



**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, 2 OCTOBER 2003,  
COMMENCING AT 5.00 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - 4 September 2003

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the Henderson Community Board held on Thursday, 4 September 2003, 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 **PRESENTATIONS**

A) **HENDERSON HUB**

Mayor Bob Harvey will be present to Henderson Community Board a concept site plan for the proposed new **Henderson Hub Project** (previously known as the Civic Centre Project).

B) **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**

As there was no written report from the Chairperson, provision is made for a verbal report at the meeting.

**RECOMMENDATION**



That the Chairperson's Report be received.

Helen Jones  
**CHAIRPERSON**




7 **COMMITTEE SECRETARY'S REPORT**



A1-A3

ISSUE	COMMENTS	REPORTING OFFICER
<p>Te Atatu Motorway - Traffic Management</p> <p>6 March 2003 Public Forum</p>	<p>Still awaiting the results of the Te Atatu Corridor study in relation to the motorway interchange. This will hopefully address both Police concerns and Passenger Transport Issues. The final report is expected early in 2004.</p>	<p>Edwin Dearham</p> <p> 836 8000 ext 8736</p>
<p>Henderson Liaison Group for Civic Developments</p> <p>City Development Committee 4 September 2003 1813/2003</p>	<p>The City Development Committee resolved:</p> <ol style="list-style-type: none"> <li>1. <i>That a Henderson Business Liaison Group be established with the proposed membership and terms of reference as set out in the report.</i></li> <li>2. <i>That the Henderson Community Board be invited to approve two members to the Business Liaison Group.</i></li> </ol> <p>The Board made the required appointments at its meeting on 4 September 2003. The report concerned is attached to this Agenda at pages A1 to A3.</p>	<p>Janet Hannan</p> <p> 836 8000 ext 8527</p>

ISSUE	COMMENTS	REPORTING OFFICER
<p>Waitakere Ranges Protection Project</p> <p>Community Board Chairpersons Request 19 September 2003</p>	<p>Over the past decades a number of methods have been employed to provide protection for the Waitakere Ranges and its surrounds. Nevertheless, there remains the feeling amongst some sectors of the community that these efforts are still not enough. In particular, questions have been asked about whether the many short-term actions over a period of decades will cumulatively result in suburbia in the hills.</p> <p>In response to this, and the wish of the Council to take a precautionary approach, the Council, in partnership with the Auckland Regional Council, Iwi and local Members of Parliament, has begun an investigation into the long-term protection of the Ranges. This involves: Investigating the health of the Ranges - a look at how they are currently managed and the main pressures they are under Undertaking a three-phase community process to take the findings to the community and discuss possible responses. Working with partners and the community to decide actions for the long-term protection of the Ranges.</p> <p>Phase one of the community consultation will begin in late September with approximately 14 workshops around the city. A copy of the schedule will be posted to all Community Board Members.</p> <p>As part of the consultation it is suggested that Community Boards take display boards out to a community event/site (one each) much like the Long Term Council Community Plan consultation. This will ensure that hard to reach Community Board Members will get an opportunity to be informed and involved in the project. Times around mid October would best support this phase. Please contact Arlene Fredericks on extension 8401 to discuss dates and venues.</p>	<p>Kim Morressey  836 8000 ext 8121</p>
<p>Trading Place EcoLoos</p> <p>4 September Resolution 1860/2003</p>	<p>These have been earmarked by Parks for transfer to the Pioneer Park. They will be removed in line with that project.</p>	<p>Michael Riley  836 8000 ext 8117</p>

A4-A7

ISSUE	COMMENTS	REPORTING OFFICER
Henderson Hub Development  Council 17 September 2003 Resolution 1907/2003	Council resolved: <i>"That the preliminary design for the Henderson Hub development be approved as a basis for the developed design. That the Chief Executive be authorised to undertake the necessary action to subdivide the land at 2-6 Henderson Valley Road in order to facilitate the transfer of the commercial development land to Waitakere Properties Limited. That this report be circulated to the Community Boards for their information. That a workshop be held in October for the design team to outline their evolutionary developed concept after considering Councillor's views.(1907/2003)</i> Mayor Bob Harvey will be making a presentation to the Board on the subject. The report to Council is attached to this Agenda at pages A4 to A7.	Lois Easton  836 8000 ext: 8474

REPORTS PENDING			
SUBJECT	DATE REQUESTED	REPORT DUE	REPORTING OFFICER
Suitable premises for West Auckland Community and Adult Education and for the Te Kahurangi no Te Atatu	7 August 2003 1682/2003	6 November 2003 (through Secretary's Report)	Polly O'Brien  836 8000 ext: 8559
Report on the proposed provision of public toilet facilities in the Waitakere Central	4 September 1860/2003	6 November 2003 (in conjunction with the regular update on the progress on the Library Project).	Lois Easton  836 8000 ext: 8474

**RECOMMENDATION**

That the information be received.

Report prepared by: Charlie Inggs, Committee Secretary.



## 8 COMMUNITY WELLBEING FUND ALLOCATION 2003/2004

### PURPOSE OF THE REPORT

The purpose of the report is to inform the Henderson Community Board on the process of assessing applications to the Community Wellbeing Fund.

### BACKGROUND

At its meeting on 23 February 2000, Council resolved the following in relation to the allocation process of the Community Wellbeing Fund:

- “1. *That Council delegate authority to the Community Facilities and Recreation Committee to consider all citywide applications to the Community Wellbeing Fund.*
2. *That the Community Wellbeing Fund be split by assigning \$40,000 to the Community Boards to allocate to local applications and \$40,000 be retained for allocation of city-wide and across ward boundary applications.*
3. *That the \$40,000 assigned to the Community Boards be distributed on a pro-rata population basis.*
4. *That Clause P of the Community Board's Scope and Delegations be amended to read "Assess all applications for assistance, other than city wide applications, from the Community Wellbeing Fund and determine the allocations according to their eligibility and priorities for support".*

373/2000

Following the 2001 election, the delegated authority to consider and make allocations in respect of citywide applications to the Community Wellbeing Fund lies within the jurisdiction of the Finance and Operation Performance Committee, but any local application is heard before the appropriate Community Board. Each application can be made before only the one Community Board. Each application indicates that the majority of participants for their project/activity come from that local area.

### STRATEGIC CONTEXT

The Community Wellbeing Fund aligns with Council's Community Assistance Policy with the goal of the Policy being to help strengthen the ability of local community groups to create a strong social base for Waitakere City and to meet local needs. In the Community Wellbeing Fund an applicant must meet one or more of the objectives from the Community Assistance Policy, which helps achieve this strategic goal.

### ASSESSMENT PROCESS

#### Eligibility

All applications have been screened for eligibility as per the Community Wellbeing Fund policy. All eligible applications have been put forward to the Community Board for consideration. Those applications that have been found to be not eligible have been contacted to discuss other funding options.

### Priorities

Each application has been preliminarily assessed against the priorities outlined in the Community Wellbeing Fund policy.

### Application Information

A8-A19

While the original applications are available for inspection prior to and at the meeting, (attached at pages A8 to A19) for a one-page summary outlining each application and request. All applications have been sorted from highest to lowest in terms of the number of priorities met. This assessment has been based on the information provided in the application.

It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The Board may then wish to go back and revisit any allocation before coming to a final decision.

### FUNDING AVAILABLE

Henderson Community Board has a total of \$9,500 to allocate via this scheme. The Board has 12 applications to consider for financial assistance with the total amount requested being \$10,040.00.

	Amount applied for	Amount recommended
Peninsula Women's Conference	\$1,000	\$1,000
Viti Centre Trust	\$1,000	\$1,000
Kelston Districts Senior Citizens Club	\$500	\$500
Christian Care Centre	\$1,000	\$975
Mafutaga Aoga Amata Inc	\$1,000	\$975
Henderson Intermediate School	\$1,000	\$950
Supervised Access Centres	\$1,058	\$950
Edmonton Scout Group	\$652	\$600
Te Atatu Village Kindergarten	\$500	\$450
St Michaels Anglican Church	\$1,000	\$900
Te Atatu Peninsula Kindergarten	\$502	\$450
Waitakere Scout District	\$828	\$750
<b>TOTAL</b>	<b>\$10,040</b>	<b>\$9,500</b>

### CONCLUSION

The Community Assistance Administrator will be present at the meeting to answer questions and assist the Board in the allocation process.

### RECOMMENDATIONS

1. That the information be received.
2. That the Henderson Community Board considers applications to the Community Wellbeing Fund and allocates funding as per the process outlined in the report and the following recommended amounts:

Peninsula Women's Conference	\$1,000
Viti Centre Trust	\$1,000
Kelston Districts Senior Citizens Club	\$500
Christian Care Centre	\$975
Mafutaga Aoga Amata Inc	\$975
Henderson Intermediate School	\$950
Supervised Access Centres	\$950
Edmonton Scout Group	\$600
Te Atatu Village Kindergarten	\$450
St Michaels Anglican Church	\$900
Te Atatu Peninsula Kindergarten	\$450
Waitakere Scout District	\$750
<b>Total</b>	<b>\$9,500</b>

3. That the Henderson Community Board recommends to the Finance and Operational Performance Committee, that the shortfall of \$540.00 be made up from the citywide general fund.

Report prepared by: Jan Brown, Community Assistance Administrator.



## 9 **EDMONTON ROAD - TRAFFIC STUDY**

### **PURPOSE OF REPORT**

The purpose of this report is to advise the Board on the results stemming from a traffic investigation undertaken on Edmonton Road.

### **BACKGROUND**

At the Boards January 2003 meeting the Board resolved the following:

*“That a report be brought back to the Henderson Community Board regarding the traffic safety issues along Edmonton Road, particularly at the Tui Glen intersection.”*

11/2003

### **STRATEGIC CONTENT**

Safety for pedestrians is a key objective of Council's Strategic Plan “Access and Travel Choice”, ‘that people can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle’.

An Accident Investigation Study of the City's roading network is undertaken every three years in collaboration with the Land Transport Safety Authority. The reduction of injury/non injury accidents stemming from projects arising from the study, assists in achieving the objective of “Access and Travel Choice” platform.

### **ISSUES**

#### **Road Information**

Edmonton Road is classified as a Regional District Arterial and has an average daily traffic count of about 30,000 vehicles per day and the 85<sup>th</sup> percentile speed is 60km/hr (between Matahui Rise and Central Park Drive). Road width varies between 9.9m to 15.3m. Edmonton Road has four main intersections. These are located at Edmonton/Alderman Drive(roundabout), Edmonton /Central Park Drive (signalised), Edmonton/School Road (tee junction) and Edmonton/Te Atatu Road (roundabout). The traffic management along this route consists of short sections with a painted flush median and turn pockets, mainly single lane on each side, intersection markings, small lengths of ‘No Stopping’ markings, bus stops and three zebra crossings. The area consists mainly of residential properties with a number of commercial and professional offices.

#### **Accident Investigation Study - February 2003**

Waitakere City Council carried out an Accident Investigation study in the 2002/2003 year. The sites selected were based on the Land Transport Safety Authority Road Safety Report 1997/2001. The site categories investigated were ‘black spots’, ‘significant increases’, ‘loss of control’, ‘specific intersections’ and urban/rural routes. Edmonton Road did not feature in any of the categories mentioned. Thus there has been no cause for concern in regard to traffic safety in Edmonton Road.

The latest LTSA Road Safety Report 1998-2002, tables 10 “Black spot sites with a significant increase in crashes in 2002 (injury only crashes)” identifies Edmonton Road/School Road as one of 21 sites that fall under this criteria. Two accidents occurred in 2002, while only one accident occurred in the previous four years.

### Accident Statistics (1998-2002)

Information sourced from the LTSA Crash Database for Edmonton Road indicates the following:

- 123 crashes occurred;
- 22 are injury crashes (1 serious, 21 minor);
- 101 are non injury crashes;
- the most common accident types are rear-end and crossing/turning;
- there is a high representation of pedestrian accidents at the Edmonton/Te Atatu Road intersection.

### Site Specific

Location	No. Injury Crashes	No. Non-Injury Crashes	Most Common Accident Type
Edmonton/Alderman Drive	2	25	Rear end Merging/crossing
Edmonton/Central Park Drive	4	25	Rear end Loss of control Merging/crossing
Edmonton/Te Atatu Road	2	23	Pedestrian Rear end Crossing/turning
Edmonton/Great North Road	1	8	Rear end
Edmonton/Matuhi Rise	3	4	Turning/Crossing
Edmonton/School Road	2	4	Crossing/Turning
Edmonton/Takapu Street	3	6	Rear End
Edmonton/Strid Road	2	1	Loss of Control
Miscellaneous Intersections (5)	2	6	Rear End Crossing/Turning

### Topographical Observation:

Several site visits have been undertaken to determine if there are any unusual features along this route. Edmonton Road is undulating with medium to flat gradients and a mixture of sag/crest and horizontal curves. Inter-visibility (drivers ability to detect an approaching car or activity on the side walk) is generally good along the route. However there are three locations where this requirement cannot be met. The three areas are the crest/horizontal curve near Matuhi Rise approaching from Henderson, the horizontal curve prior to the Central Park Drive intersection (approach from Henderson) and the crest/horizontal curve near Strid Road (approach from Henderson). Visibility from the side roads meets the minimum standards (60 metres) however dynamic blocking, parked cars, or overhanging vegetation do limit visibility at times.

This road does not exhibit any unusual features calling for immediate rectification. However aspects of road design at specific locations are below the minimum standard. The installation of no stopping at all time markings at specific locations on Edmonton Road would improve visibility and the general safety along this route.

### Strategic Corridor Studies

The strategic corridor studies focus on the City's District Strategic Arterials and selected collector roads. The objective is to determine the safety and level of service (efficiency) of the roading network and to prepare a long-term improvement programme that caters for growth and Councils strategic platforms.

Edmonton Road from Great North Road to the Te Atatu Road is one of the arterials investigated as part of this study. Draft preliminary results for Edmonton Road are as follows:

- that four lanes (two in each direction) separated by a flush median be established between Alderman Drive to a point 120 metres north, and between Vodanovich Road to a point 250 metres south of Central Park Drive;
- that two lanes (towards Henderson) and a single lane in the opposite direction separated by a painted flush median should be established from a point 250 metres south of Central Park Drive to an end point 120 metres north of Alderman Drive;
- that a single lane in each direction separated by a flush median be established from Vodanovich Road to a point 130 metres south of School Road;
- that an upgrading of the Alderman/Edmonton Road intersection is included in a separate project called the Henderson Accommodation Project.

A proposed improvement for the Edmonton/Te Atatu Road intersection was not available at the time of writing this report, however 'traffic signal control', and 'roundabout enlargement' are the options being assessed.

### Proposal

As a 'quick fix' to improve safety in Edmonton Road it is proposed that 'No Stopping At All Time' markings be established at specific locations (bends or sag/crest curves) on Edmonton Road between Alderman Drive and School Road. On street parking would be retained where it is practical and safe. The new markings would result in the following:

- reduction in "hit parked car" accidents;
- reduction in "turning/crossing" accidents;
- improvement in visibility for exiting side roads and driveways.

Consultation with the residents along this route has not been carried out. The road hierarchy of Edmonton Road, its function and the accident statistics support the installation of no stopping controls. The proposal does not conflict with any future recommendations stemming from the Strategic Corridor Study. However, any significant traffic management proposal for Edmonton Road should be delayed until the long term improvement programme detail for this road is completed, in terms of the Corridor Study.

### RESOURCES

Resources and funding are available through the routine signs and road marking maintenance budget for the 2003/2004 year.

## CONCLUSION

The accident statistics for Edmonton Road during the 1998/2002 period indicates that 123 crashes have occurred along this road, 22 injury and 101 non injury accidents. The number of non-injury accidents is comparable and in some cases lower than other District Arterials with similar traffic volumes. The number of injury crashes is low compared to other District Arterials in the City. Closer scrutiny of both the injury/non injury crashes indicates that a majority of the accidents can be attributed to driver error.

The site inspection did not identify any unusual engineering feature however parked cars, and over hanging vegetation restricted visibility at various locations on Edmonton Road.

The proposal to establish 'No Stopping At All Times' markings at specific locations of Edmonton Road would reduce crashes involving parked cars, assist with visibility at side roads, and driveways and improve the general safety along this route. However, any major traffic management changes should be delayed until the long term improvement programme for Edmonton Road is completed.

## RECOMMENDATIONS

1. That the information be received.
2. That recommendations for addition/extension of no stopping at all times controls at specific key locations in Edmonton Road be submitted to the December 2003 meeting of the Henderson Community Board,

Report prepared by: Reg Cuthers, Principal Transport Engineer.



## 10 STRID ROAD - TRAFFIC ISSUE

### PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Board on the outcome of an investigation carried out on Strid Road, and for the Board to approve the recommendations stemming from this investigation.

### BACKGROUND

At the Boards April 2003 meeting, the Board resolved the following:

*“That the Chief Executive be requested to bring back a report to the Henderson Community Board on the intersection of Strid Road and Keru Place and nearby Essex Street including Ozich Avenue down to the intersection of Strid and Edmonton Roads with proposals that achieve Objective 3 ‘Access and Travel Choice’ of the Urban Villages pathway”*

729/2003

Strid Road is classified as a local road under the Council's District Plan. It is 566 metres long and 7.4 metres wide. Speed humps have been installed at regular intervals along its entire length. The average daily traffic is about 2,650 vehicles per day. The area is zoned “residential”. Rangeview Intermediate School is located at the end of Keru Place (local road off Strid Road).

## STRATEGIC CONTEXT

The Council in terms of the Integrated Transport and Communications platform of the approved 2003/2004 Annual Plan is committed to 'ensure road design supports pedestrian friendly environment for all ages' and to 'support safe routes for all children'.

A preliminary assessment of pedestrian and road traffic conditions in the Strid Road locality is consistent with these commitments.

## ISSUES

### Site Visit

Several site visits were carried out over a fortnight (morning and afternoon). Observations from these visits are as follows:

- A bendy bus legally parked in the designated bus stop outside 19 Strid Road in combination with cars parked on the opposite side restricts traffic to one-way flow;
- The main entry/exit to the school is Keru Place. This area is congested when school is finished for the day;
- Cars were parked on both sides of Strid Road between Ozich Avenue and Te Atatu Road, Ozich Avenue from No .20 to the back entrance to the school, Keru Place full length, Essex Street from No. 3 to Strid Road intersection and Kirrie Avenue, No. 3 to Strid Road. This results in one-way traffic at various sections along each road;
- Children cross Strid Road unsupervised and in an intermittent fashion;
- Long delays are experienced at each end of Strid Road because there is a single lane for left and right turning traffic;
- The pick up/drop off area used by parents off Ozich Avenue (parents use the netball courts), works very well.

### Accident Statistics

A search of the Land Transport Safety Authority Accident database for the 1998-2002 period revealed the following statistics:

Location	No. of Accidents
Strid Rd	3 non injury accidents
Strid Rd/Edmonton Rd	1 minor injury and 1 non injury
Strid Rd/Te Atatu Rd	1 fatality, 1 serious, 3 minor and 5 non injury

The most common types of accident are the turning/crossing, rear end and loss of control. Only two of the 15 accidents reported above occurred between 8.30 am to 3.30 pm.

## Proposal

It is proposed that the following traffic management improvements are undertaken:

### Keru Place

- Road closure during the morning and afternoon peak period. Access will be permitted for those on official business, residents who live in Keru Place and emergency services. This would be patrolled by the school;
- Relocate the bus stop from Strid Road to the east side of Keru Place (this may require improvements to the turning head for Keru Place);
- Establish a warden crossing system at the intersection with Strid Road, just west of Keru Place.

### Strid Road

- Prohibit parking on the southside between 8.30 am and 9.00 am and between 2.30 and 3.30 pm Monday to Friday;
- Remove the existing bus stop outside No. 19 Strid Road;
- Establish 'No Stopping' markings' at the four "Tee" intersections along Strid Road;
- Establish 'Give Way' controls at the four "Tee" intersections along Strid Road;
- Include Strid Road/Edmonton & Strid Road/Te Atatu Road in the Minor Safety Projects programme;
- Prohibit parking on the east side between 8.30 am and 9.00 am and between 2.30 and 3.30 pm Monday to Friday.

### Kerrie Avenue

- Prohibit parking on the east side between 8.30 and 9.00 am and between 2.30 pm and 3.30 pm Monday to Friday (from 38 Strid Road to 12 Kerrie Avenue).

### Ozich Avenue

- Prohibit parking on the west side full length between 8.30 am and 9.00 am and between 2.30 and 3.30 pm Monday to Friday;
- Mark in a centre line on the curve located between 6 and 22 Ozich Avenue;
- Establish 'No stopping at all times' control on the east side between 3 and 9 Ozich Avenue.

A20-A21 See attachments at pages A20 to A21.

## CONSULTATION

There has been no consultation with the school or residents affected by the above proposal. Council staff will need to carry out the following:

- meet with representatives from Rangeview Intermediate School to discuss the proposal outlined in this report. There could be other initiatives to alleviate the traffic issues mentioned, as well as unforeseen problems with parts of the proposal.
- meet with the residents of Keru Place to discuss the proposal.
- develop an overall Traffic Management Scheme based on the outcomes from consultation.

- undertake a letter drop to all residents (Strid, Essex, Kirbie, Ozich, Keru Place) advising them of the outcome from the consultation process.
- make minor adjustments to the traffic management plan where required.
- set time frames for implementation of improvements.
- report back to the Board on the outcomes with detailed recommendations.

## RESOURCES

Resources and funding are available from the School Traffic Safety budget for 2003/2004 year.

## CONCLUSION

From the site visit, a number of safety issues were identified. The area in its present state is inadequately managed in terms of vehicle/pedestrian movements, personal safety and the overall effect to the roading network. The proposal outlined in the report is an indicative draft proposal that requires consultation with the affected parties. Consultation is strongly recommended prior to the implementation of any traffic management scheme.

## RECOMMENDATIONS

1. That the information be received.
2. That Council staff consult with the Rangeview Intermediate School and the residents of Strid Road, Keru Place, Essex Street, Kerrie Avenue and Ozich Avenue regarding the proposed traffic management scheme mentioned in this report.
3. That a report be brought back to the Henderson Community Board regarding the outcome from the Consultation Process, in December 2003.

Report prepared by: Reg Cuthers, Principal Transport Engineer.



## 11 VERA ROAD TE ATATU

### PURPOSE OF THE REPORT

This report provides information about parking and traffic issues in Vera Road, Te Atatu.

### BACKGROUND

A number of enquiries have been received with regard to parking and traffic issues on Vera Road near the intersection with Te Atatu Road. Parking at the shopping centre has also been raised as a concern.

A22

Vera Road from the intersection of Te Atatu Road is 11.5 metres wide for the first 35 metres. In this section of Vera Road 11 angled recessed parking spaces exist down the southern side and 3 parallel parking spaces on the northern side. The rest of Vera Road is only 8 metres wide and at present allows parking on both sides of the road apart from 17 metres of yellow lines after the angled parking on the southern side and 50 metres after the three parking spaces on the northern side. The Vera Road layout is attached at page A22.

The AM peak traffic flow is 215 vehicles per hour.

The investigation into the traffic and parking issues being experienced on Vera Road is in response to information presented to the Henderson Community Board and questions raised by the board. Council officers have also had a number of letters from the community requesting answers to the problems being experienced on Vera Road. No other public consultation has been carried out.

### **STRATEGIC CONTEXT**

Helping communities to balance the need for transport against its social and environmental effects and encourage individual responsibility for safety and for protection of the environment is one of the principles of the integrated Transport and Communication Platform of the Long Term Council Community Plan.

### **ISSUES**

#### **Vera Road**

With 215 vehicles per hour on Vera Road in the morning peak hour and parking on both sides of an 8 metre wide section of Vera Road, traffic flow and passing problems are being experienced. This is especially evident when the traffic queues at the Te Atatu Road intersection. It restricts the flow of vehicles passing through Vera Road / Te Atatu Road intersection, reducing capacity.

If 'no stopping' is provided on one side of Vera Road where the traffic queues at the intersection, traffic flow will be improved on Vera Road and through the intersection. This will also facilitate parking and traffic movement in the narrow part of Vera Road itself. It is thus recommended that 'no stopping' lines be provided after the four parallel parking spaces on the northern side of Vera Road to the Rowan Terrace intersection. This would result in a loss of eight parking spaces along Vera Road.

The loss of these eight parking spaces will not have a great impact on the shopping centres parking, as the parking spaces along Vera Road were not fully utilised and are about 60 metres from the nearest shop. The problem was caused with vehicles parking on both sides of the road restricting two-way traffic flow. Better utilisation of parking on one side of the road would provide for the parking requirements on Vera Road.

#### **Shopping Centre Parking**

No land is available near the shopping centre for additional parking for the shopping centre. The parking behind the leisure centre is not used efficiently and parking space is available. This will require agreement between the shopping centre and the leisure centre. Council should not be involved in this process.

### **RESOURCES**

Financial provision for this work is provided for in the Road Marking Maintenance Budget account for 2003/2004.

### **CONCLUSION**

From the information above, it is evident that 'no stopping' lines are required on the northern side of Vera Road from after the existing 'no stopping' lines to Rowan Terrace intersection. This is an additional 69 metres of 'no stopping'. Although this is a loss of eight parking spaces along Vera Road it should not affect the shopping centre parking.

It should be remembered that potentially there is parking available at the privately owned leisure centre adjacent to the shopping centre. Should the shopping centre require more parking they could approach the leisure centre management.

### **RECOMMENDATIONS**

1. That the information be received.
2. That in relation to **VERA ROAD, TE ATATU**:
  - a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to **VERA ROAD, TE ATATU** 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 **Vera Road** from a start 103 metres west of the east kerb line of Te Atatu Road to a end point 172 metres west of the east kerb line of Te Atatu Road, a **NO STOPPING AT ALL TIMES** control be put in place.
3. 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: Edwin Dearham, Principal Transport Engineer Planning.



## 12 TRAFFIC MANAGEMENT JAEMONT AVENUE

### PURPOSE OF THE REPORT

The purpose of this report is to update the Henderson Community Board on the survey result of the left-in left-out traffic island in the mouth of Jaemont Avenue North.

### BACKGROUND

At the meeting of April 2002 the Community Board resolved:

*“That a traffic island be constructed, on a test basis, at the mouth of Jaemont Avenue North intersection with Te Atatu Road, to restrict turns to left in and left out only.” And,*

620/2002

*“That the vehicle detection for the Te Atatu Road/Jaemont Avenue/Vera Road signalised intersection be modified to ensure that the maximum green signal time for Jaemont Avenue is achieved even if the queue in Te Atatu Road blocks the right turn.” And,*

622/2002

*“That the Manager of Transport Assets report back to the Board on the test of the island referred to in recommendation (2) above, by April/May 2003, or earlier if unexpected outcomes occur.”*

623/2002

### STRATEGIC CONTEXT

Helping communities to balance the need for transport against its social and environmental effects and encouraging individual responsibility for safety and for protection of the environment is one of the principles of the Integrated Transport and Communication Platform of the Long Term Council Community Plan.

### ISSUES

On July 2002, the traffic island allowing left-in left-out movements only was constructed at the mouth of Jaemont Avenue North intersection with Te Atatu Road. This was done after the Council received a number of complaints from the residents of Jaemont Avenue, about the high volume of through traffic in Jaemont Ave during the morning peak period.

The Transport Engineer investigating the complaints found a significant number of drivers jump the queue to the Motorway, by turning right from Te Atatu Road into Tiroroa Avenue, left to Lyndhurst Road, right to Merchant Avenue, and then right or left into Jaemont Avenue to arrive at the T-intersection with Te Atatu Road or the ‘Vera Road’ signalised intersection.

One purpose of the traffic island is to prevent the right turn out of Jaemont Avenue North and force the drivers to use the ‘Vera Road’ traffic signal, and encourage them not to turn right into Tiroroa Avenue.

In interest of simplicity and safety the idea was developed to preclude no right turn into Jaemont Avenue North, also.

It has been over a year since the traffic island has been constructed. During July and August 2003, the residents of Jaemont Avenue, Sunrise Lane, Highlight Parade and Merchant Avenue, (170 properties), were invited to provide feedback on the effectiveness of the traffic island. The purpose of the survey was to determine whether the traffic island would stay permanently.

In total, 82 responses were received; 72 houses were in favour of the traffic island to stay permanently, and 10 houses opposed. This result indicates that a high percentage (88%) agrees the traffic island should stay permanently.

The police and Fire Station of Henderson and Te Atatu offices and St John Ambulance have also been contacted and have raised no objection.

People were asked to provide reasons for the choice they made. People in favour of the traffic island to stay felt safer using the 'Vera Road' signalised intersection. But they have requested the green time at the Jaemont Avenue approach to be extended to accommodate for the extra traffic. This is also been requested by people opposed to the traffic island.

The signal timing at the Vera Road, Jaemont Avenue, Te Atatu Road intersection have been optimised but a better level of service cannot be achieved owing to the overload of traffic approaching the motorway.

A23 The location and extent of the constructed traffic island is indicated at page A23.

### **CONCLUSION**

The traffic island in the vicinity of Jaemont Avenue North is desirable for the public's safety and traffic efficiency. The survey result indicates a very high percentage of the affected residents agreeing that the traffic island should stay permanently.

### **RECOMMENDATIONS**

1. That the information be received.
2. That the traffic island on Jaemont Avenue North intersection to stay permanently.

Report prepared by: Honwin Shen, Transport Engineer.



## **13 UNRESTRICTED PARKING CONTROL - PIONEER STREET**

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the Henderson Community Board on the survey results of the unrestricted parking at Pioneer Street.

### **BACKGROUND**

Concerns were raised by the members of the Community Board that there is a need for long term parking in the vicinity of Pioneer Street. As a consequence, six parking spaces along the kerbside of The Warehouse building were converted to unrestricted parking spaces.

At its meeting of July 2002 the Henderson Community Board resolved the resolution:

*“That these changes be instituted for a trial period of 12 months and the results of that trial be brought back to the Board at its August 2003 meeting.”*

2258/2002

## STRATEGIC CONTEXT

Helping communities to balance the need for transport against its social and environmental effects and encourage individual responsibility for safety and for protection of the environment is one of the principles of the integrated Transport and Communication Platform of the Long Term Council Community Plan.

## ISSUES

It is important that time limits for parking are appropriate. There is ample short-term parking for businesses at the location, but no long-term parking. The unrestricted parking in the vicinity can also be utilised by staff who work in the area.

From the surveys conducted early September 2003, it was found on average that five of six unrestricted parking spaces were occupied, two of nine P120 spaces were occupied and three of seven P30 spaces were occupied.

The Manager of The Warehouse was also consulted, and has no objection to the unrestricted parking spaces.

A24 The location and extent of the unrestricted parking is indicated at page A24.

## CONCLUSION

The unrestricted parking in the vicinity is desirable for the public's convenience, and would have minimal effect on parking as there is ample short-term parking on this section.

## RECOMMENDATIONS

1. That the information be received.
2. That the six unrestricted parking spaces along the kerbside of The Warehouse building in the vicinity of Pioneer Street remain.

Report prepared by: Honwin Shen, Transport Engineer.



## 14 ADOPTION OF CODE OF CONDUCT FOR COMMUNITY BOARD MEMBERS

### PURPOSE OF THE REPORT

The purpose of this report is for the Henderson Community Board to adopt a Code of Conduct (the Code) as recommended by Council at its meeting of 14 July 2003.

### BACKGROUND

Schedule 7 Clause 15 of the Local Government Act 2002 requires Local Authorities to adopt a Code of Conduct for Members of the Local Authority as soon as practicable after the date of commencement of the Act on 1 July 2003.

A draft Code of Conduct was circulated to Councillors and a workshop for Councillors to discuss the Code was held on 16 April 2003.

Council's Legal Services Manager subsequently re-drafted the Code in order to ensure full compliance with the Local Government Act 2002, while capturing all of the sentiments expressed at the Councillors workshop. This Code was then adopted with further amendments, by Council on 14 July (1471/2003), with the further recommendation that Henderson, Massey, New Lynn and Waitakere Community Boards adopt similar codes as soon as practicable. Section 54 of the Local Government Act 2002 specifically excludes Community Boards from the provisions of Schedule 7 Clause 15. Furthermore, the definition of Members of a Council, provided in Section 41 of the Local Government Act 2002, does not include Community Board Members. These exclusions mean that the Code is not automatically applicable to Community Boards. However, Community Boards may adopt a Code of Conduct on a voluntary basis and may use the Council's Code as a basis for their own.

The Council Code of Conduct was then tabled before the Henderson Community Board at its meeting on 5 August 2003. The Board resolved that further work on the Code was required to fit it to the purposes of the Board:

*“That the Council Code of Conduct be amended to suit the requirements of the Henderson Community Board and an appropriate draft be tabled for formal adoption at the Board's next meeting.”*

1699/2003”

A25-A50 Subsequently a workshop on the Code of Conduct was convened on Thursday, 28 August 2003. Eleven of the twenty-two Community Board Members were in attendance. The Code attached to this Agenda at pages A25 to A50 incorporates a number of amendments recommended at the workshop.

### **STRATEGIC CONTEXT**

Active Democracy is one of the nine strategic platforms adopted by Council in the Long Term Council Community Plan. As originally articulated in the 1994 Greenprint, one of the principles of active Democracy is Accountability. By adopting a voluntary Code of Conduct for their Members, Community Boards will demonstrate their commitment to this principle.

Furthermore, Council has taken pride in taking the lead in the implementation of a number of aspects of the Local Government Act 2002. Council has continued this trend by adopting the required Code of Conduct, 14 days after the date of commencement of the Act. The Community Boards are encouraged to support Council's lead in establishing high standards of accountability and transparency.

### **ISSUES**

As stated, there is absolutely no compulsion at present, for any Community Board to adopt a Code of Conduct. At the Community Board Members Workshop on the Code of Conduct, the consensus was that the Boards adopt an appropriate Code.

Furthermore the outcome of the Workshop was a "one size fits all" draft for all the four Waitakere City Community Boards. Each Community Board may wish to amend it further, to suit their own particular requirements.

### **RESOURCES**

No additional resources will be required.

## CONCLUSION

A25-A50 As the Henderson Community Board has already affirmed its commitment in principle to adopting a Code of Conduct, it is recommended that it adopt the Code of Conduct attached to this Agenda at pages A25 to A50 with any further amendments that it may require.

## RECOMMENDATIONS

1. That the information be received.
- A25-A50 2. That Henderson Community Board adopt the Code of Conduct, as attached to the Agenda on pages A25 to A50.

Report prepared by: Charlie Inggs, Acting Senior Committee Secretary.



## 15 BOARD MEMBERS' REPORTS

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

### HENDERSON COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Helen Jones (Alternate: Barry Shaw)
Henderson Citizens Advice Bureau	Bill Postlewaight
Henderson Heritage Trust Inc. (Henderson Railway Station)	Brenda Brady
Keep Waitakere Beautiful Committee	Camille Nakhid
Liaison Officer for Waitakere District of the New Zealand Police	Barry Shaw (Alternate: Bill Postlewaight)
Henderson Creek Reserves Management Plan	Camille Nakhid (Alternate: Barry Shaw)
Waitakere Road Safety Advisory Committee	Barry Shaw
Te Atatu Community House Committee	Bill Postlewaight (Alternate: Annette Fenton)
Henderson South/McLaren Park Action Group (Contact Person: Carolyn McCardie)	Helen Jones (Alternate: Annette Fenton)
Wai Care Programme	Camille Nakhid Wayne Davis
Herbicide Reduction Working Party	Annette Fenton
Sunnyvale Residents & Ratepayers Association	Barry Shaw
Te Atatu Ratepayers Association	Camille Nakhid
Henderson Business Association	Annette Fenton

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Helen Jones (Alternate: Barry Shaw)
Shopping Trolleys in Streams Steering Group	Barry Shaw
Project Twin Streams Steering Group	Camille Nakhid (Alternate: Barry Shaw)
Henderson Business Liaison Group	Helen Jones Barry Shaw (Alternate: Camille Nakhid)
<b>HENDERSON COMMUNITY BOARD SUBCOMMITTEES</b>	
Street Events Subcommittee	Barry Shaw
Henderson Creek Reserves Management Subcommittee	Camille Nakhid
Lower Oratia Stream Reserve Management Plan Subcommittee	Camille Nakhid (Alternate: Bill Postlewaight)
<b>COUNCIL COMMITTEES</b>	
Community Sport Fund Allocation Subcommittee	Bill Postlewaight (Alternate: Camille Nakhid)
Hearings	Camille Nakhid (Alternate: Barry Shaw)

**BARRY SHAW (DEPUTY CHAIRPERSON):**

'Jog a Dog Day' on Sunday, 21 September 2003 was one for gallant souls at Henderson Park was awash, nevertheless, our Councillors Annette Fenton and Brenda Brady were, as usual doing their bit with Board members. Camille Nakhid and Barry Shaw also in attendance. Everyone and his or her dog(s) were there and in spite of the rain and mud, it was worthy event for a dogs charity.

It was noticeable how many people and pooches used the new bridge over Opanuku linking Henderson Park and Corban Estate. It is time that some thought was given to an official opening for this latest link in Henderson's chain of bridges, the next one to come being the suspension one over Henderson Creek near the grounds of the Waitakere City stadium.

A visit to the latter would be welcome with the new stadium mentor, Councillor Ross Dallow in charge. Henderson Community Board members also ought to accept the invitation to Waitakere Hospital's new buildings this coming Monday, 6 October at 9.30 am. Both the new stadium and hospital buildings are part of Henderson's environment.

This Board, though, would have welcomed a prior briefing on the City's plans for its new headquarters precinct in Henderson Valley Road rather than reading about it second hand.

Community Boards exist to reflect the feelings of the community on development in their areas. Indeed it is one of their duties to have an overview and to fearlessly, stress this. Board Members must also look to themselves and their performances. This should be reflected in our full commitment to being, seen and heard at events, functions and briefings. Sadly Henderson Community Board Members were very few in numbers at several major briefings. These included two on the new plans for the new library, and two hui's and presentations on the marae in Harbourview Park.

In one case, a briefing on the new library attended by senior Council staff, only our Chairperson and Barry Shaw were present, a shameful indication of the interest of some other board members in major developments in their own community.

