



NOTICE OF MEETING

HENDERSON COMMUNITY BOARD

I hereby give notice that an Ordinary Meeting of the Henderson Community Board will be held on:-

DATE: **Thursday, 5 December 2002** **TIME:** **6.30 pm**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

to consider the business as set out herein and to take any necessary action connected therewith.

28 November 2002

Ngareta Delamere
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8552

MEMBERSHIP:

Ms	HM	Jones (Chairperson)
Mr	WR	Davis (Deputy Chairperson)
Cr	BA	Brady, JP
Cr	AC	Fenton
Ms	C	Nakhid
Mr	WJM	Postlewaight
Mr	DB	Shaw, JP

(Quorum 4 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR AN ORDINARY MEETING OF THE HENDERSON COMMUNITY BOARD
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON THURSDAY, 5 DECEMBER 2002,
COMMENCING AT 6.30 PM.**

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**AGENDA FOR AN ORDINARY MEETING OF THE HENDERSON COMMUNITY BOARD
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WAITAKERE CITY, ON THURSDAY, 5 DECEMBER 2002,
COMMENCING AT 6.30 PM.**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 7 November 2002

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Henderson Community Board held on Thursday, 7 November 2002, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

- (i) the item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



4 PRESENTATION - NEW ZEALAND POLICE

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



5 PUBLIC FORUM

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

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

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



6 CHAIRPERSON'S REPORT

This past month seems to have vanished in a blink of an eye as the year races to a close. What a year it has been, and the past month has again seen Henderson on the map in more ways than one.

The spectacular opening of the West Wave pool was well worth the wait of the past few months.

My compliments to Naomi McCleary for again sourcing the incredible artwork and sculpture by Virginia King. The collaboration between artist and designers again puts this centre ahead of the class for sheer style and visual impact. I am sure that recognition of the centre's art design will soon follow, as it did with Massey Leisure Centre and the New Lynn Community Centre.

The water slide has the thumbs up from my daughter who tried it out as soon as she was able (thanks to Wally). Ditto with the Wave Pool!

Since then she has attended several pool sessions but fortunately was not present when a malfunction occurred with a chlorine gas unit. As a parent I really felt for those children and their families who experienced the effects of the chlorine fumes and hope that they are now fully recovered. I am sure we are all concerned that this setback does not create any negativity in regard to a beautiful and exciting new facility for all of our community to enjoy. I for one will be continuing to take my children to West Wave as it is quite simply the best and most awesome swimming facility in the Auckland area, and I would be under a lot of pressure from my daughter if I didn't!

We have a lot coming up on the calendar during the next three weeks, starting with the Henderson Christmas Parade on Saturday, 30 November 2002. We are hoping for a good turnout.

I would like to commend the Henderson Rotary club for taking on this project and hope it will be the beginning of an annual event. Special thanks also to Wayne Davis for assisting with safety equipment and Andrea Johnston-Taylor for finding some money from her projects fund to cover some of the associated costs with crowd control. All we have to do now is pray for good weather!

Later in the day we have Christmas in the Park at Parris Park and also the Pacifica Games in Moire Park.

The following Saturday it's Te Atatu Peninsula's turn for a Christmas Parade. By the way if you haven't seen the Christmas tree lit up yet it is well worth a visit down to the Peninsula. It looks great.

Congratulations to finalists in both the Te Taumata Runanga Awards and also the Enterprise Waitakere Business Awards. It is good to see such excellence recognised and the positive outcomes that such awards generate in the community.

We recently attended the Trash to Fashion Awards at the Corban Estate along with a large majority of Waitakere city. What a show! Absolutely amazing, creative, fun, and exquisite costumes. A special mention too of the outstanding models - they really made those outfits rock! There was a fair bit of competition from the weather, but the audience were enthusiastic and vocal in their appreciation. I went home with sore hands and not much voice left.

Coming up on 2 December 2002 at the New Lynn Community Centre - the Wellbeing Summit for community, local government and central Government agencies to look at and refine the Calls to Action for the Waitakere City Wellbeing Strategy.

The work that is happening here is key to the future of our city and is groundbreaking in the sense of the collaboration that is happening between local, central government and community. Waitakere City is recognised as being a leader in such collaborative partnerships and the 'Waitakere Way' is a phrase that is heard more and more these days to describe such collaboration processes. As a community member of the Wellbeing Network I expect this to be a very busy but productive day.

Some other matters that require our attention:

- I have had two members of the public contact me in regard to parking signs (or the lack of them) outside the Railway Station in Henderson. There is a parking bay but it has no signs in regard to time available to park there, and local shoppers/workers are using them for all day parking. The people who have contacted me are parents who drop their children off in the morning to catch the train, and then pick them up in the afternoon. Their concern is that because they are having to park across the road their children are often having to run across a very busy road to get to the station. They are requesting that signage be put in place limiting the time available to park in these spaces to 15 minutes. This will free those spaces up for train users parking which was probably the original intention.
- A gentleman called me this morning in regard to parking problems in Vera Avenue. Since some footpath repairs have been done, the yellow lines that were there have been painted out. He is requesting not only that they be replaced but extended to control the parking that is occurring right up to his driveway and causing difficulties with safe vision when he exits. The problem is compounded by vehicles using this street for all day parking because of its close vicinity to the Energy Centre in Te Atatu Road.

- Taipari Walkway - Thank you to those community board members who were able to attend the meeting in regard to the proposed concept plan. Further updated information will have been sent out to you regarding residents concerns, and we expect a report to the Board in February.
- Meeting regarding Catherine Place Mall - Thank you to all those members of the Community Board who attended the meeting. There was some significant progress made particularly in regard to collaborative approaches between Police and Westfield Mall security and management. Thanks to Barry Shaw for some very helpful suggestions and these will be looked into in terms of a longer term solution; in the meantime Police and the Mall management have agreed some protocols around security issues in the Mall area and in the Mall car park area.
- Could we please have an update on the progress of the bus shelter at the corner of Strid/Edmonton Roads? I was told some time ago that it would be a matter of weeks. I'm sure our young citizen who took all the right steps to ask for this shelter through her submission to the Annual Plan has just about given up on seeing a bus shelter there. I would like to be able to let her know that something is coming but cannot seem to get a firm date.
- Although we had appointed a Community Board member to represent the Henderson Community Board at Community Boards Association meetings, I am aware that there is some difficulty for that member in attending meetings on a Saturday morning. I would like the Board to reconsider the representation and either take on an alternate or appoint a new representative to the Community Boards Association meetings.

RECOMMENDATIONS

1. That the Chairperson's report be received.
2. That a report be brought back to the Henderson Community Board, regarding parking issues outside the Henderson Railway Station.
3. That a report be brought back to the Henderson Community Board regarding parking issues in Vera Avenue, Te Atatu South.
4. That the Board appoint an alternate/substitute representative to the Community Boards Association.

Helen Jones
CHAIRPERSON



7 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Chip Seal and Bitumix	<p>At the Boards meeting held on 8 August 2002 Mr Hirtzell raised concerns in Public Forum regarding the resurfacing and resealing of roads with chip seal in the Te Atatu Peninsula area.</p> <p>The City Development Committee at its meeting to be held in February 2003 will consider a report prepared by Transport Assets on this issue. Once resolved the report will be distributed to Community Board members. The issue of the subject section in Te Atatu Road has now been addressed and on the instructions of the Director: City Services the chip seal section from Taikata Road to Clinton Street will be sealed with Asphalt during this financial year.</p>	<p>Upali Ileperuma ☎ 836 8000 ext: 8716</p>
Pakira Avenue - Speeding Vehicles	<p>At the Boards meeting held on 9 May 2002 Mr Martin addressed the Board regarding the issue of speeding vehicles in Pakira Avenue.</p> <p>Mr Martin has been contacted and updated regarding the speed humps that will be installed in Pakira Avenue.</p>	<p>Reg Cutthers ☎ 836 8000 ext: 8740</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Intersections of: Sturges and Swanson Roads and Edmonton and Te Atatu Roads	7 November 2002 Resolution No 3207/2002	30 January 2003	<p>Ross Hill ☎ 836 8000 ext: 8737</p>

RECOMMENDATION

That the information be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 BOARD MEMBERS' REPORTS

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



9 PARKING CONTROL - GREAT NORTH ROAD

PURPOSE OF THE REPORT

A1 This report seeks the approval of the Henderson Community Board to put in place time limit parking restrictions outside commercial premises at 4148 Great North Road as shown at page A1.

BACKGROUND

There is a small shop located at 4148 Great North Road, at the top of Waikumete Hill. The shop is currently occupied by "The Rose Cabin" a flower and gift shop. On the road frontage of the shop there is a recessed parking bay capable of accommodating two cars. The use of the parking bay is presently unrestricted.

STRATEGIC CONTEXT

Easy access to businesses and services is part of objective 3 - Access and Travel Choice, under the Urban Villages Strategy. Provision is made for the implementation of parking controls in accordance with this.

ISSUES

At present the lack of time limits on these spaces allows them to be used for all day parking. The business at 4148 Great North Road is dependant upon these spaces as parking to attract passing trade. Consequently when the spaces are occupied by long duration parking the shops trade suffers.

To address this problem it is proposed to implement ten minutes time limit parking restrictions covering the parking bay. These restrictions should apply for the standard hours of 8:00 am to 6:00 pm Monday to Saturday, to cover all trading hours of the shop while keeping the bay available for use by the adjacent residents and their visitors outside trading hours.

RESOURCES

New Parking Restriction signs can be implemented under the signs maintenance contract.

CONCLUSION

To support local business, a time limit parking restriction should be put in place on the parking bay outside 4148 Great North Road.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **4148 GREAT NORTH ROAD, GLENDENE**:
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Great North Road, Glendene imposed by any prior resolution (including resolution of any former authority) 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 Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - On the west kerb line of Great North Road from a start point 105 metres south of the southern kerb line of View Road to an end point 18 metres further south, a P10 (10 minute time limit parking) control be put in place.
3. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitation.

Report prepared by: Adam Moller, Transport Assets, Transport Engineer.



10 PARKING RESTRICTIONS - RIBBLESDALE ROAD

PURPOSE OF THE REPORT

This report seeks the approval of the Henderson Community Board to put in place parking restrictions in Ribblesdale Road.

BACKGROUND

Ribblesdale Road is the main access to Sunnyvale School. During peak periods vehicles park on both sides of the road limiting traffic flow to one way, and causing traffic turning into Ribblesdale Road to queue back onto View Road.

STRATEGIC CONTEXT

Providing a safe environment for children is a key objective of the First Call For Children policy. Large numbers of children are present at the start and end of the school day in the road environments around schools. Provision is made through the Schools Traffic Safety programme to implement safety projects in the roads around schools that improve the safety of these children.

ISSUES

Safety

The existing situation results in a significant safety hazard as many drivers turn into driveways on the north side of the road to turn around. With cars parked along the north side of the road visibility to the footpath is limited and children walking from the school grounds to the school patrolled pedestrian crossing on View Road are put at risk. Eliminating parking on the north side of the road will reduce the need to turn in driveways as it will be easier to proceed down to the turning head at the end of the street. Also with no parking on the north side of the road drivers choosing to turn into driveways will have much improved visibility minimising the hazard to children.

Traffic

Restricting parking to one side of the street will allow two way traffic flow along Ribblesdale Road. This will eliminate problems with queues extending back into View Road and improve access for emergency vehicles.

Parking

Clearly this proposal will result in some overall reduction in the amount of parking available, however with better traffic flow into and out of the street it will be easier for parents who have collected their children to depart Ribblesdale Road making space for parents who arrive later.

Proposed Restrictions

A2

It is proposed to put in place no stopping at all times lines in Ribblesdale Road adjacent to the intersection with View Road to keep vehicles from parking too close to the intersection at all times. The proposed parking restriction along the rest of the north side of Ribblesdale Road is of limited duration to restrict parking during the peak periods at the start and end of the school day, but still allow for parking by residents and their visitors outside those hours. The proposed restrictions are shown on the plan at page A2.

Consultation

Concerns were first raised by the Sunnyvale School, and discussions held between the school, Sunnyvale Residents and Ratepayers, council officers and members of the Henderson Community Board. Following these discussions a letter drop was distributed to all residents of Ribblesdale Road inviting them to comment on the proposal. No responses opposing the proposed changes were received.

RESOURCES

New Parking Restriction signs and markings can be implemented under the signs and road marking maintenance contracts.

CONCLUSION

To improve safety around the entrance to Sunnyvale School the proposed parking restriction should be put in place in Ribblesdale Road.

RECOMMENDATIONS

1. That the information be received.

2. That in relation to **RIBBLESDALE ROAD, SUNNYVALE**:
- (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Ribblesdale Road, Sunnydale imposed by any prior resolution (including resolution of any former authority) 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 Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
- On the north kerb line of Ribblesdale Road from a start point at the west kerb line of View Road to an end point 41 metres further west, a **No Stopping At All Times** control be put in place.
 - On the south kerb line of Ribblesdale Road from a start point at the west kerb line of View Road to an end point 39 metres further west, a **No Stopping At All Times** control be put in place.
 - On the north kerb line of Ribblesdale Road from a start point 44 metres west of the west kerb line of View Road to an end point 134 metres further west, a No Stopping 8.30am to 9.00am and 2.00pm to 3.30pm control be put in place.
- (c) That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitation.

Report prepared by: Adam Moller, Transport Assets, Transport Engineer.



11 NEW FOOTPATH CONSTRUCTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the following:

- the new footpath construction priority points system;
- the new footpath construction programme for the 2002/2003 year.

BACKGROUND

Council Staff and representatives of each Community Board have been working to ratify and prioritise each Ward's footpath priority list. To date these persons have:

- reviewed the RAMM footpath output list. This is a list of all the roads in each Ward, with specific reference to roads with a footpath on each side, one side and with no footpath. The proposed final list comprises roads that are considered suitable for the construction of a new footpath;
- visited specific sites to determine feasibility, practicality, and physical constraints;
- reprioritised the existing new-footpath request list;

- refined some of the cost estimates;
- determined a one year construction programme based on the existing new footpath request list.

STRATEGIC CONTEXT

Safety for pedestrians is a key objective for the Urban Villages pathway to a sustainable city, 'that people can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle'.

In this context it is important that the backlog of footpath construction is addressed equitably with regard to the whole city. This means taking into account the overall distribution of the backlog and the overall distribution of pedestrian activity.

ISSUES

Budget Allocation

The Council at its 25 September 2002 meeting resolved and adopted a new formula to determine the budget allocation for the construction of new footpaths for each Community Board. In summary the budget allocated to each Community Board is:

Ward	Budget Allocated
Henderson	\$23,747
Massey	\$132,290
New Lynn	\$75,642
Waitakere	\$218,321
Total	\$450,000

The formula used to calculate the budget allocation is:

$$B1 = \frac{X1}{X} \times B$$

$B = B1 + B2 + B3 + B4$ where B is the citywide budget and B1 the budget for Ward 1 etc.

$X1 = (\text{Kilometre of road with no footpath} \times 3 + \text{kilometre of road with one footpath} \times 1) / 4$
 $X = X1 + X2 + X3 + X4$ and is based on the total practical backlog within each Ward; it excludes road sections where provision of a footpath would not be sensible.

The practical backlog is being reviewed and ratified. This will affect the budget allocated to each Community Board for the 2003/2004 year. This will be reported to each Community Board upon ratification of the RAMM output list.

Process for Footpath Priority

A3-A7

A budget of \$23,747 has been allocated to this Board for new footpath construction. The priorities for funding has been discussed with Community Board Representatives Bill Postlewaight, Barry Shaw and Camille Nakhid. Attached at page A3 is the current priority list for new footpaths. This list has been ranked using the suggested Priority Points System, attached at page A4. Over the next six months the Priority Points System will be used to assess footpath construction within the Ward as per attachments at pages A5 to A7.

The points system will require a visit to each site. Points are awarded based on accident statistics, sight distance, traffic volumes, physical factors, likely number of pedestrians, environmental impact, project cost and traffic generators.

After the points have been allocated the list will be put into priority order (highest to lowest) and the list will form the basis for a construction programme for the Board to consider and approve.

Construction Programme

The proposed construction programme is as follows:

2002/2003 Year

Road Name	Road Section	Length (m)	Estimated Cost (\$)
Taipari Strand	Link to Parks Project	20m	\$2,347
Taikata Road	Link to Parks Project	80m	\$6,400
Awaroa Road	Great North Road to a point 150m west	150m	\$15,000
		Total	\$23,747

Allocation of Funding

During the Draft Annual Plan approval process in March 2003, the new footpath construction budget will be presented to Council. The Board will be informed of the budget available to assist in confirming the new footpath construction programme for 2003/2004.

RESOURCES

Resources and funding are available for the construction of new footpaths for this year.

CONCLUSION

The Council has adopted a new formula to determine the allocations for the construction of new footpaths for each Community Board. The component of the formula based on the practical backlog is being reviewed for each Community Board and this will result in changes to the budget allocation for the 2003/2004 year.

The use of Priority Points System will enable the available funding to be allocated to the highest ranked footpath priority.

RECOMMENDATIONS

1. That the information is received.
2. That the Community Board adopts the Priority Points System to determine the priority order for the construction of new footpaths in its Ward.
3. That the proposed new footpath construction programme for the 2002/2003 be approved.
4. That a report be brought back to the Community Board detailing the final priority list.

Report prepared by: Reg Cuthers, Transport Assesst, Transportation Engineer.



12 **PEDESTRIAN CROSSING ON GREAT NORTH ROAD BETWEEN TE ATATU ROAD AND NORCROSS AVENUE INTERSECTIONS**

PURPOSE OF THE REPORT

This report addresses the concerns of the Henderson Community Board in relation to a pedestrian crossing or refuge island on Great North Road between Te Atatu Road and Norcross Avenue intersections.

BACKGROUND

The Henderson Community Board Ward Tour held on 2 February 2002 expressed concern that there is no pedestrian crossing of Great North Road between Te Atatu Road and Norcross Avenue intersections.

STRATEGIC CONTEXT

Objective 3 - Access and Travel Choice of the Urban Villages Strategy is that people can get easily, and safely to where they need to go by walking, cycling and passenger transport. The Board's concern needs to be addressed by checking whether people need to cross Great North Road between Te Atatu Road and Norcross Avenue in numbers that would satisfy safety requirements and the cost of special crossing facilities.

ISSUES

This concern has been assessed and site surveys were carried out on 14 - 15 August 2002. In the morning peak hour between 8am - 9am, less than 10 pedestrians walked along Great North Road, and no pedestrian crossed Great North Road. In the afternoon peak hour between 3pm - 4pm, around 36 pedestrians used the route, and one crossed Great North Road.

Great North Road is a Regional Arterial Road. It has in the order of 20,000 veh/day at the subject location. (The carriageway consists of three lanes, two lanes uphill and one lane downhill). A pedestrian island would significantly reduce the width of the existing lanes. This would result in reduction in general traffic safety.

The pedestrian crossing warrant value was calculated to determine if the subject location meets the minimum requirements for the installation of a zebra pedestrian crossing. The warrant requires that the "pedestrian numbers (one hour peak) multiplied by the vehicles numbers (one hour peak) should exceed 45,000, and the number of vehicles is no less than 300 per hour". The result of 20,000 indicates that the location does not meet the requirement.

The accident record for Great North Road between Te Atatu Road and Norcross Avenue intersections shows zero pedestrian accidents over the past five years.

Both the assessment and the accident record indicate that there is not a need for a pedestrian crossing or refuge island at the location.

CONCLUSION

Based on the site surveys, accident record and available road space, a zebra pedestrian crossing is not warranted, and a pedestrian refuge island is not recommended.

RECOMMENDATIONS

1. That the information be received.

2. That construction of a pedestrian crossing or a pedestrian refuge island is not warranted on Great North Road between Te Atatu Road and Norcross Avenue.

Report prepared by: Honwin Shen, Transport Engineer.



13 PRINGLE ROAD - NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

This report seeks the approval of the Henderson Community Board for a 'No Stopping At All Times' parking restriction in Pringle Road, Te Atatu Peninsula.

BACKGROUND

Events at the Te Atatu Memorial RSA, result in vehicles parking along the Pringle Road frontage. This causes difficulty for drivers exiting the adjacent Te Atatu Memorial RSA and Pringle Park Bowling car park onto Pringle Road. The parking of vehicles on the street greatly reduce visibility to approaching traffic.

STRATEGIC CONTEXT

This proposal conforms to Objective 3 "Access and Travel Choice" of the Urban Villages pathway to a sustainable city: *'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'*.

People should have sufficient visibility along a road to enter and leave driveways and side roads in safety.

ISSUES

The parking problems at this site occur with major events at the Te Atatu Memorial RSA. Outside of these times there is little demand for on-street parking in this area. The most effective solution to this problem is to provide no stopping at all times restrictions on the east side of Pringle Road adjacent to the Te Atatu Memorial RSA entrance and Pringle Park Bowling entrance.

There will be a reduction in the number of on-street parking spaces in this immediate area, but there are other parking spaces available in Pringle Road to accept the displaced vehicles.

The adjacent businesses were consulted and had no objection to the proposal.

A8 The location and extent of the proposed restriction is indicated at page A8.

RESOURCES

The road marking for the proposed change can be implemented under the maintenance contracts for markings and signs.

CONCLUSION

The proposal for the subject **NO STOPPING AT ALL TIMES** parking restriction in Pringle Road is desirable from a safety perspective and will have only a minor affect on the parking in the vicinity. The work can be accommodated in the annual maintenance budget.

RECOMMENDATIONS

1. That the information be received.
2. That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Pringle Road, Te Atatu Peninsula imposed by any prior resolution (including resolution of any former authority) 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.
3. That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - A '**No Stopping At All Times**' parking restriction be imposed on the eastern side of Pringle Road, from a point 45 metres north of Gunner Drive to a point 105 metres north of Gunner Drive.
4. And that the appropriate signage and / or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Honwin Shen , Transport Engineer, Transport Assets.



14 FALLS CAR PARK: PARKING CONTROL

PURPOSE OF THE REPORT

This report seeks the Henderson Community Board's approval for revised parking restrictions at 14-20 Edmonton Road, Henderson, (Falls Car park).

BACKGROUND

Concerns were raised that there is insufficient medium-term parking at the Falls Car park. The car park is adjacent to the Henderson Shopping Centre, and consists of 157 parking spaces of which 139 spaces are unrestricted. A majority of parking spaces are occupied all day by commuters working in Henderson, where alternative parking is available. There is a need to review the parking restriction for the Falls Car park.

STRATEGIC CONTEXT

This proposal conforms to Objective 3 “Access and Travel Choice” of the Urban Villages pathway to a sustainable city: ‘People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services’. This can be supported by restricted parking in appropriate areas to ensure parking turnovers so visitors can get access to spaces and complete their business.

ISSUES

The time limits for parking should be appropriate and spaces efficiently utilised. With the development of the community amenities such as the upgraded Aquatic Centre, it is important that sufficient medium-term public parking is available in the vicinity to accommodate the significant increase in patronage.

It is proposed to change all unlimited parking to 180 minutes and 240 minutes maximum time. The Falls Hotel Manager was consulted and has no objection to the proposal.

All parking opposite of the Falls Car park in Alderman Drive is unrestricted. The District Plan has required new developments to provide off street parking for staff; in particular West City.

A9 The location and extent of the proposed parking restriction is indicated at page A9.

RESOURCES

The signs and markings for the proposed P180 and P240 parking restrictions can be implemented under the maintenance contracts for markings and signs.

CONCLUSION

The proposed parking restrictions in the Falls Car park is needed to enable medium term visitor parking rather than all day commuter parking.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **EDMONTON ROAD, HENDERSON**.
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced) by this resolution, applicable to parking at 14, 16, 18 and 20 Edmonton Road, Henderson, imposed by any prior resolution (including resolution of any former authority) 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 Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - (i) all parking spaces in LOT 1 DP 24633 except in part (ii) and part (iii) to be designated as “P180” parking spaces.

- (ii) two parking spaces from a start point 18 metres east kerb line of Alderman Road to an end point 6 metres further east to be designated as “Disabled” parking spaces.
 - (iii) 14 parking spaces from a point 7m north of Edmonton Road car park entrance to an end point 18m further north be designated as “P240” parking spaces.
3. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitation and restrictions.

Report prepared by: Honwin Shen, Transport Assets, Transport Engineer.



15 FOOTPATH RENEWAL AND MAINTENANCE

PURPOSE OF THE REPORT

The purpose of this report is to outline to the Henderson Community Board, the city wide budgetary allocations for footpath maintenance works.

BACKGROUND

Councillor Brenda Brady requested a report be submitted to the Henderson Community Board outlining the budgetary allocations for new footpath constructions, footpath renewals and maintenance citywide. Criteria for and the process of work allocation were also requested for these three budgets.

STRATEGIC CONTEXT

Safety for pedestrians is a key objective of the Urban Villages pathway to a sustainable city, ‘that people can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle’.

ISSUES

New Footpath Construction

Issues related to budget allocation for new footpaths are being addressed in a separate report to the Henderson Community Board by Reg Cuthers of Transport Assets.

Renewal and Maintenance of Footpaths

The total footpath asset length within Waitakere City Council is 749 kms.

Both footpath maintenance and renewals are carried out under the same budget. The budget is \$ 490,000 for the current year, 2002/2003.

Site selection:

Site selection for footpath renewals and maintenance work is based on four criteria.

1. RAMM database condition rating: Council's consultant reviews the condition of the footpath network every three years. The last condition rating was carried out in 2001. Footpath network is divided into about 8,000 separate sections and the number of cracks, depressions, failures and displacements within each section are measured and recorded. All faults within each section are summed and using the section length expressed as faults per 100m. Footpath sections are prioritised in respect to the faults.

Where sizes of faults are greater than specified critical sizes, such faults are treated as emergency works and attended immediately.

Transport Assets have engaged Consultancy Services to validate this list by site inspections. After completing the validation process a priority list of damaged footpaths for each ward is determined. Renewal works are programmed accordingly.

2. Requests For Service (RFS): Requests for Service received from the public fall into two categories.
 - emergency work, to which immediate attention is given to remove any form of hazard to pedestrians. These works are classified as maintenance.
 - routine work, which is investigated on site by Consultancy Services. If warranted these works are included in the programme, based on the severity of the condition.
3. Special projects: Transport Assets receives requests for renewal of footpaths from Councillors, Community Boards and public forum presentations. Consultancy Services inspect the sites, investigate remedial options and report on the extent of work required. These works can be beyond the scope of routine maintenance need to be considered as special projects. E.g. a complete renewal of a 150m long footpath along Great North Road. These projects are usually funded from the same footpath maintenance budget.

Programming of Works:

The footpath maintenance contractor generally has two or three working crews working citywide based on the extent of works. The first crew carries out programmed footpath renewals, the second handles emergency maintenance works, and the third special projects.

At the beginning of each financial year or at the commencement of each contract, Transport Assets reviews and agrees with Consultancy Services the time frames for the programmed works to be carried out under the contract.

Contractor's time allocation for programmed works is based on the length of footpaths in each ward against the total length of footpaths in the city. Average life of the footpath network in each ward and the intensity of faults also considered during this process.

The current contract is for a duration of 11 months from August 2002 to June 2003. The footpath maintenance works are programmed as follow:

- August/ September 2002 - Attending to citywide backlog of last year's programme of works;
- October/ November/ December 2002- footpath maintenance work within Henderson Ward;
- January/ February/ March 2003 - footpath maintenance work within New Lynn Ward;
- April/ May/ June 2003 - footpath maintenance work within Waitakere/ Massey Ward;

Budget distribution:

Table below shows the 2002/2003 footpath renewal and maintenance budget distribution among wards.

Ward	Footpath Length km	Percentage Length	Percentage of Contractor's Time	Budget \$
Henderson	223	30%	35%	150,000
Massey	216	29%	20%*	90,000*
New Lynn	230	31%	35%	150,000
Waitakere	80	11%	10%	45,000
Sub total	749**	100%	100%	435,000
Emergency maintenance works				55,000
Total				490,000

Because footpaths in Massey Ward are relatively new compared to other wards in the city there is less need for maintenance, so the allocation of contractor's time and the budget is not directly proportionate to the length of footpaths.

** Total length as measured within the condition rating survey in year 2001.

RECOMMENDATION

That the information be received.

Report prepared by: Upali Ileperuma, Transport Engineer, Transport Assets.

