



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

HENDERSON COMMUNITY BOARD

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

DATE: **Thursday, 7 December 2006** **TIME:** **6.30 pm**

VENUE: **Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere**

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

1 December 2006

Ngareta Delamere
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8552

MEMBERSHIP:

Mrs	EAG	Grimmer, MNZM (Chairman)
Mr	WS	Bainbridge (Deputy Chairman)
Cr	AK	Corban, OBE, JP
Cr	DE	Gilmour
Mrs	HM	Jones
Mr	SJ	McDonald
Mr	LJF	Nobilo, 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 A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 7 DECEMBER 2006, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 2 November 2006

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 2 November 2006, 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 Chairman 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.

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

Public Forum will take place at 7.00 pm.

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

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

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



6 CHAIRMAN'S REPORT

This is the last report for the 2006 year and I am sure by now we are all looking forward to a well earned break after what has been a hectic year. I thank you all for your support, confidence and the dedication you have displayed to your responsibilities as elected members. We are a team who respect and support each other and whose job has been made easier by the outstanding support we have received from our officers especially Jack Burton, Charlie Inggs and Ngareta Delamere.

Thank you all.

I wish you all a very Merry Christmas and a Happy and safe New Year.

Jameson Gymnasium Rangeview Intermediate

On Friday, 17 November 2006 I attended the opening of the gymnasium on behalf of the Mayor Bob Harvey. It was opened by the Principal Tony Jameson with His Excellency the Governor-General of New Zealand, the Honourable Anand Satyamanand unveiling the plaque. It was a wonderful celebration and the children will benefit from having somewhere to exercise whatever the weather.

Our Place Henderson Creek

The launch of this wonderful book was held recently at Flanshaw Road School. It was written by Linda Shepherd in collaboration with the year 5 and 6 children of Flanshaw Road School who did the paintings. It is based on the children's experiences of being involved in Operation Twin Streams. We have some really talented children in Waitakere City but we seldom get the opportunity to see it recorded in such an inspiring way.

Proposed Auckland Regional Pest Management Strategy

Submissions close on 9 February 2007 and one of my concerns is that Privet is not listed as a Total Control Pest Plant only as a Surveillance Pest Plant. I am sure you have either experienced or have known somebody who suffers from asthma which it is terrifying and I cannot understand why it is not on the total banned list. I would ask that the Henderson Community Board forward a submission to the Auckland Regional Council recommending it be listed on the Total Control List

Junior Crime Fighter

Daniel King from Te Atatu Peninsula has been awarded a certificate of appreciation by the Police. He noticed three teenagers walking up the drive of his next door neighbour and then saw them leave with stereos and what looked like air pistols. Daniel was suspicious and took note of what they were wearing and told his mother who rang the police who captured the offenders. Daniel attends Rutherford Primary School. Congratulations Daniel.

Hold-up

On Saturday, 25 November 2006 the local pharmacy/lotto shop in Te Atatu Peninsula was held up. The Police responded very quickly but at the time of this report nobody had been apprehended.

Water Safety Signs

There have been two alerts in the last month involving the Police helicopter, Westpac Helicopter and the Deodar called to assist people stuck in mud in the channel.

Keep Waitakere Beautiful

We have been asked to submit names for Community Street Tree Planting and Trees for Babies park planting. These are wonderful events and enjoyed by all who participate.

Youth Facility

This project is gathering momentum and support, which was shown by the number of people who attended the recent workshop. The ideas are great and I wish the space was big enough to incorporate all the ideas presented.

Walkway of Fame

There have been no inductees since 2004 as the Community Board decided that the 2005 funding should be used to produce a book recording the profiles of those honoured. The Board now needs to give consideration to nominations for 2006 and 2007 and the format for those to be selected. There will be a function in the New Year to rededicate the existing stones and the unveiling of new stones. All those honoured are to be invited.

Road Tolling

The workshop held 20 November 2006 showed very clearly that this has no advantages for Waitakere. It was disconcerting to discover that there are no upgrades to Te Atatu or Henderson interchanges and that you cannot access the tolled lanes between Waterview and Westgate. The congestion will continue to grow as it offers no relief for commuters trying to access from Te Atatu or Henderson. The charges proposed are at this years rates not when the extensions are completed.

Footpaths/Slow Streets

The Community Board Chairs have met with the Group Manager: Asset Management, Tony Miguel and agreed on the footpath priorities citywide. There are problems that have arisen over the Slow Street priorities which are still to be resolved.

Long Term Council Community Plan and Annual Plan Workshop

A1-A2

Following the workshop held on Wednesday, 8 November 2006 regarding the Boards Long Term Council Community Plan and Annual Plan submission the changes, as attached at pages A1 to A2.

RECOMMENDATIONS





1. That the Chairman's Report be received.
2. That the Henderson Community Board make a submission to the Auckland Regional Council Regional Pest Management Strategy recommending the Privet be listed on the Total Control List.
3. That the Henderson Community Board congratulate the year 5 and 6 children of Flanshaw Road School for their contribution to the wonderful book called "Our Place Henderson Creek".
4. That the Henderson Community Board congratulate Daniel King on his quick thinking in assisting the Police in the capture of offenders robbing a house.
5. That the Henderson Community Board submit sites for street planting and Trees for Babies.
6. That nominations be called for 2006 and 2007 Walkway of Fame and that the Chairman of the Henderson Community Board liaise with the Director: Public Affairs in this regard.
7. That the Long Term Council Community Plan and Annual Plan Special Committee changes as recommended at the workshop held on 8 November 2006 be approved.

Elizabeth Grimmer, MNZM
CHAIRMAN



7 COMMITTEE SECRETARY'S REPORT

	Issue	Comments	Reporting Council Officer
1.	Cranwell Park Car Park Upgrade Officer's Report	Sealing of the car park surface commenced in November 2006 and will be completed by December 2006.	Andreas Lilley  836 8000 Ext: 8553
2.	Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand Officer's Report	The resource consent application is currently being processed by the Auckland Regional Council and the Waitakere City Council. All submissions were resolved without the need to hold a formal hearing. The detailed design will commence when the resource consent is granted.	Debbie Chapman  836 8000 Ext: 8303
3.	Tui Glen Stage 2 Development Officer's Report	There have been further delays in sealing the car park due to the poor test results on the chip seal surface. Sealing has been completed along the accessway up to the car park entrance. The completion of the contract works are now on hold until a revised design is approved for the car park area. The planting and boardwalk structures have been completed. The New Zealand Motor Camp Association are proposing to carry out planting at the depot, with details yet to be finalised.	Grant Jennings  836 8000 Ext: 8537
4.	Community Board Minor Parks Projects Officer's Report	The status of each project is as follows: <ul style="list-style-type: none"> • Chapman Strand - Table and trees will be installed early this month; • Jack Pringle Sports Park - Council officer's met with the contractor in October 2006. Tables and planting will be installed before Christmas; • Akatea Reserve - Concrete path and bench seat have been installed; • Barry's Reserve - Plan for playground improvements to be confirmed at the end of November 2006. 	Laura Mitchell/Katharine Slack  836 8000 Ext: 8779
5.	Cracked Footpaths on the Corner of Seymour and Sunnyside Roads 3 August 2006 Public Forum Resolution No. 1497/2006	A Council officer visited the site on 2 November 2006 and the only area of footpath found to need repairs was outside No. 12 Sunnyside Road. This work is programmed to be done in February 2007, when the contractor will be working in the area.	Brent Piggott  836 8000 Ext: 8716

	Issue	Comments	Reporting Council Officer
6.	Traffic Congestion at the Intersection of Smythe and Henderson Valley Roads 6 July 2006 Public Forum	This issue is being investigated and a report will be coming back to the Board in March 2007.	Paul Schischka  836 8000 Ext: 8742
7.	Mobility Car Parks around the City particularly outside Waitakere Central Library, Waitakere Lane and behind the BNZ Building, Henderson 6 July 2006 Public Forum	The mobility car parks issue is included in the survey and review of the Henderson car parks. The review will take place from December 2006 to February 2007. A report will be brought to the March 2007 meeting of the Board.	Paul Schischka  836 8000 Ext: 8742
8.	Repairs to Coronation Bridge, Henderson 4 May 2006 Resolution No. 777/2006	Preliminary design work has been completed. A consultation meeting with key stakeholders will be held in December 2006. Resource consent applications will be lodged after that meeting.	Tony Miguel  836 8000 Ext: 8296
9.	Great North Road Pedestrian Refuge Outside Waikumete Cemetery	A pedestrian count taken over the course of 11 hours on Monday, 13 November 2006 showed 12 pedestrians crossing Great North Road within 150 metres of either side of the main entrance to Waikumete Cemetery. The number of pedestrians observed is too low to justify a signalised crossing. Officers are investigating the possibility of a refuge island outside the Waikumete Cemetery entrance. A report will be brought back to the Board in February 2006.	Paul Schischka  836 8000 Ext: 8742

	Issue	Comments	Reporting Council Officer
10	Expressions of Interest in attending the New Zealand Community Boards 2007 Conference Officer's Report	All Community Board Members should have received a postcard from the organising committee advising that this conference will be held at the TelstraClear Pacific Events Centre, Manukau City, from 7 to 9 June 2007, with the theme – "Leading to Safer Communities". Early Bird Registration closes on 28 February 2007. Expressions of interest are sought from Community Board Members who wish to attend. A formal report will be presented to all four Community Boards in February 2007.	Charlie Inggs ☎ 836 8000 Ext: 8854

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Levels of Service Consultation	8 September 2005 Resolution No. 1765/2005	7 December 2006	Tony Miguel ☎ 836 8000 Ext: 8294
Improved Lighting and Trees Cut Back at the Kelston Community Centre Car Park	5 October 2006 Public Forum	8 February 2007	Stuart Liddell ☎ 836 8000 Ext: 8375
Traffic Issues in Mt Lebanon Lane	2 November 2006 Public Forum Resolution No. 2166/2006	8 March 2007	Sue Liddell ☎ 836 8000 Ext: 8736
Project Twin Streams Four Monthly Progress Report	August 2005 Resolution No. 1492/2005 Last updated November 2006	March 2007	Tony Miguel ☎ 836 8000 Ext 8294

RECOMMENDATION

That the Committee Secretary's Report for 7 December 2006 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 MCCORMICKS COTTAGE - FUTURE USES

PURPOSE OF THE REPORT

The purpose of this report is to provide feedback to the Henderson Community Board from public consultation on the future uses of McCormick's Cottage and provide a general update on the project.

BACKGROUND

The McCormick's Cottage (hereafter referred to as the Cottage) is located directly south of the central car park in Harbourview - Orangihina Park, Te Atatu Peninsula. The Cottage is currently vacant.

The Cottage is historically significant as it was originally part of the land that was owned by Henderson and McFarlane and is therefore associated with early extractive industries such as timber milling and gum digging. Harbourview - Orangihina also has associations with the brick making industry. Henry McCormick arrived in New Zealand from Scotland in the 1860s and the McCormick's are believed to have constructed the house in the 1880s. Farming activities occurred on the land and the house remained in family ownership over successive generations until the 1950s when it was acquired by the Auckland Harbour Board. The Cottage and land came into Council ownership in 1990.

A draft Conservation Plan has been prepared for the cottage but has yet to go out for public consultation. Cost estimates for the restoration have also been completed. However, these are due for an update and need to take into account a future use.

The delegated authority for heritage sites and projects resides with the Projects Special Committee. A report has also gone to the Projects Special Committee meeting on 6 December 2006 to provide an update and recommend short listed options for the future use of the Cottage. A verbal update will be provided at Henderson Community Board meeting on the outcomes and recommendations of the Projects Special Committee.

At its April 2006 meeting the Henderson Community Board resolved:

- "2. That the Henderson Community Board recommends that immediate repairs be made to the roof of McCormick's Cottage and the cottage be made weather tight.
3. That McCormick's Cottage be registered with the New Zealand Historical Places Trust."

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These recommendations were forwarded to the Project Special Committee. At its May 2006 meeting the Project Special Committee made the following resolutions:

- "2. That the Projects Special Committee approves undertaking consultation on the future use of McCormick's Cottage prior to consulting on the draft Conservation Plan.
3. That Council officers bring back a draft Conservation Plan which incorporates potential final use after the consultation referred to in No. 2 of this Resolution has been undertaken.
4. That Council officers investigate the scope of works required to weather proof McCormick's Cottage and that:
 - (a) if costings are less than \$20,000 that work is undertaken;
 - (b) if costings are \$20,000 or more, a report be brought back to the Projects Special Committee.
5. That Council officers investigate registering the McCormick's Cottage with the Historic Places Trust."

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STRATEGIC CONTEXT

Council has a statutory obligation to manage and protect its cultural heritage in a sustainable way for present and future generations. The Historic Places Act 1993, the Resource Management Act 1991 and the Local Government Amendment Act 2002 all require local authorities to take responsibility for the effective management of cultural heritage at a local level.

The Council's Vibrant Arts and Culture strategic platform aims to ensure that the City's arts and culture is reflected and appreciated in our everyday life. As a council we will know if we are succeeding if "Waitakere residents are able to retain, interpret and express their arts, history, heritage and traditions and if our heritage is protected through the generations."

This project is also aligned to the following Council strategies and objectives:

Waitakere City Council Heritage Strategy

- Objective 1: Recording the City's heritage;
- Objective 2: Protecting the City's heritage collection;
- Objective 3: Understanding and interpreting the City's heritage;
- Objective 4: Community management structures.

Waitakere City Council draft Parks and Open Space Strategy

- Objective 5: Recognise, protect and where appropriate promote cultural heritage and Tangata Whenua values within parks.

Heritage Protection

Significant heritage sites are listed within the District Plan. The category applied to a site effects the level of protection the District Plan provides. The Cottage is identified as a Category 2 item under the District Plan, but this identification is not yet operative. It is awaiting the outcome of the Te Atatu Residents and Ratepayers appeal against Proposed Plan Change 2. The listing of the Cottage is not disputed in the appeal; therefore significant weight would be given to the Category 2 status, even though this status is not yet operative.

There are three categories within the District Plan. Category 1 has the highest protection. Under the District Plan Category 2 items are "structures of value, but where change could be considered if it is in keeping with the character. This category mostly includes dwellings. No demolition would be considered."

The New Zealand Historic Places Trust maintains a register of places which it identifies as having historical or cultural heritage significance or value. The Cottage is not currently registered by the Trust.

All sites that are associated with pre-1900 human activity are defined as an archaeological site and are protected under section 2 of the Historic Places Act, this includes the Cottage.

ISSUES

Heritage planning programme

At the May 2006 meeting of Project Special Committee concerns were raised in regards to the largely unknown number and extent of heritage works required in the City. The following provides a brief context of wider heritage planning for the City.

Since the May 2006 meeting officers have initiated a first phase of a project to establish a programme for all heritage sites within Council parks and reserves. This will help guide Council in the efficient and effective management and protection of cultural heritage resources.

There are 154 recorded sites in the City's parks, a majority of which are midden sites (97 out of 154). There are a high proportion of heritage sites, such as middens, that occur along esplanade areas. These sites are often prone to erosion which affects risks associated with the protection of heritage sites. The range of sites in the City's parks include:

- Pre-historic sites:
 - 97 Midden sites;
 - 3 Pa sites;
 - 2 Taro sites;
 - 1 Rua and terrace.
- Historic sites:
 - 9 Brickworks sites;
 - 3 Timber industry sites;
 - 3 Wharves sites;
 - 4 Cemeteries;
 - 2 War memorial/other war sites;
 - 7 Community buildings;
 - 6 Private dwellings;
 - 14 Trees;
 - 3 Other structures/sites.

The management for many these sites will be picked up through the development of Reserve Management Plans, particularly the Waitemata Harbour Foreshore Reserves Management Plan which is currently underway, where appropriate policies will be put in place to protect heritage sites. A small number of significant sites will require Conservation Plans, likely a further 13 plans will need to be developed.

A detailed list for heritage capital works will be developed along side planning works, such as works suggested through Conservation Plans and Reserve Management Plans.

Submissions on future uses

Submissions on ideas for future uses of McCormick's Cottage were called for through the public notices in the Western Leader, Council's website, and through Council's City News publication. The Western Leader also provided articles on the cottage and the call for submissions.

A3-A29

A small number, 15 in total, were received. All are attached in full at pages A3 to A29. The table below provides a brief summary of the future uses that submitters suggested:

Number of submissions	Use supported in submission
2	Use as an Administration and information facility (as per Harbourview – Orangihina Reserve Management Plan).
1	Hire facility – open for all - for exhibitions, weddings, local groups, functions etc
7	Demolish and/or spend no money
5	Café and/or restaurant, with 3 noting combining a café with an information centre.

A30-A31

Future uses of the cottage were also discussed with the Historic Places Trust. The letter is attached at pages A30 to A31 outlines these discussions further. The Trust noted that the caretakers cottage, administration/information facility, and café/restaurant would likely have increasing impact to heritage fabric respectively through the options. However, each option was viable if planned carefully with appropriate professional input and with direction from the conservation plan.

From this point it is suggested that Council select a short list of feasible options. These can then be assessed by:

- cost estimates (additional costs to convert, on-going maintenance/operational costs);
- and assessed against the draft Conservation Plan and any impacts on the heritage fabric that may be affected and/or restrictions that may inhibit use.

The table below provides an analysis of the options and recommends which ones to progress.

Option	Discussion	Recommendation
Administration and information facility.	This aligns directly with the Reserve Management Plan for Harbourview - Orangihina. Option retains public use/access. Some heritage fabric impact likely. Full costs will fall on Council. No funding in Long Term Council Community Plan to run facility.	Shortlist - progress with costing and heritage analysis.
Hire facility	Not in Reserve Management Plan. Option will retain public use/access. Some heritage fabric impact likely. Possibility of being able to incorporate information facility (e.g. displays). Full costs will fall on Council. New option raised through submissions, but only by one submitter. No funding in Long Term Council Community Plan to run facility (unless run as a commercial venture).	Do not progress
Demolish and/or spend no money	Not in Reserve Management Plan. Loss of cultural heritage to community. The Cottage is identified as a category 2 item under the District Plan (but this identification is not yet operative as noted earlier in report). As a category 2 item no demolition would be considered. Council has a statutory obligation to manage and protect its cultural heritage (via The Historic Places Act 1993, the Resource Management Act 1991 and the Local Government Amendment Act 2002).	Do not progress

Option	Discussion	Recommendation
Café and/or restaurant	Not in Reserve Management Plan. Option will retain public use/access (although would be leased to a private business). Some heritage fabric impact likely. Could incorporate information facility. Restoration and on going maintenance costs could be shared between Council and café/restaurant.	Shortlist – progress with costing and heritage analysis.
Caretakers Cottage	Not in Reserve Management Plan. Early option but no support shown through submission process. Would not retain public use/access as it would become a 'private home'. Minor heritage fabric impact. Full costs would fall on Council. No funding in Long Term Council Community Plan to employ caretaker or equipment.	Do not progress

As outlined above it is suggested to progress with two options:

1. Administration and Information Facility.
2. Café/Restaurant.

The officers' view is that a café/restaurant which incorporates an information facility would, if it were commercially viable, provide for the greatest contribution to amenity values and make best use of building in terms of public use and enjoyment.

It is suggested that along side the update of the condition report that these options are further investigated (costs and heritage fabric impact).

Minor repairs

At its May 2006 meeting the Projects Special Committee supported a request from the Henderson Community Board to provide budget for immediate repairs. At that meeting the Committee resolved:

- "4. That Council officers investigate the scope of works required to weather proof McCormick's Cottage and that:
- (a) if costings are less than \$20,000 that work is undertaken;
 - (b) if costings are \$20,000 or more, a report be brought back to the Projects Special Committee."

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Officers have had quotes for the work to provide minor repairs to the cottage. Proposals have included the following works: Roof repairs and repaint, replace spouting and down pipes, weather tight doors and windows, refix and replace missing weather boards, removal of lean-to and front deck. The proposals have come in just under \$20,000. Installation of an alarm will also be investigated.

Officers are currently setting up contracts in conjunction with the Historic Places Trust to undertake the work.

Legal issues

Major park development projects at Harbourview - Orangihina have been on hold since the beginning of 2005. Currently no major works are planned for Harbourview – Orangihina while Environment Court appeals and a claim under the Public Works Act 1981 remain unresolved.

Planning for future expenditure on this site is complicated by the proceedings in the High Court under the Public Works Act 1981. As Councillors are aware the application to strike out the statements of claim, which was argued in October 2006, was declined by Associate Judge Faire. An application for review of that decision has been filed in the High Court. A hearing date for that application had not been allocated at the time of preparation of this report.

The Legal Services Manager advises that if this litigation runs the full course there is little prospect that it will be finally resolved inside three years and may take even longer. The Plaintiffs have indicated a wish to have settlement discussions and while there is little confidence that this might bring an acceptable outcome, the Council has requested that our lawyers indicate to the plaintiffs' advisers that we will attend a meeting. The pleadings presently seek the return of the unsold land and damages for land already sold. However the indication we have been given is that all matters may be able to be settled by a payment and that the amount sought is "modest".

The Legal Services Manager recommends that, given the uncertainties of this litigation any expenditure be limited to protecting the property against the risk of further deterioration in the meantime.

This uncertainty is unhelpful to the Council's planning for this important City asset. In the past the Council viewed the whole property as special and has not focussed on the particular features of the property which might need protection in the event that it might return to private ownership. It is felt that some thought needs to be given to an exit strategy in those circumstances and staff will now consider what the key features are and how they might best be protected under the District Plan in that eventuality.

Next steps

The following is an outline of the suggested next steps for the various work streams of the project.

Timing	Minor repairs	Future uses	Conservation plan
December 2006	Finalise minor repair contract with Historic Places Trust	Update condition report and analysis short listed options through condition report (i.e. full costings for options), and test against draft conservation plan.	
January - February 2007	Undertake minor repairs of the cottage		
March - April 2007		Report back to Project Special Committee on analysis and costings, and to determine future use.	Report to the Projects Special Committee and seek approval to consult on draft conservation plan
May - June 2007			Report back to the Projects Special Committee on submissions and adopt Plan

The timing of the restoration of the cottage will largely depend on the legal issues, namely the land claim under the Public Works Act. This will be established once a future use is agreed upon, and options to secure any Council investments are explored or legal issues are resolved.

Decision Making

There has been ongoing community and Council consultation relating to the decision-making for McCormick's Cottage. The options have all been assessed against relevant criteria in accordance with Section 77 of the Local Government Act 2002 and it is considered that the decision making around McCormick's Cottage meets all the requirements for decision making as outlined in the Local Government Act 2002.

Further consultation will be undertaken through finalising the draft Conservation Plan prior to final decisions being made.

RESOURCES

Restoration of the Cottage is estimated to cost over \$200,000. Additional funding will be required depending on what the Cottage will be ultimately used for, however, there are also opportunities to enter in joint ventures depending on the future option that is chosen.

Budget has been ear-marked from the Harbourview - Orangihina Park Uniform Annual Charge Fund for the restoration of the Cottage.

There is no budget allocated in the Long Term Council Community Plan 2006-2016 for ongoing maintenance or operation of a Council owned facility. Once a use is established additional budget allocation may be required to allow for operational costs.

CONCLUSION

A small number of submissions (15) were received in regards to possible options for the future use of McCormick's Cottage.

It is suggested that the Administration/Information facility and café/restaurant options be short listed for further investigations in regards to associated costs and impact on the heritage fabric of the cottage.

RECOMMENDATION

That the McCormick's Cottage - Future Uses report be received.

Report prepared by: Gyles Bendall; Strategic Parks Planner, Parks Planning.



9 PRESSURE STANDARDISATION PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board of plans to implement the second stage of a programme to standardise water pressure throughout the City.

BACKGROUND

One of the Council's long term strategic tasks in promoting Council as an "eco city" is to further reduce water demand in the city and to maintain a low level of water losses from the aging water distribution system.

As part of the Council's Water Cycle Strategy that promotes demonstrating sustainable water management solutions at a local level, Council successfully implemented the first stage of a pressure standardisation programme during the period from 1996 to 1999. Due to the success of this programme and other water loss initiatives, Waitakere City Council is recognised as one of the industry leaders in demonstrating good water management practice, particularly in the fields of pressure management and leak reduction programmes. Pressure management is now recognised as one of the fundamental elements of any innovative water demand and asset management strategy. This is due to numerous benefits which can be achieved by implementing pressure management. The benefits include:

- **Demand Management** - Less consumption from pressure related uses of water;
- **Demand Management** - Reduced leakage and fewer new leaks;
- **Asset Management** - Extended useful life of infrastructure due to lower system pressure;
- **Asset Management** - Reduced maintenance costs due to reduced frequency of main breaks;
- **Customer Service** - Better service due to less water supply interruptions.

In order to build on the successes achieved, it is proposed to implement a second stage of the pressure management programme.

STRATEGIC CONTEXT

The Council's Three Waters strategic platform aims to establish Waitakere as a centre of innovative water management. One of the measures to achieve this is to further reduce domestic water use by 25% by 2025.

ISSUES

Pressure reduction once introduced has immediate benefits of reduced leakage and reduced number of water main breaks and bursts due to lower pressures. Water usage from taps is also reduced.

Active pressure control should be considered more as an ongoing, long term activity rather than as a one-off project. Since introducing the first stage of the City's pressure management programme in the late 1990's, it is recognised that there are further opportunities across the city for introducing pressure management, through a wider implementation of the initial programme, by improving existing schemes, and by introducing newly developed technologies. It is proposed to carry out a second stage of the pressure management programme over the next three years.

Wider Implementation of the Initial Programme

In the existing water distribution system there are still many parts of the network where service pressure is higher than 1,000 kPa. Due to the harmful effects of such excessive pressure on the network and customers' plumbing systems, in many countries the maximum allowable pressure is limited to 800 or 900 kPa. An acceptable minimum pressure is 250 kPa.

Areas of the City's network where pressures are still high and where pressure standardisation can be introduced are:

- **Sturges Road Supply Zone** - where service pressure in the lower part of the zone is higher than 1,000 kPa. By splitting the sub zone into two parts, pressures in the lower part could be reduced;
- **Oratia Kaurilands Supply Zone** - where service pressure around the lower part of West Coast Road exceeds 1,000 kPa. Pressure in the lower serviced area could be reduced by having the trunk 250 mm line at West Coast Road used for service connections as well as a transit line;
- **Titirangi Supply Zone** - where service pressures at lower levels, close to the coastline is between 1,000 and 1,300 kPa. By splitting the zone into two parts, pressure in the lower area could be significantly reduced;
- **Glendene Supply Zone** - where service pressure close to the coast line is higher than 950 kPa. The zone could be split into two parts and pressure reduced in the lower part;
- **Huia Village Supply Zone** - where along Huia Road and Foster Avenue the pressure is higher than 900 kPa.

Improving Existing Operational Regimes

In parts of the City, the number of new customers has been growing more rapidly than in the rest of the system, and the actual size of these water supply zones is larger than optimal for efficient management of the network.

Water supply zones which provide service to more than 5,000 households should be further divided into smaller, better manageable sub-zones, where more efficient pressure regimes can be established, such as:

- **Lincoln - Swanson Supply Zone** - which will serve more than 7,000 households. The zone could be split into two parts mainly along Swanson Rd, and on the eastern side, service pressure could be readjusted. Two additional automatic back up supply points could be established at Don Buck and Triangle Rd for improving security of supply to the overall area, and allowing better utilisation of the Massey Reservoir particularly during emergencies;
- **New Lynn Supply Zone** - which currently provides water supply to approximately 5,000 households. The zone is expected to grow rapidly in the near future so it could be further subdivided and in the lower part close to the Whau estuary, pressure could be readjusted.

It is proposed to carry out the changes suggested above as part of the second stage of the pressure standardisation programme.

Introducing Newly Developed Pressure Management Technologies

Newly developed technologies for optimising the operational management of the water supply system are now available. These need to be carefully employed by applying a “field pilot test approach” prior to being permanently implemented in the Council’s network. Such technologies, mainly related to dynamic operational management of the network, can bring additional asset management benefits in the day-to-day operation of the system as well as reducing Council’s future capital expenditure for upgrading the network. Implementation is based on utilising pressure reducing controllers at the supply points for modulating pressure in the network on an hourly basis, aiming to maintain required levels of service at the critical points in the system. By introducing such measures, the following additional benefits can be achieved:

- Reducing the requirements for upgrading the capacity of distribution system - less need for constructing new pipelines to increase the capacity of the system;
- Reduction in leakage flow rates from the system by lowering pressure during the night;
- Improving security of supply in emergencies by allowing the on-line controlling of the level of service pressure as a contingency measure.

Due to the topography of the City, this advanced asset management technique could be potentially widely implemented in more than 60% of the system, particularly in New Lynn, Henderson, Lincoln - Swanson, West Harbour, and in the northern part of the city at Hobsonville Peninsula and Whenuapai. It is envisaged that the new technology will be introduced in three or four areas over the next three years as part of this second stage pressure standardisation programme.

Customer Relations and Fire Sprinkler Systems

The existing minimum level of service of 250 kPa pressure and 25 litres/minute flow at the meter to all customers will remain unchanged with this programme of pressure standardisation. The aim is to reduce excess supply pressure in the supply network and to properties. The proposed measures will be carefully planned using dynamic hydraulic modelling of the City’s network, and implemented on a staged basis.

The programme will be communicated to properties where changes are proposed as a ‘pressure standardisation programme’ as with the first stage of the programme. A letter with information about pressure management and the planned measures will be delivered to all affected customers. Public notification of the supply changes will also be made. Any customer complaints received relating to the programme will be promptly dealt with.

Throughout the implementation of the first stage of the programme, which affected around 40,000 properties, less than 1% of affected customers contacted Council with a pressure related complaint. All of these complaints were followed up promptly, with most fixed almost immediately. There were no outstanding issues that could not be resolved.

To ensure that existing fire sprinkler systems remain compliant after the pressure changes are made, a specialist fire engineer will be engaged to assess the impact of reduced pressures on the affected fire sprinkler systems. Where a problem exists, the Council will arrange the most cost effective means of overcoming the problem.

RESOURCES

The proposed programme can largely be implemented by Council water supply staff as part of the ongoing works programme. These staff have developed expertise and professional experience in implementing pressure management during the first stage of the pressure standardisation programme. There will be minimal engagement of external consultants.

It is proposed to implement the programme progressively over the next three years. Funding for the programme was identified and included in the Long Term Council Community Plan 2006-2016. The proposed budget for the programme over the next three years is shown below.

Budget	2006/2007	2007/2008	2008/2009
Pressure Standardisation - Stage 2	\$90,000	\$85,000	\$95,000

CONCLUSION

Pressure management is now recognised as one of the fundamental elements of any innovative water demand and asset management strategy.

In order to build on the successes achieved from the pressure standardisation programme carried out from 1996 to 1999, it is proposed to implement a second stage of the pressure management programme.

Implementing this second stage pressure standardisation programme as outlined above will further contribute to reducing water demand for the City, by reducing water consumption and reducing leakage from the aging network. It will be a further step towards Council achieving its strategic objectives relating to demand management while also promoting the practice of sustainable water management at a local level.

The proposed measures will be carefully planned, communicated and implemented progressively as a staged defined programme over a three year period. Funding for the programme was identified and included in the Long Term Council Community Plan 2006/2016.

RECOMMENDATIONS

1. That the Pressure Standardisation Programme report be received.
2. That progress reports be submitted to the Henderson Community Board at critical stages of the implementation of the Pressure Standardisation Programme.

Report prepared by: Richard Taylor, Assets and Network Manager, EcoWater.



10 **WAITAKERE WASTEWATER MASTER PLAN**

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with an update of the joint wastewater planning work carried out with Watercare Services Limited including a summary of the Waitakere Wastewater Master Plan completed in March 2006.

BACKGROUND

Wastewater services to properties in the urban area of Waitakere are provided jointly by Council and Watercare Services Limited (Watercare). Council provides the local collector systems including 47 pumping stations, and Watercare provides bulk wastewater transmission via trunk sewer lines including the main Western Interceptor and major pumping stations, treatment at its Mangere Wastewater Treatment Plant, and discharge of treated effluent into the Manukau Harbour.

The two wastewater networks are therefore inextricably linked, and any wastewater planning initiatives need to be carried out jointly if cost effective and efficient long term solutions for wastewater servicing are to be developed successfully.

In July 2005, Council and Watercare commenced a medium term wastewater strategy for meeting the City's new objective arising from the Water and Sanitary Services Assessment, of reducing the number of wastewater overflows by 50% by 2025. It was envisaged under this 20-year strategy that Watercare and Council would be able to successfully plan and provide for growth as well as addressing local issues and joint planning initiatives. The initial 20-year strategy was chosen as it represented a reasonable medium term planning horizon and enabled coordination with the annual Asset Management Plan being published by Watercare and the Metropolitan Urban Limit shift applications.

Following on from this work, in September 2005, Council and Watercare agreed to jointly develop a Waitakere Wastewater Master Plan that would address the longer-term issues and requirements of wastewater infrastructure and servicing of Waitakere. The design horizon for this study was 2050, which is consistent with other regional planning initiatives throughout the Auckland region. This report summarises the outcomes of this study.

The current Three Waters Project is an even longer term planning project being undertaken, covering integrated management all three waters; water supply, wastewater and stormwater, from a regional perspective.

STRATEGIC CONTEXT

The Three Water's strategic objective of Council is that Waitakere will be a centre of innovative management of the three waters which includes wastewater services.

ISSUES

Objectives of the Waitakere Wastewater Master Plan

The 50-year strategic master plan was designed to address the following objectives:

- Reduction / mitigation of wastewater overflows from designed overflow structures and manholes;
- Meeting the requirements of local, legislative and regional drivers;
- Reduction in the adverse effects of inflow and infiltration through control methods;
- Allowance for growth to 2050 (flow based assessment);
- Optimisation of existing infrastructure; and
- Provision of wastewater treatment and disposal options for the City.

Key Issues

The population of Waitakere is projected to increase from 170,000 people in 2006 to over 300,000 people by 2050. This increase in population will place additional pressure on the existing wastewater system that will need to be managed effectively.

This issue has been compounded by the proposed Air Land Water Plan, which moves to place limitations on the amount and size of discharges from wastewater systems throughout the region.

Previous analysis of the wastewater system confirmed that:

- The existing wastewater system wastewater system is adequate for the City's current and future (2050) dry weather flow needs;
- There are some places within the City where the wastewater system is not meeting current wet weather flow needs and becomes overloaded. This will get worse as the City continues to grow;
- The main reason the wastewater system is not meeting Council's needs is due to:
 - Increased demands placed on the system through stormwater entering the wastewater system (infiltration and inflow);
 - Increasing environmental demands; and
 - Increase in wastewater generated.

A combined network model, initially developed in 1999, was used to identify the points in both the Watercare and Council networks where the system overflows during a rainfall event. The model allows for stormwater inflow and infiltration. Calibration of the model is achieved using recorded flow gauged information at critical points in the network, and hence areas with high inflow and infiltration have been identified over time based on actual flow gauged data.

Assumptions

The key assumptions made for the purposes of the study are:

- A 'containment standard' target of no more than two spills per year was adopted, based on the proposed Air Land and Water Plan;
- The system must provide capacity for all dry weather flows through to 2050 allowing for the forecast increased population, including growth in the Northern Strategic Growth Area area; and
- Treatment of wastewater occurs at the Mangere Wastewater Treatment Plant site, although some options include treatment of wet weather peak flows at new treatment facilities located in the City.

Network Performance Objectives

A review of current council policies including local and regional policies together with a review of previous studies provided the basis for the development of the 50-year Wastewater Master Plan. A series of key system performance objectives were determined to allow the development of a planning process to meet these 50-year goals. The decision making process included the following performance objectives for consideration:

- **Reduction in Manhole Overflows:** An objective to aim for reduction of manhole overflows, to protect public health.
- **Environment Custodian:** A commitment to improve the environmental performance of the system in line with Resource Management Act principles.

- **Allowing for Growth:** Provision of adequate network capacity and wastewater treatment to ensure that growth within the City is not restricted.
- **Community Education:** A community that is informed and educated on water usage and the water cycle to reduce wastewater volumes at source.
- **Control on Inflow and Infiltration:** Controlling storm inflows entering into the wastewater system.
- **Efficient Asset Renewal:** Efficient programming for the renewal of the wastewater assets within the City.
- **Effective Operation and Maintenance:** Provision of an effective network operation and maintenance programme.
- **Engineering Goals:** Motivation to improve the system performance and definition of an achievable level of service.
- **System Performance Monitoring:** Development of a long-term programme for monitoring flow and environmental indicators to ensure the objectives are being met and to provide a baseline for measuring improvements.

Wet Weather Flow Capacity

The following summarises the findings from the modelling analysis undertaken with respect to the existing scenario with regards to wet weather flow capacity:

- The calibration exercise showed that the system suffers from a high level of groundwater infiltration particularly in Glen Eden, West Harbour, New Lynn, Massey and Henderson Valley;
- Nine overflows operated at least once during the system performance assessment using the 12 significant rainfall events from the 1999 typical year chosen. Three of these were Watercare overflows, the rest being high level Council network overflows;
- Predicted surcharging is most prominent in the Glen Eden, New Lynn and Swanson catchments.

Wastewater Option Types

There are three main methods for arresting flows at any point in a wastewater network to reduce overflows, they are:

- **Flow reduction** - This involves reduction of flows entering the wastewater system and solutions can address the dry weather or wet weather flow components. Examples of these types of options include demand management and inflow/infiltration control.
- **Attenuation** - Flows can be attenuated thereby reducing peak flows at sensitive points in the networks, thereby reducing overflows. Such solutions can include storage of excess flows until peaks in the wastewater system have subsided. These solutions often result in increased total conveyance volumes but at reduced flow rates over longer durations.
- **More Conveyance Capacity** - Provide more conveyance capacity downstream through upsizing of existing pipelines on existing liens or diverting existing flows down new pipelines.

The ultimate option is to provide an alternative treatment facility for Waitakere other than the Mangere Wastewater Treatment Plant. This could be in the form of a new wet weather treatment plant, high rate treatment at the source or an alternative regional Wastewater Treatment Plant or a combination of.

Options Considered

The following options were considered as part of development of the master plan:

- Best Management Practices (operations based);
- Storage at overflow points;
- Inflow/ Infiltration Control;
- Rationalised Wet Weather Treatment;
- Storage at Woodbay;
- Rationalised Storage Tanks (includes storage tank at The Concourse);
- New Pipeline to Kelston;
- Glen Eden Tunnel Diversion;
- Diverting Rosebank flows to Avondale;
- The Concourse Storage Tank plus Duplication of Watercare Pump Station 25;
- Duplication of Major Trunk Sewers;
- Project Boost (Additional Watercare pump station and trunk sewer).

A32 A summary of the costs for the seven main options is presented in graphical form as attached at page A32.

Report Recommendations

The report recommends that the most effective solution for Waitakere involves a hybrid combination of storage and/ or wet weather treatment, plus a targeted inflow and infiltration control programme. Rationalised storage with inflow and infiltration control is the preferred option at this time. Furthermore, the following projects are recommended for detailed investigation with a view to implementing projects based on priority super catchments:

- The Concourse storage tank;
- Upgrades of the South Lynn, New Lynn and Titirangi Branch sewers and local downstream storage;
- Upper Glen Eden Branch sewer upgrade and local rationalised storage; and
- Lower Glen Eden Branch sewer upgrade and local rationalised storage.

A33-A34 The overall 50-year wastewater strategy recommended in the report is outlined attached at pages A33 to A34.

The report states that the plan should be implemented and reviewed in line with the outcomes of detailed investigations and results of further analysis undertaken. This should include development of a joint flow monitoring programme and joint modelling studies with Watercare over the next two years. It is also recommended that all asset renewal programmes should be accompanied by an initial investigation into the source and extent of inflow/ infiltration problems, and should be targeted in areas of hydraulic and structural deficiency; and that Council should continue to encourage education into water usage, to maintain an environmentally responsible and sustainable approach to water and wastewater management. It will also be necessary to address the issue of infiltration and inflow from private drains and this will be reported back to the Henderson Community Board.

Decision Making

A simple quadruple bottom line assessment of each option was carried out as part of the study, with scoring against social and cultural benefits, economic benefits and environmental benefits is included in Attachment A. All options included inflow and infiltration control as this programme is fundamental to managing wet weather peak flows.

The top ranked citywide option under this simplified quadruple bottom line assessment is to provide rationalised storage tanks with a targeted inflow and infiltration control programme, which includes implementation of The Concourse storage tank.

RESOURCES

There are no resource implications arising from this report. Detailed cost estimates will be prepared once the strategy has been adopted in principle and reported back to Council for approval.

CONCLUSION

In September 2005, Council and Watercare agreed to jointly develop a Waitakere Wastewater Master Plan that would address the longer-term issues and requirements of wastewater infrastructure and servicing of Waitakere. The design horizon for this study was 2050, which is consistent with other regional planning initiatives throughout the Auckland region. This report summarises the outcomes of this study.

The Waitakere Wastewater Master Plan states that the most effective solution for Waitakere involves a hybrid combination of storage and/ or wet weather treatment, plus a targeted inflow and infiltration control programme. Rationalised storage with inflow and infiltration control is the preferred option at this time. This includes the construction of a storage facility at The Concourse and in the New Lynn area. The report recommends that the plan should be implemented and reviewed in line with the outcomes of detailed investigations and results of further analysis undertaken. This should include development of a joint flow monitoring programme and joint modelling studies with Watercare over the next two years.

The proposed 50-year strategic plan recommended in the report outlines a programme to meet the key objectives outlined above in this report. The outcome confirmed current thinking, and is considered to be entirely appropriate and a sensible approach in moving forward. The outcome also confirmed earlier studies and work on the subject matter.

Further detailed reports will be submitted to the City Development Committee, Planning and Regulatory Committee, and Community Boards on various stages and implementation, including the following:

- Construction of storage tanks of the Concourse and New Lynn;
- Addressing infiltration and inflow from private drains.

RECOMMENDATIONS

1. That the Waitakere Wastewater Master Plan report be received.
2. That progress reports be submitted to the Henderson Community Board at critical stages of the implementation programme of the Waitakere Wastewater Master Plan.

Report prepared by: Richard Taylor, Assets and Network Manager, EcoWater.



11 **SCHOOL TRAVEL PLAN PROGRAMME - RUTHERFORD CLUSTER INFRASTRUCTURE**

PURPOSE OF THE REPORT

The purpose of this report is to request approval from the Henderson Community Board for the implementation of infrastructure agreed to in the School Travel Plan for the Rutherford cluster of schools.

BACKGROUND

The Auckland Regional Transport Authority, in partnership with the Auckland region's city and district councils, is rolling out the 'TravelWise to School' Travel Plan programme. The vision of the TravelWise programme is to:

"Make school journeys active, social, safe and sustainable."

The long term regional programme goal is to:

"Reduce car trips to school across the region by 9 per cent over a 10-year period (2004 - 2014) by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport."

Waitakere City Council has been involved in the TravelWise programme since 2003 and has completed and implemented Travel Plans at Fruitvale and Henderson South Schools. The Lincoln-Rathgar cluster of schools (three secondary, one intermediate and two primary schools) and the Rutherford cluster (secondary, primary, Kura Kaupapa and Kohanga Reo) have launched their Travel Plans and are in the implementation phase. Infrastructure for these schools is scheduled for completion by end 2006/2007.

The Rutherford Schools Travel Plan was developed through the guidance of a Working Group that comprised representatives from the schools, Auckland Regional Transport Authority, Council and the Henderson Community Board. The following schools were involved in the development of the plan:

- Rutherford Primary;
- Rutherford College;
- Kura Kaupapa O Te Kotuku;
- Rutherford Kohanga Reo;
- Rutherford Pre-School.

The schools held an extremely successful launch for their Travel Plan on 27 October 2006 at which the Travel Plan was signed by representatives of the schools, Auckland Regional Transport Authority, Council and the Community Board.

STRATEGIC CONTEXT

School travel plans are a travel demand management initiative. Travel demand management sits within a national, regional and local context.

National context

The Land Transport Management Act objectives are to:

- Assist economic development;
- Assist safety and personal security;
- Improve access and mobility;
- Protect and promote public health;
- Ensure environmental sustainability.

Regional Strategy

The Auckland Regional Land Transport Strategy (2005) is required to take into account the way it contributes to the LTMA objectives listed above. In relation to travel demand management, the following Auckland Regional Land Transport Strategy initiatives are relevant:

"Work with schools to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel for trips to and from school" (Chapter 7, 3.3.3):

"Ensure that transport services and infrastructure development support travel planning initiatives" (Chapter 7, 3.3.5)"

The Auckland Regional Road Safety Plan 2004 to 2010 Goal 3 is:

'Pedestrian deaths and injuries within the Auckland region decline from the five year average (1998 - 2002)'

Council Strategy

Council's Integrated Transport strategic platform includes an objective to "Promote the use of sustainable transport options." School Travel Plans support Council's *First Call for Children* priority by improving road safety. A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan.

ISSUES

Council has a regional commitment (via a Memorandum of Understanding with Auckland Regional Transport Authority) to progress TravelWise School Travel Plans within Waitakere City. The benefits of working with a cluster of schools have been demonstrated by the successful Safe Routes to School Programme trialled in the Kelston area from 1998 to 2003. This project introduced many road safety initiatives and increased community awareness of road safety issues. The implementation phases of both the Lincoln-Rathgar cluster and the Rutherford cluster are also beginning to show the benefits of a combined approach to road safety improvements around the school community.

The Travel Plan programme requires commitment from all parties: the schools, Auckland Regional Transport Authority, Council and the community. In February 2006, the Henderson Community Board agreed to give its support to the infrastructure priorities, through the following resolution:

"That the Henderson Community Board supports the infrastructure priorities arising from the Rutherford Schools Community Travel Plan as per the plan that was provided at the meeting."

100/2006

A35-A37

The Henderson Community Board is therefore requested to approve the implementation of the following infrastructure for the Rutherford Schools Cluster Travel Plan, subject to the results of community consultation, as attached at pages A35 to A37.

a. Turn-Around Area in Toru Street

A mini-roundabout is to be constructed at the intersection of Toru Street and Titoki Street. This will allow cars to turn safely in Toru Street. The mini-roundabout will be mountable for large vehicles.

b. Kea Crossing in Toru Street

A Kea Crossing is to be implemented in Toru Street between Rutherford Primary's entrance and Karamu Street. The road will be re-laid with anti-skid surfaces for 40 metres either side of the crossing. This will provide a safer crossing point for Rutherford Primary students.

c. Recessed Bus Bay in Kotuku Street

The existing bus stop outside Rutherford College in Kotuku Street is to be extended and partially recessed. The footpath will be rebuilt. This will allow several school buses to park outside the college to pick up and drop off students while still allowing other vehicles to pass.

d. Keep Clear zone in Old Te Atatu Road

'Keep Clear' road markings are to be implemented in Old Te Atatu Road opposite the end of Toru Street. The 'Keep Clear' zone will assist vehicles turning into Old Te Atatu Road, and reduce the possibility of side-swipe incidents.

e. Traffic Calming in Titoki Street and Karamu Street

Traffic calming is to be implemented along Titoki Street and Karamu Street. Traffic will be slowed through the use of either angle points or pinch points. The community consultation process will seek feedback from respondents to specify their preference.

f. Safer Crossing point in Gloria Avenue

Kerb extensions are to be constructed in Gloria Avenue to the west of Kotuku Street. This will provide a safer crossing point for school children.

g. Footpath from Celsmere Lane to Rutherford College

A two metre wide concrete footpath is to be constructed from the end of Celsmere Lane along the existing walkway and extended to the rear fence line of Rutherford College. This will provide an additional access to Rutherford College, Kura Kaupapa O Te Kotuku and the Kohanga Reo.

h. Pedestrian Refuge in Taikata Road

A pedestrian refuge is to be installed in Taikata Road between the intersections of Yeovil Road and Neil Road. This will provide a safer crossing point for school children.

i. Improvements to Pedestrian Crossing at Gloria Avenue

Refuge islands are to be installed at the existing pedestrian crossing in Gloria Avenue near Old Te Atatu Road. The road approaches 40 metres either side of the crossing are to be re-laid with an anti-skid surface. These changes will improve the safety of the crossing.

j. Improvements to Pedestrian Crossing in Kotuku Street

The road approaches 40 metres either side of the pedestrian crossing outside Rutherford Primary in Kotuku Street are to be re-laid with an anti-skid surface. This change will improve the safety of the crossing.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

In order to speed up the decision making process it is recommended that the Henderson Community Board Chairman and one other nominated Member be delegated authority to approve the infrastructure once community consultation is complete.

RESOURCES

School Travel Plans are developed jointly by the school community, Auckland Regional Transport Authority and Council. Auckland Regional Transport Authority provides a School Travel Plan Coordinator to work with the schools and Council employs a TravelWise Coordinator to coordinate all council involvement. Input is also required from Transport Assets Traffic Engineers and Road Safety Coordinators. External consultants will be required to complete the final design and to supervise the construction work.

Funding of \$1.3 million has been provided in the Annual Plan 2006/2007 and has received a subsidy approved from Land Transport New Zealand for the combined infrastructure for the Rutherford Cluster and the Lincoln-Rathgar Cluster Travel Plans. This amount incorporates a 53% subsidy from Land Transport New Zealand. It is envisaged that this budget will be sufficient to cover infrastructure priorities from both Travel Plans.

CONCLUSION

Council is committed to the TravelWise School Travel Plan programme, and has already seen the benefits of working with a cluster of schools to address road safety issues and reduce school traffic congestion. Completion of the infrastructure for the Rutherford Cluster of schools will provide a safer walking and cycling environment for both school students and the wider community, and will assist in promoting sustainable transport. The project is jointly resourced by Council and Auckland Regional Transport Authority, with Land Transport New Zealand providing significant funding for infrastructure.

RECOMMENDATIONS

1. That the School Travel Plan Programme - Rutherford Cluster Infrastructure report be received.
2. That the Henderson Community Board approves the implementation of the Rutherford Cluster School Travel Plan infrastructure, pending community consultation.
3. That the Henderson Community Board Chairman and one other nominated Member be delegated authority to give final approval of the Rutherford Cluster School Travel Plan infrastructure once community consultation is complete.

Report prepared by: Jill Stoker, TravelWise Coordinator.



12 BUSES IN HENDERSON

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board of planned developments with bus services in the Henderson Central Business District for the opening of the Waitakere Central Bus Interchange and to seek the Community's Board's endorsement of new bus stop locations.

BACKGROUND

Henderson is a major hub for bus services within Waitakere City and for services to Auckland City, North Shore City and western Rodney District. The vast majority of bus services in Waitakere either start, finish or pass through the Henderson Central Business District.

The first stage of the Waitakere Central Bus Interchange, set down to open at the end of February 2007, provides a major opportunity to review the operation of bus services in the Henderson Central Business District and to maximise the opportunity to integrate bus and rail services at the new Waitakere Central Transport Centre.

It also provides an opportunity to review the routing of buses and the currently poor penetration of bus services in the Henderson Central Business District.

This is linked to a staged process to address chronic delays suffered by bus services in the Henderson Central Business District which impact on bus service reliability throughout Waitakere City and across the Auckland region. As service reliability (i.e. on-time operation) is the single most sought after service attribute by public transport customers, these service delays are a key barrier to retaining existing and recruiting new bus customers in Waitakere.

STRATEGIC CONTEXT

Waitakere's recently adopted Transport Strategy has a vision of "a sustainable, multi-modal transport system that is integrated with land use and contributes to Waitakere City being an eco city."

The key strategic platforms related to bus services and the Henderson Central Business District are:

- **Strong Communities:** People are active, informed, healthy and content. They feel safe and there is a strong sense of community;
- **Urban and rural villages:** Centres are thriving places, providing exciting options for people to live, work and play;
- **Integrated transport and communication:** Public transport and communications systems provide fast, effective services to the whole city. Transport systems are integrated, innovative and environmentally responsible;
- **Strong innovative economy:** Waitakere is a place of innovative economic activities, providing local, quality work and development options for its people.

These strategic platforms are key parts of Waitakere's response to desires expressed by residents in the formulation of the community outcomes for Waitakere City. These community outcomes are:

- Sustainable transport systems provide fast and effective movement of people, goods and services within, and in and out of the city;

- The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban and village design;
- Public transport services are appealing, reduce car dependency and match local need.

ISSUES

Bus/Rail Integration

The opening of the first stage of the Waitakere Central Bus Interchange in late February 2007 provides an ideal opportunity to maximise the connectivity of bus and rail services in Henderson.

Extensive internal and external consultation with key council staff, the Auckland Regional Transport Authority, bus operators, the Bus & Coach Association and bus user representatives have led to all parties agreeing to a staged process for opening the Waitakere Central Bus Interchange. This process is:

February 2007 - All buses originating or terminating in Henderson will use or travel through the Waitakere Central Bus Interchange. All through services to and from New Lynn and/or the Auckland Central Business District would continue to operate via Great North Rd but with improved penetration and bus stop locations in the Henderson Central Business District (see section below for more details);

Mid-2007 - In conjunction with the completion of double tracking between Titirangi Road and Mt Lebanon Lane, and the introduction of 15-minute peak and 30-minute interpeak train services from Henderson, further opportunities are being explored with bus operators and the Auckland Regional Transport Authority to achieve some time integration between bus and rail services at Henderson. Note that it is not possible to achieve this earlier as trains currently run on a 37-minute frequency and buses run on 30-minute or hourly frequencies.

Delays to bus services

Bus operators frequently report that buses are delayed up to 10 minutes or more to get from one side of the Henderson Central Business District to the other, especially during the afternoon peak period. This has severe impacts on bus service reliability and hinders council's efforts to promote public transport as an attractive alternative to single-occupant car commuting. Henderson is regionally recognised as a hot spot for bus service delays along with other places such as Newmarket and Hunters Corner.

Council has a staged approach to addressing these issues, with the following steps:

- The planned westbound bus priority lane on the eastbound approach to the Great North Road / Edmonton Road / Edsel Street intersection, including a so-called "B" aspect phase allowing buses to get a jump on general traffic;
- Planned modifications to the road layout in Great North Road which will allow a smoother but still calm progression of traffic through the Henderson Central Business District;
- The re-routing of some bus services. Bus operators; the Auckland Regional Transport Authority, the Bus and Coach Association and bus user representatives support a Council proposal to have buses travelling to and from Lincoln Road to enter the Henderson Central Business District via Sel Peacock Drive, Alderman Drive and Ratanui Street. This will allow most services travelling west of Rainside Avenue to avoid the worst of the congestion on Great North Road between Rainside Avenue and Henderson Valley Road and thus to have faster travel times into and through the Henderson Central Business District.

Improved bus stop and bus service penetration

The opportunity presented by the opening of the first stage of the Waitakere Central Bus Interchange and the planned re-routing of buses allows for bus services in Henderson to be much closer to where people want to go. It also works to relieve overcrowding on the existing bus stops on Great North Road by and opposite Trading Place.

The re-routing of some services via Ratanui Street, Alderman Drive and Sel Peacock Drive is associated with the introduction of new bus stops (subject to the approval of the Henderson Community Board) at the following locations:

1. Ratanui Street opposite Unitec (also serves Waitakere Central Library).
2. Sel Peacock Drive by Vision Waitakere (formerly Waitakere Gardens; this stop also serves Work & Income's Waitakere office).
3. Sel Peacock Drive by Work and Income (also serves Vision Waitakere).

With these new stops, there will be three bus stop pairs in the Henderson Central Business District:

1. Waitakere Central Bus Interchange (both sides of Rainside Avenue)
2. Ratanui Street outside and opposite Unitec
3. Great North Road by and opposite Trading Place

At present, virtually all services only serve the stop pair on Great North Road at the far eastern end of the Henderson Central Business District. By way of example, these stops are 700 metres away from Waitakere Central Civic Centre, roughly a nine-minute walk making bus services a less attractive option for Council staff.

The revised bus stop layout means that every bus service travelling to, from or through Henderson will serve two out of the three bus stop pairs, meaning that all bus customers will be able to use stops within five minutes walk of all key destinations.

The additional stops on Sel Peacock Drive will be of particular benefit to the 285 residents of the Vision Waitakere retirement community (set to grow to 450 residents in the next 18 months) and the many clients and staff of the Work and Income Waitakere office.

A38 Consultation has been carried out with both Vision Waitakere and Work and Income for the bus stops outside of their locations. Both enthusiastically support the new bus route. See attachment at page A38 for a letter in support from Vision Waitakere.

A consultation letter has also been sent to Telecom for the proposed bus stop outside the Henderson Telephone Exchange at 6 Ratanui Street. To date, no response has been received.

DECISION-MAKING

The following matrix provides an indicative assessment of the quadruple bottom line impacts on Waitakere of Henderson bus re-routing and new bus stop proposal in comparison with the status quo.

	Option 1 - Status Quo	Option 2 - New bus route and bus stops
Economic	Delays to bus services impact on attractiveness of bus service, limiting the ability of buses to reduce congestion.	Improved bus service reliability

	Option 1 - Status Quo	Option 2 - New bus route and bus stops
Social and Cultural	Buses less attractive due to severe delays in Henderson. Wastes opportunity presented by opening of the first stage of the bus interchange. Perpetuates only bus stop pair being at far end of the Henderson Central Business District. No bus service to Vision Waitakere, Work and Income Waitakere and very poor service to Unitec and the central library.	Buses more attractive due to fewer delays in Henderson. Maximises opportunity presented by opening of the first stage of the bus interchange. Provides much better bus stop locations in Henderson. Provides bus service to Vision Waitakere, Work and Income Waitakere and much better service to Unitec and the central library.
Environmental	Emissions levels gradually increase over time. Slow-moving buses add to pollution in town centre. Increased greenhouse emissions.	Benefit of reduced emissions through better travel speeds. Benefit of increased use of buses due to faster routes and better stop locations reducing the need to use cars.

Officers believe that Option Two - New bus route and bus stops - provides a very economic way of achieving a significant improvement to bus service routing and stop locations while taking maximum advantage of improved bus/ rail connections provided by the completion of the first stage of the bus interchange. It also effectively addresses existing issues with the bus stops on Great North Road.

RESOURCES

The only resources required for this is to implement new bus stops. The proposed new bus stops can be implemented under the Annual Plan 2006/2007 road maintenance budgets.

CONCLUSION

The opening of the first stage of the Waitakere Central Bus Interchange provides an ideal opportunity to provide much better connectivity between bus and rail in Henderson; to improve the penetration of bus services in the Henderson Central Business District; start to deal with the chronic delays suffered by buses traversing the Henderson Central Business District and to address existing issues with the overcrowding of the current bus stops on Great North Road.

RECOMMENDATIONS

1. That the Buses in Henderson report be received.
2. That in relation to **SEL PEACOCK DRIVE, HENDERSON:**
 - (a) That all existing parking restrictions or limitations currently applicable to **SEL PEACOCK DRIVE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

- (b) That, in accordance with the powers conferred by virtue of The Land Transport Act 1998, The Transport Act 1962 and the Waitakere City Council By law No.7, 1991 - Traffic, the following controls now be resolved to be specified and imposed, namely,
- (i) on the southwest kerb line of **SEL PEACOCK DRIVE** starting from a point 303 metres southeast along the kerb line from the point where the kerb line meets the southeast kerb line of **BUSCOMB AVENUE** and extending to a point a further 15 metres southeast along the kerb line, a new **BUS STOP** control be put in place.
 - (ii) on the northeast kerb line of **SEL PEACOCK DRIVE** starting from a point 284 metres southeast along the kerb line from the point where the kerb line meets the southeast kerb line of **BUSCOMB AVENUE** and extending to a point a further 15 metres southeast along the kerb line, a new **BUS STOP** control be put in place.
3. That in relation to **RATANUI STREET, HENDERSON**:
- (a) That all existing parking restrictions or limitations currently applicable to **RATANUI STREET** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of The Land Transport Act 1998, The Transport Act 1962 and the Waitakere City Council By law No.7, 1991 - Traffic, the following controls now be resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **RATANUI STREET** starting from a point 85 metres north along the kerb line from the point where the kerb line meets the north kerb line of **GREAT NORTH ROAD** and extending to a point a further 21 metres north along the kerb line, a new **BUS STOP** control be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Darren Davis, Strategic Advisor: Transport.



13 TE ATATU PENINSULA TOWN CENTRE UPDATE REPORT

PURPOSE OF THE REPORT

The purpose of this report is to present to the Henderson Community Board an update of the proposed Town Centre Strategic Partnership Programme and concept planning proposed in Te Atatu Peninsula town centre.

BACKGROUND

During the Long Term Council Community Plan 2006/2016 a programme of developing a concept plan for each of the City's town centres was adopted. This programme is also identified in the draft Growth Management Strategy and Plan Change 16. The purpose of preparing concept plans for each of the town centres was to prepare for the forecast growth in advance of it occurring. This allows the council to work with the community to set an agreed vision and prepare an implementation plan to assist in assessing resource consents for future development. This process is a proactive approach, which allows the Council to take a lead rather than react to individual resource consents.

A Te Atatu Peninsula town centre revitalisation project brief was prepared in 1995. The concept plan produced from this exercise was implemented in part. Since this time the development of the Harbour View Estate and the Bella Vista Apartments are such significant changes that the concept plan now needs to be updated.

The redevelopment of the Community Centre and Library in the town centre has been identified in the Long Term Council Community Plan 2006-2016. In June 2002 a Te Atatu Peninsula Community Centre Preliminary Service and Needs Assessment report was prepared. This report concluded that:

- The focus for the Centre should be youth and the over 65 age group;
- A secondary focus on the 25 to 65 age group;
- A redesign of the centre would be required to meet the needs of the changing local community;
- There is the ability through the redesign to better link into the surrounding town centre;
- There is the potential for other uses to be integrated with the redevelopment of the community centre; and
- A different management regime should be considered as part of this exercise.

The recommendations in this report were not progressed at this time due to other issues taking priority in the Council's work programme.

The City Development Committee and all four Community Boards have received and endorsed the initial report on the proposed Town Centre Strategic Partnership Programme earlier this year. This programme was to start with Ranui and New Lynn town centres. There has been such strong interest from other town centres that the programme is being re-arranged to accommodate other requests to participate in the programme. The programme involves staff working with each town centre project to form a working group that is charged with establishing a collaborative organisation (incorporated society with specific constitution), to assist in considering and advancing initiatives to improve the town centre. The precise nature of each grant will vary according to the individual needs of each town centre.

STRATEGIC CONTEXT

This work contributes to the following four Strategic Platforms:

Urban and Rural Villages - A concept plan and vision for the Te Atatu Peninsula town centre will provide a clear direction for any future development. This will ensure the area develops as a thriving place for people to work live and play.

Integrated Transport and Communication - The access and circulation around the town centre by walking, cycling and passenger transport in preference to private vehicle useage will be considered as part of the concept plan.

Strong Innovative Economy - The Town Centre Strategic Partnership Programme aims to establish and support a strong business association which will have flow on benefits to the local economy.

Strong Communities - The process of developing the concept plan is based on a high level of business and community participation. The desire to create more active streets in the town centre will contribute to an improvement in the over all well-being of the community.

ISSUES

Te Atatu Peninsula Town Centre project has two main components:

1. Preparation of a comprehensive concept plan and medium term implementation plan which identifies a range of redevelopment options for key sites including the Library and Community Centre; and
2. Establishment of a strong business group that can work alongside other stakeholders to implement the concept plan with the Community Board and the Council. This would be part of the Council's Town Centre Strategic Partnership Programme.

Concept plan

Aim of the concept plan is to set a vision for the town centre from which the redevelopment of the Library and Community Centre will flow among other things. This comprehensive approach will help maximise the development potential of the Council's assets and the flow on benefits to the wider town centre.

The concept plan will include the following:

1. A traffic management plan based on a transport assessment of different scenarios and future public transport services to be provided;
2. Preparation of redevelopment concepts for the Library and Community Centre;
3. Identification of development capacity for commercial and residential uses within the town centre;
4. Identification of the need for social infrastructure by working with Government agencies to identify service provision needed in the future;
5. Consideration of how the peripheral industrial uses integrate with the town centre;
6. Testing and confirmation of residential growth forecast in the Growth Management Strategy and consideration of a range of building typologies and the impact on the streetscapes and the need for public open spaces;
7. Consideration of how sustainability features and low impact stormwater design can be incorporated into the centre; and
8. Establishment of an urban design theme that builds on the centres heritage, location and character.

There are significant benefits to be gained from linking the physical planning and development of the town centre with the Town Centre Strategic Partnership Programme. This will lead to the empowerment of the local traders and business people with a vision shared with the community and help its implementation due to a stronger sense of ownership.

Proposed process

Staff are currently finalising the project brief. Comments from this meeting will be considered in finalising that project brief. The following is provided to give an indication of the process that would be followed for the project.

Stage 1 - This stage involves gathering background material which would include past studies, previous Council and Community Board reports and resolutions and any other literature that is relevant to the project. An updated demographic profile based on 2006 census data will be prepared. In addition base maps will be prepared that show land ownership, use, values and zones.

Stage 2 - Initial consultation to identify issues, what the community values about the area and matters to be addressed through the concept plan. As there is a sizeable list of stakeholders with different perspectives, it may require several community meetings to ensure that there has been adequate opportunity for people to provide comment. It is anticipated that from this stage an issues paper and draft vision will be produced.

Stage 3 - Based on the issues paper a range of scenarios will be developed and tested to assess the benefits and cost implications. This recognises that there may be different ways of achieving a desired outcome and that these need to be identified and tested against the vision and objectives before decisions are made. Scenarios will also be assessed on their feasibility and achievability. On this basis a set of different scenarios will be developed for public discussion. This work stream will culminate in a workshop with the community where the different scenarios are identified and discussed.

Stage 4 - Refine and finalise the concept plan and prepare implementation plans, and commence detailed concept planning for Community Centre and Library redevelopment. The implementation plan will identify any plan changes to the District Plan that may be required to achieve the vision identified in the concept plan, along with any investments or other actions (by the Council or a third party) necessary. These will be provided to the Council for prioritisation and consideration through its Long Term Council Community Plan and Annual Plan processes.

Timeframe

It is estimated that the project will take twelve months. Stage 1 will commence early in 2007 with the issues paper being completed by the end of March 2007. Depending on the ability to find a suitable venue and appoint consultants, a community Enquiry by Design workshop will be held in April/May 2007 and a draft concept plan prepared by the end of June 2007. Design planning for the Community Centre and Library will commence in July 2007. This timetable may vary depending on the level and quantity of community interest and consultation. It is expected that implementation of the concept plan will take place over several financial years, to be determined through the Long Term Council Community Plan and Annual Plan processes.

Concurrent with, and linked to, this process will be the Town Centre Strategic Partnership Programme, which will be working with the traders and business people to establish a business association, business plan and implementation programme.

Te Atatu Peninsula business group

A meeting of business people in Te Atatu Peninsula has agreed to re-form the Te Atatu Business Association and has appointed a steering group. The members are Malcolm Buscomb, Ajay Bhatt, Diane Voordouw, Fiona Grove, Judy Beddoe, Lesley Going, Tony Winter, Graeme Smith and Sybil Woolmore. This group has set itself the task of working on their constitution with a view to applying for incorporation early next year.

RESOURCES

There is \$25,000 in the 2006/2007 City Development budget and \$50,000 within the City Services budget to undertake concept planning work. This work would be done in conjunction with the Leisure and Libraries Sections and other specialist staff.

The sequence of town centres proposed for participation in the Town Centre Strategic Partnership Programme has changed in response to other town centre groups being able to gather stronger support. In particular the Te Atatu Peninsula business group is ready to seek incorporation and has asked to be included in the programme earlier than anticipated. This will coincide with the concept planning work programme. This will require City Development Section's staff resources for the Town Centre Strategic Partnership Programme to be adjusted from centres that are not ready to participate in the programme to Te Atatu Peninsula which has shown strong interest in advance of the programme's original timetable.

CONCLUSION

The Town Centre Strategic Partnership Programme provides a means of further supporting the growth and performance of the various town centres. The programme builds a partnership between the Council and the town centre businesses based on a grassroots approach, and leverages benefits from private sector commitment from within the existing town centres. This combined with a comprehensive concept plan and well-grounded vision for the town centre will ensure that future development contributes to the centre becoming a thriving place for people to live, work and play.

RECOMMENDATION

That the Te Atatu Peninsula Town Centre Update report be received.

Report prepared by: Yvonne Rust, Group Manager City Development and Robin Jenkin-Winter, Principal Adviser, Town Centre Liaison.



14 WATER SAFETY SIGNAGE AT TE ATATU PENINSULA

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Henderson Community Board to install temporary water safety signage at selected coastal reserves of Te Atatu Peninsula.

BACKGROUND

Council is implementing a programme to improve water safety for recreational users.

Determining what practicable steps are required relies on expert advice. Surf Lifesaving Northern Region has provided that expert advice by making recommendations to the Coroner on improving aquatic safety management particularly through the use of hazard management signage, in line with Standard NZ 8690:2003 Water Safety Signage requirements.

STRATEGIC CONTEXT

Waitakere City Council's "Safe City" strategic priority provides the basis of this report. This priority is about providing a safe and supportive environment for the community.

ISSUES

In August 2005 the Accident Compensation Commission released the Drowning Prevention Strategy which provides a framework towards a water safe New Zealand. Local Government has a part to play in the implementation of this strategy.

Objective 7 of the Drowning Prevention Strategy aims to create a safer environment in, on, under and around water. The installation of water safety signs as close as possible to the coastal hazard, assists in reducing the risks posed by water –related environments.

Waitakere City Council and the Auckland Regional Council initiated water safety signage on West Coast beaches in 2005, and the proposed water safety signs on the inner Waitemata Harbour of Te Atatu Peninsula, is a continuation of this water safety signage programme.

With a recent incident of a person stuck in the mudflats off Te Atatu Peninsula, it is recommended that seven water safety signs are installed at access points around the Peninsula coastal reserves. The selected reserves are as follows:

- Harbourview - Orangihina Reserve, at the end of Harbourview Road;
- Spinnaker Strand Reserve, access between 22-24 Spinnaker Drive;
- Spinnaker Strand Reserve, opposite 119 Beach Road;
- Kelvin Strand Reserve, adjacent to 9 Kelvin Crescent;
- Chapman Strand Reserve, 11 Chapman Road;
- Tawa Esplanade Reserve, opposite 1 Wharf Road;
- Taipari Strand Reserve.

A39-A41

The water hazards to be identified on the signs are mudflats and shallow water. A draft copy of a sign is attached at pages A39 to A41. The symbols and format are internationally recognised as per NZ Standards 8690:2003 Water Safety Signage.

The proposed water safety signs will be installed for a temporary time until permanent "way finder" and park information signs are installed around the Te Atatu Peninsula coastal reserves and walkway as part of the implementation process of the proposed Waitemata Foreshore Reserves Management Plan.

The proposed coastal signs may be consistent with draft designs for signs proposed at Harbourview - Orangihina. Currently no major works are planned for Harbourview - Orangihina Open Space while Environment Court appeals and a claim under the Public Works Act 1981 remain unresolved. However, the proposed draft of the Waitemata Foreshore Reserves Management Plan will provide an opportunity for the community to make submissions on signage on coastal reserves in Te Atatu Peninsula.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of public safety.

RESOURCES

The proposed water safety signs can be implemented from the Annual Plan 2006/2007. The cost to manufacture and install the seven signs is approximately \$4,000.

CONCLUSION

Council has a duty of care, under section 16, Health and Safety in Employment Act 1992, to take all practicable steps to ensure the safety of visitors.

The proposed water safety signs on the selected Te Atatu Peninsula coastal reserves will advise the public of the potential hazards of mudflats and shallow water.

The seven signs will be temporary until permanent "way finder" signs are installed on the coastal reserves as part of the implementation process for the proposed Waitemata Foreshore Reserves Management Plan.

RECOMMENDATIONS

1. That the Water Safety Signage at Te Atatu Peninsula report be received.
2. That the Henderson Community Board approve the installation of seven water safety signs on selected Te Atatu Peninsula coastal reserves.

Report prepared by: Warren Ogilvie, Parks Operations Officer- Special Projects, Parks and Open Space.



15 INTERSECTION OF KEELING ROAD AND HENDERSON VALLEY ROAD, HENDERSON

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with information regarding traffic congestion at the intersection of Keeling Road and Henderson Valley Road in Henderson.

BACKGROUND

At the Public Forum of 6 July 2006 meeting of the Henderson Community Board a member of the public addressed the Board regarding congestion at the intersection of Keeling Road and Henderson Valley Road in Henderson. This report has been prepared in response to the concerns raised.

Keeling Road intersects with Henderson Valley Road at a 'T' junction controlled by a 'Give Way' control on Keeling Road. Keeling Road provides the sole access road for a small industrial area and a number of residential properties. Keeling Road is classified in the District Plan as a local road. Henderson Valley Road is classified as a district arterial road.

Driver sight lines turning out of Keeling Road are good and drivers waiting at the limit line are able to see oncoming traffic from more than 120 metres away in each direction. There is a flush median in Henderson Valley Road on which drivers waiting to turn right into Keeling Road can wait.

A42-A43

An aerial photograph and a photograph taken from the east side of Henderson Valley Road of the intersection are attached at pages A42 to A43.

STRATEGIC CONTEXT

Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

ISSUES

Traffic Counts

Traffic counts of vehicles turning into and out of Keeling Road were undertaken at the intersection with Henderson Valley Road by Council staff. Traffic was observed for one hour in the morning peak. Data is also available from previous tube counts on Henderson Valley Road near the intersection with Keeling Road.

The combined results of personal observations and tube counts are summarised in the table below:

Movement	Time		
	8.00-9.00am	12.00-1.00pm	4.30-5.30pm
	Traffic volume (veh/h)	Traffic volume (veh/h)	Traffic volume (veh/h)
Turning left out of Keeling Road	90	102	248
Turning right out of Keeling Road	99	91	101
Turning left into Keeling Road	76	33	25
Turning right into Keeling Road	171	68	59
North Bound Through Traffic on Henderson Valley Road	893	579	770
South Bound Through Traffic on Henderson Valley Road	679	574	731

During the morning peak count the longest queue observed were five cars turning out of Keeling Road and six cars turning right into Keeling Road. During the mid-day count no more than three cars were seen queuing at any time. During the afternoon peak the longest queue observed were 10 cars at one time turning out of Keeling Road and three cars turning in. All queues cleared quickly and the intersection did not appear to be congested.

Traffic data obtained was used in a theoretical traffic model used to predict average delay times at intersections for vehicles on non-priority approaches. This model showed that the movement with the longest delay time was the right turn out of Keeling Road which had an average delay time of between 12 and 22 seconds depending on the time of day. In situations where a local road meets an arterial road a delay time of no more than 60 seconds is considered the maximum tolerable before an alternative intersection control could be considered necessary.

Potential alternative intersection controls include, traffic signals, roundabouts and seagull islands. The existing carriageways around the intersection are sufficiently wide to accommodate signals without major acquisition of private land or relocation of kerb lines but would impose significant delays on through traffic flows on Henderson Valley Road, while providing at best a minimal improvement to service levels for Keeling Road traffic.

A roundabout or seagull island would involve acquisition of significant amounts of privately owned land around the intersection. A roundabout would cause some delay for through traffic flows on Henderson Valley Road. All potential alternative intersection controls would be costly to implement.

Turning Paths for Heavy Vehicles

Keeling Road provides access to an industrial area and the volume of heavy vehicles using the road is high. Engineers have checked tracking paths for B-train and semi-trailer trucks for all movements into and out of Keeling Road onto Henderson Valley Road and have found that there is sufficient manoeuvring room to meet Council's requirements for heavy vehicles.

Accident Database Data

Land Transport New Zealand's accident database lists three accidents reported by the Police at the intersection of Keeling Road and Henderson Valley Road in the last five years. These accidents are summarised below:

- A van turning right from Keeling Road failed to give way to a taxi headed north on Henderson Valley Road. Three persons received minor injuries in this accident;
- A non-injury accident where a car turning right from Keeling Road failed to give way to another car headed north on Henderson Valley Road;
- A non-injury accident involving one car only. This car loss control when turning from Keeling Road into Henderson Valley Road left the road and struck a fence.

RESOURCES

Funding has not been provided in the Long Term Council Community Plan 2006-2016 for improvements to the intersection of Henderson Valley Road and Keeling Road. Further, as the traffic delays do not exceed the acceptable criteria, this project would have a low cost/benefit and therefore would not attract Land Transport New Zealand subsidy.

CONCLUSION

Traffic counts and on site observation by Council staff during peak hours did not show a significant congestion problem around the intersection of Keeling Road. Traffic queues were not of an excessive length and cleared quickly. Delay times were low and traffic volumes exiting from Keeling Road were not in excess of the capacity of the intersection.

Signalisation of the intersection or installation of a roundabout is not recommended as alternatives to the existing 'Give Way' control. Signals would create significant delays for through traffic on Henderson Valley Road while a roundabout would require the acquisition of adjacent privately owned land.

All these options are expensive to implement and funding has not been provided in the Long Term Council Community Plan 2006-2016. Therefore, it is recommended that no action be taken.

RECOMMENDATION

That the Intersection of Keeling Road and Henderson Valley Road, Henderson report be received.

Report prepared by: Paul Schischka, Transport Engineer.



16 NEWINGTON ROAD - SPEED MEASUREMENTS

PURPOSE OF THE REPORT

The purpose of this report is to provide the Henderson Community Board with information regarding measurements of vehicle speeds in Newington Road, Henderson.

BACKGROUND

At the 6 July 2006 meeting of the Henderson Community Board a resident of Newington Road, Henderson addressed the Board regarding their concerns with the speed of traffic in their street. The board then made the following resolution;

“That a report be brought back to the Henderson Community Board around an assessment for speeding traffic on Newington Road and asked if monitoring strips could be placed in the middle and end of Newington Road to monitor the traffic speed on this road and that the results around this be included in the report.”

1328/2006

Newington Road is classified as a local road and connects View Road with Great North Road. Development adjacent to the road is residential in nature.

STRATEGIC CONTEXT

Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

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

ISSUES

Speed Tube Data

Two week long speed tube counts are on record for Newington Road. The first count was undertaken in the week of 18 July 2005 to 25 July 2005 and the tubes were placed outside 12 Newington Road. The second count was undertaken in the week of 14 August 2006 to 20 August 2006 and the tubes were placed outside 28 Newington Road. These locations were chosen because they are not close to intersections where turning or slowing traffic can produce a result dissimilar to the rest of the road.

The tube count outside number 12 showed an average traffic volume of 1,796 vehicles per day. Mean speeds were 50.5km/h for traffic headed north and 51.9km/h for traffic headed south. The 85th percentile speed was 59km/h for each direction.

The tube count outside number 28 showed an average traffic volume of 1,219 vehicles per day. Mean speeds were 47.7km/h for traffic headed north and 49.8/h for traffic headed south. The 85th percentile speed was 58km/h for traffic headed north and 59km/h for traffic headed south.

A44-A45

Additional speed data is presented in the charts attached at pages A44 to A45.

The data collected does not indicate high mean vehicle speeds or vehicle speeds higher than is typical for the fastest 15% of vehicles. The guideline for a street to be placed on the slow streets list is an 85th percentile speed exceeding 65km/h. Neither of the counts indicated an 85th percentile speed exceeding 59km/h.

A small proportion of motorists were travelling at very high speeds for an urban road. Although this is of concern the proportion of motorists travelling at these speeds was comparable with similar observations made in other urban streets when tube counts are taken.

Accident Database Data

Land Transport New Zealand's accident database lists six accidents reported by the Police in Newington Road in the last five years. These accidents are summarised below:

- A non-injury accident at the intersection with View Road. The driver of a car missed the end of Newington Road and left the road opposite the intersection;
- An accident at the intersection of Newington Road and Kereru Street. The driver of a stolen car was being chased by the Police when they lost control of the vehicle. The driver of this vehicle was seriously injured in the accident;
- An accident at the intersection of Newington Road and Great North Road. The driver of a car struck an elderly pedestrian crossing the intersection. The pedestrian received minor injuries;
- A non-injury accident at the intersection of Newington Road and Great North Road. A car slowing to turn into Newington Road from Great North Road was struck from behind by another car;
- A non-injury accident at the intersection of Newington Road and Great North Road. A car turning right into Newington Road from Great North Road failed to give way to west bound traffic on Great North Road;
- A non-injury accident at the intersection of Newington Road and Great North Road. A car turning into Newington Road from Great North Road cut across the centre line of Newington Road at the intersection and struck another vehicle.

The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury in Newington Road.

The accident record in Newington Road does not show evidence of a pattern of speed related crashes. All accidents happened around intersections and there was a variety of crash causes and types.

Potential Crash Counter-measures

Speed humps, chicanes and other similar traffic calming measures are installed by Council as part of the slow streets programme.

The operating speeds measured in Newington Road are not unusual for the type and function of the road. The 85th percentile speeds from both counts were less than 59km/h or less and did not meet the minimum required for inclusion in the slow streets programme. Newington Road does not have the minimum of two reported speed related accidents that is required for inclusion in slow streets. Speed humps or similar measures are not recommended in Newington Road.

Newington Road does not have a known history of loss on curve's type accidents that could be treated with signage or delineation type measures. Newington Road is mostly straight with a few gentle curves.

The carriageway of Newington Road is 10 metres wide kerb face to kerb face. This is wider than most residential roads with a local street classification in the city which in most cases are 8 metres wide. There is currently no centre line in Newington Road. Installation of a new centre line is recommended in Newington Road. Centre lines can reduce vehicle operating speeds by narrowing the width of carriageway available to drivers and moving vehicles closer to the kerb line.

A centre line could potentially be supplemented with the installation of edge lines approximately 1.5 to 2 metres from the kerb face to narrow the traffic lanes available to drivers and reduce operating speeds in the road. This type of edge line marking is not common in local roads and is more typical of collector or arterial roads. It is possible that these may cause some drivers to perceive the road as having more of a through road function than is intended. A road marking based solution of this type is likely to be effective in influencing the majority of drivers and lowering mean operating speeds, but is less likely to have an effect on the small number of drivers that the speed tube measurements showed travelling at a very high speed. As the measured mean operating speeds in Newington Road are already within an acceptable range, edge lines are not recommended in this street.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new road marking can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

Speed measurements taken in Newington Road show mean and 85th percentile speeds in the range that would normally be expected for a road of Newington Road's classification and function. A check of the Land Transport New Zealand accident database shows no recorded pattern of speed related accidents in Newington Road.

There were a small number of vehicles with measured speeds well in excess of the 50km/h speed limit in the road. Given the very low number of vehicles in this category and the lack of a pattern of speed related accidents speed humps, chicanes or similar traffic calming measures are not recommended.

A new centre line is recommended in Newington Road. This measure will reduce mean operating speeds in the road by narrowing the width of carriageway available to drivers.

Road marking and signage based measures are unlikely to be very effective at influencing the minority of drivers choosing to travel at very high speeds. Increased speed limit enforcement may be a more effective measure to target these drivers and Council officers have drawn Police attention to Newington Road.

RECOMMENDATIONS

1. That the Newington Road - Speed Measurements report be received.
2. That in relation to **NEWINGTON ROAD, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) That along the entire length of **NEWINGTON ROAD** a new centre line be put in place along the centre of the sealed carriageway.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said road marking.

Report prepared by: Paul Schischka, Transport Engineer.



17 VODANOVICH ROAD, TE ATATU SOUTH - SPEED CALMING MEASURES

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Henderson Community Board to install central islands, entrance thresholds, 'stop' intersection priority controls and 'No Stopping at all times' parking controls in Vodanovich Road and Amberely Avenue, Te Atatu South.

BACKGROUND

Council received more than 200 submissions from the residents of Vodanovich Road requesting to include this road into the 2006/2007 financial year budget of slow streets. Vodanovich Road is a 50 kilometres per hour (kph) area and recent traffic counts indicate that the 85th percentile speed (the speed exceeded by 15 percent of vehicles) is 54 kph. The average daily traffic in Vodanovich Road is 3,400 vehicles. The recorded crash history for Vodanovich Road (last five years) as recorded in the Land Transport New Zealand crash database includes nine minor injury and 29 non-injury crashes.

STRATEGIC CONTEXT

Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services and for city travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

The implementation of slow streets treatments focuses on addressing speed related safety problems and providing a more pedestrian friendly environment. However implementing slow streets has some negative consequences including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants including public transport.

"Stop" controls can improve safety at intersections by ensuring that drivers behave in an appropriate manner at intersections where approach site distance is limited.

'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

There are a number of safety issues along Vodanovich Road. Council officers have identified and examined these issues to determine the most appropriate mitigation measures. In summary the issues are as follows:

- Some drivers tend to use Vodanovich Road to bypass the long queue and general traffic congestion in Edmonton Road and Te Atatu Road in the morning peak creating a "collector road" environment with high traffic volumes and speeds that are not suitable for the "local road" conditions;
- Although the speed limit in this street is 50 kph (with 85th percentile speed of 54 kph), however a safe speed for this condition is closer to 40-45 kph range;
- Several bends in the road do not meet the acceptable design guidelines in terms of super-elevation and transition. This coupled with high operating speed has led to a significant number of loss of control crashes;
- One vertical crest on Vodanovich Road immediately at the Amberely Avenue intersection creates a "blind forward vision cone" in both directions. In the event of two vehicles travelling in opposite directions at this location it is very likely that drivers become momentarily distracted once inside the short cone of vision creating a potential for a head on crash and / or over-correction leading to a loss of control crash. Two crashes at this location were reported in the past five years. There may be other unreported crashes in this location.

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Council officers developed a scheme of mitigation measures that addresses the issues using a "holistic" approach rather than localised treatment. Driving can be considered as comprising three essential tasks: navigation, guidance, and control. These tasks require the driver to receive inputs (most of which are visual), process them, make predictions about alternative actions and decide which is the most appropriate, execute the actions and observe their effects through the reception and processing of new information. Plans showing proposed changes are attached at pages A46 to A62.

The five components of the proposed scheme (entrance threshold, central islands, and painted medians) are aimed at providing the driver two essential pieces of information:

- Thresholds are perceived as an entrance to a local area, i.e. not an arterial or collector route; these are aimed at reducing (not eliminating) the amount of bypass traffic;
- Central islands provide the driver with more visual input requiring more navigation, which ultimately leads the driver to reducing speed to maintain the same output (by guidance and control); and
- The painted medians provide similar visual input as for the central islands, and are placed where close proximity of driveways prevents the installation of islands;
- The 'Stop' control at Amberly Road and Flanshaw Road intersection is necessary to comply with safe sight distance;
- 'No stopping at all times' at intersections to avoid vehicles parking at corners which obstruct driver's sight distance. 'No stopping at all times' near islands prevent vehicles parking in vicinity of islands which block the visibility of island for safe movement of vehicles.

Consultation

In addition to a number of meetings held between Council officers, community board members and the residents representative group a letter drop notifying all residents and property owners of Vodanovich Road of the proposed scheme has been undertaken. Prior to the letter drop residents and property owners whose vehicular crossings are to be adjusted or reconstructed were provided with drawings detailing proposed changes to their crossings and were invited to attend a meeting with Council officers and community board members to voice and discuss their concerns; no residents attended this meeting.

The following is a summary result of the letter drop responses:

- Eight phone calls were received by officers;
- One resident followed her phone call with an email expressing her disappointment with the proposal as it does not include speed humps and noting that the central island is not effective; she expressed dissatisfaction with losing parking outside her property; it is noted that this resident was invited to a meeting to raise and discuss concerns about her vehicle crossing but did not attend;
- One resident requested that the island not be placed outside his property; it is noted that this resident was invited to a meeting to raise and concerns about his vehicle crossing but did not attend; he was asked to reply to the consultation letter in writing, Council has not received his reply at the time of completing this report;
- One resident indicated that while she is happy with the scheme as a whole, she is not totally satisfied with losing parking outside her property;
- The other five residents expressed support for the scheme.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

\$150,000 has been included in the Annual Plan's 2006/2007 minor safety budget and allocated to this project.

CONCLUSION

Following receipt of 200 submissions from local residents concerned about speeding in Vodanovich Road, Waitakere City Council staff have investigated the problems, examined the likely causes and developed a local area traffic management scheme to address the identified safety problems. The following are the main conclusions of this investigation:

- The average daily traffic volumes in Vodanovich Road are 3,400 vehicle movements;
- The 85th percentile speed is 54 kph and the safe speed in most parts of Vodanovich Road is 45 kph;
- Some drivers use Vodanovich Road to bypass Edmonton Road and Te Atatu Road;
- Several horizontal bends and vertical bends along the street restrict visibility and require lower operating speeds to negotiate safely;
- The most appropriate measures are those that provide visual inputs requiring drivers to reduce speeds, such as splitter islands and painted medians;
- A threshold treatment to the entrances to Vodanovich Road and Amberley Avenue is aimed at reducing the level of non-local traffic; and
- Local residents have been consulted with and the majority have given approval for the scheme.

RECOMMENDATIONS

1. That the Vodanovich Road, Te Atatu South - Speed Calming Measures report be received.
2. That the proposed speed calming measures in Vodanovich Road, Te Atatu South as attached at pages A46 to A62, be approved for construction.
3. That in relation to **VODANOVICH ROAD, TE ATATU SOUTH**:
 - (a) That all existing parking restrictions or limitations currently applicable to **VODANOVICH ROAD, FLANSHAW ROAD, AMBERELY AVENUE, SCHOOL ROAD, EDMONTON ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 – Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **FLANSHAW ROAD** at a start point at the north kerb line of **VODANOVICH ROAD** to an end point of 12 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (ii) on the west kerb line of **FLANSHAW ROAD** at a start point at the south kerb line of **VODANOVICH ROAD** to an end point of 12 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (iii) on the north kerb line of **VODANOVICH ROAD** at a start point at the west kerb line of **FLANSHAW ROAD** to an end point of 16 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.

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- (iv) on the south kerb line of **VODANOVICH ROAD** at a start point at the west kerb line of **FLANSHAW ROAD** to an end point of 16 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (v) on the north kerb line of **VODANOVICH ROAD** at a start point at the west side of the driveway of **1 VODANOVICH ROAD** to an end point of 30 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (vi) on the south kerb line of **VODANOVICH ROAD** at a start point 15 metres east of the west boundary of **2 VODANOVICH ROAD** to an end point of 39 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (vii) on the north kerb line of **VODANOVICH ROAD** at a start point 10 metres west of the east boundary of **9 VODANOVICH ROAD** to an end point of 64 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (viii) On the south kerb line of **VODANOVICH ROAD** at a start point 4 metres east of the west boundary of **18 VODANOVICH ROAD** to an end point of 63 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (ix) on the north kerb line of **VODANOVICH ROAD** at a start point 10 metres west of the east boundary of **19 VODANOVICH ROAD** to an end point of 59 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (x) on the south kerb line of **VODANOVICH ROAD** at a start point 4 metres east of the east boundary of **34 VODANOVICH ROAD** to an end point of 49 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xi) on the north kerb line of **VODANOVICH ROAD** at a start point of the east boundary of **45 VODANOVICH ROAD** to an end point 38 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xii) on the east kerb line of **AMBERLEY AVENUE** at a start point at the north kerb of **VODANOVICH ROAD** to an end point of 20 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xiii) on the west kerb line of **AMBERLEY AVENUE** at a start point at the north kerb of **VODANOVICH ROAD** to an end point of 20 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xiv) on the north kerb line of **VODANOVICH ROAD** at a start point 10 metres west of the east boundary of **57 VODANOVICH ROAD** to an end point of 75 metres further east, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xv) on the south kerb line of **VODANOVICH ROAD** at a start point 25 metres east of the west boundary of **40 VODANOVICH ROAD** to an end point of 112 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xvi) on the west kerb line of **VODANOVICH ROAD** at a start point 6 metres north of the south boundary of **67 VODANOVICH ROAD** to an end point of 43 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xvii) on the west kerb line of **VODANOVICH ROAD** at a start point 5 metres north of the south boundary of **64 VODANOVICH ROAD** to an end point of 71 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.

- (xviii) on the west kerb line of **VODANOVICH ROAD** a start point at 3 metres north of the south boundary of **75 VODANOVICH ROAD** to an end point of 54 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xix) on the east kerb line of **VODANOVICH ROAD** at a start point 2 metres north of south boundary of **82 VODANOVICH ROAD** to an end point of 58 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xx) on the west kerb line of **VODANOVICH ROAD** at a start point 3 metres north of south boundary of **75 VODANOVICH ROAD** to an end point of 53 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxi) on the west kerb line of **VODANOVICH ROAD** at a start point at the north kerb line of **SCHOOL ROAD** to an end point 10 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxii) on the north kerb line of **SCHOOL ROAD** at a start point at the west kerb line of **VODANOVICH ROAD** to an end point 67 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxiii) on the east kerb line of **VODANOVICH ROAD** at a start point at the north kerb line of **SCHOOL ROAD** to an end point 11 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxiv) on the north kerb line of **SCHOOL ROAD** at a start point at the east kerb line of **VODANOVICH ROAD** to an end point 6 metres further east, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxv) on the west kerb line of **VODANOVICH ROAD** at a start point at the south kerb line of **SCHOOL ROAD** to an end point 11 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxvi) on the south kerb line of **SCHOOL ROAD** at a start point at the west kerb line of **VODANOVICH ROAD** to an end point 61 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxvii) on the east kerb line of **VODANOVICH ROAD** at a start point at the south kerb line of **SCHOOL ROAD** to an end point 14 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxviii) on the south kerb line of **SCHOOL ROAD** at a start point at the east kerb line of **VODANOVICH ROAD** to an end point 15 metres further east, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxix) on the west kerb line of **VODANOVICH ROAD** at a start point 10 metres south of the north boundary of **107 VODANOVICH ROAD** to an end point 81 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxx) on the east kerb line of **VODANOVICH ROAD** at a start point at the north boundary of **102 VODANOVICH ROAD** to an end point 94 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
- (xxxi) on the west kerb line of **VODANOVICH ROAD** at a start point at the north side of the driveway of **119 VODANOVICH ROAD** to an end point 32 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.

- (xxxii) on the east kerb line of **VODANOVICH ROAD** at a start point at the north boundary of **114 VODANOVICH ROAD** to an end point 38 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (xxxiii) on the west kerb line of **VODANOVICH ROAD** at a start point at the north boundary of **135 VODANOVICH ROAD** to an end point 55 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (xxxiv) on the west kerb line of **VODANOVICH ROAD** at a start point at the north kerb line of **EDMONTON ROAD** to an end point 12 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (xxxv) on the north kerb line of **EDMONTON ROAD** at a start point at the west kerb line of **VODANOVICH ROAD** to an end point 8 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (xxxvi) on the east kerb line of **VODANOVICH ROAD** at a start point 20 metres north of south boundary of **126 VODANOVICH ROAD** to an end point of 115 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (xxxvii) on the north kerb line of **EDMONTON ROAD** at a start point at the west kerb line of **VODANOVICH ROAD** to an end point 9 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (xxxviii) on the north kerb line of **AMBERLEY AVENUE** at a start point at the west kerb line of **FLANSHAW ROAD** to an end point 13 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place
 - (xxxix) on the west kerb line of **FLANSHAW ROAD** at a start point at the north kerb line of **AMBERLEY AVENUE** to an end point 10 metres further north, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (xl) on the south kerb line of **AMBERLEY AVENUE** a start point at the west kerb line of **FLANSHAW ROAD** to an end point 13 metres further west, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (xli) on the west kerb line of **FLANSHAW ROAD** at start point at the south kerb line of **AMBERLEY AVENUE** to an end point 10 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (xlii) That a '**STOP**' control be resolved on **VODANOVICH ROAD** at its eastern intersection with **FLANSHAW ROAD** and at its southern intersection with **EDMONTON ROAD**.
 - (xlili) That a '**STOP**' control be established on **AMBERELY AVENUE** at its eastern intersection with **FLANSHAW ROAD**.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.



18 **PROPOSED NEW NO STOPPING CONTROLS AND MINOR SAFETY WORKS IN TE ATATU ROAD, TE ATATU PENINSULA**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install new No Stopping At All Times parking controls in Te Atatu Road between the Motorway and Gloria Avenue, Te Atatu Peninsula and to permanently ban the right turning movements of all vehicles from Titoki Street to Te Atatu Road by constructing a raised island in Titoki Street at its intersection with Te Atatu Road, Te Atatu Peninsula.

BACKGROUND

At the Henderson Community Board's meeting on 1 June 2006, approval was given by the Board to remove the existing roundabout at the intersection of Te Atatu Road and Old Te Atatu Road to be replaced with traffic signals. The proposed 'no stopping' controls and raised island in this report will be included with the traffic signals works to improve traffic safety in the area.

STRATEGIC CONTEXT

Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

No Stopping At All Times controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear. Restrictions on right turning at nearby intersections can enhance the safety benefits of a signal controlled intersection.

ISSUES

Various traffic issues have been identified at the intersection of Te Atatu Road and Titoki Street and as a result, the existing right turning movements of all vehicles from Titoki Street to Te Atatu Road are banned between 6:30am and 9:30am. It is proposed to permanently ban the right turning movements by constructing raised island. The residents in Titoki Street can use Old Te Atatu Road to turn right onto Te Atatu Road to improve the safety of crossing/turning movements.

A63 It also is proposed to install No Stopping At All Times parking controls in Te Atatu Road between the Motorway and Gloria Avenue to ensure efficient, safe movement on this road by keeping traffic lanes and visibility lines clear. A plan showing the extent of the proposed no stopping restrictions and raised island as attached at page A63.

Consultation

Consultation letters and engineering drawings explaining the proposed traffic signals and the banning of right turning movements were sent to the residents of Titoki Street (full length), Karamu Street (full length), Tatau Way (full length), Toru Street (full length), Old Te Atatu Road (full length), Parkvale Grove (full length), Te Atatu Road (between Gloria Avenue and Titoki Street), Rutherford Primary School and Rutherford College. Three responses were received and the comments are detailed below.

Te Atatu Road residents

- One resident wanted to clarify that Council is not installing a raised median island along Te Atatu Road between the Motorway and Gloria Avenue;
- The resident was advised that the existing painted median in Te Atatu Road shall remain in place and the Council has no plans to install a raised median;
- One resident did not want traffic signals at the intersection of Te Atatu Road and Old Te Atatu Road. The resident wanted to start a petition to keep the roundabout;
- The resident was advised that the majority of Te Atatu Peninsula residents wanted the Te Atatu Road/Old Te Atatu Road roundabout replace with traffic signals, and the Henderson Community Board supports the traffic signals proposal.

Titoki Street residents

- One resident said she uses the roundabout to do a U-turn to get onto the motorway and the proposed traffic lights will prevent her from doing this. The resident does not want to use Old Te Atatu Rd via Toru St because it is longer, slower and difficult to turn right when the traffic is backed up along Old Te Atatu Rd during peak hours;
- The resident was also advised that the majority of Te Atatu Peninsula residents wanted the Te Atatu Road/Old Te Atatu Road roundabout replace with traffic signals, and the Henderson Community Board supports the traffic signals proposal. The resident accepted the traffic signals proposal and commented that she is a minority and can't do much about it.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed No Stopping At All Times parking controls in Te Atatu Road and raised island in Titoki Street shall be included with the traffic signals works at the intersection of Te Atatu Road and Old Te Atatu Road. The cost estimate for replacing the existing roundabout with traffic signals and other associated works is \$340,000 and will be implemented under the Annual Plan 2006/2007.

CONCLUSION

It is proposed to permanently ban the right turning movements of all vehicles from Titoki Street to Te Atatu Road. It is also proposed to install No Stopping At All Times parking controls in Te Atatu Road between the Motorway and Gloria Avenue.

The proposed works will provide safe, efficient movement for all road users. The project is planned to be implemented in February 2007.

RECOMMENDATIONS

1. That the Proposed New No Stopping Controls and Minor Safety Works in Te Atatu Road, Te Atatu Peninsula report be received.
2. That approval be given to permanently ban the right turning movements of all vehicles from **TITOKI STREET** to **TE ATATU ROAD** by constructing a raised island in **TITOKI STREET** at its intersection with **TE ATATU ROAD**.

3. That in relation to **TE ATATU ROAD, TE ATATU PENINSULA**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **TE ATATU ROAD** from a start point of 60 metres south of **TITOKI STREET** to an end point of **GLORIA AVENUE**, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the west kerb line of **TE ATATU ROAD** from a start point of **TITOKI STREET** to an end point of **GLORIA AVENUE**, a **NO STOPPING AT ALL TIMES** parking control be put in place.
4. That in relation to **OLD TE ATATU ROAD, TE ATATU PENINSULA**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **OLD TE ATATU ROAD** from a start point of **TE ATATU ROAD** to an end point 105 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the south kerb line of **OLD TE ATATU ROAD** from a start point of **TE ATATU ROAD** to an end point of **TORU STREET**, a **NO STOPPING AT ALL TIMES** parking control be put in place.
5. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Vinh Bui, Senior Transport Engineer, Transport Assets.



19 **KARAMU STREET AND TORU STREET, TE ATATU PENINSULA - NEW GIVE WAY CONTROL**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new Give Way control in Karamu Street, Te Atatu Peninsula at its intersection with Toru Street.

BACKGROUND

A new kea crossing is planned for Toru Street just east of the intersection with Karamu Street, close to the entrance to Rutherford Primary School, as part of the school travel plan works in the area. During design work for the kea crossing engineers identified that it would be advantageous to place a 'Give Way' control on Karamu Street, Te Atatu Peninsula at its intersection with Toru Street.

Karamu Street and Toru Street currently intersect at an uncontrolled 'T' junction. Both roads are classified as local roads.

STRATEGIC CONTEXT

Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services and for city travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

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

ISSUES

At uncontrolled intersections turning priorities are determined by the right hand rule. Drivers turning right from the road forming the branch of a 'T' junction are required to give way to vehicles on their right turning right from the stem of the 'T' junction onto the road forming the branch. When a 'Give Way' control is placed on the road forming the stem of the 'T' this turning priority is reversed. Drivers at the 'Give Way' control must give way to traffic on all other approaches.

A64 In the case of the uncontrolled intersection of Toru Street and Karamu Street, drivers waiting to turn right from Toru Street would have to wait for other turning traffic in a location that would obstruct sight lines to the kea crossing. To prevent this occurring, installation of a new 'Give Way' control at the intersection is recommended, as attached at page A64.

Land Transport New Zealand's accident database lists one non-injury accident reported by the Police at the intersection in the last five years. This accident involved a vehicle failing to give way when required at the intersection.

The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents, that have occurred. It is entirely possible one or more unreported accidents have occurred at this intersection.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed markings changes can be implemented under the Annual Plan 2006/2007 maintenance budgets.

CONCLUSION

The proposed installation of a Give Way control in Karamu Street, Te Atatu Peninsula at its intersection with Toru Street is recommended to improve road user safety at this intersection.

RECOMMENDATIONS

1. That the Karamu Street and Toru Street, Te Atatu Peninsula - New Give Way Control report be received.
2. That in relation to **KARAMU STREET, TE ATATU PENINSULA**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw no. 7, 1991- Traffic, the following controls now be resolved to be specified and imposed, namely,
 - (i) that a new **GIVE WAY** control be put in place on **KARAMU STREET** where it intersects with **TORU STREET**.
3. That the appropriate signage and or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Jane Harris, Transport Asset Technician.



20 TE ATATU ROAD CORRIDOR IMPROVEMENTS - OPTIONS CONSULTATION

PURPOSE OF THE REPORT

The purpose of this report is to present to the Henderson Community Board the findings of a scheme assessment study of the proposed corridor improvements of Te Atatu Road between Edmonton Road and Old Te Atatu Road and to seek approval from the Board to commence a consultation process.

BACKGROUND

Te Atatu Road represents the first entrance to Waitakere City arriving from Auckland City along the North Western Motorway (SH16). This section of Te Atatu Road is a major link to SH16, linking the areas of Glendene, Te Atatu South and Henderson, and considered as the sole vehicular access point to Te Atatu Peninsula from the south.

In 2003, Council commissioned comprehensive Strategic Corridor Studies for most of Waitakere's major arterial roads. Te Atatu Road was identified as having top priority on Council's corridor improvements programme within the 2006-2016 Long Term Council Community Plan.

In 2005/2006, Council staff developed a specimen design for this stretch of road, to address the main problems and concerns along this route, in terms of its strategic function, and assessed the various feasible scenarios for upgrades. A scheme has been developed incorporating all transport modes (buses, HOV, cyclists, pedestrians), Transit New Zealand's proposed ramp metering project at the Interchange and future potential growth. The proposed scheme takes into account Council's in-house bus overlay and cycle network feasibility study.

At its meeting on 7 September 2006 the City Development Committee resolved:

“That the City Development Committee endorses a workshop to be held in relation to transport corridors and arterial roads at the options development stage.”

1755/2006

This report proposes an opportunity for a workshop with Councillors and Community Board Members to develop options in relation to Te Atatu Road corridor.

STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform and the Waitakere City Transport Strategy provide the strategic context for this report. The vision for transport in Waitakere is “a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco-city”.

Te Atatu Road is a regional arterial route with current daily traffic volumes between 35,000 and 40,000 vehicles. Te Atatu Road has been identified in the Passenger Transport Network Plan as a “quality transit route” for bus services. Te Atatu Road has been identified in the Council's cycle network for introduction of a cycle lane, providing important connections to the Peninsula, northwestern motorway cycleway and to Henderson. In addition to these functions, Te Atatu Road provides the sole vehicular access to an estimated 600 residences along and east of Te Atatu Road.

In developing the Waitakere City Transport Strategy, the Council identified a strategic objective to provide a bus and high occupancy vehicle lane on Te Atatu Road, together with safe provision for cyclists, pedestrians and motorists in order to reduce dependency on the motor vehicle and to provide a more effective way of moving people and goods.

ISSUES

The issues identified along this route fall in three main categories:

- Safety;
- Congestion; and
- Integrated transport.

Safety

Land Transport New Zealand's Crash Analysis System (CAS) was used to generate the crash analysis of the route (Edmonton Road to Titoki Street) between January 2001 and September 2006.

The statistics show that over 350 crashes were reported during that period including 50 injury crashes (involving 85 people). The most dominant type was the rear end crashes accounting for 52%. The second highest type was the crossing / turning type accounting for 26%.

The most likely cause of the rear end type crashes is the congested traffic conditions and lack of turning facilities while the most likely cause of the crossing / turning type is lack of turning facilities forcing motorists to use shorter than acceptable gaps.

In the same period seven pedestrians and three cyclists (including a 7-year old child) were reported injured.

A crash prediction model for the crash rate indicated that for the same period the expected number of injury crashes should not be higher than 20, the current rate is 250% of the national average for similar roads.

The installation of the flush median provides the required turning facility to address a large number of crashes and the widening of the kerb side to 4.2 metres aims to create a safer cycle environment.

Congestion

The route is heavily trafficked throughout working days and on Saturdays. Significant delays and queue lengths are observed on both sides of the route. It is anticipated that these delays will increase as traffic growth continues.

Three detrimental factors have been identified:

- Bottleneck effects, that is single lane approaches to major exits that are constantly blocked upstream;
- Side road friction presented by the significant large number of vehicular accesses resulting in a reduction in roadway throughout capacity; and
- Lack of turning facilities presenting a hazard within the live lanes and subsequently reducing capacity.

The major traffic congestion problems currently experienced within this network are the long extended queues. It is essential to note that the existing four traffic lanes have the capacity to carry existing traffic volumes albeit exits (and approach of the westbound off-ramp) need increased capacities.

The current queues on the westbound off-ramp constantly extend well over 5.0 kilometres every afternoon. The main reason is the single "give way controlled" entry lane to Te Atatu Road (south).

Queues at the Edmonton Road intersection are a direct result of the inability of the existing roundabout (dual lane in one direction option) to accommodate the existing traffic volumes and cater "safely" for pedestrians.

Integrated Transport

Prior to the installation of traffic signals at Covil Avenue adequate pedestrian facilities were only provided across Te Atatu Road at the westbound Off/On-ramp and Vera Road intersections. Although there are zebra pedestrian crossings on Te Atatu Road near the roundabout at Edmonton Road however these are considered unsafe in the prevailing traffic conditions (volumes and composition). The existing pedestrian desire line across Edmonton Road is adequately catered for by traffic signals; however these signals significantly affect the operation of the roundabout.

There are currently three pairs of bus stops between Edmonton Road and SH16 interchange; near Edmonton Road, near Vera Road and near Covil Avenue. It has become easier for pedestrians to reach these steps with the installation of traffic signals at Covil Avenue, although the bus stops near Edmonton Road continue to be serviced by an inadequate zebra crossing.

At present there are no cycle facilities in Te Atatu Road. A cycle lane along SH16 currently terminates at the westbound Off-ramp.

Transit New Zealand is at the investigation stage in relation to Te Atatu motorway interchange and at the concept design stage in relation to ramp signals at Te Atatu. Transit New Zealand officers wish to provide the ability for buses and high occupancy vehicles to have priority access to the northwestern motorway eastbound. Transit New Zealand officers would like this preferential access from the south to be a right hand turn onto the onramp used by Peninsula traffic. Transit New Zealand officers have advised that preferential access for buses and high occupancy vehicles cannot be provided on the spiral on ramp. This has a significant impact on the Council's plans for Te Atatu Road.

Council staff have examined a number feasible and practical scenarios to address the various problems along Te Atatu Road. Each option has been investigated ruling out options that are impractical, prohibitively expensive or generally unable to provide the desired outcomes. The overall objective is to provide a bus/high occupancy vehicle lane along Te Atatu Road, but there are questions about timing and how to achieve this. Three broad options are summarised below:

Option 1 - A bus/high occupancy vehicle lane along the kerbside of Te Atatu Road between Edmonton Road and the motorway interchange. This would be wide enough to include cyclists.

Option 2 - A bus/high occupancy vehicle lane along the centre lane of Te Atatu Road between Edmonton Road and the motorway interchange. A cycle lane would be provided on the kerbside.

Option 3 - A cycle lane would be provided on the kerbside. The centre lane could be used by buses, high occupancy vehicles and through traffic. When Transit NZ upgrades the interchange, the kerbside lane could be used for buses and high occupancy vehicles.

There are a number of sub-options set out later in this report which could relate to any of the above options.

Council's District Plan allows for a land take strip of 2.88 metres on both sides of Te Atatu Road between Edmonton Road and SH16 interchange. At this stage this designated area is unlikely to be exceeded for the proposed works, however eventual topographical surveys may prove that more land over and above the designated strip may be needed.

Whilst every effort was made to establish the most appropriate scheme to address the current and future problems along this busy arterial, however it is imperative that members of the Committee and the Henderson Community Board are engaged in the decision making process. The aim of the recommended workshop is to allow officers to explain the various aspects of the project and to provide the Committee and Board members with the opportunity to give officers the necessary guidance.

Option 3 - The proposed scheme

A scheme assessment study has been carried out in relation to the first stage of Option 3. The proposed scheme is intended to provide a fully integrated system that caters for all road users equally (cars, trucks, buses, cyclists and pedestrians). The scheme provides for:

- two signalised left turn lanes from the SH16 westbound Off-ramp onto Te Atatu Road;
- a painted flush median that separates right turn traffic (in/out of side roads and properties) from the flow of traffic providing un-interrupted flow, and addressing the high crash rate along this route;
- indented bus bays that separate buses from the flow of traffic providing an un-interrupted flow environment;
- following Council's 2005 approved Strategic Cycle Network Feasibility Study, to introduce a shared cycle / traffic kerb side lane that connects the existing abruptly terminated cycle lanes at the SH16 interchange with the inner cycle network on Te Atatu Road (south) and eventually Edmonton Road;

- pedestrian facilities and crossing points at appropriate intervals leading directly to bus bays;
- traffic signals at main junctions providing a more appropriate control, pedestrian facilities, and creating the ability to install bus advance lane; and
- facilities to incorporate bus and high occupancy lanes in future if and when so desired.

The proposed scheme is divided into three stages as follows:

Stage 1 - Ramp metering stage (construction commencing late 2007) consisting of:

- Replacing the existing roundabout at Old Te Atatu Road with traffic signals;
- Installation of traffic signals at the SH16 eastbound On/Off-ramps with a right turn HOV lane from the overbridge into the northern eastbound On-ramp;
- Ramp meters on all on-ramps, allowing for three lanes on the northern On-ramp (one of which is an HOV lane) and two lanes on the southern On-ramp; and
- Constructing a second left turn lane from the westbound Off-ramp with traffic signals on both.

Stage 2 - Te Atatu Road stage (detailed design commencing late 2006) consisting of:

- Traffic signals at Edmonton Road / Flanshaw Road intersection, with three lane approaches;
- A painted central median along the entire route;
- Banning of right turn from Te Atatu Road into Flanshaw Road;
- Widening the Vera Road and Jaemont Avenue South approaches to Te Atatu Road to two lanes;
- Upgraded traffic signals at Covil Avenue intersection with two lanes on Covil Avenue;
- Widening the Royal View Road approach to two lanes;
- Banning of right turn lanes on all other priority control intersections;
- Widening the Te Atatu Road approach from the south to the SH16 westbound ramps to four lanes, one of which will be a bus advance lane and another will be a dedicated left turn lane into the SH16 westbound On-ramp;
- 4.50 metre wide kerb side lanes in both directions to cater for cyclists; and
- A third lane in the southbound direction from Jaemont Avenue South and Edmonton Road

Stage 3 - Overbridge widening (construction expected before 2015) consisting of:

- Widening of the Motorway overbridge to three lanes in each direction; and
- Two lanes entering the Motorway from the south.

Alternatives for discussion

During the process of investigation staff examined a number of scenarios and layouts. This exercise was needed to ensure that the recommended scheme is robust and appropriate. The following paragraphs describe the alternative schemes, their benefits and disadvantages, and how they compare with the proposed scheme.

Dual lane roundabout at Edmonton Road / Flanshaw Road / Te Atatu Road:

- Benefits:
 - Adequate capacity for at least 15 years
 - Safe operation in most periods
 - All movements allowed

- Disadvantages:
 - It does not provide safety for pedestrians
 - A prohibitive amount of land take would be required
 - Inability to incorporate any bus advance lanes
 - Topography of the area and approach gradients would dictate the need for expensive shape correction as determined by heavy vehicles tracking
- Comparison with proposed traffic signals:
 - A dual lane round is an inadequate device to cater for pedestrians safety, traffic signals allow for safe crossings in all directions
 - A dual lane roundabout is difficult to construct at this location because of topographical constraints, traffic signals will require less reshaping of pavement surface
 - Land take required for a dual lane roundabout is much higher than that required for the proposed traffic signals

Solid central median:

- Benefits:
 - Safe and free flow of traffic
 - More road space available which could be used to reduce land take, better provision for pedestrians/cyclists/traffic, or create urban landscape in the centre of road
- Disadvantages:
 - Huge inconvenience to local residents and businesses
 - Possibility of U-turning at inappropriate locations (traffic signals)
 - Doubling of the left turn manoeuvres into driveways resulting in decreased throughput capacity on Te Atatu Road
- Comparison with the proposed painted flush median:
 - A solid median is generally regarded as an inconvenient device to local residents and businesses while a flush median is usually an accepted treatment
 - A solid median can potentially reduce the throughput capacity on Te Atatu Road by increasing the left turn manoeuvres while a flush median is considered a dedicated additional lane with a potential to increase throughput capacity by removing turning vehicles from the flow of traffic

Bus / High Occupancy Vehicle (HOV) kerb side lane in the AM peak:

- Benefits:
 - Free movements of buses
 - Reduction in overall AM traffic volumes (up to 15%) and potentially in the PM peak
 - Encouraging the use of alternative mode of transport
 - It can be accommodated within the Stage 2 scheme of the project with minor costs
- Disadvantages:
 - Whilst reduction in overall traffic volumes is expected, however a significant increase will also be expected in the non bus / HOV lane exceeding capacity and resulting in possible gridlocks
 - An increase in traffic volumes in the outer lane could adversely affect the Peninsula bound traffic
 - Introducing a bus / HOV lane in the kerb side in Stage 1 depends on the ability to merge at the SH16 westbound On / Off-ramps
- Comparison with the proposed general traffic at least in Stage 1:
 - Two general lanes (currently in operation) have the ability to distribute traffic bound to both SH16 and the Peninsula, while a Bus/HOV lane would force most motorists into a single lane (the outer lane) who could only redistribute correctly on the relatively short overbridge

- The existing AM northbound traffic volumes require two lanes to maintain free flow, imposing a significant addition in volumes to one lane could result in gridlocks
- Transit New Zealand cannot commit financially to widen the Motorway overbridge in the near future, to cater for a dedicated Bus/HOV lane at the interchange
- In terms of roadway cross section there are no physical differences between the proposed and alternative schemes, i.e. both schemes allow for two lanes in each direction and a central median, differences are in the control and use of lanes

Maintaining the right turn movement from Te Atatu Road to Flanshaw Road:

- Benefits:
 - None to little disruption to Flanshaw Road bound traffic
 - The minor increase in right turn movements into Vera Road would not be needed
- Disadvantages:
 - A reduction in the available green time to the main movements, resulting in reduced capacity
- Comparison with the proposed ban of this right turn movement:
 - Maintaining this movement at the signals may result in reduction in overall intersection capacity by the demand of an additional phase, its ban provides a better signals operation
 - This movement is very low in volumes and can be easily accommodated at the Vera Road intersection without compromising its traffic signals operation

Other important alternative options that will be tabled at the workshop include the inclusion of a bus/high occupancy vehicle lane on the centre lane, separate on and off-road cycle facilities, long term plans for bus priority measures from the offramp to Edmonton Road, narrower solid medians, and installation of U-turn facilities at signalised intersections.

ECONOMIC EVALUATION

A full scheme level economic evaluation has been undertaken of the proposed scheme. This evaluation is currently under review as required by Land Transport New Zealand. The evaluation resulted in a Benefit / Cost Ratio of 5.6 and a First Year Rate of Return of 74% giving the project a "HIGH" ranking.

As part of the evaluation a Risk Register has been created to monitor all identified risks. Seven "High Risk" items have been identified; these are continuously monitored with controls in place to mitigate their effects should they occur.

RESOURCES

Council has lodged a Category 2 funding application to Land Transport New Zealand. When accepted this application entails Council to detailed design subsidy.

Funding of \$9.4 million has been included in Council's 2006-2016 Long Term Council Community Plan for works associated with this project, as follows:

- \$573,000 in 2006-2007 (budget)
- \$1,232,000 in 2007-2008 (forecast)
- \$3,398,000 in 2008-2009 (forecast)
- \$4,145,000 in 2009-2010 (forecast)

Consultation

To date external consultation has been limited to Transit New Zealand who is effectively a working party in this project. Council and Transit staff have held a number of meetings to discuss the options available and ways to develop a scheme that integrate all modes of public transport with the operation of the motorway.

Transit New Zealand has expressed strong support for the recommended scheme and has committed to commence the feasibility stage of bridge upgrade (Stage 2 of this project) within the next few years.

The recommended consultation process is as set out in the table below:

Task	Milestone
Workshop with Elected Members representing the City Development Committee and Henderson Community Board	February 2007
Consultation with individual property owners, bus operators, Bus & Coach Association, Auckland Regional Transport Authority and Transit New Zealand	March 2007
Community consultation including public open day	April 2007
Analysis of community preferences, reporting back to City Development Committee and Henderson Community Board to determine a preferred option	May 2007

CONCLUSION

It is concluded that:

- The objective of the project is to provide a bus and high occupancy vehicle lane on Te Atatu Road, together with safe provision for cyclists, pedestrians and motorists in order to reduce dependency on the motor vehicle and to provide a more effective way of moving people and goods.
- The proposed scheme needs to be considered along with other options;
- It is necessary to engage Councillors, Community Board members, other transport organisations and members of the public in the decision making process to achieve successful results.

RECOMMENDATIONS

1. That the Te Atatu Road Corridor Improvements - Options Consultation report be received.
2. That the consultation process as set out in the Agenda report be approved.

Report prepared by: Sam Shumane, Principal Engineer, Transport Assets.



21 **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 and Far North Community Board Association Executive Committee	Elizabeth Grimmer
Waitakere Citizen Advice Bureau	Leo Nobilo
Henderson Heritage Trust Inc.	Cr Ewen Gilmour
Keep Waitakere Beautiful Committee	Leo Nobilo
Council / Police Liaison Group	Helen Jones Leo Nobilo
Henderson Business Liaison Group	Elizabeth Grimmer Helen Jones
Waitakere Road Safety Steering Group	Helen Jones
McLaren Park Henderson South Community Initiative	Steve McDonald
Taipari Strand Community Group	Leo Nobilo
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge Helen Jones
Hearings	Elizabeth Grimmer Wayne Bainbridge (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge
Lower Oratia Stream Reserve Management Plan Subcommittee	Stephen McDonald Leo Nobilo Cr Assid Corban (alternate)
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Grimmer Leo Nobilo

