

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 5 JULY 2007, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 6 June 2007

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Wednesday, 6 June 2007, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 PRESENTATIONS

A NEW ZEALAND POLICE

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

B LIQUOR BAN PROCESS

The Alcohol Project Leader, Safe Waitakere, will present to the Henderson Community Board an overview of the liquor ban process.



5 PUBLIC FORUM

Public Forum will take place at 7.00 pm.

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

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

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



6 CHAIRMAN'S REPORT

This month the highlight was the presentation to the Board, at the New Zealand Community Boards' Conference, of the Best Practice award in the Safety Category. The conference was challenging. There are considerable differences in delegations between the Community Boards in New Zealand. The speakers, in some cases, challenged delegates thinking and other speakers explained some opportunities for advocating the Board's role on behalf of the community.

New Zealand Community Board Best Practice Award

At the New Zealand Community Board Conference, the Board was awarded the "Safety Award" for the road safety improvements' project in Vodanovich Road, Te Atatu South. This was a very proud moment for Board Members present. This is the first Award to be won by a Community Board in Waitakere. This Award would not have been possible without the support and expertise of a number of officers, including Group Manager: Asset Management, Principal Engineer: Transport Assets, Transport Assets Engineer and Group Administrator, Senior Road Safety Co-ordinator and TravelWise Co-ordinator and Communicator who prepared the entry. A huge thank you to all involved.

Youth Facility

On the 6 June 2007 the celebration launch of Zeal as the Youth Facility providers for Waitakere was held. Zeal are going to make a difference to opportunities for our youth to join together and enjoy themselves and the enthusiasm of all involved is exciting. The City has yet to inform and involve the general youth of the City and a Youth Concert in the Park event in the City over the summer may be the best way to achieve this with Zeal displaying all their plans for the future. The Board may consider recommending that this proposal be considered.

Waitakere Pacific Board

The Waitakere Pacific Board in its Annual Plan 2007/2008 submission extended its gratitude and appreciation for the presence and support to the Henderson Community Board. The Board has enjoyed its participation with the Waitakere Pacific Board and appreciated their dedication to their community. The Board wishes them every success in their future endeavours.

Henderson Toilet Signage

A request has been received for the unconsented name sign to be reinstated at the Henderson Toilets. This would need to be referred to Council officers as the Board does not have delegated authority to name streets or buildings.

Annual Plan

The responses to submissions received have been presented in the most concise and clear way and this has made deliberations very easy to follow. Every submission has been reviewed by the Long Tern Council Community Plan and Annual Plan Special Committee. There have been a few submissions received for the Henderson Ward (mostly roading) and these will be referred to the Board in due course.

Te Atatu Peninsula Revitalisation

There have been four focus group meetings held, all with positive ideas and feedback. The groups have in most cases given clear direction on what they wish to happen in Te Atatu Peninsula in the future.

Sunnyvale Traffic Issues

The first meeting with the Sunnyvale Residents & Ratepayers Association was held on 18 June 2007 to identify concerns and the way forward to address and communicate these with the community. Council officers will report back to the Association in August 2007 with a list of the programmed roading improvements, and those still outstanding, which will then go out to the community for consultation.

Neighbourhood Support Waitakere

A steering group has been formed and a General Meeting will be held in November 2007, after the new constitution has been registered, to elect a committee. This re-establishment has been a Henderson Community Board initiative, professionally supported by Council officers of Safe Waitakere. If Members are in contact with any of the past co-ordinators, please ask them to contact Gill Evans, Safe Waitakere, with their details in order that those details can be added to the register of co-ordinators.

Te Atatu South Schools' Cluster Travel Plan

These meetings are always enthusiastic with real progress being made on suggested safety improvements in their area.

RECOMMENDATIONS

1. That the Chairman's report be received.
2. That it be recommended to the Director: Public Affairs to investigate with Zeal the concept of a Youth Concert during the summer to launch Zeal to the youth of Waitakere.
3. That the request for signage on the Henderson Toilets be referred to the Strategy Unit for further consideration in light of the review of the roading and streetscape in Henderson.

Elizabeth Grimmer, MNZM

CHAIRMAN



7 COMMITTEE SECRETARY'S REPORT

	Issue	Comments	Reporting Council Officer
1.	Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand Officer's Report	A detailed design will be undertaken in 2006/2007 and 2007/2008. Physical works are scheduled to be undertaken in 2008/2009 and 2009/2010.	Debbie Chapman ☎ 836 8000 Ext: 8303
2.	Tui Glen Stage 2 Development Officer's Report	Detailed design work commenced for Stage 2 development in April 2007. Work includes further access way upgrades, parking areas, landscaping, and paths. Resource consents are programmed to be lodged by August 2007. Physical works will commence from November 2007.	Andreas Lilley ☎ 836 8000 Ext: 8553
3.	Riverpark Reserve and Gloria Park Car Park Officer's Report	Investigations are continuing on the resealing of the two car parks for 2007/2008. Geotechnical investigations will be completed by July 2007, and the detailed design will be finalised by August 2007. Tendering of these works will take place by October 2007.	

	Issue	Comments	Reporting Council Officer
4.	Community Board Minor Parks Projects Officer's Report	<p>The status of each project is as follows:</p> <p>Chapman Strand Two specimen trees were planted in June 2007.</p> <p>Jack Pringle Sports Park The planting along the bowling club fence line was undertaken in June 2007.</p> <p>Barry's Reserve The playground upgrade was completed in June 2007.</p> <p>Road Reserve at Intersection of Edmonton Road and School Road Planting was undertaken in June 2007.</p> <p>Wainamu Bay Reserve The path installation was completed in June 2007.</p>	Katharine Slack ☎ 836 8000 Ext: 8779
5.	Shopping Trolleys in Streams Public Forum 3 May 2007	<p>The issue around shopping trolleys in streams has been investigated and there has been a reduction in the number being found in the streams.</p> <p>Two shopping trolleys were found near Codlin Foot Bridge, Trading Place and one shopping trolley was found at Rata Street Road Bridge.</p> <p>Sel Peacock Road Bridge, Great North Road Bridge, Falls Road Bridge, Falls Footbridge and Rewarewa Footbridge were found to have had no shopping trolleys dumped.</p>	Jack Burton ☎ 836 8000 Ext: 8551
6.	Inadequate Access to the Hart Domain Playground for Disabled People Public Forum 3 May 2007	A disabled car park was provided adjacent to Hart Domain in the corner of the shopping complex car park. The disability car park is next to the path that leads into the park which is good and safe access for users. Also lots of people park in the shopping centre car park to use the park as there is close access to the playground. There is also other general Council parking available in the road and some pull in bays for users of Hart Domain.	Katharine Slack ☎ 836 8000 Ext: 8779
7.	Broken Footpaths on RAILSIDE AVENUE and VIEW ROAD, HENDERSON 3 May 2007 Public Forum	<p>The design is being finalised for the footpaths in RAILSIDE AVENUE, HENDERSON to be redone up to the VIEW ROAD intersection. Construction is expected to be undertaken from October 2007 to December 2007 which will include the construction of the cycleway also.</p> <p>Permanent repairs have been made to the footpath in VIEW ROAD, HENDERSON from GREAT NORTH ROAD to CHOICE AVENUE, i.e. all the dangerous sections have been replaced. The remaining sections of broken footpath in VIEW ROAD will be undertaken in the next financial year.</p>	Sue Liddell ☎ 836 8000 Ext: 8736

	Issue	Comments	Reporting Council Officer
8.	<p>Concerns Around Safety on Pedestrian Crossings and Playgrounds on Vitasovich Road, Sunnyvale</p> <p>3 May 2007 Public Forum</p>	<p>Council officers advise that a search of the Land Transport NZ database shows there have been four reported accidents at this pedestrian crossing in the past five years. This included one minor injury to a pedestrian being struck, two rear-end type non-injuries and one minor rear-end type injury to a passenger.</p> <p>Council officers will review this pedestrian crossing to see if any improvements can be made.</p>	<p>Sue Liddell ☎ 836 8000 Ext: 8736</p>
9.	<p>Tui Glen Reserve Officer's Update</p>	<p>Community Waitakere (previously WADCOSS), in early June 2007 lodged their resource consent and building consent for the new building development on Tui Glen Reserve.</p> <p>The consent currently on hold, pending further information as requested from the Council consent planners. There is currently no information as to whether the consent will be notified or non notified - this is yet to be determined.</p> <p>Council officers, with representatives from Community Waitakere, are meeting with an affected neighbour to discuss a number of issues and concerns, and to present a proposal for a fence design on Tuesday, June 2007.</p>	<p>Renee Davies ☎ 836 8000 Ext: 8118</p>

	Issue	Comments	Reporting Council Officer
10	Community Planting on Parks Project - Waitemata Harbour Foreshore Reserve Officer's Report	<p>As part of the Green Network Programme, there is a yearly budget allocated for groups and individuals within the community that want to jointly work with the Council to improve park land in their area, with the intent of encouraging ongoing public ownership and care for local parks and reserves.</p> <p>The draft Waitemata Harbour Foreshore Reserves Management Plan has identified that many of the land locked reserves along the foreshore adjacent, in particular, to industrial sites, are in need of improvement and restoration. Much of this work will require collaboration with adjacent land owners to achieve this. Council officers were approached by a new owner of one of the industrial sites in 10 Avenger Place with a desire to work with Council to improve and restore the esplanade reserve adjacent to his industrial site. The land owner has already completed some major rubbish removal and tidy-up of this site.</p> <p>Council officers have initiated a project which will see the site improved as an example of how industrial sites can interact in a positive way with adjacent esplanade reserves and provide a test case for Council/community partnerships in such locations. Council officers would like to be able to progress this partnership as a way to gain long term improvement to the esplanade reserves along both the Waitemata and Manukau Harbours.</p> <p>Preparation work on the esplanade reserve has occurred in June 2007 with the site owner and other interested community members becoming involved in the planting of the esplanade reserve from July onwards.</p>	Renee Davies ☎ 836 8000 Ext: 8118

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	August 2005 Resolution No. 1492/2005 Last updated 30 April 2007	6 September 2007	Tony Miguel ☎ 836 8000 Ext: 8294
Request for a Footpath from Rangeview Intermediate School to the Car Park at Edmonton Park	6 June 2007 Public Forum	6 September 2007	Sue Liddell ☎ 836 8000 Ext: 8736

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Report Detailing the Impacts of the Second Construction Phase Consisting of the Henderson Youth Facility, the West Wave Recreation Centre and the Information Management Offices and the Impacts of Parking and Parking Restrictions Once Construction Has Been Completed	6 June 2007 Resolution No. 1028/2007	6 September 2007	Stephen Drumm ☎ 836 8000 Ext: 8818

RECOMMENDATION

That the Committee Secretary's Report for 5 July 2007 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 AUCKLAND REGIONAL GOVERNANCE

PURPOSE OF THE REPORT

The purpose of this report is to enable, at the request of Council, the Henderson Community Board to consider proposals to strengthen regional governance.

BACKGROUND

A1-A59

At its meeting of 30 May 2007, Council received a report on Regional Governance. A copy of this report, together with the accompanying material on the Strengthening Regional Governance project, is attached at pages A1 to A59. In response to this report the Council resolved:

"That the matter regarding the Auckland Regional Governance be deferred until after an urgent workshop on the subject has been held."

945/2007

and

- "1. Pursuant to Standing Order 27.18 notice is given that the following Council resolution (671/2007) relating to Watercare dividend will be rescinded at the Council meeting which will be held after the urgent workshop on Auckland Regional Governance:*

"That Watercare ownership be retained by the territorial local authorities as a Council Controlled Organisation and that it be able to pay a dividend which can be used by the territorial local authorities for the Three Waters."

671/2007

- 2. That the report on the Auckland Regional Governance be referred to Te Taumata Runanga and the four Community Boards for their information and feedback to Council."*

946/2007

The matter was further considered at the meeting of the City Development Committee Meeting held on 7 June 2007. The Committee resolved:

- “1. That the Council acknowledges and confirms the essence of the problem statement agreed at the outset of the project, and in particular the need for improved arrangements for the region to effectively partner with and negotiate with central government in order to achieve international competitiveness as a city-region, and manage long-term development more sustainably.
2. That the Council acknowledges that the proposals for reform constitute a start on a process of evolutionary (rather than sudden) change to address these issues, but notes that further and wider reforms may be desirable in the medium term.
3. That Waitakere continues to support the proposals outlined in December 2006, and refined in the report of 16 May 2007. In order to advance and consolidate those proposals, Waitakere resolves to respond to the specific issues raised as follows:

(a) **GAC/ARC**

Recommend status quo

- The **name** Auckland Regional Council should be retained.
- The **role** of the ARC should remain unchanged other than as a result of changes agreed in this process.
- The **leader** should continue to be appointed by members.
- The **membership** should remain as at present - 13 councillors elected across 6 constituencies aligned to TA boundaries.

(b) **Regional Sustainable Development Forum (RSDF)**

Recommend that the RSDF is the key new institutional mechanism for achieving agreement and collective responsibility at local, regional and national level for the development programme for the region.

- The RSDF should be constituted as a **standing committee** of the ARC, using the provisions of sections 37SE - 37SH of the LGA74 in the first instance, if appropriate.
- The key function of the RSDF should be to prepare and recommend to the ARC, for adoption, the **One Plan** as a means of co-ordinating and integrating regional strategies for landuse (lead) transport, other infrastructure, economic, social and cultural development, and environmental performance.
- The RSDF should be the mandated primary **point of contact** for the government in engaging with regional development and planning issues that affect the whole region.

RSDF Representation

- Council Representation:
 - ARC: 4 members (Committee Chairs?)
 - Cities: 2 members each appointed by each Council
 - Districts: 1 member each appointed by each council
- Central Government representation:
 - 3 - 5 ministers or delegates (recognising the importance of this relationship)
 - Mana Whenua representation

- *The reason for Mana Whenua representation appears to be founded on the exercise of the Crown's Treaty partnership obligations, which elevates this group above stakeholders. Difficulties might be anticipated in providing an adequate resourcing and backup for these representatives. Until Treaty settlements are concluded, WCC recommends that the Minister of Maori Affairs hold specific representation on the Forum with the ability to appoint Mana Whenua representative(s) as his delegates, and for his Ministry of Maori Development to provide consultation and back up support for those representatives.*
- *It is recommended that the maximum membership should be 20 representatives.*

RSDF Machinery of Government

- *The RSDF Chair should be appointed by the ARC from amongst the Forum members on the recommendation of the RSDF.*
- *RSDF decision-making should be consensus whenever possible. If that fails, decisions should be by majority decision, but when decisions are to be formally binding on all parties, a 75% majority should be required.*
- *Each member should have one vote.*
- *Existing fora (such as RGF, RLTS, AREDF/Metro) should be abolished and their responsibilities transferred to the RSDF for incorporation into the One Plan. (Thus simplifying and streamlining regional governance.)*

(c) The One Plan

- *Recommend the development of a single strategic document that expresses the agreed regional development programme and funding commitments.*

One Plan Breadth

- *One Plan should develop over time, starting with the content of the RGS, RLTS, REDS, but expanding over time to cover the 4 well beings.*
- *Includes vision, goals, directional shifts and ethos of LTSF.*
- *Initially records existing strategic agreements and funding agreements.*
- *Needs to urgently address regional responses to global forces of change.*
- *Focus on regional priority actions that will achieve "step change" in competitiveness, efficiency, well being.*
- *Records Auckland's place in the nation, relationship with adjoining regions and NZ, and expectations about engagement with central government.*
- *Key function is horizontal and vertical integration of development programme.*

One Plan Depth

- *Issues of regional significance. Focus on high-level, complex, difficult to solve issues.*
- *Could include outcomes, objectives, strategic direction, priorities and funding parameters.*

- *Prioritised projects to be agreed.*
- *20 - 30 year time frame with a view to 50 year horizon.*

Enforceability

- *A primary focus is engaging the Crown, so their representation is essential along with the use of multi-year-end bulk regional funding agreements, and performance contracts.*
- *Until 2012, primary local government commitments should generally be limited to those in LTCCPs, but beyond 2012 LTCCP commitments may be revised to reflect One Plan funding needs.*
- *Capacity to enter into agreements with providers of infrastructure, including providers such as Watercare Services limited and energy companies.*
- *Ability to conclude binding agreements between/among parties.*
- *Generally parties should be required to give effect to decisions, and as a minimum to not act inconsistently with One Plan. The One Plan needs to be enforceable according to the needs of each policy, so that provisions should be able to range from advisory to mandatory.*
- *Generally, ARC should be the One Plan contract and funding agreement negotiating agent.*

Sanctions/Levers

- *Support for the range of incentives and sanctions including moral suasion. The sanction of exclusion from the benefits of participation should only be used after careful consideration.*

Consultation

- *RSDF should be responsible for public consultation on the One Plan, and in recommending the Plan to the ARC for approval should also comment on the consultation process and outcomes.*

Relationship with Community Outcomes Process

- *RSDF should report to the ARC on the extent to which One Plan delivers on the Community Outcomes the ARC has recorded.*

Ability of the (GAC) ARC to amend One Plan

- *Follow the RGF provisions of Section 37SG (4) of the LGA74: "the function of the (RGSF) is to advise on and approve the (One Plan) and any amendment to that (One Plan) before any such amendment (or One Plan) is adopted by the Auckland Regional Council." i.e. the ARC can adopt a plan or amendment only on the recommendation of RGSF.*

Transition

- *The One Plan will evolve with experience and time. The target should be to complete the first iteration of the One Plan by the end of 2008 in order to inform the local government 2009 - 2012 LTCCP process, and 2009 - 2012 budgets, with a review by 2011, in time for the 2012 LTCCP review.*

(d) **Three Waters**

Status quo

- WCC has signalled its intention to resolve that Watercare Services Ltd should not be able to pay a dividend. The status quo should continue with respect to Watercare Services Limited governance and legislative arrangements. This means that no proposals for Watercare Services Ltd to pay a dividend should be actioned at this time, and that there should be no change in the ownership by TAs. At some future date, it may be desirable to review whether the present arrangements are the best possible to ensure the sustainable development of the Auckland region. Work on the Three Waters Strategy should be reported to the RSDF.

(e) **Regional Facilities**

- Any regionally funded facility should be owned by a regional entity. If funding is to be shared across units of local government, the proportionality formula should reflect usage by communities. WCC considers the West Wave Pool in Henderson to be such a regional facility.

(f) **Economic Development**

- Waitakere has a very successful and cost-effective EDA. The Council supports the strengthening of a Regional EDA, and the incorporation within that of Tourism Auckland, on a basis that does not undermine the effectiveness, profile and engagement with government of Waitakere Enterprise. The Regional EDA has a critical role in coordinating local EDAs.

(g) **Transport**

- Need to engage with Government immediately to incorporate proposals from the Transport Workstream into government policy and legislation on the implementation of ATSAP, the government's reform of transport entities, the "Next Steps in the Land Transport Review, 30 April 2007, and the Cabinet decisions on this review [POL min (07) 9/5 refers].

(h) **Shared Services**

- Support for continued action on shared services, including, for example investigations into coordinated rating and valuation systems.

(i) **Funding**

- Acknowledge that existing funding mechanisms available to local and regional government are insufficient to meet the strategic and timely development needs of the region.
- There is a need to consider the cost-effectiveness of the RSDF/OnePlan proposal, and the funding arrangements for its operation.

(j) **Land Use**

- There needs to be further efforts to ensure that transport and other infrastructure planning and services give effect to the growth concept of the RGS and the shifts of the LTSF.
- ARC needs to ensure that the land use intent of the One Plan is reflected in timely revisions of the RPS prepared under the RMA.

(k) *Other*

- *CDEM should continue to be a joint regional and local undertaking to ensure the continued engagement of local communities and marshalling of volunteers.*
- *Parks, RMA, Harbours responsibilities of ARC should remain unchanged.*
- *Support for further investigations into regional development corporation for major projects.*

Consultation with the public on the proposed package is essential. WCC considers that an eight week concerted process is the minimum required. Consultation should be a shared government/local government undertaking.”

977/2007

The following list of acronyms was included in the minutes to aid understanding:

Footnote: key to acronyms

AREDF:	Auckland Region Economic Development Forum
ARC:	Auckland Regional Council
ATSAP:	Auckland Transport Alignment Project
EDA:	Economic Development Agency
GAC:	Greater Auckland Council
LGA 74:	Local Government Act 1974
LTCCP:	Long Term Council Community Plan
LTSF:	Long Term Sustainability Framework (for the Auckland region)
RGF:	Auckland Regional Growth Forum
RGS:	Auckland Regional Growth Strategy
RLTS:	Auckland Region Land Transport Strategy
RMA:	Resource Management Act
RPS:	Auckland Regional Policy Statement
RSDF:	Auckland Regional Sustainable Development Forum
TA:	Territorial Authority

STRATEGIC CONTEXT

The strengthening Auckland's Regional Governance project is an attempt to improve the performance of the region as a whole, and in particular to provide for more effective regional level engagement with central government. It is intended to address current weaknesses in governance, funding, and strategic planning. As such, this project potentially affects every aspect of sustainable development and good governance in Waitakere and the whole Auckland region.

ISSUES

This report is presented to the Board at the request of Council. Council officers will be present at the meeting to make a brief presentation on the proposals to strengthen Auckland's Regional Governance and Council's decision making to date. It should be noted that there is no singular 'concrete' proposal developed or under consideration at this time.

The proposals to date do not set out any changes to the existence or role of Community Boards. The paper outlining the proposals (which is attached to the report to Council of 30 May 2007) states that Community Boards are an integral part of the local government operating framework, and that it is envisaged that Community Boards would continue their existing role. The paper also states that as the new governance mechanisms are developed through this work, there will be a need to ensure that Community Boards have appropriate opportunities to engage on those matters considered by the (RSDF) and the GAC which are of relevance to the communities represented by the respective boards.

There is no need for the Board to take any action at this stage. However, if the Board feels strongly about a particular issue and wishes to comment, it could either advise Council of its views or seek to make a submission the Political Reference Group. At this stage, it is advised that it would be best to make comment to the Council, as there is, as yet, no formal consultation process in place. It should be noted that Council has maintained from the outset of this project that a significant period of public consultation should be carried out. This is likely to occur once a definite proposal has been developed and agreed.

The Board may wish to simply express support for the action that the Council has taken to date.

RESOURCES

The proposed package of reforms to Auckland's regional governance structures will have a range of funding and financial implications across the region. These will be investigated and developed more fully as part of further work. In brief, financial implications relate to:

- development of a one plan that's agreed by all parties (including Central Government) should provide for more certain funding allocation to strategic regional priorities;
- a key part of the governance proposal is to address current funding shortfalls at the regional level through identifying new funding sources such as a regional fuel tax, development levies and departure tax;
- that there will be costs associated with implementing any proposed reforms such as a new name for the regional entity, potential new representative arrangements for a new entity, establishing and servicing the new Regional Sustainable Development Forum, and One Plan, the collection of new revenue sources and investigating new shared services arrangements.

Staff time allocated to contributing to the development of proposals and providing advice is being provided for within existing staff resources. Project costs are being shared between the councils and Central Government and are being funded from the regional projects budget.

CONCLUSION

Further work has been done on proposals to strengthen regional governance. The Council has asked that this work be presented to the Board for its information.

RECOMMENDATION

That the Auckland Regional Governance report be received.

Report prepared by: Ross McLeod, Director: Corporate & Civic Services, and Graeme Campbell, Director: Strategic Planning.



9 FIXED DRIVER FEEDBACK SIGNS IN THE HENDERSON WARD

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Henderson Community Board to install three fixed position Fixed Driver Feedback Signs (FDFS) and 12 fixed pole sites.

BACKGROUND

The Council proposes to put in place three FDFS and 12 fixed pole sites in the 2007/2008 financial year. Three sites are proposed in each of the four Council wards. It is intended that the three FDFS will be rotated around the 12 fixed pole sites in Waitakere with each unit remaining in a location for approximately one month before being shifted to the next location.

The FDFS is a solar powered electronic road sign that incorporates a radar unit which displays the speed of the approaching vehicle. These signs are road safety devices. By warning drivers when they are exceeding the speed limit a better rate of compliance with posted limits in known problem areas can be achieved.

It is also proposed that the number of sites in each ward is added to on a yearly basis. Sites that have been suggested this year, in addition to the three selected in each ward, could be considered for the next financial year.

The FDFS will be capable of storing traffic speed data which will be able to be remotely accessed via cellular telephone network.

STRATEGIC CONTEXT

The Waitakere City Councils 'Integrated Transport and Communication' platform 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.

ISSUES

Consultation for these proposed sites was sought from the NZ Police Strategic Traffic Unit, Council Traffic Engineers, Community Board Road Safety representatives, and with information from the CAS crash statistics database from Land Transport New Zealand. From this list the three sites were selected and are recommended below in Table 1.

As the signs have solar panels they need to be positioned facing north and not have the panels blocked by trees or other features. This enables the batteries to be charged correctly thus maximising their lifespan.

Site Number	Street Name	Site Description
1	Beach Road	10 metres south of boundary of Nos. 88 and 90, west side
2	Flanshaw Road	6 metres north of boundary of Nos. 88 and 90, west side beside kerb
3	Te Atatu Road	8 metres north of boundary of Nos. 169 and 171, east side

Table 1 - Selected sites

A60-A62 The location of the three sites are shown at pages A60 to A62.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed three FDFS and 12 fixed pole sites be implemented under the Annual Plan 2006/2007 40 kph signs and driver feedback signs budget. Council will also receive a contribution of \$15,000 from the Auckland City Council.

CONCLUSION

Following consultation with the stakeholders, site visits have been undertaken to confirm a suitable site for each FDFS that gives the required visibility, is in a safe position, and allows charging of the solar panel batteries. The positions outlined in the report meet all these requirements.

RECOMMENDATIONS

1. That the Fixed Driver Feedback Signs in the Henderson Ward report be received.
2. That the installation of the Fixed Driver Feedback Signs as described in Table 1 below defining the positions for the Fixed Driver Feedback Signs sites be approved:

Site Number	Street Name	Site Description
1	Beach Road	10 metres south of boundary of Nos. 88 and 90, west side
2	Flanshaw Road	6 metres north of boundary of Nos. 88 and 90, west side beside kerb
3	Te Atatu Road	8 metres north of boundary of Nos. 169 and 171, east side

Report prepared by: Kitch Cuthbert, Road Safety Co-ordinator, Transport Assets.



10 **ROBERTS ROAD, TE ATATU SOUTH - NEW BUS STAND RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new bus stand on Roberts Road, Te Atatu South.

BACKGROUND

The Council has recently been approached to install a bus stand parking restriction outside 66 Roberts Road, Te Atatu South. The purpose of the proposed bus stand is to provide a designated location for buses to stop safely when dropping off or collecting students from Freyburg Community School. A bus stand is an area where buses may lay over for a period of time while waiting for passengers. A bus stop is for scheduled services, an area where buses stop to collect passengers then move on straight away. It is the officer's opinion that bus stands are better suited to school requirements for field trips, school camps etc.

STRATEGIC CONTEXT

The 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.

Correctly marked and sign posted bus stands are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

ISSUES

Bus Stand on Roberts Road

Council officers visited the area and identified a location as an appropriate place for a bus stand on Roberts Road, Te Atatu South. Residents adjacent to the proposed bus stops have been consulted, to date no feedback has been received. Any feedback received will be brought to the Henderson Community Board at the July meeting.

A63

The location of the proposed bus stand is indicated on page A63.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new bus stand can be implemented under the Annual Plan 2006/2007 road maintenance budgets.

CONCLUSION

Freyburg Community School's facilities are used by a number of other schools in the area, especially during the summer terms when the swimming pool is used for swimming lessons. The suggested location has been evaluated in terms of compliance with bylaws, safety, access, practical walking distance to the bus stand and displacement of parking. The proposal for the new bus stand in Roberts Road is therefore recommended to apply between the hours of 8.30 am to 3.30 pm school days only.

RECOMMENDATIONS

1. That the Roberts Road, Te Atatu South - New Bus Stand Restriction report be received.
2. That in relation to **ROBERTS ROAD, TE ATATU SOUTH:**
 - (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) on the north kerb line of **ROBERTS ROAD** outside property number 66 the **BUS STAND 8.30AM TO 3.30PM SCHOOL DAYS ONLY** restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule, Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said bus stand control.

Report prepared by: Jane Harris, Transport Technician.



11 **VITASOVICH AVENUE - NEW P60 PARKING RESTRICTION AND P180 MOBILITY PARKING AREA**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new P60 parking restriction and P180 mobility parking area on Vitasovich Avenue, Henderson.

BACKGROUND

A request has been received by the Council through the developer's representative to install a P60 parking restriction at 5 Vitasovich Avenue outside the new shops that are nearing completion. Part of the resource consent was to allow a full parking indent outside the shop frontages with five parallel parking spaces. The parking indent is now fully constructed and there is currently unrestricted, commuter parking there.

An additional request was received to install a mobility parking space near Hart Domain on Vitasovich Avenue. The parking area here is also unrestricted and used by commuter parkers.

STRATEGIC CONTEXT

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.

ISSUES

Currently there is unrestricted parking outside the new shops at number 5 Vitasovich Avenue where a new indented parking area has been constructed. The installation of a P60 parking restriction will provide a parking turnover for the new shops and other businesses in the immediate area.

The introduction of a new temporary mobility parking area outside Hart Domain will also ensure a parking space is available for parents of disabled children to enable them to utilise the park and playground. The location for this mobility space is to be considered temporary until such time a more suitable location that is closer to Hart Domain can be identified.

No further consultation was required for the proposed P60 parking restriction as the developer's representative has provided positive feedback to Council on the owner's behalf. In addition, as the new shops have not yet opened, there is no one further to consult with.

A64-A65

The location of the proposed new P60 parking restriction is shown on the aerial photograph at page A64. The location of the proposed new mobility parking area is shown on the aerial photograph at page A65.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new P60 parking restriction and mobility parking area can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposed new P60 parking restriction is recommended to ensure a turnover in the area for visitors to the businesses. The mobility parking area at Hart Domain would enable easier access for visitors to the park.

RECOMMENDATIONS

1. That the Vitasovich Avenue - New P60 Parking Restriction and P180 Mobility Area report be received.
2. That in relation to **VITASOVICH AVENUE, HENDERSON:**
 - (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) on the east kerb line of **VITASOVICH AVENUE** outside number 5 Vitasovich Avenue, 48 metres south of the Edsel Street/Vitasovich Avenue roundabout in the area where the parking is indented a **P60 PARKING RESTRICTION, MONDAY TO SUNDAY** be put in place.

- (ii) on the east kerb line of **VITASOVICH AVENUE** in the angle parking area, 75 metres south of the zebra crossing, one **P180 MOBILITY PARKING RESTRICTION** to be put in place.
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 limitations and controls.

Report prepared by: Jane Harris, Transport Technician.



12 PARKING REVIEW OF SMYTHE ROAD, WILSHIRE CRESCENT AND SERJEANT STREET, HENDERSON

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on its request to investigate parking restrictions for Smythe Road, Wilshire Crescent and Serjeant Street, Henderson.

BACKGROUND

At the Henderson Community Board meeting, Public Forum, held on 8 March 2007, a resident requested the Council investigate the possibility of implementing parking restrictions in Smythe Road, Wilshire Crescent and Serjeant Street. The Henderson Community Board resolved as follows:

"That a report be brought back to the Henderson Community Board investigating parking restrictions for Smythe Road, Wilshire Crescent and Serjeant Street, Henderson."

366/2007

A Council officer has made several site visits to these streets, and carried out a survey to ascertain if parking problems exist.

STRATEGIC CONTEXT

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.

ISSUES

A survey was undertaken in Smythe Road, Wilshire Crescent and Serjeant Street and the findings are listed as follows:

- **Smythe Road** is a local residential cul-de-sac road. During the survey vehicles were parked from Henderson Valley Road to number 48 Smythe Road. Thirteen properties on the south kerb and eight properties on the north kerb may be affected with all day parked vehicles;
- **Wilshire Crescent** is a local residential cul-de-sac road, and during the survey it was fully parked from number 2 to 10 Wilshire Crescent. Beyond number 10 there were three vehicles parked in the street;

- **Serjeant Street** is a local residential cul-de-sac road, with 14 properties and approximately 22 kerbside parking spaces. During the survey 11 vehicles were parked in the street.

It was noted that all properties on Smythe Road have access to off street parking for a minimum of two vehicles. Some of these properties have long driveways that could accommodate up to five vehicles. Almost every property in Wilshire Crescent and Serjeant Street has off street parking.

The survey was carried out on Wednesday, 28 March at 11.30 am. This was to capture as many commuter parkers as possible as most people are at work at this time.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

No resources are required at this time.

CONCLUSION

The review of parking in Smythe Road, Wilshire Crescent and Serjeant Street has indicated there is minimal disruption to nearby residents who have sufficient off street access to accommodate their own vehicles and those of visitors. These streets are similar to the majority of suburban residential streets where parking might represent a small inconvenience to people who are unable to park directly outside the house they wish to visit.

RECOMMENDATIONS

1. That the Parking Review of Smythe Road, Wilshire Crescent and Serjeant Street, Henderson report be received.
2. That based on the parking survey, no further action is recommended with regard to parking issues on Smythe Road, Wilshire Crescent and Serjeant Street, Henderson.

Report prepared by: Jane Harris, Transport Technician.



13 **SILVER BIRCH RISE, HENDERSON - NO STOPPING PARKING RESTRICTION - MONDAY 7.30AM - 4.30PM**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping parking restriction on Monday 7.30 am - 4.30 pm in Silver Birch Rise, Henderson.

BACKGROUND

A resident of Silver Birch Rise has contacted the Council with concerns regarding vehicles parking on both sides of Silver Birch Rise, in the cul de sac and around the island at the end of the cul de sac.

The resident is concerned that due to the narrowness of the street there is insufficient room for vehicles to park on both sides of the street, and would make it difficult for emergency vehicles to gain access to the street. In some cases their rubbish has not been collected as the collection vehicle has been unable to travel around the cul de sac, and at times, the rubbish collection vehicle has had to reverse in or out of the street.

A proposal was presented to both the residents and the Henderson Community Board to install no stopping lines around the entire cul de sac. This proposal received strong opposition from the residents. The option now considered is to introduce a No Stopping parking restriction on a Monday only 7.30 am - 4.30 pm around the cul de sac and on one side of the straight section of the street leading into the cul de sac.

A meeting was held on site with some of the residents who opposed the first proposal. The residents agreed this current proposal is acceptable and necessary for safety and access reasons.

STRATEGIC CONTEXT

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 restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Silver Birch Rise is a cul de sac street, and currently has no parking restrictions, therefore allowing parking on both sides of the street. The concerned resident advised that all the dwellings in this street have off street parking for at least two vehicles.

This street is completely residential and is predominately used by residents and their visitors. The installation of the No Stopping parking restriction on Monday's only around the cul de sac and on one side of the straight section of street leading into the cul de sac will allow access for the rubbish collection vehicle.

Consultation has been sent to the affected residents and to date two positive responses have been received.

A66 The location of the proposed new No Stopping parking restriction is shown on the aerial photograph attached at page A66.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new No Stopping Monday 7.30am - 4.30pm parking restriction can be implemented under the Annual Plan 2006/2007 maintenance budget.

CONCLUSION

The proposal is to install a No Stopping parking restriction on a Monday 7.30 am - 4.30 pm around the cul de sac and on one side of the straight section of street leading into the cul de sac. This will allow vehicles to manoeuvre safely around the cul de sac without being obstructed by parked vehicles.

RECOMMENDATIONS

1. That the Silver Birch Rise, Henderson - No Stopping Parking Restriction - Monday 7.30 am - 4.30 pm report be received.
2. That in relation to **SILVER BIRCH RISE, HENDERSON**:
 - (a) That all existing parking restrictions or limitations currently applicable to **SILVER BIRCH RISE, HENDERSON** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) 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) in **SILVER BIRCH RISE** a new **NO STOPPING ON A MONDAY 7.30AM TO 4.30PM** parking restriction be put in place around the cul de sac and along the north west side of the straight section of street leading into the cul de sac.
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 control.

Report prepared by: Jane Harris, Transport Technician.



14 SPEED SURVEY ON BEACH ROAD, TE ATATU PENINSULA

PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on the speed survey carried out along Beach Road, Te Atatu Peninsula.

BACKGROUND

Council implemented some road markings and signs in 2005 to help reduce the speed on Beach Road. At the Henderson Community Board meeting in February 2007, a member of the public during the Public Forum requested for further calming measures be implemented on Beach Road, Te Atatu Peninsula due to continue speeding traffic.

STRATEGIC CONTEXT

The 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.

ISSUES

General

Beach Road is a collector road running north-south and parallel to Te Atatu Road, the main road leading to the north-western motorway.

The section of Beach Road, between Waipani Road and Wharf Road, is a bus route carrying more than 10 buses per hour during peak hours. ARTA have plans to run new bus route from 2009 to serve the Harbourview area and it is expected that the route will run along Beach Road, between Waipani Road and Harbourview Road.

White edge lines marking were painted along Beach Road in 2005 to narrow down the lane widths to reduce speeds and address a number of rear end crashes. Council intends to install a Driver's Speed Feedback Sign along Beach Road during 2007/2008 as part of the city-wide programme.

Findings

In March 2007 and while a speed trailer was placed on Beach Road, a speed tube count was also arranged at the same time. The results of that survey showed the 85th percentile speed was approximately the same as the posted speed limit of 50km/h, and therefore did not suggest that any speed control devices were necessary. Another speed tube count was been undertaken in May 2007 without the presence of the speed trailer to assess the difference in speeds. The finding was a slightly higher speed was recorded.

A search of the Land Transport New Zealand database revealed that the number of accidents has reduced over the last two years. A total of nine accidents were reported from 2002 to 2006 and this has reduced to only one crash each in 2005 and one crash in 2006. This may be attributed to the edge lines painted in 2005.

The road is straight and mostly flat (except for a 2% gradient near Harbourview Road) with good sight distance and long sight lines.

Demand for on street parking is not high as most houses have long driveways

Beach Road is designated as a collector route in the District Plan. On average the traffic volume is 3,000 vehicles per day which is moderate.

Thus, the configuration of the road provides for an adequate level of traffic safety.

RESOURCES

The proposed Driver's Speed Feedback sign can be implemented under the Annual Plan 2006/2007 40 kph signs and driver feedback signs budget. Council will also receive a contribution of \$15,000 from ACC.

CONCLUSION

The Introduction of harsher speed control devices along this collector road will affect the movements of emergency and service vehicles, and will encourage diverting the traffic along this route to the adjacent local side roads and create various other problems for residents in the area.

Since the painting of edge lines on Beach Road, the number of rear end accidents has reduced.

Council has a programme next year to implement Driver's Speed Feedback signs on 12 sites around the City, and Beach Road is already included in this programme. This initiative is expected to encourage more motorists to drive within the speed limit and can give the Council a chance to review the affects of changing the speed environment on this road.

RECOMMENDATION

That the Speed Survey on Beach Road, Te Atatu Peninsula report be received.

Report prepared by: Kong Jin Png, Senior Transport Engineer, Transport Assets.



15 TE ATATU ROAD, TE ATATU SOUTH - NEW TRAFFIC ISLANDS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for new traffic islands on Te Atatu Road adjacent to the pedestrian crossing by the Roberts Road shops.

BACKGROUND

In the past five years there have been nine reported accidents involving vehicles turning right out of Roberts Road being struck by southbound vehicles on Te Atatu Road. This includes two minor injury accidents.

STRATEGIC CONTEXT

The 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 traffic islands improves road user safety by slowing vehicles to ensure efficient, safe movement on roads of vehicles on roads.

ISSUES

Te Atatu Road is a regional arterial road with a carriageway width of approximately 13 metres and carries approximately 20,000 vehicles per day.

A search of the Land Transport New Zealand database shows that in the past five years there have been nine reported accidents involving right-turning vehicles out of Roberts Road being struck by southbound Te Atatu Road traffic, including two minor injury accidents. Several of these accident reports indicated that southbound drivers overtaking left-turning vehicles into Roberts Road were involved, and the current kerb to kerb width of the pedestrian crossing to the north of Roberts Road does allow this manoeuvre to occur at speed.

It is proposed to install two new traffic islands, in order to reduce the available carriageway width for southbound drivers on Te Atatu Road to overtake vehicles turning left into Roberts Road.

A67

The location of the proposed changes is indicated at page A67.

Adjacent business owners are not affected by these changes and have not been consulted.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works are estimated to cost approximately \$5,000 and can be funded from the Annual Plan 2007/2008 Minor Safety budget.

CONCLUSION

The new traffic islands at the pedestrian crossing on Te Atatu Road will improve safety for drivers turning right out of Roberts Road.

RECOMMENDATIONS

1. That Te Atatu Road, Te Atatu South - New Traffic Islands report be received.
2. That the installation of new **TRAFFIC ISLANDS** on **TE ATATU ROAD** delineated on plan number 2007/10 attached at page A67 to the Agenda report be approved.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations.

Report prepared by: Kong Jin Png, Senior Transport Engineer, Transport Assets.



16 **DENVER AVENUE/MCKINLEY ROAD, SUNNYVALE - NEW GIVE WAY CONTROL**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install a new Give Way control at the Denver Avenue/McKinley Road, Sunnyvale intersection.

BACKGROUND

A local resident raised the issue of vehicles cutting the corner when turning into Denver Avenue from McKinley Road. Although it is feasible that a throat island could be installed in the future, it is anticipated that a new Give Way control will clarify priority and go some way in discouraging this practice.

STRATEGIC CONTEXT

The 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 can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Denver Avenue is a wide street and drivers often cut the corner when turning into it from McKinley Road.

A search of the Land Transport New Zealand database shows that for the past five years, there have been no reported accidents in the vicinity. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

It is proposed to install a new Give Way control and associated road marking at the Denver Avenue/McKinley Road intersection.

A68

The location of the proposed changes is indicated at page A68.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new traffic control can be implemented under the Annual Plan 2007/2008 road maintenance budget.

CONCLUSION

A new Give Way control is expected to improve traffic safety at the Denver Avenue/McKinley Road intersection.

RECOMMENDATIONS

1. That the Denver Avenue/McKinley Road, Sunnyvale - New Give Way Control report be received.
2. That in relation to **DENVER AVENUE, SUNNYVALE:**
 - (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 now be resolved to be specified and imposed, namely,
 - (i) a new **GIVE WAY** control be put in place on **DENVER AVENUE** where it intersects with **MCKINLEY 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 intersection priority control.

Report prepared by: Kong Jin Png, Senior Transport Engineer, Transport Assets.



17 MCKINLEY ROAD/SUNNYSIDE ROAD, SUNNYVALE - NEW GIVE WAY CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install a new Give Way control at the McKinley Road/Sunnyside Road, Sunnyvale intersection.

BACKGROUND

A local resident raised the issue of vehicles cutting the corner when turning into McKinley Road from Sunnyside Road. Although it is feasible that a throat island could be installed in the future, it is anticipated that a new Give Way control will clarify priority and go some way in discouraging this practice.

STRATEGIC CONTEXT

The 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 can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

McKinley Road is a wide street and drivers often cut the corner when turning into it from Sunnyside Road.

A search of the Land Transport New Zealand database shows that for the past five years, there have been two reported non-injury accidents in the vicinity of the intersection. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

It is proposed to install a new Give Way control and associated road marking at the McKinley Road/Sunnyside Road intersection.

A69

The location of the proposed changes is indicated at page A69.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new traffic control can be implemented under the Annual Plan 2007/2008 road maintenance budget.

CONCLUSION

A new Give Way control is expected to improve traffic safety at the McKinley Road / Sunnyside Road intersection.

RECOMMENDATIONS

1. That the McKinley Road/Sunnyside Road, Sunnyvale - New Give Way Control report be received.
2. That in relation to **MCKINLEY ROAD, SUNNYVALE:**
 - (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 now be resolved to be specified and imposed, namely,
 - (i) a new **GIVE WAY** control be put in place on **MCKINLEY ROAD** where it intersects with **SUNNYSIDE 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 priority intersection control.

Report prepared by: Kong Jin Png, Senior Transport Engineer, Transport Assets.



18 **6 HENDERSON VALLEY ROAD, HENDERSON - PARKING RESTRICTIONS**

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Henderson Community Board for new customer parking restrictions at Waitakere Central and Waitakere Central - Central One, 6 Henderson Valley Road, Henderson.

BACKGROUND

At its meeting 6 May 2007 the Henderson Community Board resolved:

“3. *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 parking limitations and restrictions be now resolved to be specified at **6 Henderson Valley Road, Henderson** and imposed namely:*

b) Customer Parking for Visitors to Waitakere Central

- (i) *From a fixed point on the south west corner of the Administration building for a distance of approximately 10 metres, in a south easterly direction for a distance of approximately 15 metres in an easterly direction a **P60** parking restriction.*
- (ii) *From a fixed point on the south west corner of the Administration building in a southerly direction for a distance of approximately 15 metres, in an easterly direction for a distance of approximately 15 metres a **P60** parking restriction.*
- (iii) *From a fixed point on the south west corner of the Administration building for a distance of approximately 20 metres, in a southerly direction, for a distance of approximately 8 metres in a south westerly direction a **P60** parking restriction.*
- (iv) *From a fixed point on the south west corner of the Administration building for a distance of approximately 24 metres in a south westerly direction, for a distance of approximately 10 metres in a south westerly direction a **P60** parking restriction.*
- (v) *From a fixed point on the south west corner of the Administration building for a distance of approximately 24 metres in a westerly direction, for a distance of approximately 16 metres in a northerly direction a **P15** parking restriction.*
- (vi) *From a fixed point on the north west corner of the Administration building for a distance of approximately 13 metres in a south westerly direction, for a distance of approximately 12 metres in a southerly direction a **P120** parking restriction.*
- (vii) *From a fixed point on the north west corner of the Administration building for a distance of approximately 6 metres in a north easterly direction, for a distance of approximately 10 metres in an easterly direction a **P30** parking restriction.*

- (viii) *From a fixed point on the north west corner of the Administration building for a distance of approximately 16 metres in a north easterly direction, for a distance of approximately 26 metres in an easterly direction a **P30** parking restriction.*
- (ix) *From a fixed point on the north west corner of the Administration building for a distance of approximately 72 metres in a north easterly direction, for a distance of approximately 30 metres in a north easterly direction a **P15** parking restriction.”*

Part minute number 1337/2006

In order to provide maximum benefit to staff from the limited parking available, the Chief Executive Officer has already put in place a travel plan to encourage staff to use public transport and to car pool where necessary. The Travel Plan team have already seen a major change in how staff get to and from work.

STRATEGIC CONTEXT

The Waitakere City Council's "Integrated Transport and Communication" platform provides the strategic context for this report. The vision is for transport systems that are focussed on meeting the essential needs of all, for access, communication and safety.

ISSUES

At the time of completing the first report it was recommended to the Henderson Community Board a different range of parking restrictions to assist everyone who visited Waitakere City Council, e.g. whether it was to drop off information or to work through a consent process, etc. A variety of different visitor parking restrictions were authorised from 15 minutes to 120 minutes. Through time it has now been proven that having only one parking restriction time is better suited for visitors to Waitakere Central.

A70-A75

Work has been done on the necessary visitor parking signs and markings to clearly see and understand where visitors can park at Waitakere Central and Central One. Signage and road marking for visitor parking are at pages A70 to A75.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The nominal cost of replacing the five signs and for the markings can be met from existing maintenance budgets.

CONCLUSION

It is recommended that the Henderson Community Board put in place the proposed visitor parking restrictions at Waitakere Central and Waitakere Central - Central One, 6 Henderson Valley Road, Henderson.

RECOMMENDATIONS

1. That the 6 Henderson Valley Road, Henderson - Parking Restrictions report be received.
2. That in relation to **6 HENDERSON VALLEY ROAD, HENDERSON (LOT 1, DP 60584)**:
 - (a) That all existing parking restrictions or limitations currently applicable to **6 HENDERSON VALLEY ROAD, HENDERSON (LOT 1, DP 60584)** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That pursuant to section 591 of the Local Government Act 1974 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following places be authorised, appointed and declared to be used as a parking place as defined by subsection (6) of the Act namely:
 - Lot 1, DP 60584 and known as 6 Henderson Valley Road, Henderson.
 - (c) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991-Traffic, the following parking limitations and restrictions be now resolved to be specified at **6 Henderson Valley Road, Henderson** and imposed namely:
 - **Customer Parking for Visitors to Waitakere Central:**
 - (i) From a fixed point on the south west corner of the Administration building for a distance of approximately 10 metres, in a south easterly direction for a distance of approximately 15 metres in an easterly direction a **P120** parking restriction be put in place.
 - (ii) From a fixed point on the south west corner of the Administration building in a southerly direction for a distance of approximately 15 metres, in an easterly direction for a distance of approximately 15 metres a **P120** parking restriction be put in place.
 - (iii) From a fixed point on the south west corner of the Administration building for a distance of approximately 20 metres, in a southerly direction, for a distance of approximately 8 metres in a south westerly direction a **P120** parking restriction be put in place.
 - (iv) From a fixed point on the south west corner of the Administration building for a distance of approximately 24 metres in a south westerly direction, for a distance of approximately 10 metres in a south westerly direction a **P120** parking restriction be put in place.
 - (v) From a fixed point on the south west corner of the Administration building for a distance of approximately 24 metres in a westerly direction, for a distance of approximately 16 metres in a northerly direction a **P120** parking restriction be put in place.
 - (vi) From a fixed point on the north west corner of the Administration building for a distance of approximately 13 metres in a south westerly direction, for a distance of approximately 12 metres in a southerly direction a **P120** parking restriction be put in place.

- (vii) From a fixed point on the north west corner of the Administration building for a distance of approximately 6 metres in a north easterly direction, for a distance of approximately 10 metres in an easterly direction a **P120** parking restriction be put in place.
 - (viii) From a fixed point on the north west corner of the Administration building for a distance of approximately 16 metres in a north easterly direction, for a distance of approximately 26 metres in an easterly direction a **P120** parking restriction be put in place.
 - (ix) From a fixed point on the north west corner of the Administration building for a distance of approximately 72 metres in a north easterly direction, for a distance of approximately 30 metres in a north easterly direction a **P120** parking restriction be put in place.
 - **Customer Parking for Visitors at Waitakere Central - Central One:**
 - (x) From a fixed point on the northern corner of the Central One Building in a westerly direction for a distance of approximately 25 meters and then for a distance of approximately 30 meters in westerly direction a **P60 8am to 5pm** parking restriction be put in place.
 - (xi) From a fixed point on the northern corner of the Central One Building in a westerly direction for a distance of approximately 10 meters, a single **P5 Loading Zone** parking restriction be put in place.
 - (xii) From a fixed point on the Northern corner of the Central One Building in a westerly direction for a distance of approximately 15 meters and then for a distance of approximately 25 meters in a westerly direction a **P60 8am to 5pm** parking restriction be put in place.
 - (xiii) From a fixed point on the western corner of the Central One Building in a north westerly direction for a distance of approximately 5 meters and then for approximately 7 meters in a westerly direction **Mobility Parking Spaces, Mobility Parking Permit Holders Only** be put in place.
 - (xiv) From a fixed point on the western corner of the Central One Building in a westerly direction for a distance of approximately 10 meters, a **P5 Loading Zone** be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices Rule 2004 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Colin Waite, Parking Services Manager, and Leigh Radovan, Administration Team Manager



19 **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
Waitakere Citizen Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Leo Nobilo
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Waitakere Road Safety Steering Group	Helen Jones
McLaren Park Henderson South Community Initiative	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 Cr Assid Corban (alternate)
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Grimmer Leo Nobilo

