

AGENDA FOR AN EXTRAORDINARY MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON THURSDAY, 8 NOVEMBER 2007, COMMENCING AT 6.30 PM

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In accordance with Clause 21 (4) of Schedule 7, as read with Section 54(2), of the Local Government Act 2002, the meeting shall be chaired by the Chief Executive or his nominee until the election of the Chairman required by Clause 21 of Schedule 7 of that Act.

1 OPENING

The Chief Executive Officer, or his nominee, will open the meeting and members of the Community Board will be welcomed.



2 APOLOGIES



3 ELECTION OF CHAIRMAN

Pursuant to Clause 21 of Schedule 7, as read with Section 54(2), of the Local Government Act 2002, every Community Board is required to elect a Chairman from its members at its first meeting. The election shall be on the basis of open voting as required under Clause 24 of Schedule 7 of the Local Government Act 2002 with one vote by each member (and no person having a casting vote).

Clause 25, as read with Clause 37, of Schedule 7, Local Government Act 2002 requires that the Council must determine by resolution that a person be elected or appointed by using one of the following systems of voting:

- “(a) the voting system in sub clause (3) (**system A**)
- “(b) the voting system in sub clause (4) (**system B**)”

described as follows:

- “(3) System A -
 - (a) requires that a person is elected or appointed if he or she receives the votes of a majority of the members of the local authority or committee present and voting; and
 - (b) has the following characteristics:
 - (i) there is a first round of voting for all candidates; and
 - (ii) if no candidate is successful in that round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and

- (iii) *if no candidate is successful in the second round there is a third, and if necessary subsequent, round of voting from which, at each time, the candidate with the fewest votes in the previous round is excluded; and*
- (iv) *in any round of voting, if 2 or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot”.*

“(4) System B -

- (a) *requires that a person is elected or appointed if he or she receives more votes than any other candidate; and*
- (b) *has the following characteristics:*
 - (i) *there is only 1 round of voting; and*
 - (ii) *if 2 or more candidates tie for the most votes, the tie is resolved by lot.”*

The Chief Executive Officer or his nominee will call for nominations for the position of Chairman. In the event that more than one nomination is received the Council will be asked to determine by resolution the basis of voting (i.e. as provided by either System A in sub clause(3) or System B in sub clause (4) above) and preferred method of lot:

Preferred Method (one of):

- Dice - Highest score determines successful candidate;
- Cards - Ace of Hearts, Ace of Diamonds, Ace of Clubs, Ace of Spades;
- Ace of Hearts determines successful candidate;
- Coin - Call heads or tails. Heads determines the successful candidate.

The Board is then requested to elect a Board Member to be Chairman.

RECOMMENDATIONS

1. That the Election of Chairman report be received.
2. That the Henderson Community Board elect one member to be Chairman of the Henderson Community Board.



4 ELECTION OF DEPUTY CHAIRMAN

Pursuant to Clause 25 of Schedule 7 of the Local Government Act 2002, the Community Board may wish to appoint a Deputy Chairman.

Once a Deputy Chairman is appointed that person will retain that position for the entire term of office or until they resign from the position.

The election of a Deputy Chairman shall be conducted on the same basis as election of the Chairman as prescribed under Clauses 24 and 25 of the Local Government Act 2002.

RECOMMENDATIONS

1. That the Election of Deputy Chairman report be received.
2. That the Henderson Community Board elect one member to be Deputy Chairman of the Henderson Community Board.



5 ADOPTION OF STANDING ORDERS

A1-A64

Clause 27 of Schedule 7 of the Local Government Act 2002 requires that Local Authorities and Community Boards adopt a set of Standing Orders for the conduct of its meetings and those of its committees and subcommittees. The Standing Orders updated to incorporate the amendments required by changes to the Local Government Act 2002 and its Amendment Act 2004, were adopted by Council at its meeting held on 28 October 2004 and is attached at pages A1 to A64. Clause 16 of Schedule 7 requires that Members abide by the Standing Orders.

RECOMMENDATION

A1-A64

That the Standing Orders for the conduct of the Board Meetings and those of its Committees and Subcommittee, as attached at pages A1 to A64, be adopted.



6 ADOPTION OF ORDER OF BUSINESS

Standing Orders require that the Community Boards adopt an order of business for its meetings (Standing Order 25.1).

RECOMMENDATION

That the Henderson Community Board determine the Order of Business for its meeting during the 2007-2010 term of the Board. A suggested Order of Business is as follows:

ORDER OF BUSINESS

Apologies

Confirmation of Minutes

Urgent Business

Deputations/Petitions (to commence at 7.00 pm followed by Public Forum)

Public Forum

Chairman's Report

Committee Secretary's Report

Officers' Reports

Notices of Motion

Board Members' Reports



7 DELEGATIONS TO COMMUNITY BOARDS AND ESTABLISHMENT OF STREET EVENTS SUBCOMMITTEE

A65-A102 At its First Meeting of the 2007-2010, Council established the Council Committees and adopted the document "*Delegation to Committees and Community Boards Register*", a copy of which is attached at pages A65 to A102.

RECOMMENDATIONS

- A65-A102
1. That the Henderson Community Board note the authorities delegated to the Community Board and establish a Street Events Subcommittee under the Community Board as set out in the Delegation to Committees and Community Boards Register attached at pages A65 to A102.
 2. That the Henderson Community Board appoint one of the Board's member to its Street Events Subcommittee.



8 ADOPTION OF THE MEETING SCHEDULE

A103-A141 Section 21(5)(d) of Schedule 7 of the Local Government Act 2002 provides for the Local Authority at its first meeting to adopt a schedule of meetings. A proposed meeting schedule for the Board until October 2010 is attached at pages A103 to A141.

The Board now needs to confirm the meeting dates and times.

RECOMMENDATION

A103-A141 That the schedule of meetings of the Henderson Community Board for the remainder of 2007 and for the years 2008, 2009 and 2010 until October as attached at pages A103 to A141 be adopted.



9 COMMUNITY BOARD APPOINTMENTS TO COMMITTEES

The Council has requested that Henderson Community Board nominate one member and one alternate member to participate on the Community Sport Fund Allocation Subcommittee, and nominate the Chairman and one alternate member on the Long Term Council Community Plan and Annual Plan Special Committee.

The matter is forwarded accordingly for the Board's determination.

RECOMMENDATIONS

1. That the Henderson Community Board nominate one member and one alternate member to participate on the Community Sport Fund Allocation Subcommittee.

2. That the Henderson Community Board nominate the Chairman and one alternate member to attend, with speaking rights, all meetings of the Long Term Council Community Plan and Annual Plan Special Committee held to consider, progress and recommend to Council for adoption of the Long Term Council Community Plan and Annual Plan as appropriate.

10 **COMMUNITY BOARD APPOINTMENTS TO AD HOC AND EXTERNAL ORGANISATIONS**

This item is brought forward to enable the Henderson Community Board to consider the voluntary appointment of a representative on the following organisations:

OUTSIDE ORGANISATIONS	Aim/Purpose	APPOINTMENT 2004-2007 TERM
Auckland Region and Far North Community Board Association Executive Committee	To enhance the effectiveness of Boards through the sharing of activities and philosophies and achieving consensus on important issues.	EAG Grimmer
Waitakere Citizen Advice Bureaux Inc (WaiCAB)	<ol style="list-style-type: none"> 1. To ensure that individuals do not suffer through ignorance of their rights and responsibilities, or of the services available; or through an inability to express their needs effectively. 2. To exert a responsible influence on the development of social policies and services, both locally and nationally. 	DJ Goodley GPJ Marshall
Henderson Heritage Trust Inc.	This is a group of Henderson business persons who oversee the Falls Hotel Trust and the Henderson Heritage Trust. This Trust is now having and could play a stronger role in the future development of Henderson.	Cr Gilmour
Keep Waitakere Beautiful Committee	Beautification, clean ups, tree planting to uphold the EcoCity principles. Involving community and schools.	LJF Nobilo
City Safety Action Group (previously known as Council/ Police Liaison Group)	<p>Purpose of the City Safety Action Group is to contribute to the objectives of the Crime Prevention Plan by:</p> <ul style="list-style-type: none"> – operating as an immediate point of reference for priority crime and community safety issues as and when they arise in Waitakere – applying a problem solving approach to addressing prioritised Crime and Community Safety issues – initiating multi-agency/partnership action. – Focus predominantly on “situational” crime and community safety issues 	HM Jones LJF Nobilo

	<ul style="list-style-type: none"> - Maintaining a short to medium term focus (relative to the 5 year period of the Crime Prevention Plan ie projects that can be completed within 1 – 12 months) - Link with and support the CPRG - Receive guidance and direction from CPRG 	
Waitakere Road Safety Steering Group	The aim of the Group is to involve in community networking of key Road Safety agencies and partners within the Waitakere City area.	HM Jones
McLaren Park Henderson South Community Initiative	To enable the development and co-ordination of local projects that will bring long term benefit to the McLaren Park/Henderson South Community.	SJ McDonald
Te Atatu South Schools Travel Plan	Development of School Travel Plan for Te Atatu South Cluster of Schools. Partnership project between schools, ARTA and Council.	New (2 HCB Members)

RECOMMENDATIONS

1. That the Community Board Appointments to Ad Hoc and External Organisations report be received.
2. That the Henderson Community Board appoint representatives to the ad hoc and external organisations as outlined in the agenda report.



11 ELECTED MEMBERS REMUNERATION - REMUNERATION AUTHORITY DETERMINATION 2007- 2008

PURPOSE OF THE REPORT

The purpose of this report is to advise the Community Boards and the Council of the distribution of the pool available for the remuneration of Waitakere City Council Elected Members released by the Remuneration Authority for the period 1 July 2007 to 30 June 2008 and changed following the local authority elections as a result of changes to committee structures and Chairmen.

This is a normal review of the annual process following the local authority elections. The next new determination will be made available for the year commencing 1 July 2008.

A142-A143

The distribution proposed must be confirmed by a formal resolution and submitted to the Remuneration Authority for re-approval. The proposal is attached at pages A142 to A143.

Consultation must take place with Community Boards who have the opportunity to advise the Remuneration Authority whether they agree or disagree with the Council's determination. A copy of this report is being forwarded to each Community Board. Comments from the Community Boards will be available at the Council meeting.

The Remuneration Authority will make the final Determination.

Until the apportionment is approved by the Remuneration Authority interim salaries are paid to all elected members. Except for the Mayor, the interim salary does not take into account any additional responsibilities such as Deputy Mayor or Chairmanships.

BACKGROUND

The Remuneration Authority is established and derives its delegations and functions from the Remuneration Authority Act 1977 and makes Determinations on local authority remuneration pursuant to clause 6 of Schedule 7 of the Local Government Act 2002.

Until the enactment of the Local Government (Elected Member Remuneration and Trading Enterprises) Amendment Act 2001 (the Act), Elected Members salaries and meeting allowances were set by a determination of the Minister of Local Government. That determination set maximum salaries and meetings allowances for Local Authority Elected Members. For each determination the remuneration was linked to the population of each Local Authority. Waitakere City's determination was in the over 150,000 population category. Each incoming Council needed to resolve Elected Members salaries and meeting allowances up to the maximum permitted. Over the course of a triennium the Minister would revise the remuneration and the Council would need to consider the issue in light of any new determination.

The responsibility for setting Elected Members remuneration is now with the Remuneration Authority. The Authority is required to determine remuneration, allowances and expenses payable to all Elected Members, whilst having regard to:

- the need to minimise the potential for remuneration to distort the behaviour of Members;
- the need to achieve and maintain fair relativity with the levels of remuneration received elsewhere;
- the need to be fair to both the person whose remuneration is being determined and rate payers; and
- the need to recruit and retain competent persons.

The Remuneration Authority established remuneration for all Elected Members and all Local Authorities in 2002 following consultation on a discussion paper and the release of the first indicative pool. They have since released new pools on an annual basis and the Council has the opportunity to change the way it allocates remuneration each time a new pool is determined.

The Waitakere City Council has established the apportionment of that pool and this has been approved by the Remuneration Authority each year. The Community Boards also considered the Council's decision and made any representations to the Authority. After due consideration, the Remuneration Authority has approved the Council's apportionment of remuneration.

There is also an opportunity for review following each triennial election to take account of changes introduced by councils.

STRATEGIC CONTEXT

The Council is committed to increasing community participation and democratic processes. The way Elected Members are remunerated and the quantum of that remuneration will have considerable bearing on who can and who cannot stand for election. It has long been recognised that the role of an Elected Member can require a substantial investment of time and commitment and that this commitment can make it difficult to hold down either full or part time employment. The interests of a diverse and young community such as Waitakere are unlikely to be best served should the only candidates putting themselves forward for election be those who have private income available to subsidise the Council duties.

ISSUES

Remuneration Pool and Salaries

The total remuneration pool is set by the Remuneration Authority and cannot be adjusted. The total remuneration pool established by the Remuneration Authority for this consideration is \$1,141,883 (in 2006 the pool was \$1,078,343 and in 2005 it was \$1,026,872).

The Mayor's salary is set by the Remuneration Authority and cannot be adjusted. The Mayor's salary (including the value of any deduction for a motor vehicle) is included in the indicative pool although separately specified. The total salary payable to the Mayor is set at \$138,210 (in 2006 \$132,151 and in 2005 \$126,457), inclusive of a motor vehicle. A deduction of 20% of the cost of the vehicle is made for full private use of the vehicle. This deduction is set by the Remuneration Authority.

Half of the total sum payable to Community Board Members is deducted from the total remuneration pool and the other half is paid outside of the pool. The half outside the pool can be thought of as a "top up". Any further adjustment to the Community Board Chairmen's and Member's salaries will necessitate an adjustment to the salaries payable to Councillors other than the Mayor.

Whilst the Council has proposed changes to accommodate a different number of committees and therefore Chairmen and to make additional payments to Deputy Chairmen, no change is proposed to the amounts paid to Community Board Chairmen and Members.

Payments to appointed Community and Iwi/Maori representatives on Committees are outside the indicative pool. These payments are matters that lie with the Council and are not within the Remuneration Authority's brief. Waitakere City Council has set a salary for the Chairman of Te Taumata Runanga and meeting fees as appropriate for appointed Members to Te Taumata and any other Committees of the Council. The Council has also determined that the representative from Te Taumata Runanga on the Policy and Strategy Committee (previously the City Development Committee) be paid the same hourly rate as for Hearing Commissioners - currently \$60 per hour of meeting and workshop time. Any alteration to the determination made by the Council on this remuneration will not affect the indicative pool established by the Remuneration Authority for Waitakere City. No change is proposed to the salary paid to the Chairman of Te Taumata Runanga.

No changes are proposed to the way in which payments are claimed or made.

Any payments to Elected Members for Resource Consent Hearings are outside the pool.

Expenses, including mileage allowances, are outside the pool, although the actual amounts/rates that can be claimed are set by the Remuneration Authority.

This report also recommends amounts/rates for all allowances and reimbursement of expenses for submission to the Remuneration Authority. The only significant change is the proposal to provide cell phones to Councillors and Community Board Chairmen.

Should the Council wish to, it may request the Remuneration Authority to reduce the remuneration pool. This requires a unanimous vote of the Council.

Expenses

The Council should review the expenses currently approved by the Remuneration Authority with a view to recommending any changes. It is suggested that the retention of monthly allowances for Elected Members to cover the cost of technology and communications associated with Council business continue and that Elected Members be required to claim those allowances on their monthly claim forms except where the technology equipment is provided on Council programmes.

Elected Members may also incur expenses that arise as a direct result of carrying out the role of an elected representative. Some of those expenses not covered by allowances already paid may be claimable as an expense reimbursement through Waitakere City. Other expenses may be claimable in an annual tax return.

Elected Members need to be aware of their responsibility for all taxation issues. Each will need to keep evidence of expenditure incurred for which the appropriately selected reimbursement allowances are claimed in case Inland Revenue seeks justification of the claim.

The Remuneration Authority have jurisdiction to make the determination and have requested representations from the Council. Consequently Elected Members have no pecuniary interests in voting on salaries and personal allowances. Elected Members will be advised when the determination has been made. Each Elected Member will have a choice whether to claim payment of allowances, part claim or not to make any claim at all. With respect to salaries, Elected Members are required to take the amount that is determined by the Remuneration Authority.

Meeting Allowance Rates

No meeting allowance rates will be payable except for appointed Members to Council Committees and Subcommittees and in respect of Members acting as Hearing Commissioners. The meeting allowance rate has been adjusted by the equivalent movement to remuneration levels.

CONCLUSION

The Remuneration Authority will make the final determination for the Council and it will review the following proposals to be put forward by the Council and any submissions by the Community Boards before making that determination:

A142-A143

1. That the Council recommend the following salaries for Elected Members to the Remuneration Authority:
 - Deputy Mayor - \$77,434;
 - Chairmen of Committees:
 - (Planning and Regulatory, Finance and Operational Performance, Infrastructure and Works, NorSGA Urban Development and Culture and Community Committees) - \$68,000.
 - Chairmen of Other Committees:
 - Chairman Long Term Council Community Plan and Annual Plan Committee - \$65,000;
 - Chairman Policy and Strategy, Emergency Services Committee - 0, Chairman Performance Review Committee - 0, Chairman Tenders, Creative Communities Funds Allocation and Community Sport Fund Allocation Subcommittees - 0.
 - Deputy Chairmen:
 - Deputy Chairmen Infrastructure and Works, Planning and Regulatory and Culture and Community Committees - \$55,000;
 - Other Councillors \$52,409;
 - Community Board Chairmen - \$23,963;
 - Community Board Members - \$12,334.
2. Resource Consent hearing fees will be paid in accordance with the determination of the Remuneration Authority (currently \$75 per hour of meeting time for the Chairman and \$60 per hour of meeting time for the Members).

3. The following reimbursements and expenses be recommended to the Remuneration Authority:
4. That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate:
 - Reimbursement of one domestic line rental and one domestic line maintenance charge related to telephone, fax and email operation and the call minder facility (currently \$46);
 - The provision of a cell phone to Councillors and Community Board Chairmen on the Council's plan under the same terms and conditions as cell phones provided for business use for staff including the repayment of private calls;
 - Reimbursement of the best flat rate monthly fee available to the Council for a Broadband connection suitable for Council business operations (currently \$69 but now \$30) (available to Community Board Chairmen but not currently available to Community Board Members).
5. That Councillors and Community Board Members claim reasonable business related core costs on telephone or cell phone on a monthly basis provided they are supported by presentation of an account detailing to whom the calls have been made.
6. That Councillors be paid a flat monthly fee of \$20 to cover all consumables (not currently available to Community Board Members) for computers including lap tops, printers, facsimiles etc.
7. That Councillors will be supplied with either a personal computer at home or a lap top if necessary. Those Councillors who provide their own computer equipment be paid an additional monthly allowance of \$50 (not currently available to Community Board Members).
8. That no other telephones, fax machines or cell phones will be provided to Elected Members except that the Mayor and Deputy Mayor will be provided with a cell phone and the Council will pay for all expenses except private calls.
9. That when on approved Council business all actual or related expenses will be met by the Council.
10. That the rate for reimbursing an Elected Members for travel, using their own motor vehicle on Council business is the maximum set by the Remuneration Authority - (currently \$0.70 per kilometre) and the Council also pays the approved rate to appointed Members. Any infringement fees e.g. parking and speeding infringements are by law the responsibility of the offender.
11. That the Chairman of Te Taumata Runanga be paid a salary of \$21,474.
12. That the non-elected Te Taumata Runanga representative appointed to the City Development Committee be paid a meeting fee aligned with those fees payable for Resource Consent hearings members (refer to Clause 3 of this resolution) (currently \$60 per hour of meeting and workshop time).
13. That all appointed non-elected Members of Council Committees (except the Te Taumata Runanga representative to the City Development Committee) and subcommittees except the Hearings Committee be paid a meeting fee of \$221.

RECOMMENDATIONS

1. That the Elected Members Remuneration - Remuneration Authority Determination 2007/2008 report be received.
2. That the Henderson Community Board, in reference to the Remuneration Authority Determination 2007/2008:
 - a) Agrees with the recommendations as set out in the Agenda report to be forwarded to Council; or
 - b) Disagrees with the recommendations as set out in the Agenda report to be forwarded to Council, and will make a submission to the Remuneration Authority in this regard in due course.

Report prepared by: Darryl Griffin, Group Manager: Democracy and Support Services.



12 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.



13 KOTUKU STREET/OLD TE ATATU ROAD, TE ATATU PENINSULA - NEW GIVE WAY CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Give Way control at the Kotuku Street/Old Te Atatu Road intersection in Te Atatu Peninsula.

BACKGROUND

A local resident has requested that a priority control be installed at this intersection as there is often confusion for drivers during busy school drop-off and pick-up times.

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.

Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to slow down when they do not have priority of movement.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there has been no reported accidents. However, 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.

Priority controls are desirable at busy intersections, otherwise drivers have to rely on the right-hand rule, which can sometimes result in confusion or misunderstandings. It is appropriate to install a Give Way control here.

A144

The proposed scheme is shown at page A144.

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 new road signage and markings can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The new Give Way control at the Kotuku Street/Old Te Atatu Road intersection is recommended to improve safety and operation.

RECOMMENDATIONS

1. That the Kotuku Street/Old Te Atatu Road, Te Atatu Peninsula - New Give Way Control report be received.
2. That in relation to **KOTUKU STREET, TE ATATU PENINSULA**:
 - (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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **GIVE WAY** control be put in place on **KOTUKU STREET** where it intersects with **OLD TE ATATU 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.

14 **STURGES ROAD, HENDERSON - NEW FLUSH MEDIAN, NO STOPPING AT ALL TIMES AND NEW STOP CONTROLS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install a new flush median on Sturges Road between Spence Road and Vintage Drive, Henderson and new No Stopping At All Times and Stop Controls.

BACKGROUND

Sturges Road was identified in the 2005/2006 Crash Reduction Study undertaken by the Waitakere City Council, as requiring improvements. Sturges Road has an accident history involving rear-end and turning vehicles.

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.

30% of Waitakere urban traffic accidents occur when vehicles are crossing/turning to or from side streets/properties, and flush medians are an effective treatment. Flush medians also reduce head-on, overtaking and rear end accidents, and generally calm the traffic flow.

ISSUES

Description

Sturges Road is a collector road that carries approximately 20,000 vehicles per day, and has a carriageway width of 11 metres.

Accident Statistics

A search of the Land Transport New Zealand database shows that for the past five years, Sturges Road, between Spence Road and Vintage Drive (east end), had 24 reported accidents including six involving injury. 40% of these accidents involved rear-end/obstruction type accidents, which commonly occur when drivers wait to turn right into side roads and driveways. The flush median would help avoid these accidents.

Proposed Works

A new flush median on Sturges Road, between Spence Road and Vintage Drive, is proposed. Removal of on-street parking near intersections is required for the purpose of improving traffic flow and driver sightlines on side roads. Two existing bus stops will be relocated slightly as they are currently too close to side-roads, and can disrupt traffic flow when buses stop there. In addition a number of intersections require new Stop priority controls.

A145-A146 The location of the changes is indicated at pages A145 to A146.

Residents were consulted in September 2007, and plans were displayed during the public open day for the Sturges Bridge replacement project. There were no adverse responses to the scheme.

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 can be funded from the Annual Plan 2007/2008 Minor Safety budget.

CONCLUSION

There have been a number of accidents on Sturges Road that will be addressed by the installation of a flush median.

RECOMMENDATIONS

1. That the Sturges Road, Henderson - New Flush Median, No Stopping at All Times and New Stop Controls report be received.
2. That the installation of a **FLUSH MEDIAN** on **STURGES ROAD** delineated on plan number 15642, sheets 4 to 5, attached at pages A145 to A146 to the Agenda report be received.
3. That in relation to **STURGES ROAD, 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 restrictions and controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **STURGES ROAD**, starting from the western kerb line of **BURGUNDY PARK** and extending west to a point approximately 77 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the north kerb line of **STURGES ROAD**, starting from the eastern kerb line of **BURGUNDY PARK** and extending east to a point approximately 40 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (iii) on the north kerb line of **STURGES ROAD**, starting from the western kerb line of **HARVEST DRIVE** and extending west to a point approximately 84 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (iv) on the north kerb line of **STURGES ROAD**, starting from the eastern kerb line of **HARVEST DRIVE** and extending 133 metres east to the western kerb of **GEORDIE STREET** a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (v) on the north kerb line of **STURGES ROAD**, starting from the eastern kerb line of **GEORDIE STREET** and extending east to a

- point 18 metres further a new **STOPPING AT ALL TIMES** restriction be put in place.
- (vi) on the north kerb line of **STURGES ROAD**, starting from the western kerb line of **SEPTIMUS PLACE** and extending west to a point 32 metres a new **STOPPING AT ALL TIMES** restriction be put in place.
 - (vii) on the south kerb line of **STURGES ROAD**, starting from the western kerb line of **SPENCE ROAD** and extending west to a point approximately 36 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (viii) on the south kerb line of **STURGES ROAD**, starting from the eastern kerb line of **SPENCE ROAD** and extending east to a point approximately 80 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ix) on the south kerb line of **STURGES ROAD**, starting from the western kerb line of **FITZWATER PLACE** and extending west to a point approximately 30 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (x) on the south kerb line of **STURGES ROAD**, starting from the eastern kerb line of **FITZWATER PLACE** and extending east 110 metres to the western kerb of Vintage Drive a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (xi) on the south kerb line of **STURGES ROAD**, starting from the eastern kerb line of **VINTAGE DRIVE (SOUTH LINK)** and extending east to a point approximately 74 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (xii) on the south kerb line of **STURGES ROAD**, starting from a point 87 metres east of the eastern kerb line of **VINTAGE DRIVE (SOUTH LINK)** and extending east to a point approximately 56 metres further a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (xiii) on the south kerb line of **STURGES ROAD**, starting from the western kerb line of **VINTAGE DRIVE (NORTH LINK)** and extending west to a point approximately 37 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (xiv) on the south kerb line of **STURGES ROAD**, starting from the eastern kerb line of **VINTAGE DRIVE (NORTH LINK)** and extending east to a point approximately 40 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (xv) that on the north kerb line of **STURGES ROAD** at point approximately 89 metres west of the western kerb line of **HARVEST DRIVE** a new **BUS STOP** control be put in place.
 - (xvi) that on the south kerb line of **STURGES ROAD** at a point approximately 74 metres east of the eastern kerb line of **VINTAGE DRIVE (SOUTH LINK)** and extending a further 13 metres east a new **BUS STOP** control be put in place.
 - (xvii) that a new **STOP** control be put in place on **STURGES ROAD** where it intersects with **SPENCER ROAD**.
 - (xviii) that a new **STOP** control be put in place on **STURGES ROAD** where it intersects with **BURGUNDY PARK**.
 - (xix) that a new **STOP** control be put in place on **STURGES ROAD** where it intersects with **FITZWATER PLACE**.

- (xx) that a new **STOP** control be put in place on **STURGES ROAD** where it intersects with **VINTAGE DRIVE**.
 - (xxi) that a new **STOP** control be put in place on **STURGES ROAD** where it intersects with **GEORDIE STREET**.
 - (xxii) that a new **STOP** control be put in place on **STURGES ROAD** where it intersects with **VINTAGE DRIVE (SOUTH LINK)**.
 - (xxiii) that a new **STOP** control be put in place on **STURGES ROAD** where it intersects with **VINTAGE DRIVE (NORTH LINK)** .
4. That in relation to **BURGUNDY PARK, 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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **BURGUNDY PARK**, starting from the northern kerb line of **STURGES ROAD** and extending north to a point approximately 15 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the east kerb line of **BURGUNDY PARK**, starting from the northern kerb line of **STURGES ROAD** and extending north to a point approximately 15 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
5. That in relation to **HARVEST DRIVE, 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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **HARVEST DRIVE**, starting from the northern kerb line of **STURGES ROAD** and extending north to a point approximately 15 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the east kerb line of **HARVEST DRIVE**, starting from the northern kerb line of **STURGES ROAD** and extending north to a point approximately 15 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
6. That in relation to **GEORDIE STREET, 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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **GEORDIE STREET**, starting from the northern kerb line of **STURGES ROAD** and extending north to a point approximately 17 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the east kerb line of **GEORDIE STREET**, starting from the northern kerb line of **STURGES ROAD** and extending north to a point approximately 17 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.

7. That in relation to **SEPTIMUS PLACE, 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 restrictions be now resolved to be specified and imposed, namely,
- (i) on the west kerb line of **SEPTIMUS PLACE**, starting from the northern kerb line of **STURGES ROAD** and extending north to a point approximately 14 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
- (ii) on the east kerb line of **SEPTIMUS PLACE**, starting from the northern kerb line of **STURGES ROAD** and extending north to a point approximately 14 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
8. That in relation to **SPENCE ROAD, 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 restrictions be now resolved to be specified and imposed, namely,
- (i) on the west kerb line of **SPENCE ROAD**, starting from the southern kerb line of **STURGES ROAD** and extending south to a point approximately 15 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
- (ii) on the east kerb line of **SPENCE ROAD**, starting from the southern kerb line of **STURGES ROAD** and extending south to a point approximately 15 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
9. That in relation to **FITZWATER PLACE, 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 restrictions be now resolved to be specified and imposed, namely,
- (i) on the west kerb line of **FITZWATER PLACE**, starting from the southern kerb line of **STURGES ROAD** and extending south to a point approximately 15 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
- (ii) on the east kerb line of **FITZWATER PLACE**, starting from the southern kerb line of **STURGES ROAD** and extending south to a point approximately 15 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
10. That in relation to **VINTAGE DRIVE (SOUTH LINK), 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 restrictions be now resolved to be specified and imposed, namely,

- (i) on the west kerb line of **VINTAGE DRIVE (SOUTH LINK)**, starting from the southern kerb line of **STURGES ROAD** and extending south to a point approximately 20 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the east kerb line of **VINTAGE DRIVE (SOUTH LINK)**, starting from the southern kerb line of **STURGES ROAD** and extending south to a point approximately 17 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
11. That in relation to **VINTAGE DRIVE (NORTH LINK), 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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **VINTAGE DRIVE (NORTH LINK)**, starting from the southern kerb line of **STURGES ROAD** and extending south to a point approximately 19 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the east kerb line of **VINTAGE DRIVE (NORTH LINK)**, starting from the southern kerb line of **STURGES ROAD** and extending south to a point approximately 15 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
12. 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 and restrictions and intersection priority controls.

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



15 **BEACH ROAD, TE ATATU PENINSULA - NEW PEDESTRIAN REFUGE ISLAND, NO STOPPING AT ALL TIMES AND 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 pedestrian refuge island outside number 39 Beach Road, Te Atatu Peninsula and a No Stopping At All Times restriction.

BACKGROUND

Waitakere City Council identified that a pedestrian refuge island on Beach Road in the vicinity of Durham Street would be of benefit to pedestrians.

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.

Pedestrian refuge islands can be installed at the middle of the carriageway to provide a safe facility for crossing a road.

ISSUES

Beach Road is a collector road with a carriageway width of 10.5 metres and is straight and flat.

A search of the Land Transport New Zealand database shows that for the past five years, there has been one reported injury accident to an elderly pedestrian crossing Beach Road just to the north of Durham Street. The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is entirely possible more unreported accidents have occurred at this location.

It is proposed to install a pedestrian refuge island on Beach Road outside number 39 Beach Road as well as No Stopping At All Times parking restrictions to allow for adequate sightlines between pedestrians and drivers and to provide sufficient room for traffic to manoeuvre. A new right turn pocket on Beach Road and a Give Way priority on Durham Street intersection will also be incorporated into the design.

A147

The location of the proposed changes is shown at page A147.

Residents were consulted in September 2007 and no adverse responses were received.

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 can be funded from the Annual Plan 2007/2008 Minor Safety budget.

CONCLUSION

A new pedestrian refuge island with associated parking restrictions and Give Way control will improve pedestrian safety on Beach Road.

RECOMMENDATIONS

1. That the Beach Road, Te Atatu Peninsula - New Pedestrian Refuge Island, No Stopping At All Times and Give Way Control report be received.
2. That the installation of a **PEDESTRIAN REFUGE ISLAND** on **BEACH ROAD** delineated on plan number 40-2 attached at page A147 to the Agenda report be approved.
3. That in relation to **BEACH ROAD, TE ATATU PENINSULA:**
 - (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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **BEACH ROAD**, starting from the southern kerb line of **DURHAM STREET** and extending south to a point

- approximately 50 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
- (ii) on the east kerb line of **BEACH ROAD**, starting from a point 31 metres south of the southern kerb line of **DURHAM STREET** and extending north to a point approximately 55 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
4. That in relation to **DURHAM STREET, TE ATATU PENINSULA**:
- (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 control now be resolved to be specified and imposed, namely,
- (i) that a new **GIVE WAY** control be put in place on **DURHAM STREET** where it intersects with **BEACH ROAD**.
5. 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 controls.

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



16 WAIMANU BAY DRIVE/HARBOUR VIEW ROAD, TE ATATU PENINSULA - NEW GIVE WAY CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Give Way control at the Waimanu Bay Drive/Harbour View Road intersection in Te Atatu Peninsula.

BACKGROUND

A Member of the Henderson Community Board has requested a priority control at the Waimanu Bay Drive/Harbour View Road intersection in Te Atatu Peninsula due to feedback on the confusion of priority between drivers.

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.

Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to slow down when they do not have priority of movement.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there have been no reported accidents at the intersection. However, 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.

Priority controls are desirable at busy intersections, otherwise drivers have to rely on the right-hand rule, which can sometimes result in confusion or misunderstanding. It is appropriate to install a Give Way control here as the traffic has been growing steadily due to the increase in residential development and its proximity to the Te Atatu Peninsular urban centre.

A148

The proposed scheme is shown at page A148.

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 new road signage and markings can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The new Give Way control at the Waimanu Bay Drive/Harbour View Road intersection is recommended to improve safety and operation.

RECOMMENDATIONS

1. That the Waimanu Bay Drive/Harbour View Road, Te Atatu Peninsula - New Give Way Control report be received.
2. That in relation to **WAIMANU BAY DRIVE, Te Atatu PENINSULA**:
 - (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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **GIVE WAY** control be put in place on **WAIMANU BAY DRIVE** where it intersects with **HARBOUR VIEW 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.



17 **BRUCE MCLAREN ROAD, HENDERSON - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restriction outside number 10, Bruce McLaren Road, Henderson.

BACKGROUND

A request has been received from a customer to install a No Stopping At All Times parking restriction on Bruce McLaren Road. Due to the bend at this location the customer is concerned that when vehicles are legally parked against the kerb, customers to the business have difficulty seeing oncoming vehicles when exiting the driveway.

A site visit has confirmed that when vehicles are parked in this location, visibility is compromised and this is compounded by vehicles travelling around the bend.

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

ISSUES

Bruce McLaren Road is a collector district road and the width of this section of Bruce McLaren Road is approximately 11 metres. It is a heavy industrial area with a high use of large trucks.

All affected properties have access to off street parking. Consultation was carried out with the properties that will be directly affected by the No Stopping At All Times parking restriction and to date no responses have been received.

A149 The location of the new parking restriction is shown on the aerial photograph at page A149.

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 new parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The new No Stopping At All Times parking restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing traffic flows.

RECOMMENDATIONS

1. That the Bruce McLaren Road, Henderson - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **BRUCE MCLAREN ROAD, 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 restriction be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **BRUCE MCLAREN ROAD** starting from a point 74.5 metres of the intersection with **RAILSIDE AVENUE** and extending south for a distance of approximately 8 metres, a **NO STOPPING AT ALL TIMES** parking 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 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



18 GARELJA ROAD, HENDERSON - REVIEW OF PARKING SPACE

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to extend a parking space in Garelja Road, Henderson.

BACKGROUND

A report was presented to the Henderson Community Board meeting held on 3 September 2007 to recommend proposed solutions to the parking issues. The Community Board resolved as follows:

“That a review of all parking restrictions in Garelja Road be undertaken.”

3315/2007

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

A resident of Garelja Road contacted the Council with concerns regarding a truck that is often parked outside number 99 Henderson Valley Road on the Garelja Road frontage. The resident believes this causes safety and sightline issues when they are exiting their driveway. Garelja Road is a local road, is 11 metres wide and there is not a high demand for parking in this road. The road has sufficient width to accommodate parking on both sides of the road, while still maintaining two lanes for traffic.

There are existing No Stopping lines (about 20 metres) marked on the road from the Henderson Valley Road intersection. This keeps the intersection clear for vehicles entering Garelja Road. There is then a marked out parking space, approximately 5 metres in length and the No Stopping Lines then continue for a further 20 metres.

Garelja Road is a residential road and currently there is no demand for parking. The majority of properties on this road have access to off street parking. The roadside parking is predominately used for visitors to the street and as overflow for residents that have more than one vehicle.

Since the September 2007 Community Board meeting, consultation with the two affected residents has been undertaken and the road monitored with regard to parking. It is empty the majority of the time with only one or two vehicles parking on the road.

A150

It is therefore recommended that the existing parking space be extended a further 10 metres. This will allow the truck owner to park his car and truck outside his own property, removing it from outside the property of number 99 Henderson Valley Road on the Garelja Road frontage as indicated in the plan attached at page A150.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required in 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 extended parking space can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The proposal is to extend the existing parking space by a further 10 metres outside number 99 Henderson Valley Road on the Garelja Road frontage.

RECOMMENDATIONS

1. That the Garelja Road, Henderson - Review of Parking Space report be received
2. That in relation to **GARELJA ROAD, HENDERSON:**
 - (a) That all existing parking restrictions or limitations currently applicable to **GARELJA ROAD**, 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 restriction be now resolved to be specified and imposed, namely,
- (i) that the existing marked out parking space be extended a further 10 metres outside number **99 HENDERSON VALLEY ROAD** on the **GARELJA ROAD** frontage.
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.

Report prepared by: Jane Harris, Transport Technician.



19 RAILSIDE AVENUE, HENDERSON - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restriction on Railside Avenue where it intersects with Bruce McLaren Road, Henderson.

BACKGROUND

A request has been received from a nearby business at the intersection of Railside Avenue and Bruce McLaren Road, Henderson to install a No Stopping At All Times parking restriction at this site.

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

ISSUES

Railside Avenue is a collector district road and the width of this section of Railside Avenue is 10.5 metres. The railway line runs through this intersection. Currently there is a safety issue when vehicles are parked legally against the kerb and another vehicle is stationary waiting to turn right into Bruce McLaren Road, traffic travelling towards the cul de sac end of Railside Avenue comes to a stop until vehicles turning right into Bruce McLaren Road have made the turn after the train has passed.

All affected properties have access to off street parking. Consultation was carried out with the properties that will be directly affected by the proposed No Stopping At All Times restriction. To date no responses have been received. As this is a safety issue, it is proposed to install the No Stopping At All Times parking restriction.

A151

The location of the new parking restriction is shown on the aerial photograph attached at page A151.

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 new parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The new No Stopping At All Times parking restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing traffic flows.

RECOMMENDATIONS

1. That the Railside Avenue, Henderson - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **RAILSIDE 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 restriction be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **RAILSIDE AVENUE** starting from the southern property boundary of property number 152 and extending north for a distance of approximately 50 metres, a **NO STOPPING AT ALL TIMES** parking 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 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



20 THORNLOW STREET, GLENDENE - NEW MOBILITY PARKING SPACE AND NEW ANGLE PARKING

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new mobility parking space and to mark out new angle parking bays on Thornlow Street, Glendene.

BACKGROUND

A request has been received from a customer to mark out angle parking bays on Thornlow Street, Glendene. The location outside the four shops has an indented parking area, where currently some vehicles park parallel to the kerb while others park at an angle.

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.

Angle parking can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear, and to ensure vehicles park correctly.

ISSUES

Outside number 1 Thornlow Street there are four shops and a large indented parking bay. Currently vehicles park at an angle to the kerb while others park parallel, which is inefficient and confusing to drivers. Marking out angle parking bays will provide clear direction to drivers as well as increase the number of available spaces. The Waitakere City Council District Plan also requires that for this number of public parking spaces at least one mobility space be provided.

All affected properties have been verbally consulted and feedback was positive.

A152 The location of the new parking restrictions is shown on the aerial photograph at page A152.

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 new parking layout can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

The new mobility parking space and new angle parking bays is recommended to ensure that the vehicles are parked in a defined area without confusion.

RECOMMENDATIONS

1. That the Thornlow Street, Glendene - New Mobility Parking Space and New Angle Parking report be received.
2. That in relation to **THORNLOW STREET, GLENDENE:**
 - (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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **THORNLOW STREET** approximately 42 metres from the intersection with **KIRBY STREET**, a **MOBILITY PARKING** space be marked out.
 - (ii) on the east kerb line of **THORNLOW STREET ANGLE PARKING** be marked out from a point 8 metres south of the southern kerb line

of **KIRBY STREET** and extending south for a distance of 38 metres.

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 restrictions.

Report prepared by: Jane Harris, Transport Technician.



21 WAITAKI STREET, SUNNYVALE - SPEED HUMPS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to construct speed humps in Waitaki Street, Sunnyvale as part of the Annual Plan 2007/2008 Slow Street programme.

BACKGROUND

Waitaki Street is a local road running between James Laurie Street and View Road. Waitaki Street has been on the slow streets priority list for a number of years and was identified as the top priority for implementation in the current year.

Waitaki Street is a 50 kilometre per hour zone, however recent traffic counts indicate the 85th percentile speed (the speed exceeded by 15 percent of vehicles) is 60 kilometres per hour. The average daily traffic in Waitaki Street is 1139 vehicles.

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

The reported accident history for Waitaki Street (last five years) as recorded in the Land Transport New Zealand accident database includes one serious, one minor and one non-injury accident. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred in this street.

The other options considered were a mini roundabout, chicanes and splitter islands. These options did not go ahead as they involved widening of the road or affected private property driveways. These options would be associated with a more costly solution and would not address the resident concerns.

Consultation letters were circulated to the 103 residential properties in Waitaki Street and side streets with voting sheets asking residents to indicate whether they were in favour of, or opposed to, the installation of speed humps. A total of 52 responses were received back from the residents with 41 responses (79%) supporting the installation of speed humps and 11 responses (21%) opposing the installation of speed humps.

A153

The location and design of the speed humps are shown on at page A153. The construction material of the speed humps is asphalt and the implementation will include road marking to define the position of the speed humps and the standard warning signs at the start and end of the road.

The advantages of installing speed humps outweigh the disadvantages, and this is shown by the 79% response in support of them. The implementation of slow streets treatment focuses on addressing speed related safety problems and providing a more pedestrian friendly environment. However, implementing slow streets has some negatives, including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants including public transport.

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 installation of speed humps in Waitaki Street can be implemented under the Annual Plan 2007/2008 Slow Streets budget.

CONCLUSION

The proposal to install speed humps in Waitaki Street was supported by the majority of respondents to the consultation and the project can proceed on this basis.

RECOMMENDATIONS

1. That the Waitaki Street, Sunnyvale - Speed Humps report be received.
2. That the proposed design and construction of speed humps in Waitaki Street, Sunnyvale be approved.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.

