil Road, Te Atatu Peninsula.

Report prepared by: Jacki Byrd, Parks and Community Projects Co-ordinator.



11 BOARD MEMBERS' REPORTS

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

HENDERSON COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Henderson Citizens Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Stephen McDonald
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Youth and Advocacy Advisory Group	Wayne Bainbridge
Advisory Group for Te Atatu Peninsula Reserve Management Plan	Wayne Bainbridge Elizabeth Grimmer
Waitakere Road Safety Steering Group	Helen Jones
McLaren Community Park Project	Steve McDonald
Taipari Strand Community Group	Leo Nobilo
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge Helen Jones
Hearings	Elizabeth Grimmer Wayne Bainbridge (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge
Lower Oratia Stream Reserve Management Plan Subcommittee	Stephen McDonald Leo Nobilo

