

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON THURSDAY, 1 JUNE 2006, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 4 May 2006

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 4 May 2006, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

- (i) the Board by resolution so decides; and
- (ii) the 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 **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**

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**

Now that June 2006 is here we are already half way through the year and Annual Plan submissions have commenced.

Rutherford Schools Travel Plans

This group is now extremely enthusiastic and I am sure progress will be made very quickly. Clear consensus has been reached on a number of issues.

Vodanovich Road Traffic

The working group have held a very positive meeting with the Council officers and all now understand all each others point of view. It was a great meeting with a large number of solutions agreed upon.

Waitakere Business Awards

This was an outstanding evening and showcased Waitakere City and the wonderful and innovative businesses in our City.

Corban Estate

I attended a workshop on this and found it very interesting. The Councillors listened to the issues that have arisen at Community Board meetings around this area and our concerns and these have been included in further reports to be brought back to the Board. My thanks to Councillor Lawley and the Councillors for allowing me to remain for the workshop.

Pringle Park Bowling Club

At the closing day for the club a photo was unveiled in memory of Jack Pringle after whom Pringle Park was named. Jack was the Community Constable for many years and many of the residents still speak about the days when he was there. His wife and family attended and unveiled the photo. It was a really lovely day.

Auckland Regional Community Board Executive Meeting

This was held last Saturday. A remit being sponsored by Waitakere City to the Local Government New Zealand Conference to give Councils greater powers over traffic control was supported by all present. A very professional presentation was given by the Manukau representative on the 2007 Conference and I am sure we will all want to attend.

Roading Issues

I am concerned that roading/footpaths that were approved for the 2005/2006 year are still incomplete nearly a year since we requested them. I hope next year we will be given clear time guidelines on when we can expect these sorts of projects to be completed. The officers are still to advise the date of the Ward Tour which we requested at the Transport workshop.

Te Atatu Park Reserve Management Plan

The draft Management Plan is now completed and the advisory group will meet before the Community Board meeting to finalise this before presentation to the City Development Committee.

Henderson Business Presentation

The presentation which was held at the Unitec theatre was extremely successful and promoted a great deal of interest. I am sure the Business Network group will now be established which will give the retailers a united voice to bring to Council.

Representation Review

Council have voted that four wards will remain but Waitakere Ward will only have one Councillor. There will be five Community Board members each in Massey, New Lynn, Henderson with six in Waitakere.

RECOMMENDATION








That the Chairperson's Report be received.

Elizabeth Grimmer, MNZM

CHAIRPERSON



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
Taipari Strand Car Park Upgrade Officer's Report	This project is currently underway and will be completed by the end of May 2006.	Andreas Lilley  836 8000 Ext 8553
Cranwell Park Car Park Upgrade Officer's Report	Initial design work has been completed on the resealing of the car park. It is anticipated this project will proceed to tender in September 2006, with an anticipated completion date in January 2007.	Andreas Lilley  836 8000 Ext 8553
Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand Officer's Report	This project is currently going through the consent process. The consent has been a combined notified consent by Auckland Regional Council and Waitakere City Council. Awaiting submissions.	Debbie Chapman  836 8000 Ext 8303
Tui Glen Stage 2 Development Officer's Report	Work is progressing well on the new section of road and car park at Tui Glen Reserve although there have been delays due to the recent rain. The contract completion date is early July 2006. The New Zealand Motor Caravan Association is now using the depot for short stays and has reported that their members are happy with the facilities.	Mandy McMullin  836 8000 Ext 8792
Catherine Street Footbridge Officer's Report	The overhead canopy on the footbridge over the Oratia Stream linking West City Plaza and Catherine Street in Henderson is due for removal in late May 2006, early June 2006. The Plaza operator has been informed of the removal and has no objections. The canopy is the target of frequent tagging and substantial repairs and modifications would be required to maintain the structure. This work will be undertaken in conjunction with replacement of the handrails on the footbridge which is required to meet safety standards.	Grant Jennings  836 8000 Ext 8537
Planting and Re-vegetation Officer's Report	Re-vegetation planting and weed control is underway at Glendene Reserve, Epping Esplanade, Hindmarsh Green, McKinley Park, Taipari Strand and Wakeling Park. The project is due to finished in June 2006.	Andreas Lilley  836 8000 Ext 8553
Parking Issues in Buscomb Avenue Resolution No. 87/2006 9 February 2006 Public Forum	This issue has been consulted on. A report is due to come back to the Board in July 2006.	Paul Schischka  836 8000 Ext 8742

Issue	Comments	Reporting Council Officer
<p>Road Safety Issues - Vodanovich Road Resolution No. 90/2006 9 February 2006 Public Forum</p>	<p>Community Board Members and Council officers have met with representatives of the residents. Further investigation and design work is being undertaken.</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>
<p>Queen Palms - Catherine Mall Resolution No. 795/2006 4 May 2006</p>	<p>Part of the detailed construction design phase involves identifying all items within the project area that need to be removed to implement the signed off concept plan. This includes such items either due for replacement such as old rubbish bins, seats, lights and metal guards. The landscape plan also proposed the removal of some pavement trees including the queen palms in Catherine Mall. It had been identified in the past that trees over public walking and seating areas in Catherine Mall were problematic for a number of reasons including bird droppings and high maintenance costs, therefore, the new design showed replanting the large nikau palms only within the main landscape area away from the public movement areas. The landscape plan for Catherine Mall was well consulted on during the local public meetings and accepted.</p> <p>Council staff are involved in the identification process of items to be removed throughout the whole project area and the queen palms were part of this process and were deemed costly to remove, replant and had a high risk of not surviving. Any removals not required to be recycled by Council automatically become the property of the contractor. The queen palms were uprooted as part of the seat garden demolition process and removed from the site. They have been located and 3 have died due to the removal shock and 2 may be able to be rescued and replanted elsewhere in the City. Council officers intend to have the remaining 2 removed to the Techscape nursery for replanting.</p>	<p>Janet Hannan ☎ 836 8000 Ext 8527</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Levels of Service Consultation	8 September 2005 Resolution No. 1765/2005	6 July 2006	Tony Miguel  836 8000 Ext 8294
Project Twin Streams - Millbrook Road Cycle and Walkway	4 May 2006 Resolution No. 793/2006	6 July 2006	Tony Miguel  836 8000 Ext 8294
Safety Issues when Crossing Sel Peacock Drive	9 February 2006 Resolution No. 88/2006 Public Forum	6 July 2006	Adam Moller  836 8000 Ext 8750
Parking Issues in the Main Street, Henderson	4 May 2006 Resolution No's. 778/2006 and 779/2006	6 July 2006	Paul Schischka  836 8000 Ext 8742
Bancroft Park	8 December 2005 Resolution No. 2432/2005	6 July 2006	Gyles Bendall  836 8000 Ext 8424
Parking Issues Outside 382-386 Te Atatu Road	4 May 2006 Resolution No. 785/2006	3 August 2006	Paul Schischka  836 8000 Ext 8742
Repairs to Coronation Bridge, Henderson	4 May 2006 Resolution No. 777/2006	3 August 2006	Tony Miguel  836 8000 Ext 8294
Project Twin Streams Update Four Monthly Progress Report	4 August 2005 Resolution No. 1492/2005 Last updated 6 April 2006	3 August 2006	Tony Miguel  836 8000 Ext 8294

RECOMMENDATION

That the Committee Secretary's Report for 1 June 2006 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 PROJECT TWIN STREAMS CYCLE AND WALKWAY - CONSULTATION FEEDBACK

PURPOSE OF THE REPORT

The purpose of this report is to present the Henderson Community Board with a summary of the community feedback on the proposed new cycle and walkway alongside the Upper Opanuku Stream.

BACKGROUND

A1 Project Twin Streams Infrastructure Auckland application included the development of a combined cycle and walkway from Pak n Save in Henderson, through Corban Estate to Border Road, then from Border Road along the Opanuku Stream to Henderson Valley Green. The route will then join onto Henderson Valley Road, and from there it will end at South Kensington Way. The aim is to link Henderson Valley, Sturges and Henderson South residents to the Henderson town centre as a commuter and shopping link, and to provide safe and attractive cycling and walking opportunities in and around Henderson and Henderson Valley. A plan showing the location of the cycleways is included in at page A1.

Eight businesses adjacent to the cycle and walkway link from Pak n Save to Great North Road were sent a letter outlining the link and showing it on a map, and were invited to ask questions or provide comment. No responses were received. Discussions are being held with the business owner on the corner of Alderman Drive and Great North Road to finalise the alignment of the cycle and walkway in that area.

Consultation on the route from Corban Estate to Border Road (Stage One of the cycle and walkway programme) occurred in August 2005 and September 2005 and resource consent for this part of the route has been granted. Stage Two of the programme involving Border Road to South Kensington Way was consulted upon during April 2005 and early May 2005 and this report presents the feedback received.

STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's major projects and will contribute to implementing the vision of Waitakere as an Eco City through all of Council's strategic objectives and platforms. The vision for Project Twin Streams is *Working Together for Healthy Streams and Strong Communities: Creating a Sustainable Future*.

ISSUES

Thirty three people sent in feedback forms or made phone contact to provide their feedback. A separate process is taking place with the Henderson Valley Pony Club as the route extends through the back of the property they lease from Council, and this is discussed separately within this report.

The feedback is presented under the headings provided in the feedback form sent to residents. Unless otherwise stated one person each made the comments outlined.

Are the links and paths joining the cycle and walkway network to other routes in the right places?

Nineteen people felt that the links and paths were in the right places (note that not all people responded to this question). One person sought more access points to the cycle and walkway from the Sturges side of the stream, and another a cycleway from Sturges Road along Swanson Road and along Rathgar Road; stating that Rathgar Road is congested with three schools in the area and is dangerous for cyclists.

A further person wanted the route to go on the other side of the stream altogether, to move it away from housing, put it on higher ground, connect it to houses in Sturges Road and provide for a more scenic route through bush. This person will be contacted to explain why the current route was chosen and difficulties associated with using the other side of the stream.

How can we make the cycle and walkway safe and user friendly?

Feedback from the community raised the following suggestions:

- Provide barriers to separate cyclists and cars along Henderson Valley Road;
- Dog proof fencing where necessary;
- Lighting at night (five people mentioned this);
- Regular security patrols;
- No dark places along the route or places where people can hide;
- Do not have sharp or blind corners;
- Plenty of access points on and off the route;
- Keep the route flat, wide and open to public view;
- The pathway comes out at a busy part of Henderson Valley Road near a corner; this area needs a widened path or the path to be placed back off the road;
- Provide signs with two lanes with arrows at regular intervals (to indicate a keep left rule);
- Have a volunteer patrol of locals to keep it clean and ensure no vandalism or lurkers;
- Durable surface so the path will not crack;
- No planting encroaching on the path;
- Good signage and markers of the distances involved;
- Security cameras at entrances and part way along the tracks;
- Seats along the walkway to rest if required;
- A green area that could be dog free with an agility course;
- A confidence course so children and adults can test their fitness;
- Rubbish bins, toilets, play areas;
- Police could monitor the route by riding bicycles down it;
- Maori Wardens could help monitor the route.

What local stories, history or special features would you like to see along the cycle and walkway network?

Feedback from the community raised the following suggestions:

- Success stories and profiles about New Zealand athletes who won medals in the Commonwealth Games;
- Any area of historical interest highlighted by story boards;
- Local history, settlers, the logging/milling past, history boards;
- Donation plaques, for example Warkworth along the river has this and for \$50 you can have a named timber plaque;
- Characteristics of the Opanuku Stream, e.g. names of trees;
- Signs to direct you to streets and locations along the track, and time/distance to the next turn-off.
- Maori history relevant to the area, West Auckland heritage.

One person did not support providing art work or signs as they may get vandalised.

What artwork would you like to see along the route?

Feedback from the community raised the following suggestions:

- Just natural vegetation appropriate to the region (five people made this comment);
- Use West Auckland artists;
- A picture of the kiwi bird;
- Tactile art, things that children can feel, touch and move, that are not easily damaged;
- Murals of historic elements;
- Modern art, something colourful;
- Maori, local and Pacific art;
- Art work from local schools, kindys and local artists;
- Incorporate art in essential structures such as lights and signs;
- Ask local graffiti artists to provide an art work (this may prevent tagging).

Ideas to encourage the use of the cycle and walkway network

Feedback from the community raised the following suggestions:

- Involve local schools, organise a school walking bus and advertise in school newsletters;
- Make sure they are well sign posted (three people indicated that good signage would encourage use);
- Group walking activities, have games in the area;
- Provide water stops every 2km;
- Provide an obstacle course and a fitness bench and tips;
- Extensive promotion;
- A natural verge for those who do not want to run on concrete;
- Undertake a high level of maintenance (three people made this comment);
- Have cycle the walkway or walk the walkway days;
- Family fun days with entertainment, and focus on children;
- Provide shelter stops along the way, encourage kayaking;
- Save our bird life;
- Prohibit motorbikes and other automated vehicles.

A number of people referred to safety issues as outlined above – perceived and actual safety will be key to the level of use of the cycle and walkway.

Further comments

Five people explicitly expressed support for the project and looked forward to its completion as soon as possible. One person appreciated the opportunity to contribute and thanked Council for the good work that it does. One vineyard owner in the area did not support the cycle and walkway for safety and security reasons, and staff will meet with this person to work through their concerns.

Henderson Valley Pony Club

The Henderson Pony Club has a lease with Council to the end of 2019, and the cycle and walkway goes through the back of this land. One meeting with the Executive of the Club and a walkover had been held with Pony Club members as of 12 May 2006. While amenable to the cycle and walkway going ahead, key concerns of the Club are the safety of horses and the public, the encroachment of the cycle and walkway into their cross country route, separating the horses and cyclist/walkers, maintenance, flooding, possible access to Henderson Valley Green and whether the horses could use the cycle and walkway. These issues are being worked through via the detailed design work and will be negotiated with the Club Executive and Parks management.

RESOURCES

This route is being resourced via funding received from Infrastructure Auckland (now Auckland Regional Holdings).

The project budget is \$9 million and has been included in the draft Long Term Council Community Plan 2006-2016.

CONCLUSION

Safety and maintenance were the key issues people had regarding the route, and the community feedback is generally positive. A safety and access audit has been undertaken of the route and all of the feedback will be addressed as part of detailed design work and the resource consent process. The aim is to begin construction of the cycle and walkway early in 2007 and the local community will be kept updated through communications in the Waitakere City News and other local media. Processes are in place to work with two affected parties (the Pony Club and vineyard owner) to negotiate an agreeable outcome.

RECOMMENDATION

That the Project Twin Streams Cycle and Walkway - Consultation Feedback report be received.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



9 NEWINGTON ROAD, HENDERSON - NEW NO STOPPING CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install a new 'No Stopping' control in Newington Road.

BACKGROUND

A resident of Newington Road has contacted Council requesting a 'No Stopping' control be installed on the northwest side of Newington Road where it intersects with Great North Road in order to prevent drivers from parking in a location which obstructs the flow of traffic. The resident has experienced traffic delays due to parked vehicles in the above location. These vehicles also impede vehicles turning left as they have to wait in the queue of right turning vehicles first before they can approach the intersection with Great North Road.

STRATEGIC CONTEXT

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

'No Stopping' lines can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The lane width of the section of Newington Road that approaches Great North Road is four metres. When vehicles are parked alongside the kerb, the remaining clearance of the lane is not sufficient to allow two cars to pass at the same time.

Great North Road is classified as an arterial road with high volume flow of traffic and it takes right turning vehicles extra time to find suitable gaps when exiting Newington Road. Therefore if a car is parked, left turning traffic will not be able to approach the intersection and would be sitting and waiting within the queue for turning right vehicles

The occupants of nearby properties were consulted regarding the proposed changes by letter. No replies have been received.

A2

The location of the proposed new 'No Stopping' control is shown on the aerial photograph is attached at page A2.

RESOURCES

The proposed parking controls can be implemented under the 2005/2006 maintenance budgets.

CONCLUSION

The proposed 'No Stopping' line in Newington Road is recommended to ensure that delays will not occur in the flow of traffic.

RECOMMENDATIONS

1. That the Newington Road - New No Stopping Control report be received.
2. That in relation to the **NEWINGTON ROAD**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) that a new '**NO STOPPING**' line be put in place on the northwest kerb of **NEWINGTON ROAD** alongside the kerb line to the east of the vehicle crossing of number **1A NEWINGTON ROAD**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Jinjiang Zhong, Transport Engineer.



10 TE ATATU ROAD/OLD TE ATATU ROAD ROUNDABOUT - TRAFFIC ASSESSMENT

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board about the Council's review of traffic congestion in the morning peak period at the Te Atatu Road/Old Te Atatu Road roundabout.

BACKGROUND

The rationale for Te Atatu Road/Old Te Atatu Road roundabout is that it would provide:

- Safe convenient access to the park and to the southbound side of Te Atatu Road for residential catchments to the west of Te Atatu Road;
- Enhanced traffic calming for wide straight Te Atatu Road;
- A formal safe entry point to the Harbour View - Orangihina Park.

However, complaints were received in February/March 2005 regarding its performance. These coincided with the start of the new-year for tertiary education, and acceptable conditions were expected to re-establish when travel patterns settled. This has proved to be the case and no further complaints were received in 2005.

This year, between February and May, more complainants contacted Council and four main issues were raised in the complaints, as follows:

- Southbound traffic has to give way to northbound traffic that U-turns at the roundabout to get priority access to the eastbound motorway on-ramp from the peninsula;
- Southbound traffic has to give way to eastbound traffic that right-turns from Old Te Atatu Road to get priority access to the same motorway On-ramp and Te Atatu South;
- Unacceptable delays experienced by southbound traffic on the main route at the roundabout (increases in delay of 20 to 30 minutes are claimed by some complainants);
- Am-peak traffic increase in Old Te Atatu Road conflicts with children and traffic arriving at Rutherford College.

In April 2005 and October 2005 Council officers submitted reports to the Henderson Community Board regarding these issues. Traffic counts were undertaken and the reports concluded that the adverse conditions of concern were a seasonal aberration related to the start of the primary, secondary and tertiary education years, and to the return of commuters from summer vacations.

STRATEGIC CONTEXT

The Waitakere City Council's integrated Transport and Communication platform is about making sure that 'people can get easily and safely to where they need to go by walking, cycling, passenger transport or private vehicle, and that businesses can efficiently move their goods and services'.

Congestion occurring at the Te Atatu Road/Old Te Atatu Road roundabout is contrary to Council's vision and objectives for transport and therefore requires further investigation to assess performance and identify justifiable improvements.

ISSUES

Congestion and Delay

Relative to the number of drivers, the number of complainants is small and claims of additional delays of 30 minutes at the roundabout are considered to be highly exaggerated. Measured delays have been reported to the Board, refer to the 7 April 2006 Henderson Community Board agenda report (Te Atatu Road/Old Te Atatu Road Roundabout: Traffic Congestion).

Observation of general traffic movements through this roundabout shows that delays at the roundabout are not abnormal and that the short-lived, worst condition stems from queues backing up to the roundabout from the motorway on-ramp. This occurs occasionally and is not affected by the amount of traffic choosing to make the right turn from Old Te Atatu Road. It is, however, exacerbated by the extra traffic making the U-turn, as this traffic has the alternative of using the other on-ramp to Auckland.

In view of the recent complaints traffic volumes and queues were again monitored on Wednesday 3 May 2006, for the period 6.00 am to 9 00 am.

The results (rounded to five veh/hour) are tabled below for the worst hour, 7.00 am to 8.00 am, alongside previous results for comparison.

Road Name	Movement	COUNTS		
		March 2005	August 2005	May 2006
Te Atatu Road	U-turn	300	195	220
Old Te Atatu Road	Right- turn	245	Not Counted	490

These counts show:

- No significant increase in the U-turn (allowing for day to day fluctuations). This is the turn that affects overall delay for northbound traffic;
- A significant increase in the order of 100% in the right turn from Old Te Atatu Road. It is noted that one of the purposes of this roundabout is to cater for this turn. Prior to the introduction of the roundabout some of the right turning traffic would have tracked back to right turn at the Gloria Avenue roundabout.

The conclusion that can be drawn from traffic counts is that the roundabout is performing exactly as expected. However, due to the number of complaints from the community it may be desirable to improve the performance of this intersection if feasible and if other benefits can be identified.

Strategic Corridor Studies - Te Atatu Road

Council has developed a scheme plan for Te Atatu Road improvements between the Edmonton Road and the Titoki Street intersections and provided for this in the draft Long Term Council Community Plan 2006-2016.

A vital element of this plan is to designate the northbound kerbside lane (south of the Motorway) for use by buses and high occupancy cars only. This is to improve travel by favouring buses and high occupancy cars, thus encouraging a shift to these modes and a reduction in overall traffic volumes.

This scheme will, however, increase the pressure in the other northbound lane and introduce a tendency for more drivers to U-turn at Te Atatu Road/Old Te Atatu Road roundabout.

This could be countered by replacing the roundabout at Te Atatu Road/Old Te Atatu Road intersection with traffic signals. Although this measure would block the U-turn completely the right turn would continue to be provided for and southbound traffic would still have to give way.

Signal Controlled Pedestrian Crossing

Council had planned to provide a 2-stage isolated signal controlled pedestrian crossing of Te Atatu Road to the north of the Old Te Atatu Road intersection. This was to serve children attending the schools on the west side, and residents of the west side wishing to access the Harbour View-Orangihina Park.

However, outcomes of school travel plans for the Rutherford cluster are that such a crossing is preferred right at the intersection.

Cycling Strategy

In 2005 Council produced and adopted an integrated City-wide cycling plan. This plan designates Te Atatu Road as the main route for cyclists on the Te Atatu Peninsula. Cyclists can usually be more safely treated at signal controlled than at roundabout controlled intersections.

The replacement of the roundabout with traffic lights will improve the main cycle route on Te Atatu Peninsula.

Traffic in Old Te Atatu Road

The increase in through traffic in old Te Atatu Road in the morning peak is a concern of the Westside schools.

This issue has not been investigated but it is possible that some reduction through traffic would result by replacing the roundabout at the old Te Atatu Road / Te Atatu Road Intersection with traffic signals.

Bus Services

Buses serving Te Atatu Peninsula now use Te Atatu Road and Old Te Atatu Road to head south to the Motorway-ramp and Henderson. Traffic signal control of the Te Atatu Road/Old Te Atatu Road intersection could incorporate special timing and lanes to facilitate bus movements and encourage the use of passenger transport. This could be integrated with Transit's proposed metering of the Motorway Ramp.

Spiral On-ramp to Auckland

The volume of traffic and degree of delays for traffic using the spiral on-ramp to Auckland in the am peak period is considerably greater than for the traffic using the peninsula on-ramp.

Elimination of the U-turn at the Te Atatu/Old Te Atatu roundabout would result in increased safety risks for traffic at the entrance to the spiral ramp, where there is a tendency for drivers to use the through north lane and cut into the left lane, and increase delays for traffic using the spiral ramp.

The proposal could also have a flow on effect of reducing capacity for traffic using the peninsula on-ramp, with a resultant increase in queuing and delay for the remainder of traffic using that ramp.

RESOURCES

The draft Annual Plan 2006/2007 includes \$ 340,000 for new traffic signals and this would fund installation of traffic signal controls at the Te Atatu/Old Te Atatu Road intersection.

CONCLUSION

Although traffic delays associated with the roundabout are not extra-ordinary, and the U-turn that would increase these delays has not increased significantly since August 2005, a number of new factors now suggest that a change to traffic signal control would have benefits besides preventing traffic from Te Atatu South U-turning at the roundabout. The benefits are as follows:

- Protection against an increase in U-turning that could result from the Te Atatu Road South traffic corridor development plan;
- Prevention of existing U-turning at the roundabout;
- Some reduction in right turning traffic from Old Te Atatu Road;
- Some reduction in am peak traffic in Old Te Atatu Road;
- Signal controlled pedestrian crossing facilities for Te Atatu Road in the preferred location, this is also supported by the school travel plans;
- Enhancement of safety for cyclists using the designated Te Atatu peninsula cycle route;
- Provision of signal pre-emption and special traffic lanes for buses.

There could, however, be deterioration in traffic movements and safety at the entrance to the spiral onramp to Auckland in the am peak period.

RECOMMENDATIONS

1. That the Te Atatu Road/Old Te Atatu Road Roundabout: Traffic Assessment report be received.
2. That approval be given to install traffic signal controls for the Te Atatu Road/Old Te Atatu Road roundabout.

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



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
Waitakere Road Safety Steering Group	Helen Jones
McLaren Community Park Project	Steve McDonald
Taipari Strand Community Group	Leo Nobilo
Te Atatu Peninsula Reserves Management Plan	Wayne Bainbridge Elizabeth Grimmer
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge Helen Jones
Hearings	Elizabeth Grimmer Wayne Bainbridge (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge
Lower Oratia Stream Reserve Management Plan Subcommittee	Stephen McDonald Leo Nobilo Cr Assid Corban (alternate)
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Grimmer Leo Nobilo

