

## Information for Option 2 Assess-way Open to Motor-vehicles with Safety Improvements

The following are key points in regard to Option 2:

[1] Council's strategic direction which supports efficient traffic movement for all and bringing communities closer together would continue to be supported.

[2] All safety concerns raised by the residents would be effectively addressed through minor safety improvement works, as explained in the following table.

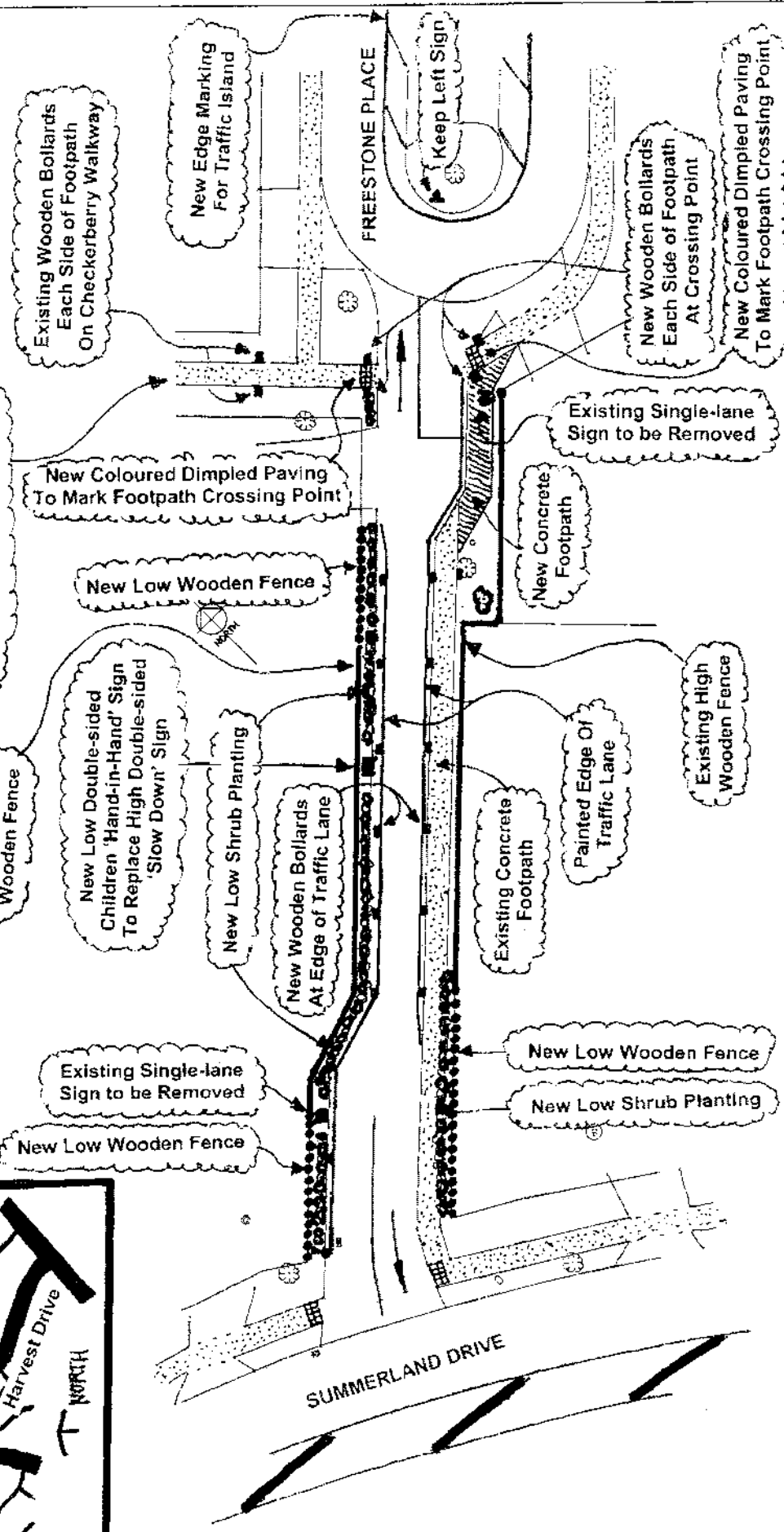
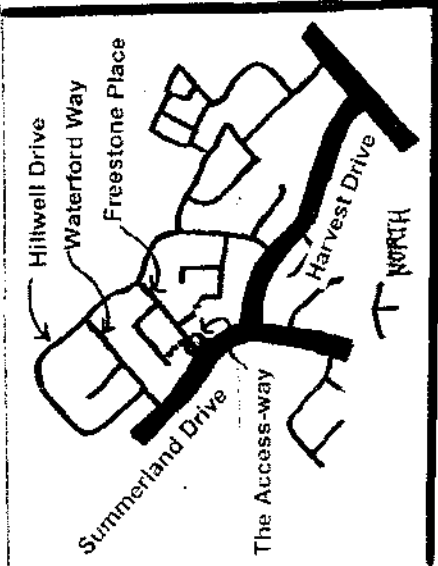
[3] Associated concerns relating to amenity and property value would be effectively addressed through minimisation of the use of traffic signs, the careful matching of bollards to existing bollards, and the planting of shrubs, all as detailed in the table below and indicated in the landscape architect's sketches, herewith.

[4] The proposed works can be quickly implemented at moderate cost (in the order of \$3000 net to Council) and funded from the existing minor safety works budget.

Safety Concern	Proposed Improvements	Effect
Some of the drivers' speeds are too high for the conditions.	Install wooden bollards right next to the painted edges of the traffic lane.  Install double sided 'children-hand-in-hand sign' at drivers' eye height mid-way along access-way.	Reduces driver's speed, and braking distance if there is a need to stop.  Increases driver awareness of conditions and need for care, reducing reaction time if there is a need to stop.
Child runs heedlessly onto the access-way.	Install wooden bollards right next to the painted edges of the traffic lane.  Install low wooden-rail fence along boundary lines where there are no fences at present.	Adequately reduces driver's speed, and braking distance.  Stops sudden headless running onto the carriageway from positions hidden by existing high wooden fences.  Maintains clear visibility to other places from which a child could run, for example the Checkerberry walkway.
Pedestrians going to/from the Checkerberry walkway are not aware of the carriageway and the need to give way to traffic.	Install bollards each side of the walkway at its intersection with the carriageway.  Install coloured dimpled pavers between the bollards each side.	Clearly and subtly indicates the safe crossing point for pedestrians and how to use it.
Opposing drivers conflict on the single-lane for two-way traffic.	This issue has already been addressed by the new road markings showing the waiting bays at each end of the access-way, and the new signs showing who should give way.	No conflicts were observed during Council's traffic surveys covering representative times of the day.  The need to possibly give way has a traffic calming effect.
Many drivers go the wrong way round the central traffic island to get a higher speed into the access-way.	This issue has already been addressed by the new road marking-arrows and keep-left signs that correctly direct drivers.	No transgressions by through traffic were observed during Council's traffic surveys covering representative times of the day.
Drivers un-parking from the central traffic island cannot see the through traffic if there is a van parked in the island.	Install a painted edge line around the island to create a safe zone for un-parking drivers to move into to get adequate visibility, and to restrain through drivers.	This measure has been proven to be effective and acceptable to drivers and residents of Rangiwai Road Titirangi, where there is angle parking outside the shops (with much higher turnover and higher traffic volume than in Freestone Place).

Safety Concern	Proposed Improvements	Effect
Vehicles parked in the central traffic island block visibility of pedestrians going to/from the Checkerberry walkway.	Install a painted edge line around the island to restrain through drivers. (and modify the physical ends of the traffic island to match if necessary after monitoring).	Calculations show that there would be adequate visibility for drivers to stop in time should a child run heedlessly from Checkerberry Court.
Pedestrians walk on the carriageway.	Install the missing section of footpath on the southern side.  install wooden bollards right next to the painted edges of the traffic lane.  Council's Road Safety coordinator can facilitate child specific education on use of the footpath with Summerland School.	Encourages use of the existing footpath.  Highlights distinction between carriageway and footpath, because the bollards would be between the footpath and the traffic lane, and creates a safe retreat for those who continue to walk on the carriageway.  Awareness of obligation to use the footpath.
Residents who care for grass and planting in access-way are exposed to motor vehicles and feel unsafe.	Install wooden bollards right next to the painted edges of the traffic lane, and position traffic approximately 0.5m further to the south.	Provides more space to tend grass / planting and prevents vehicles encroaching this space.
Other Concerns	Proposed Remedies	Effect
Loss of visual amenity and property value owing to the erection of traffic control signs.	Following installation of bollards, remove the traffic control signs each end. Install double-sided 'children-hand-in-hand sign' at drivers' eye height mid-way along access-way.	The visual intrusion of the existing traffic control signs will be eliminated and the 'children-hand-in-hand sign' will not be visible from adjacent properties or to passing traffic in Summerland Drive.
Noise of traffic on vehicle crossings each end.	The mountable 'lips' could be removed, if justified in terms of traffic-volume and noise-level in relation to other traffic noise.	Reduction in tire noise due to the 'lip' on the vehicle crossings.
Access-way traffic will increase when the Bridge between Summerland Drive and Munroe Road is opened.	Install wooden bollards right next to the painted edges of the traffic lane.	This will moderate the increase and encourage the use of Waterstone Way. However, the existing traffic volume is small, and any increase should match the access-way function.
General visual amenity.	Implement planting of low-height, low-maintenance shrubs along fence lines.	Softens the visual appearance of the scheme due to concrete pavements, wooden fences, bollards, and signs.





A39

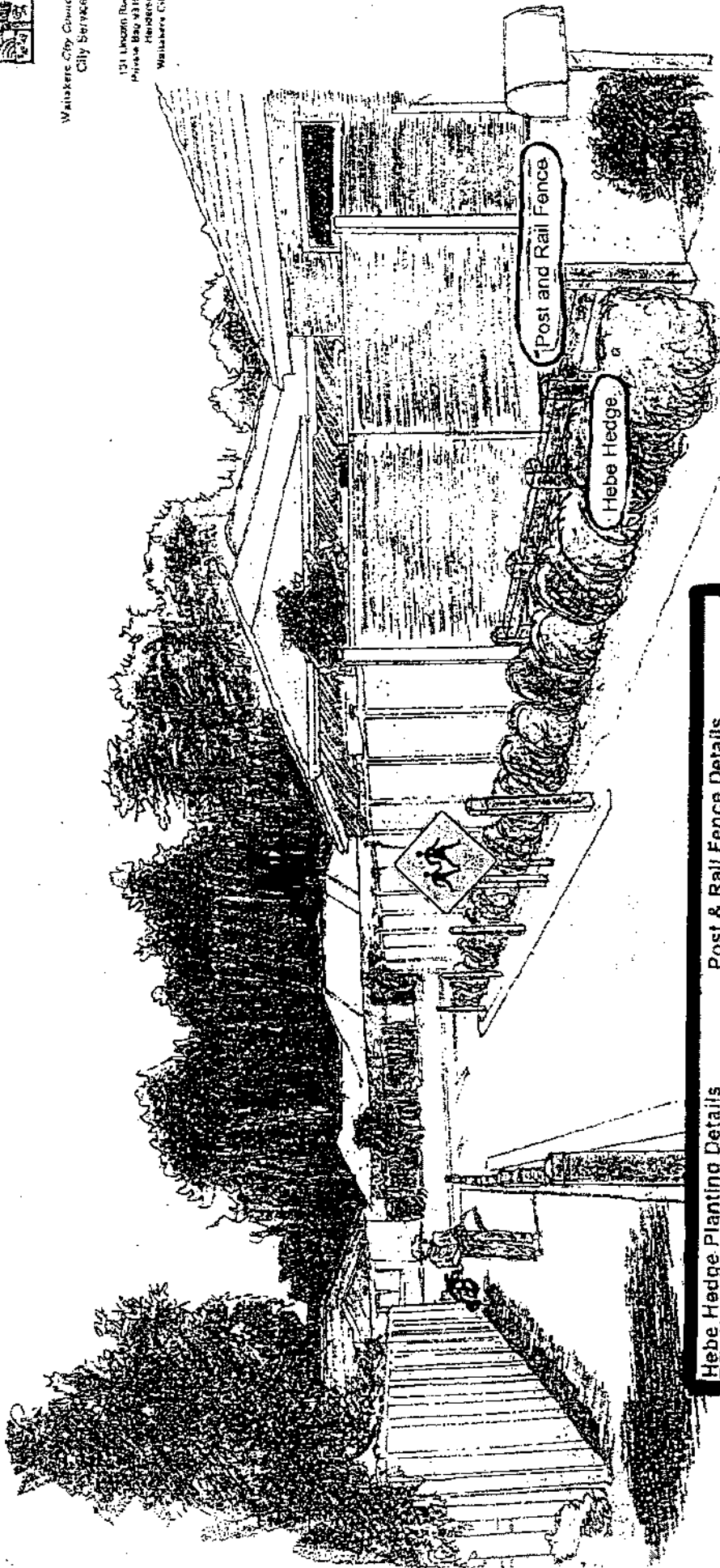
ORIGINAL SCALE 1 : 125 (A1)	SHEET NUMBER 14445	CONTRACT NO. A1
<b>WAITAKERE CITY COUNCIL</b>		
<b>OPTION 2: FREESTONE ACCESS-WAY OPEN WITH SAFETY IMPROVEMENTS</b>		
DATE 02/04	DRAWN BY AOH	CHECKED BY M.A.
DATE 03/04	PROJECT NO. NA	SHEET NO. 14445
DATE 07/04	PROJECT NO. NA	SHEET NO. 14445

OPTION 2: FREESTONE ACCESS-WAY OPEN  
WITH SAFETY IMPROVEMENTS



Wairakere City Council  
City Services

151 Lincoln Road  
Private Bag 43109  
Henderson  
Wairakere City



A40

**Hebe Hedge Planting Details**

These two species to be alternated along rows:  
*hebe glaucophylla*

- grey-silver leaf
- 40-50cm high
- 50cm spacings
- maintenance free
- maintains shape
- hardy

*hebe diosmipholia* "Wairua Beauty"

- lime green
- 60cm high
- 50cm spacings
- small leaf
- compact
- frothy pink flowers

**Post & Rail Fence Details**

Post and rail fence to be built according to WCC Code of Practice, SD 7.16 (as attached)  
SD 7.16 fence to be modified -- height 80cm and one rail only.

Job Name: Freestone Place – Summerland Drive Road Links  
Landscape Concept  
Not to scale

Do not dimension from this drawing  
Check all measurements on site  
This drawing is copyright of Wairakere City Council

Job No: 010  
Sheet No: 2 of 3  
Date: 10/02/04  
Drawn By: Mandy McMillan  
Revising:

## Freestone Place / Summerland Drive Access-way

## Questionnaire for Householders

Responses received: 40

[1] Please tick only 1 box to indicate the Option you prefer.

OPTION 1 ~ access-way permanently closed to motor vehicles	9
OPTION 2 ~ access-way opened to motor vehicles after safety factors corrected	31

[2] In regard to Option 2 please state any additional safety feature(s) you would like to be considered for inclusion. *Summary of responses:*

1. <b>Reduce speed</b> (11 respondents - 8 suggested using speed humps, 1 said judder bars).
2. <b>Footpath</b> (5 respondents - 2 suggested raising existing footpath, 1 suggested install on southern side, 1 suggested posts separating footpath and access-way, and 1 said low level barrier with "mind that child" sign between footpath and new fence in Summerland Drive).
3. <b>Bollards</b> (4 respondents - 1 suggested extending the bollards to Summerland Drive, 1 said make 2400mm apart to encourage service vehicles to use main route).
4. <b>Shrubs</b> (3 respondents - 1 keep low, 1 only slow growing shrubs, 1 no shrubs).
5. <b>Option 2</b> (3 respondents improvements are enough, 1 said leave to professionals in this field, 1 suggested Road Safety coordinator to work with Summerland).
6. <b>Signage and lights</b> (5 respondents - varying suggestions, maximum speed sign, cat's eyes divider along road, direction markers on road around island, "feet" signs on footpath for kids to follow, lights, putting posters up on either side of footpath).
7. <b>Speed camera</b> - permanent (1 respondent).
8. <b>Island</b> on Freestone Place side - leave intact (1 respondent).

[3] Please tick, only 1 box in each row, to best indicate how and how-often your household used the access-way (before the temporary barriers were installed).

	Sometimes (Up to 2 times a week)		Often (3 to 6 times a week)		Frequently (More than 6 times a week)			
	Op1	Op2	Op1	Op2	Op1	Op2		
On Foot	9	30	1	10	4	12	4	8
By Bicycle	3	10	3	4		5		1
By Car	3	29	3	5		9		15

[4] If your household did make use of the link, please tick, only 1 box in each row, to best indicate the ages of the most frequent users (before the temporary barriers were installed).

	Children		Children with Adult(s)		Adolescents		Adults		Elderly			
	Op1	Op2	Op1	Op2	Op1	Op2	Op1	Op2	Op1	Op2		
On Foot	9	32	2	3	3	8		1	3	17	1	3
By Bicycle	3	13	1	4	2	5		3		1		
	70%		72%		100%		86%		75%			

[5] Please write below any other issues or concerns that you would like the Waitakere Community Board to take into account. *Summary of responses:*

**Option 1 replies:**

1. **Bad drivers:** (3 respondents)
  - Inexperienced drivers, i.e. teenagers and non-New Zealanders periodically disregard pedestrian users by speeding and not being fully in control of their cars.
  - Boy racers use it as part of their race track. There's been a remarkable decrease since it's been closed.
  - During xmas period we were walking on the "footpath" on the access when a motor vehicle suddenly appeared coming from Freestone Place to Summerland, who was driving "to the left" of the white line, half on the "so called" road and half on the footpath. He just avoided hitting us (then gave us the finger as he drove off).
2. **Other concerns:** (3 respondents)
  - Why put risk by allowing motor vehicles going through if it takes less than 1 minute for them to use the other way?
  - The access does not look anything like a road to children ... they just think it's a walkway or drive. Nor do they know or understand to stop and look for traffic... I find this all quite frightening from a parents perspective.
  - Main concerns are safety of all persons using this one lane with increasing school roll at Summerland School in very near future. Another of our concerns is of the bridge between Summerland Drive and Monroe Road is opened, with Summerland Drive having ROW. If traffic volumes increase ... estimating increase of 1 car every 3 minutes, peak hours 20 per hour = 120... Property values would be in jeopardy – how would we be compensated?

**Option 2 replies:**

1. **Prior knowledge of the access-way:** (6 respondents)
  - The property was sold to us knowing the access was to be added. We consider this access a plug for property value (resale).
  - At the time our properties were purchased (including the houses at either end of the access-way) it was known that the access-way would be put in. This has encouraged parents to move into the area with the fast access to the school.
  - This road was on our plans when I bought here in 1999 and we have had no problems until this one person who I understand only just bought, knew this access-way was there.
  - TWO people residing in this dwelling who regularly used this access-way, which was part of our consideration in buying the property in the first instance as was the tennis court, etc.
  - Property purchases had a choice to buy or not to buy after the access-way was opened.
  - I chose to live in a cul-de-sac with link road access to a main road with the subsequent minor traffic flow that gives extra access to my home and security by people passing through. I like the extra surveillance my home gets from passing traffic. The main reason I live here and moved deliberately to Freestone Place was because of the easy access by foot & car (in wet weather) to Summerland School. I moved so my grandchildren can be dropped at my home most school days and I walk them to school.
2. **Planned safety measures:** (8 respondents)
  - Agree many of "option two" improvements are needed.
  - Council's safety measures suggested appear to both look visually satisfying while providing

additional safety features.

- The safety improvements recommended go well beyond "reasonable" expectations of anyone honestly interested in safety. I look forward to seeing the link re-opened with the new safety measures.
- We believe that with the safeguards/improvements suggested that the link road will be safe - for all ages - and that it will be of benefit to the community in remaining open as a vested link road.
- The sketch of the "Option 2" open with safety improvements look excellent and will greatly improve the safety of pedestrians.
- Option 2 addressed all the reasonable arguments put forward by residents.
- Maybe some safety measures to be taken to avoid any untoward incidents.
- I feel the closure of the access-way to be unnecessary because there are measures that can be put into place to make it safe for all our community to continue to use it.

**3. Concerns regarding complainants: (8 respondents)**

- How can one person get a road closed, has he or she got connections as I am sure that it would not have been done for me.
- Always thought that majority rules, does not seem so in this case.
- The interests of one individual are being put before those of the wider community. A number of the arguments raised by Mr Lawford are exaggerated or even illegal. From these baseless arguments, drastic and expensive actions have been taken such as road closure, signs, extra community consultation. Had Mr Lawford been a "reasonable" man, then these safety measures would have been implemented by now.
- Police concerns seem emotive and exaggerated.
- Another resident complaining does not even live in the area.
- The link was there in the beginning, people complaining shifted in later!
- I find it incomprehensible that someone can buy into an existing home beside an existing road link and then deliberately set about changing the status quo.
- 3 of the 4 persons opposed to the roadway purchased in the last 15 months with the drive (roadway) already existing. The instigator of this, Mr Lawford purchased this property with the intention of having this roadway closed, started his campaign immediately after signing the purchase agreement. The owner of 20 Freestone, an absentee landlord complained about the large vehicle parked in the middle parking area, this Western Cabs vehicle is driven by Mr Lawford's wife. 40 people signed petition opposing the closure.

**4. Some issues not proven: (6 respondents)**

- It appears that some of the issues highlighted by those 4 houses effected by the access-way have not been proven... No clashes with other motor vehicles or pedestrians.
- There has been no mention of any injuries.
- We have never been inconvenienced by any traffic using that area, and were most surprised to find the new notices and fencing. There is an adequate footpath and children are often more responsible than their parents about road rules.
- I have used the link road on many occasions; I have never considered it unsafe if using it with care and attention.
- In the 3 years we have lived in Checkerberry Court we have never even met a car wanting to come through the access-way at the same time we were using it. This is in the more than 6 times a week we drive through and the times we walk through in the course of a week.
- I walk this link often with my baby and dog and this including week days and weekends, and before and after school while I was not working for 12 months - not many pedestrians Use it (incl. my school kids).

**5. Various other points raised: (6 respondents)**

- Appreciation of the information provided and the opportunity to give input. Council staff were congratulated on the recommendations and sketches.
- Common sense should prevail, and good driving practices and adherence to road codes would help.
- More concerned about proposed bridge linking us to Ranui, believes it will increase boy racer problem.
- If there are safety concerns why is there no pedestrian crossing at Summerland Primary School and on Hillwell Drive for the Park and Reserve?... Why close this one instead of one of the many other similar link ways in the area?
- The link road is the quickest easiest way to access the Palomino Road shops.
- The extra trees that have been planted between Checkerberry / Freestone walk from the end of Mr Lawford's 6' fence right down to the end of the grassed area, while aesthetically attractive, screens pedestrian view to the roadway on its right - the very safety issue Mr L raises as his concern in the first instance.

**13 FREESTONE PLACE LINK-ROAD, WESTERN HEIGHTS: CONSULTATION**

917/2004

MOVED by C Shepherd, seconded D Hallett:

That the Freestone Place Link-Road, Western Heights: Consultation report be received.

**CARRIED**

918/2004

MOVED by Cr Hulse, seconded D Goodley:

That the Waitakere Community Board requests that the decision on Freestone Place be deferred until the July meeting of the Board and that Council's Legal Advisor provide legal advice on the following options proposed:

- Option 1 - the Freestone Place Link-Road be permanently closed to motor vehicles; or
- Option 2 - the Freestone Place Link-Road be opened to motor vehicles after safety factors are corrected.

and be on hand to answer questions on the above options.

**CARRIED**

The Order of Business resumed at Item: 9: Keep Waitakere Beautiful Trust 2004 Community Street Tree Planting Programme.


**9 ~~KEEP WAITAKERE BEAUTIFUL TRUST 2004 COMMUNITY STREET TREE PLANTING PROGRAMME~~**

~~919/2004~~

~~MOVED by K Healy, seconded Cr Hulse:~~

- ~~1. That the Keep Waitakere Beautiful Trust 2004 Community Street Tree Planting Programme report be received.~~
- ~~2. That Taremaro Place, Croatian Place and Legacy Drive be accepted for this years Keep Waitakere Beautiful Street Tree Planting Programme for the Waitakere Ward, and that Cherry Trees be the preferred tree for the street planting in the above street chosen.~~
- ~~3. That all Waitakere Community Board Members attend the street tree planting as arranged.~~

**CARRIED**

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Changing Social And Recreational Needs Of Our Rural Communities  3 June 2003  Resolution No: 1064/2003	June 2003	August 2004	Polly O'Brien  836 8000 Ext 8559

### **RECOMMENDATION**

That the Committee Secretary's Report be received.

Report prepared by: Owena Schuster, Committee Secretary.



## **8 FREESTONE PLACE LINK-ROAD, WESTERN HEIGHTS: LEGAL ADVICE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide advice to the Waitakere Community Board with regard to legal aspects of the proposals for the link-road between Freestone Place and Summerland Drive, Western Heights.

### **BACKGROUND**

At its meeting of 1 June 2004 the Waitakere Community Board considered a report on the options to improve traffic and pedestrian safety on the Freestone Place link-road, and the outcomes of community consultation on two options, as follows:

- Option 1 - access-way permanently closed to motor vehicles; and
- Option 2 - access-way opened to motor vehicles after safety factors are corrected.

A verbal report was given on proposed legislative changes in relation to pedestrian malls and the Board resolved as follows:

*"That the Waitakere Community Board requests that the decision on Freestone Place be deferred until the July meeting of the Board and that Council's Legal Advisor provide legal advice on the following options proposed:*

- *Option 1 - the Freestone Place Link-Road be permanently closed to motor vehicles; or*
- *Option 2 - the Freestone Place Link-Road be opened to motor vehicles after safety factors are corrected.*

*And be on hand to answer questions on the above options."*

918/2004

A45

## STRATEGIC CONTEXT

The Waitakere City Council's 'Active Democracy' strategic platform for a sustainable city affords the context for this report. The vision is that:

*"People are able and willing to engage in city issues, and feel that they can make a difference. There are high levels of community participation, and people respect each other's views."*

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 for all, for access, communication and safety.

## ISSUES

There are a range of options available to determine the future of the link-road:

- Do nothing - This option has no support.
- Retain the link-road as road but undertake work to improve safety factors - This is Option 2 above.
- Retain the link-road as road but declare it a pedestrian mall under Section 336 of the Local Government Act 1974. This is one of the ways in which Option 1 above can be achieved.
- Undertake stopping of the link-road and then execute an easement in gross (an easement in favour of the Council which permits use by the public) for use of the former link-road land as a pedestrian and cycle access only. This is an alternative way to achieve Option 1 above but is an inherently more complicated option. The use of the pedestrian mall provisions of Local Government Act 1974 to achieve Option 1 is to be preferred.

When the Local Government Act 2002 was enacted the provisions of Part XXI of Local Government Act 1974 relating to roads were left unaffected. Road stopping therefore takes place in accordance with Section 342 and The Tenth Schedule of Local Government Act 1974. If there is an objection, and the Council does not allow the objection, then the matter is referred to the Environment Court for a decision on the objections. If the Environment Court allows the objections no further attempt may be made to stop the road for two years. The road stopping process can be protracted and expensive.

There is similar potential in proposals to declare a pedestrian mall. Section 336 Local Government Act 1974 is undergoing change as part of The Local Government Law Reform (No 3) Bill which has just been reported back. Although Section 336 is re-enacted the net effect is unchanged. A decision to declare a pedestrian mall may be appealed to the Environment Court, which can overturn, modify or confirm the decision. In addition, the Bill requires the use of the special consultative procedure, whereas the law currently requires a 'special order' process. A pedestrian mall process therefore has a similar time frame to road stopping and the same potential to become protracted and expensive in the case of an appeal.

A46

A further temporary complication is not knowing when the Bill might become law. The Bill as reported back now contains a transitional provision (Clause 51A) as a result of a submission by this Council, but the drafting is a little obscure and there is still residual risk if the process was to start now as a special order. It is recommend, if the pedestrian mall option is to be pursued, that it be undertaken using the special consultative procedure from the outset.

Option 1, as set out in the 1 June 2004 report, would require a pedestrian mall to be established and under Section 336 Local Government Act 1974. If the Waitakere Community Board adopts this option this may lead to an Environment Court appeal, with significant cost and time delays.

Nevertheless, the Board could recommend to Council that the Freestone Place link-road be turned into a pedestrian mall. If Council adopts this recommendation then the robustness of this decision can be fully tested through use of the special consultative procedure and/or the appeal process

In conclusion, it is appropriate to observe that the link-road remains legal road and it cannot remain temporarily closed indefinitely. There needs to be a resolution, one way or the other.

### **RESOURCES**

There are no resource implications at this stage, but funding has not been allocated for either the cost of a special consultative procedure or an appeal to the Environment Court.

### **CONCLUSION**

Reports have already been submitted to the Waitakere Community Board outlining the options to ensure pedestrian and traffic safety. This report sets out the legal framework for the resolution of this issue.

It remains for the Waitakere Community Board to make a recommendation taking into account the information it has requested and received, and the safety implications for pedestrians and traffic.

### **RECOMMENDATIONS**

1. That the Freestone Place Link-Road, Western Heights: Legal Advice report be received.
2. That, after taking into account safety implications for pedestrians and traffic, legal advice, and community views, the Waitakere Community Board give consideration and recommend to Council one of the following:
  - Option 1 - the Freestone Place Link-Road be permanently closed to motor vehicles; or
  - Option 2 - the Freestone Place Link-Road be opened to motor vehicles after safety factors are corrected.

Report prepared by: Denis Sheard, Legal Services Manager.

7.40pm

**Jackie Breckon**  
Resident

- Requested that an alternative footpath be constructed at the beach entrance through to the bottom of Tasman View Road, Bohnells Beach.

1213/2004

MOVED by Cr Yates, seconded D Goodley:

That the Public Forum presentations be received.

**CARRIED**

**6 CHAIRPERSONS REPORT**

1214/2004

MOVED by C Shepherd, seconded D Hallett:

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

**CARRIED**

**7 COMMITTEE SECRETARY'S REPORT**

1215/2004

MOVED by Cr Yates, seconded Cr Stone:

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

**CARRIED**

**8 FREESTONE PLACE LINK ROAD, WESTERN HEIGHTS: LEGAL ADVICE**

**DECLARATION OF INTEREST**

7.51 pm D Hallett declared an interest and withdrew from the table taking no part in the debate or decision on Item 8: Freestone Place Link Road, Western Heights: Legal Advice.

1216/2004

MOVED by R Taylor, seconded D Goodley:

1. That the Freestone Place Link Road, Western Heights: Legal Advice report be received.
2. That, after taking into account safety implications for pedestrians and traffic, legal advice, and community views, the Waitakere Community Board recommends to Council that the Freestone Place Link Road be opened to motor vehicles after safety factors are corrected for a trial period of 9 months from the date of re opening.

**CARRIED**

7.58 pm D Hallett returned to the table.

A48

The Terms of Reference for the Onsite Wastewater Systems Liaison Group is as follows:

- **Objective** - to assist Council in developing a Citywide work programme to address onsite wastewater system issues;
- **Time frame** - the Onsite Wastewater Systems Liaison Group will report back to Council by 28 February 2006 to enable Council to consider any recommendations in the 2006/2016 Long Term Council Community Plan;
- **Composition** - one representative each from the City Development Committee, the Waitakere Community Board, the Massey Community Board, iwi and all outer area Residents and Ratepayers Associations.

### RESOURCES

Resources have been provided in the 2005/2006 Annual Plan for this programme.

### CONCLUSION

Council needs to address their public health and environmental risks associated with onsite wastewater systems.

The establishment of an Onsite Wastewater Liaison Group will assist Council in developing a work programme to address these risks.

The Waitakere Community Board is requested to nominate a representative for the Onsite Wastewater Systems Liaison Group.

### RECOMMENDATIONS

1. That the Onsite Wastewater System Liaison Group report be received.
2. That the Waitakere Community Board nominates a representative for the Onsite Wastewater Systems Liaison Group.

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

## 11 FREESTONE PLACE LINK ROAD, WESTERN HEIGHTS - SAFETY IMPROVEMENTS

### PURPOSE OF THE REPORT

The purpose of this report is to provide the Waitakere Community Board with information about the effectiveness of the safety improvements installed in the link road between Freestone Place and Summerland Drive, Western Heights in July 2004.

### BACKGROUND

In December 2003 a resident of Freestone Place approached Council with concerns about the link road between Freestone Place and Summerland Drive. The resident requested that the link road be closed. Council officers investigated this link and after extensive consultation with the local community a report was put to the Waitakere Community Board meeting on 6 July 2004. The report provided two possible courses of action for the Board to approve, either closing the link or making safety improvements to the link and leaving it open. After considering the report the Board made the following resolution:

A49

- "2. *That, after taking into account safety implications for pedestrians and traffic, legal advice, and community views, the Waitakere Community Board recommends to Council that the Freestone Place Link Road be opened to motor vehicles after safety factors are corrected for a trial period of 9 months from the date of re-opening.*"

1216/2004

The safety improvements described in the 6 July 2004 report were implemented and this report seeks to provide the Board with information of their effectiveness.

## **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.

Under the Local Government Act, Council has a responsibility to provide for the well being of its community in terms of social, cultural, economic and environmental outcomes. In this context, ensuring public safety is of paramount importance.

## **ISSUES**

A survey of vehicular and pedestrian traffic in the link road has been carried out and the results compared with a survey carried out before the safety measures were implemented. Both the before and after surveys included 9 hours of observation and were carried out over the course of a week. Similar survey hours were chosen so that results are comparable.

### **Traffic Volumes**

The number of vehicles passing through the link reduced 11% from 65 to 58 for the surveyed nine (9) hour period.

The number of pedestrians passing through the link and across each end of the link increased 19% from 95 to 113 for the surveyed nine (9) hour period.

The proportion of children in the pedestrian mix increased from 56% to 73%. This suggests an increase in parent's confidence following the safety works.

The proportion of pedestrian groups using the link footpath, as distinct from the carriageway, increased from 64% to 83%. Statistical analysis finds with 91% certainty that this improvement is due to the safety works rather than chance.

### **Traffic Speeds**

The proportion of vehicles reaching a speed greater than 30km/h on the link reduced from 14% to 0%. Statistical analysis finds with 99% certainty that this improvement is due to the safety works (bollards) rather than chance.

The average of the speeds reached by all vehicles reduced 15% from 21.8 to 18.5 km/h. Statistical analysis finds with 97% certainty that this improvement is due to the safety works (bollards) rather than chance.

A50

### Unexpected Emergence of Children

No person was seen to run from a hidden location onto the link carriageway. The safety works include boundary fences each side of the link over its full length.

### Traffic Island Improvements

One vehicle was observed in each survey travelling right round the traffic island eastwards of the link. A standard single-arrow KEEP LEFT sign should replace the small double-arrow KEEP LEFT sign on the eastern end of the island.

### RESOURCES

The proposed new 'Keep Left' arrow sign can be implemented under the 2005/2006 Annual Plan road signs maintenance budget.

### CONCLUSION

The bollards, signs, markings, tactile pavers, planting and fencing have together resulted in a significant improvement in driver and pedestrian behaviour. The boundary fences, footpath demarcations, and lower traffic speeds have practically eliminated the possibility of a collision between a vehicle and pedestrian.

A larger, single-arrow, KEEP LEFT sign should be installed on the east end of the traffic island eastwards of the link.

Safety works for the link road between Freestone Place and Summerland Drive have been effective in addressing the issues identified early in 2004. The high standard of safety and amenity envisaged has been achieved.

### RECOMMENDATIONS

1. That the Freestone Place Link Road - Safety Improvements report be received.
2. That the Waitakere Community Board recommends to Council that the Freestone Place Link Road remain open to motor vehicles with the safety works to remain in place.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 WAITAKERE ROAD, WAITAKERE - SAFETY ISSUES

### PURPOSE OF REPORT

The purpose of this report is to provide the Waitakere Community Board with information on the speed issues and other road issues relating to Waitakere Road, Waitakere.

### BACKGROUND

During the Public Forum of the 3 May 2005 meeting of the Waitakere Community Board, three residents of Waitakere Road addressed the Board regarding road safety issues in Waitakere Road.

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**5 PUBLIC FORUM**

7.05 pm **Dennis Dean**  
(Resident)

- Concerned about the traffic flow and speed through the walkway in Freestone Place Link Road, Western Heights.

7.11 pm **Michael Ward**  
(Resident)

- Made comment that the Freestone Place Link Road, Western Heights report being considered by the Community Board did not include a new bus stop and its effects on the Link Road.

7.14 pm **Neil Allport**  
(Oratia Ratepayers Association)

- Would like a progress report on the children crossing point large signs in Glengarry Road; Oratia.
- Informed the Board of the lack of parking and unsealed area of road outside the primary school in Shaw Road, Oratia.

7.20 pm **Derek Lawford**  
(Resident)

- Requests that the Link Road at the end of Freestone Place/Summerland Drive, be closed.

**PRECEDENCE OF BUSINESS**

1473/2005  
MOVED by Cr Booth, seconded KJP Witten-Hannah:

That Item 11: Freestone Place Link Road, Western Heights - Safety Improvements be accorded precedence at this time.

**CARRIED**

**11 FREESTONE PLACE LINK ROAD, WESTERN HEIGHTS - SAFETY IMPROVEMENTS**

1474/2005  
MOVED by CA Shepherd, seconded Cr Booth:

1. That the Freestone Place Link Road, Western Heights - Safety Improvements report be received.
2. That an updated report be bought back to the November 2005 meeting of the Community Board regarding the Freestone Place Link Road incorporating the previous agenda reports.
3. That an invitation be forwarded to Community Board Members and residents of the Freestone Place area inviting them to a site visit at Freestone Place and that the invite also be sent to residents of the properties originally surveyed as well as a questionnaire drop.

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**CARRIED**