

**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 AUGUST 2004,
COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 8 July 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Henderson Community Board held on Thursday, 8 July 2004, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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



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**

The Chairperson will give a verbal report at the meeting.

RECOMMENDATION


That the Chairperson's Report be received.




Helen Jones
CHAIRPERSON




7 **COMMITTEE SECRETARY'S REPORT**

ISSUE	COMMENTS	REPORTING OFFICER
<p>Railside Avenue, Ratanui Street to Alderman Drive and Catherine Place Mall Infrastructure Renewal Project</p> <p>Officers Report</p>	<p>The design and implementation of Catherine Place Mall is included in the 2004/2005 financial year.</p> <p>Design only of the Railside Avenue to Alderman Drive Project with implementation of this project proposed to the Annual Plan 2005/2006.</p> <p>In 1994-1996 when the general revitalisation of the main street took place Railside Avenue to Alderman Drive were not included. They are now well overdue for infrastructure renewal. Catherine Place Mall did undergo renewal in 1994 and is now due for suitable modifications to provide an improved environment. The purpose of the scope of works will include new paving, suite of furnishings, public places and spaces along the way, canopies, landscapes, accommodation of way finding signage and possible art features.</p> <p>Consideration will be given to possible reconfiguration of parking, public transport, walking and cycling linkages. It is the intention to work alongside the privately owned adjacent building and business owners who interface this precinct to encourage them to join into the process and maximise their business opportunities by improving their premises or interface to the walking economy. Options will be viewed that maximise the ability for natural surveillance and social interaction to take place.</p> <p>The objective is to link town centre economic sectors, improve the visual and usable amenity and improve the business opportunities along the way. This area will become a strong link between the Council facilities and the public transport systems.</p> <p><u>Works Programme:</u></p> <ul style="list-style-type: none"> • General Consultation - August 2004; • Community Board Workshop - September 2004; • October Design Phase - September 2004; • October 2004 feedback to stakeholders draft design; • Council Committee Approval - February 2005. 	<p>Janet Hannen ☎ 836 8000 ext: 8716</p>

ISSUE	COMMENTS	REPORTING OFFICER
<p>Reserved Parking for Citizens Advice Bureau Volunteers in the Edmonton Road Car Park</p> <p>4 December 2003 and 6 May 2004 Resolution 728/2004</p>	<p>Section 591A of the Local Government Act 1974 provides that a Council may make such bylaws as it thinks fit as to the use of parking places and transport stations. Furthermore the section provides that Council may make bylaws to reserve any specific parking place for use by members of the judiciary, medical practitioners and so on. This part of the Act has not been repealed by the Local Government Act 2002.</p> <p>Council's only bylaw on parking places (Bylaw No. 7, section 9) provides in 9(3) that "the Council may from time to time by resolution. Limit any parking place....or any specified part thereof to vehicles belonging to or used by particular persons or to vehicles used for particular public purposes".</p> <p>So while it is clear that Council may by resolution limit any parking place for the use of vehicles belonging to any particular person or class of persons, to date it has chosen not to do so.</p> <p>It may well be considered that this is a sound policy; in that, to set aside particular parking areas for some people will be setting a precedent, opening Council up to a barrage of such appeals, some no doubt also worthy. Also it may well be considered that it is not appropriate for Council to engage in the allocation and management of individual parking places when a Parking Services division has been established to perform that function.</p> <p>On the question of judicial parking, Section 591A(1) of the Local Government Act 1973 states that "the Council may make such bylaws as it thinks fit as to the use of parking places and transport stations, and in particular - (b) Reserving any specified parking place or transport station for use, either generally or at specified times, only by members of the judiciary, medical practitioners, members of the diplomatic corps or consular corps, or disabled persons as defined in Section 2 of the Disabled Persons Community Welfare Act 1975".</p> <p>The Shorter Oxford Dictionary defines judiciary as a body of judges or people having judicial power. While there is no definition of judiciary in New Zealand statute law, such definitions of the word judge as do occur in statute exclude Justices of the Peace (s.2 Courts Security Act 1999; s.5, Judicial Conduct Commissioner and Judicial Conduct Panel Act 2004) and the only occasions in statute when a Justice of the Peace is considered to be a judge is when that Justice of the Peace is sitting in Court (s.2, Evidence Act 1908). This would clearly not be the case when a Justice of the Peace is attending at a Citizens Advice Bureau.</p> <p>A full report on this matter will be presented to the Board at its meeting to be held on 2 September 2004.</p>	<p>Alastair Dougal</p> <p> 836 8000 ext: 8945</p>

ISSUE	COMMENTS	REPORTING OFFICER
Speed Humps in Covil Avenue, Te Atatu South 4 December 2003 Resolution 4302/2003	Completion of consideration for strategic studies and recommendations on Te Atatu Road have a very high priority in the 2004/2005 work programme. The recommendations will cover explicitly short term improvement projects for 2005/2006 and Covil Road. These will be subject to community consultation when the required information is ready within the next several weeks.	Ross Hill  836 8000 ext: 8737
Public Toilet at Taipari Strand, Te Atatu Peninsula Resolution 1227/2004	This issue was brought up in the Chairpersons report at the Board meeting held on 8 July 2004. Council has a prioritised programme to upgrade the existing 75 public toilets throughout the City and to build new toilets in areas of the City where a need has been identified. Public toilets for Taipari Strand are proposed to be undertaken in the 2006/2007 financial year subject to funding availability. The proposal is to install a single Ecoloo on the site at an estimated cost of \$100,000.	Alan Duxfield  836 8000 ext: 8553
Community Board Projects 2004/2005	This is to inform the Board that information and submission forms have been sent out to relevant Community Groups for Community Board Projects on Parks for 2004/2005. Submission forms are to be returned by 6 August 2004.	Toni Grogan  836 8000 ext: 8969

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Te Atatu Traffic Management	6 March 2003 Public Forum	2 September 2004	Ross Hill  836 8000 ext: 8737
Edmonton Road - Traffic Study - Annual Report (through Secretary's Report)	2 October 2003 Resolution 2018/2003	2 September 2004	Adam Moller  836 8000 ext: 8750
Footbridge at Corban Estate to be named Opanuku Bridge	4 February 2004 Resolution 266/2004 and 2 October 2003 Resolution 2018/2003	2 September 2004	Naomi McCleary  836 8000 ext: 8550

RECOMMENDATION

That the Committee Secretary's Report be received.

Report prepared by: Ngareta Delamere Committee Secretary.



8 PARKING PLACE: GUNNER DRIVE, TE ATATU PENINSULA

PURPOSE OF THE REPORT

The purpose of the report is to establish 30 minute parking restrictions and a mobility parking space outside No. 80 Gunner Drive, Te Atatu Peninsula.

BACKGROUND

A1 A request was received from Venita Hokai, a proprietor of a hairdressing salon situated at 80 Gunner Drive. Ms Hokai on behalf of herself and others requested parking restrictions be put in place outside the building in which she and five other tenants operate businesses. The Manager of Parking Services met with all but one of the tenants in common and after discussion a consensus on the parking needs was reached. In the building at 80 Gunner there is a mix of 6 and 7 day a week businesses with some also operating until late in the evening. Because there are no parking restrictions in place in front of their businesses, they are finding that numbers of long term/all day parkers are taking advantage of the free parking and by doing so, denying legitimate customers immediate access to the small businesses in the block. This is having a negative impact upon the businesses. The petitioners request timed parking and a mobility parking space be placed in the eight spaces located outside of these premises, as attached on the map at page A1.

The petitioners have requested:

- three parking spaces, 30-minute parking restriction applicable Monday to Sunday, plus;
- three parking spaces, 30-minute parking restriction 8am - 9pm applicable Monday to Sunday, plus;
- one mobility parking space, 120-minute parking applicable at all times.

STRATEGIC CONTEXT

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

ISSUES

It is considered there is sufficient long term parking available in the Gunner Drive, Pringle Road, Rhone Avenue areas. The displacement of long term parkers from the front of this block of shops caused by the imposition of the requested parking restrictions (7 spaces) will be minimal.

The acceptance of this report requires the formal imposition of new restrictions applicable from the date of such resolution in accordance with the provisions of the Local Government Act 1974.

Upon resolution, the relevant signage and/or markings are also required to be put in place pursuant to the Traffic Regulations 1976.

RESOURCES

The necessary traffic signs and markings can be implemented from the existing Traffic Signs Maintenance and Road Marking Maintenance budgets.

CONCLUSION

That the Waitakere City Council put in place those parking restrictions as requested by the petitioners from the businesses situated at 80 Gunner Drive, Te Atatu Peninsula.

RECOMMENDATIONS

1. That the Parking Place: Gunner Drive, Te Atatu Peninsula report be received.
2. That in relation to **GUNNER DRIVE, TE ATATU PENINSULA**:
 - (a) 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) on the southern side of **GUNNER DRIVE** approximately 12 metres from the kerb line of Rhone Place in a north easterly direction (in the parking bay to the front of 80 Gunner Drive) as an angle parking space, a '**MOBILITY PARKING P120 AT ALL TIMES**' disabled persons parking space.
 - (ii) on the southern side of **GUNNER DRIVE** approximately 15.5 metres from the kerb line of Rhone Place in a north easterly direction (in the parking bay to the front of 80 Gunner Drive) for a distance of approximately 7.5 metres as angle parking spaces, a '**P30**' parking restriction applicable '**MONDAY TO SUNDAY**'.
 - (iii) on the southern side of **GUNNER DRIVE** approximately 23 metres from the kerb line of Rhone Place in a north easterly direct (in the parking bay to the front of 80 Gunner Drive) for a distance of approximately 7.5 metres as angle parking spaces, a '**P30**' parking restriction applicable '**MONDAY TO SUNDAY - 8AM TO 9PM**'.
3. That the appropriate signage and/or road markings, in accordance with the provisions of 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: Colin P. Waite, Manager: Parking Services.



9 **NEW NO OVERTAKING CENTRE LINE - STURGES ROAD, WESTERN HEIGHTS**

PURPOSE OF THE REPORT

This report seeks the Henderson Community Board's approval for a new 'No Overtaking' line in Sturges Road.

BACKGROUND

'No Overtaking' centre lines are normally used in locations where there are vertical curves in the road such that an oncoming vehicle may be directly ahead of an overtaking vehicle but not be able to be seen due to a crest or trough in the road. 'No Overtaking' lines are also used in locations where horizontal curves are present as well as a documented history of overtaking accidents.

Transport Assets staff have noticed there is a vertical curve in Sturges Road that could warrant the installation of a 'No Overtaking' centre line and carried out further investigations to establish its desirability.

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.

'No Overtaking' Centre lines can be applied to ensure efficient, safe movement on roads by ensuring that drivers do not attempt to overtake other vehicles in unsuitable locations.

ISSUES

A2 A 'No Overtaking' survey was undertaken in accordance with the Land Safety Transport Authority's Manual of Signs and Markings. This survey indicated that a 'No Overtaking' line was warranted in Sturges Road in terms of this Manual. The location of the proposed 'No Overtaking' control is shown in the attachment at page A2.

RESOURCES

The proposed centre line marking can be implemented under the 2004/2005 maintenance budget.

CONCLUSION

The proposal to install a new 'No Overtaking' centre line in Sturges Road is desirable to improve road user safety.

RECOMMENDATIONS

1. That the New No Overtaking Centre Line - Sturges Road, Western Heights report be received.

2. That in relation to **STURGES ROAD, WESTERN HEIGHTS:**
 - (a) 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 controls be now resolved to be specified and imposed, namely;
 - (i) for south bound traffic from a point 45 metres south of the centre line of **VINTAGE DRIVE** to a point 69 metres further south a **'NO OVERTAKING CENTRE LINE'** restriction be put into place.
 - (ii) for north bound traffic from a point 203 metres south of the centre line of **VINTAGE DRIVE** to a point 49 metres further south a **'NO OVERTAKING CENTRE LINE'** restriction be put into place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of 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: Paul Schischka, Transport Engineer.



10 **CRIEFF PLACE AND RENATA CRESCENT - NEW NO STOPPING CONTROLS**

PURPOSE OF THE REPORT

This report seeks the Henderson Community Board's approval for a new 'No Stopping At All Times' control in Crieff Place and Renata Crescent, Te Atatu Peninsula.

BACKGROUND

Matipo Primary School has contacted Council requesting the installation of a 'No Stopping' line in Crieff Place, Te Atatu Peninsula to prevent parents that are collecting and dropping off children from parking across resident's driveways.

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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads and improve child safety around schools by keeping traffic lanes and visibility lines clear.

ISSUES

Transport Assets staff met with Matipo School's Principal and Deputy Principal in Crieff Place. The school suggested that 'No Stopping At All Times' lines be installed around the end of Crieff Place to prevent vehicles parking over the driveways in this part of the road.

A3-A4

Crieff Place is only six metres wide at its entrance kerb to kerb. Parked cars on either side take up around 2.1 metres each side leaving 1.8 metres of clear roadway for vehicles entering and leaving Crieff place. A gap of this width is very difficult or impossible for drivers to negotiate. Transport Assets staff suggested that it would be better to install 'No Stopping At All Times' lines down the entire west side of Crieff Place. This would allow residents to enter and leave Crieff Place before, during and after school periods with ease. The location of these options is shown at pages A3 to A4.

Both these possible options were put to residents in a consultation letter and are shown in the attached aerial photographs marked option one and option two. Both options include installing no stopping lines on the corners of the intersection with Renata Crescent to prevent vehicles parking in this location.

Three replies from residents were received, two of them favouring installation of the 'no stopping' lines down the entire western side. It is therefore recommended that this option be approved by the Henderson Community Board.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

CONCLUSION

The proposed parking restrictions in Crieff Place are desirable to allow residents' unimpeded access to their properties at all times.

RECOMMENDATIONS

1. That the Crieff Place and Renata Crescent - New No Stopping Controls report be received.
2. That in relation to **CRIEFF PLACE, TE ATATU PENINSULA:**
 - (a) 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 controls be now resolved to be specified and imposed, namely;
 - (i) on the north west kerb line of **CRIEFF PLACE** starting from the intersection with Renata Crescent and extending along the kerb to the south side of the Matipo School vehicle crossing a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) on the south east kerb line of **CRIEFF PLACE** starting from the intersection with Renata Crescent and extending to a point 7 metres further south west a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That in relation to **RENATA CRESCENT, TE ATATU PENINSULA:**
 - (a) 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 controls be now resolved to be specified and imposed, namely;
 - (i) on the south west kerb line of **RENATA CRESCENT** starting from the intersection with Crieff Place to a point 7 metres further north west a new '**NO STOPPING AT ALL TIMES**' control be put in place.

- (ii) on the south west kerb line of **RENATA CRESCENT** starting from the intersection with Crieff Place to a point 7 metres further south east a new '**NO STOPPING AT ALL TIMES**' control be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of 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: Paul Schischka, Transport Engineer.



11 TAKAPU STREET - NEW NO STOPPING CONTROL

PURPOSE OF THE REPORT

This report seeks the Henderson Community Board's approval for a new 'No Stopping At All Times' control in Takapu Street, Henderson.

BACKGROUND

A local resident has contacted Council requesting that a new 'No Stopping At All Times' control be installed in Takapu Street. The resident is concerned that parked cars are causing a hazard to motorists close to the intersection with Edmonton Road.

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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Takapu Street is 7.4 metres wide kerb to kerb. When cars are parked on both sides of Takapu Street the clear carriageway is narrowed to such an extent that only one vehicle may pass between the parked cars. The intersection with Edmonton Road is very busy and vehicles turning into Takapu Street, especially those turning right, must move off Edmonton Road quickly so as not to conflict with other traffic at the intersection. Drivers entering Takapu Street may not notice oncoming vehicles in Takapu Street blocking the gap between parked cars until they have already started to turn from Edmonton Road and this has the potential to cause a collision in this location.

Cars are often parked on both sides of Takapu Street, especially when the nearby public car parks are full. With the introduction of pay parking in Henderson it is likely that the number of cars parked in Takapu Street during the day will increase.

A5 It is proposed to extend the existing 'No Stopping At All Times' line on the north corner of the intersection of Takapu Street and Edmonton Road westward along the north kerb line to the western edge of the driveway of number 2 Takapu Street. This will allow sufficient carriageway clear of parked vehicles close to Edmonton Road to allow vehicles entering Takapu Street to move clear of the intersection before they reach the portion of Takapu Street where traffic is restricted to one lane only. The location of the proposed 'No Stopping At All Times' control is shown in the attachment at page A5.

A consultation letter outlining the proposed changes was sent to the properties in Takapu Street close to the proposed change. Two responses were received, one from a resident happy with the proposed changes another requested that the parking restriction be extended further north of the road. This is not necessary as the proposed 'No Stopping' line will create sufficient clear carriageway at the entrance to Takapu Street to allow drivers to see oncoming vehicles in advance and take action before a conflict occurs.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

CONCLUSION

The proposed changes to parking restrictions in Takapu Street are desirable to improve road user safety.

RECOMMENDATIONS

1. That the Takapu Street - New No Stopping Control report be received.
2. That in relation to **TAKAPU STREET, HENDERSON**:
 - (a) 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 controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **TAKAPU STREET** starting from the intersection with Edmonton Road and extending to a point 52 metres further east a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of 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: Paul Schischka, Transport Engineer.



12 TATAU PLACE - NEW NO STOPPING CONTROL

PURPOSE OF THE REPORT

This report seeks the Henderson Community Board's approval for a new 'No Stopping At All Times' control in Tatau Place, Te Atatu Peninsula.

BACKGROUND

A local resident has contacted Council requesting the installation of a 'No Stopping At All Times' line in Tatau Place, Te Atatu Peninsula to prevent parked cars blocking access to resident's properties.

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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Tatau Place is a short 'no exit' street with access from Toru Street at its north end.

The southern portion of Tatau Place is 4.5 metres wide and provides access to two residential properties. This part of the street is insufficiently wide to allow for on-street parking and a 'No Stopping' line should be installed there.

The northern portion of Tatau Place is 11 metres wide and includes a 41 metre long parking bay which permits room for 16 car parks perpendicular to the east kerb. Council's Code of Practice parking and driveway guideline requires perpendicular parking spaces to be five metres long and have at least 6.5 metres of clear aisle width behind them. When vehicles are parked on the west side of Tatau Place the clear aisle width for the vehicles parked in the parking bay is reduced to four metres, severely impeding access to these spaces. A 'No Stopping At All Times' line should be installed on the west kerb line to prevent vehicles parking in this location.

The removal of some parking spaces in this location will not result in a shortage of parking as the 16 perpendicular car parks in the parking bay will still be available.

A consultation letter outlining the proposed changes was sent to the five properties in Tatau Place. Two responses in favour of the new 'No Stopping' line were received.

A6 The location of the proposed 'No Stopping At All Times' line is marked on the attached aerial photograph attached at page A6.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

CONCLUSION

The proposed parking restrictions in Tatau Place are desirable to allow residents' unimpeded access to their properties at all times.

RECOMMENDATIONS

1. That the Tatau Place - New No Stopping Control report be received.
2. That in relation to **TATAU PLACE, TE ATATU PENINSULA:**
 - (a) 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 controls be now resolved to be specified and imposed, namely;
 - (i) a new '**NO STOPPING AT ALL TIMES**' control be put in place on the entire south west kerb line of **TATAU PLACE**.
 - (ii) a new '**NO STOPPING AT ALL TIMES**' control be put in place on the entire south east kerb line of **TATAU PLACE**.
 - (iii) on the north east kerb line of **TATAU PLACE** starting the south east end of Tatau Place and extending to a point a further 51 metres north west a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That in relation to **TORU STREET, TE ATATU PENINSULA:**
 - (a) 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 controls be now resolved to be specified and imposed, namely;
 - (i) on the south east kerb line of **TORU STREET** starting a point where the kerb meets Tatau Place and extending to a point a further 6 metres south west new '**NO STOPPING AT ALL TIMES**' control be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of 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: Paul Schischka, Transport Engineer.



13 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)
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
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)
Council/Police Liaison Committee	HM Jones
HENDERSON COMMUNITY BOARD SUBCOMMITTEES	
Street Events Subcommittee	Barry Shaw
Lower Oratia Stream Reserve Management Plan Subcommittee	Camille Nakhid (Alternate: Bill Postlewaight)
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Bill Postlewaight (Alternate: Camille Nakhid)
Hearings	Camille Nakhid (Alternate: Barry Shaw)

