

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON THURSDAY, 2 AUGUST 2007, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 5 July 2007

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 5 July 2007, 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

The highlight of the past month was the morning tea held with Council officers to celebrate the New Zealand Community Board Safety Award for Vodanovich Road. This function was enjoyed by all who attended. The disappointing news is that the Council is to lose its Chief Executive Officer, Harry O'Rourke, who has been a great advocate and supporter of Community Boards and also, to many of us, a friend whose door is always open.

Te Atatu Peninsula Library

It is very pleasing to report that Te Atatu Peninsula Library has now been upgraded with new technology and Council payment services. These services are now available to Te Atatu community.

Regional Governance

The Regional Governance issue continues to receive a great deal of media attention, with varying opinions on what should happen in the future. There does not appear to be a consensus by all parties, which leaves the community with no clear understanding on what is being proposed.

Workshops

There have been two workshops held in the past month and all Council officers who give their time to keep us informed are thanked. These workshops are extremely important, as they give Board Members a very clear overview of all developments in the ward, including Citywide issues.

Te Atatu Peninsula Redevelopment

The focus group meetings have now been completed and there will be a report presented to the September Board meeting on the proposed next stages. In talking to the residents, they are most enthusiastic that this project that they have waited so long for is really happening.

Waitemata Harbour Foreshore Management Plan

The first open day was held at the Te Atatu Peninsula Community Centre. The main door was locked, so it was difficult to find the access through the back door unless it was known that another door was open. A request has been made to establish why the front door is not open when meetings are held there and if that is to happen in future for security or any other reason, that there is a notice directing residents where to go.

Minor Park Projects

Applications closed on 20 July 2007 and will be presented to the Community Board at the September meeting.

Candidates Information Evening

The candidates' information evening was a most informative evening, with approximately 40 attendees who asked a number of interesting questions. The Electoral Officials involved are congratulated on a thorough and professional presentation.

Citywide Play Facilities

Recently in the Council Tenders Subcommittee Agenda, I read that we have 144 Play Facilities, 12 Skateboard Facilities and 23 Basketball Ball Half Courts in Waitakere, which is quite impressive for the City. The community continue to request more facilities.

Annual Plan Submissions

Among the submissions were the following requests in the Henderson Ward.

1. Slow Street: Moor Avenue, Te Atatu Peninsula;
2. Playground equipment: McLeod Park; and
3. The filling of the open drain behind the Croatian Centre in McLeod Road, Te Atatu South.

Street Name Request from World Harmony Run

A1-A4

There has been a request from the World Harmony Run, for Council to consider a street in Waitakere being named after Sri Chinmoy. A copy of the letter from World Harmony Run and a memorandum from Mayor Bob Harvey requesting the Board to consider this matter, are attached at pages A1 to A4 of the Agenda. As the Henderson Community Board does not have the delegated authority to name new streets, it is proposed that the request be referred to the appropriate Council officers for consideration.

RECOMMENDATIONS

1. That the Chairman's Report be received.
2. That the request from World Harmony Run to name a street in Waitakere after Sri Chinmoy be referred to the appropriate Council officers for consideration.

Elizabeth Grimmer, MNZM



CHAIRMAN



7 **COMMITTEE SECRETARY'S REPORT**

	Issue	Comments	Reporting Council Officer
1	Te Atatu Peninsula Walkway - Chapman Strand to Taipari Strand Officer's Report	Further detailed design work will be undertaken in 2007/2008. Physical works are scheduled to be undertaken in 2008/2009 and 2009/2010.	Debbie Chapman ☎ 836 8000 Extn: 8303
2	Tui Glen Stage 2 Development Officer's Report	Detailed design work commenced for Stage 2 development in April 2007. Work includes further access way upgrades, parking areas, landscaping, and paths. Resource consents are programmed to be lodged in August 2007. Physical works will commence from November 2007.	Andreas Lilley ☎ 836 8000 Extn: 8553
3	Riverpark Reserve Car Park, Henderson and Gloria Park Car Park, Te Atatu Peninsula Officer's Report	The Riverpark Reserve car park in Henderson and Gloria Park car park in Te Atatu Peninsula are being resealed in 2007/2008. Geotechnical investigations are completed and the detailed design will be finalised in August 2007. Tendering of these works will take place by October 2007.	Andreas Lilley ☎ 836 8000 Extn: 8553
4	Toilet Block Removal Officer's Report	Kervil Park, Taipari Strand (old toilets), Roberts Fields and Gloria Park toilet blocks are scheduled for removal. These toilet blocks are not currently being used or maintained, and do not meet the strategic plan criteria. A mail drop advising of the proposed works will be carried out in August 2007. Following this, a demolition consent will be sought and the physical works will proceed once the consent has been obtained.	Grant Sargent ☎ 836 8000 Extn: 8303
5	Community Board Minor Parks Projects - 2007/2008 Officer's Report	Request for project proposals were sent to community groups and Board Members in June 2007, with applications closing on 20 July 2007. A report on the projects received will be presented to the September 2007 meeting of the Community Board for allocation of funding.	Katharine Slack ☎ 836 8000 Extn: 8779



A5-A33

	Issue	Comments	Reporting Council Officer
6	Te Atatu Peninsula Town Centre Project Officer's Report	<p>Te Atatu Peninsula Town Centre Project continues. Following a public meeting on 26 February 2007, four focus group meetings have now taken place. Members of the community have attended meetings on the library and community centre, the heritage, town centre business mix and street/infrastructure improvements. Meeting notes are attached at pages A5 to A33.</p> <p>Further meetings with town centre landlords, the Asian community and young people are planned.</p> <p>Te Atatu Peninsula Business Association has been incorporated under the new Waitakere town centre constitution and is currently undertaking a strategic and business planning exercise. Te Atatu Peninsula Business Association will hold its AGM on 12 September 2007.</p>	<p>Robin Jenkin-Winter</p> <p> 836 8000</p> <p>Extn: 8400</p>
7	Tui Glen Reserve Officer's Report	<p>Council officers and Community Waitakere (old WADCOS) representatives met with the affected neighbour at Claude Brookes Drive and discussed options for mitigation of noise and light impacts through a better boundary fence design. The neighbour has agreed to the proposed works to the fence line and given neighbours consent for the noise-related affects of the adjacent car park, but not for the development as a whole.</p> <p>Council officers will be undertaking some limbing up (taking the bottom branches off) of trees along Claude Brookes Drive and the removal of a dying kanuka, to address some concerns from the neighbour and will also be reviewing the road condition and pedestrian access issues through the 2007 Park Development Project for Tui Glen Reserve. Further information on possible solutions and details relating to this issue will be reported to the Community Board when they become available.</p>	<p>Renee Davies</p> <p> 836 8000</p> <p>Extn: 8118</p>

	Issue	Comments	Reporting Council Officer
7	Tui Glen Reserve Officer's Report (continued)	<p>The resource consent for the Community Waitakere Resource Centre was lodged with Council in June 2007. At the time of writing this update there was no confirmation as to whether the consent would be notified or non-notified. A verbal update will be provided to the Committee Secretary if the above information becomes available prior to the meeting.</p> <p>Community Waitakere are currently preparing their final funding applications (pending resource consent) for the Trusts and Lotteries and will be lodging those in the coming months.</p>	<p>Renee Davies ☎ 836 8000 Extn: 8118</p>
8	Waitakere Area Police Pride and Policing Parade and Award Ceremony	<p>This parade will take place on Wednesday, 12 September 2007, starting at 11.30 am. The parade will commence at the Falls Hotel car park and march into Edmonton Road, turn right into Great North Road, turn left into Railside Avenue, finishing by Waitakere Central. The participants will then walk to the Civic Square, Waitakere Central where Mayor Bob Harvey will inspect them.</p> <p>The Award Ceremony will be held in Council Chambers, Civic Building, Waitakere Central, followed by a light lunch.</p> <p>As the parade will be classified as a rolling parade, no roads will need to be closed for this occasion.</p>	<p>Tracy Haggo ☎ 836 8000 Extn: 8810</p>

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	<p>August 2005</p> <p>Resolution No. 1492/2005</p> <p>Last updated 30 April 2007</p>	6 September 2007	<p>Tony Miguel ☎ 836 8000 Extn: 8294</p>
Request for a Footpath from Rangeview Intermediate School to the Car Park at Edmonton Park	<p>6 June 2007</p> <p>Public Forum</p>	6 September 2007	<p>Sue Liddell ☎ 836 8000 Extn: 8736</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Report detailing the Impacts of the Second Construction Phase Consisting of the Henderson Youth Facility, the West Wave Recreation Centre and the Information Management Offices and the Impacts of Parking and Parking Restrictions Once Construction Has Been Completed	6 June 2007 Resolution No. 1028/2007	6 September 2007	Stephen Drumm  836 8000 Extn: 8818
Fixed Driver Feedback Signs in the Henderson Ward	5 July 2007 Resolution No. 3003/2007	November 2007	Kitch Cuthbert  836 8000 Extn: 8526

RECOMMENDATION

That the Committee Secretary's Report for 2 August 2007 be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



8 KARAMU 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 the installation of a new Give Way control on Karamu Street, Te Atatu Peninsula, where it intersects with Toru Street.

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 School and Henderson South School. 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 these are in the implementation phase.

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 need for a new Give Way control at this intersection was identified during the design of the infrastructure for the Rutherford Schools' Travel Plan.

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.

Give Way controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Part of the Rutherford Schools' Travel Plan is to install a Kea Crossing to the west of the intersection of Toru Street and Karamu Street, to ensure pedestrian and vehicle safety. It was identified that this intersection needs to be controlled, to ensure vehicles are aware that they need to give way to traffic travelling along Toru Street.

A34

The location of the new Give Way control is shown on the aerial photograph attached at page A34.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 markings and signage changes can be implemented as part of the School Travel Plan budget for 2007/2008. Infrastructure for both the Lincoln-Rathgar and Rutherford Schools' Travel Plans has received a subsidy from Land Transport New Zealand.

CONCLUSION

The installation of a new Give Way control in Karamu Street, Te Atatu Peninsula, is recommended to ensure vehicles are aware of the need to give way to traffic travelling along Toru Street.

RECOMMENDATIONS

1. That the Karamu 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 be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **KARAMU STREET**, where it intersects with **TORU STREET**, a new **GIVE WAY** control be put in place.

3. That 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 intersection priority control.

Report prepared by: Jane Harris, Transport Technician.



9 **KOTUKU STREET, TE ATATU PENINSULA - NEW BUS STAND RESTRICTIONS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the installation of three new Bus Stand restrictions between the hours of 8.00 am and 3.30 pm, school days only, be put in place on Kotuku Street, Te Atatu Peninsula.

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 nine 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.

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 need for Bus Stands was identified during the design of the infrastructure for this location as part of the Rutherford Schools' Travel Plan.

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.

Correctly marked and sign-posted bus stands are desirable to both notify public transport users of the pick-up and drop-off locations for bus services, and to keep these locations clear of other vehicles.

ISSUES

Part of the Rutherford Schools' Travel Plan is to install a recessed bus bay on Kotuku Street for use by Rutherford College. It was identified that Bus Stand restrictions in this location is necessary as part of the bus bay construction.

Adjacent properties were advised in December 2006. Two residents objected to the proposal. One did not give reasons or contact details. The other was concerned about loss of parking, and was advised by letter that parking would be available outside school hours.

A35

The location of the three new Bus Stand restrictions is shown on the aerial photograph attached at page A35.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The initial concept plans were approved in December 2006. The principal community outcome to be derived is an improvement in the level of traffic and pedestrian management, resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The signage and markings can be implemented as part of the School Travel Plan budget for 2007/2008. Infrastructure for both the Lincoln-Rathgar and Rutherford Schools' Travel Plans has received a subsidy from Land Transport New Zealand.

CONCLUSION

The installation of three new Bus Stand restrictions in Kotuku Street, Te Atatu Peninsula, is recommended to ensure pedestrian safety.

As well as using a school bus service on a daily basis, Rutherford College school students often travel by bus to other locations for school trips. The suggested locations have been evaluated in terms of compliance with bylaws, safety, access, practical walking distance to the Bus Stand, and displacement of parking. The proposal for the new Bus Stands in Kotuku Street is therefore recommended to apply between the hours of 8.00 am to 3.30 pm, school days only.

RECOMMENDATIONS

1. That the Kotuku Street, Te Atatu Peninsula - New Bus Stand Restrictions report be received.
2. That in relation to **KOTUKU 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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **KOTUKU STREET**, for a distance of 12.5 metres from the southern boundary of No. 22 Kotuku Street, a new **BUS STAND** restriction between the hours of 8.00 am and 3.30 pm, School Days Only, be put in place.

- (ii) on the west kerb line of **KOTUKU STREET**, for a distance of 12.5 metres outside No. 24 Kotuku Street, a new **BUS STAND** restriction between the hours of 8.00 am and 3.30 pm, School Days Only, be put in place.
 - (iii) on the west kerb line of **KOTUKU STREET**, for a distance of 12.5 metres outside No. 26 Kotuku Street, a new **BUS STAND** restriction between the hours of 8.00 am and 3.30 pm, School Days Only, be put in place.
3. That 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 bus stand control.

Report prepared by: Jane Harris, Transport Technician.



10 OLD TE ATATU ROAD, TE ATATU PENINSULA - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restriction in Old Te Atatu Road, Te Atatu Peninsula.

BACKGROUND

A resident of Te Atatu Road contacted the Council with concerns regarding vehicles parked on both sides of the cul-de-sac in Old Te Atatu Road.

The resident's property is situated at the cul-de-sac end of Old Te Atatu Road. The resident is concerned that due to the narrowness of the road, there is insufficient room for vehicles to park on both sides of the road. Vehicles are frequently parking in this manner and this makes it difficult for the resident to enter/exit their property. The option is to introduce a No Stopping At All Times parking restriction around the cul-de-sac.

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 restriction can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Old Te Atatu Road cul-de-sac has parallel parking on one side of the road and angle parking on the other. Vehicles are currently parking close to the cul-de-sac end of the road, making it very difficult for vehicles to enter or exit the property. This street is a mix of residential and commercial, therefore inviting a variety of drivers requiring parking.

Verbal consultation was undertaken with the resident directly affected by the parking behaviour at the end of the road and no objection was received to the new No Stopping At All Times parking restriction.

A36

The location of the new No Stopping At All Times parking restriction is shown on the aerial photograph attached at page A36.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The proposal is to install a new No Stopping At All Times parking restriction around the cul-de-sac of Old Te Atatu Road. This will allow the resident to have access to their property at all times.

RECOMMENDATIONS

1. That the Old Te Atatu Road, Te Atatu Peninsula - New No Stopping At All Times Parking Restriction report be received.
2. 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) in **OLD TE ATATU ROAD**, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place, from the northern boundary of property No. 464, extending across the frontage of No. 466, then extending in a southerly direction for 10 metres.
3. 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 limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



11 **VIEW ROAD, SUNNYVALE - NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restriction on View Road outside properties Nos. 150, 152, 154 and 156 View Road.

BACKGROUND

A request has been received to have the existing No Stopping At All Times parking restriction on View Road extended.

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 parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

View Road is a district arterial road and the width of this section of View Road is 10.2 metres. Currently there is difficulty when vehicles are parked legally against the kerb and another vehicle is stationary, waiting to turn right into Waari Avenue. Traffic travelling towards Great North Road comes to a stop until the vehicle turning right into Waari Avenue has made the turn.

All affected properties have access to off-street parking. Consultation was carried out with the properties that will be directly affected by the proposed No Stopping At All Times restriction. To date two responses have been received; both were not in favour of the proposal. As this is a safety issue, it is proposed to go ahead with this proposal.

A37 The location of the new parking restriction is shown on the aerial photograph attached at page A37.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 new parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The new No Stopping At All Times parking restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing traffic flows.

RECOMMENDATIONS

1. That the View Road, Sunnyvale - No Stopping At All Times Parking Restriction report be received.
2. That in relation to **VIEW ROAD, SUNNYVALE:**
 - (a) That all existing parking restrictions or limitations currently applicable to **VIEW 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 north kerb line of **VIEW ROAD**, starting from the west property boundary of property number 150 and extending east for a distance of approximately 75 metres, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. 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 limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



12 WAIPANI ROAD, TE ATATU PENINSULA - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for a new No Stopping At All Times parking restriction on Waipani Road outside properties Nos. 32 and 34 Waipani Road.

BACKGROUND

A request has been received to have the existing formalised bus stop in Waipani Road marked out with yellow road marking. The reason for the request is that road users are unaware this area is a bus stop, as it is not clearly marked. Waipani Road is a narrow street and to assist through-traffic it is also proposed to install a No Stopping At All Times parking restriction opposite the bus stop.

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 parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The width of Waipani Road is 6.8 metres. When vehicles are parked legally against the kerb opposite the bus stop and a bus is parked in the bus stop, other vehicles are unable to manoeuvre through the gap between the two stationary vehicles.

Consultation was carried out with the properties that will be directly affected by the proposed No Stopping At All Times parking restriction. At the time of writing this report, no responses had been received.

A38

The location of the new No Stopping At All Times parking restriction is shown on the aerial photograph attached at page A38.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The new No Stopping At All Times parking restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing traffic flows.

RECOMMENDATIONS

1. That the Waipani Road, Te Atatu Peninsula - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **WAIPANI 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 **WAIPANI ROAD**, starting from the west property boundary of property number 32 and extending east for a distance of 22 metres, a **NO STOPPING AT ALL TIMES** restriction be put in place.

3. 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 limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



13 ARMADA DRIVE CYCLEWAY

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Henderson Community Board for changes to traffic management associated with the Armada Drive Cycleway.

BACKGROUND

The Council intends to construct cycleways throughout Waitakere, and one of these routes will be the Armada Drive Cycleway.

A39

The cycle route will run from the Armada Drive/Luanda Drive intersection, Ranui, to the Henderson Railway Station. The cycle route travels along Armada Drive, Ranui Station Road, Metcalfe Road, Munroe Road, Summerland Drive, Harvest Drive, Sturges Road, Vintage Drive, through the Henderson Park connecting with the Twin Streams Cycle Route, and along Smythe Road to the Henderson Railway Station and a cycle route reference plan is attached at page A39.

The route will comprise of on-road sections marked by a series of signs. Some sections will be off-road, with small amendments made to existing intersections to allow young and non-confident cyclists an alternative means across/through the intersection to the road.

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

Council is currently progressing design work for the Armada Drive route. As the route is mostly on-road, a number of changes will need to occur to the traffic management of the roads the route follows in order to make it safer and more comfortable for cyclists.

It is proposed to install a new pedestrian refuge island on Sturges Road, which will provide a safe crossing point for cyclists and pedestrians. No-stopping lines are required to provide adequate sightlines between drivers and cyclists, if necessary.

In addition, speed humps could be installed in Smythe Road at a later date to slow passing traffic down and eliminate safety concerns for cyclists, if necessary.

Consultation was carried out, with letters delivered to all residents along the proposed route. Plans detailing any changes were provided, along with an explanation of these changes.

Three responses were received. Two were in favour of having a cycleway along their road, but had minor concerns about loss of parking spaces and the safety of cyclists. Council has responded in writing to these residents, informing them that no parking will be lost on Smythe Road as a result of this project, and the speed humps, if installed, will reduce the speed of passing motorists, making it safer for cyclists.

One resident was opposed to the cycleway, stating that the pedestrian refuge island would cause them major inconveniences when turning in and out of their driveway. Concerns were also raised about the cycleway affecting the width of Sturges Road. Council has responded to this resident informing them this project will provide a flush median providing them with the space to wait safely when turning into their driveway. The flush median will also slow traffic down, making it safer for them to exit the property. The resident was also notified that the cycleway will have no affect on the physical width of Sturges Road.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 cycleway can be implemented under the On Road Cycleways Annual Plan 2007/2008 budget within Transport Assets.

CONCLUSION

The provision of a cycleway from Armada Drive through to the Henderson Railway Station is an important component of Council's support for development of the cycleway network. It will provide a safe and direct route for many cyclists travelling towards Henderson.

The no-stopping lines will improve the sight lines between drivers and cyclists. They will also allow cyclists to have a safe and continuous ride without being obstructed by parked cars.

Pedestrian refuge islands will provide a safe crossing point for cyclists.

A flush median will allow motorists to overtake cyclists comfortably and also allow residents easier access in and out of their properties.

RECOMMENDATIONS

1. That the Armada Drive Cycleway report be received.
2. That in relation to **STURGES ROAD** and **VINTAGE PLACE, HENDERSON**:
 - (a) That all existing parking restrictions or limitations currently applicable to **STURGES ROAD** and **VINTAGE PLACE**, 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 north kerb line of **STURGES ROAD**, at a start point at the east kerb line of **HARVEST DRIVE** to an end point of 102 metres east, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the north kerb line of **STURGES ROAD**, at a start point at the west kerb line of **HARVEST DRIVE** to an end point of 63 metres west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the south kerb line of **STURGES ROAD**, at a start point at the east kerb line of **VINTAGE PLACE** to an end point of 63 metres east, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the south kerb line of **STURGES ROAD**, at a start point at the west kerb line of **VINTAGE PLACE** to an end point of 105 metres west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (v) on the east kerb line of **VINTAGE PLACE**, at a start point at the south kerb line of **STURGES ROAD** to an end point of 17 metres south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (vi) on the east kerb line of **VINTAGE PLACE**, at a start point at the south kerb line of **STURGES ROAD** to an end point of 20 metres south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.

A40 3. That on **STURGES ROAD**, at a start point of 62 metres east of the east kerb line of **VINTAGE PLACE** to an end point of 182 metres west, a **FLUSH MEDIAN** be implemented as delineated on plan number Z1481900, sheet number GO44 attached at page A40 to the Agenda be approved.

A40 4. That the installation of a new **TRAFFIC ISLAND** on **STURGES ROAD**, delineated on plan number Z1481900, sheet number GO44 attached at page A40 to the Agenda be approved.

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 parking limitations and controls.

Report prepared by: Scott Abbot, Project Manager, Transport Assets.



14 VODANOVICH ROAD, HENDERSON - SPEED CALMING MEASURES

PURPOSE OF THE REPORT

The purpose of this report is to provide feedback to the Henderson Community Board on the monitoring carried out following the installation of speed calming devices in Vodanovich Road, Henderson in March 2007.

BACKGROUND

Speed calming devices have been installed in Vodanovich Road from Flanshaw Road to Edmonton Road. As part of the slow street programme, the Henderson Community Board requested that their effectiveness be monitored over a trial period following their installation.

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.

ISSUES

The main objectives of the slow street programme undertaken in Vodanovich Road were to reduce vehicle speed and the amount of bypass traffic, to provide a safer pedestrian atmosphere for the residents.

Speed surveys and traffic counts have been carried out in March/June 2006 and in June 2007. Comparison between the before and after speed surveys indicate that vehicles outside No. 116 Vodanovich Road have on average reduced their 85th percentile speed by 3 kilometres per hour (km/h) following the installation of the speed calming devices. The speed survey shows 50 km/h as the 85th percentile speed at this location, compared to 53 km/h, which was the 85th percentile speed before installing speed calming devices in Vodanovich Road. This has resulted in a substantial improvement in compliance with the posted speed limit in the southern part of Vodanovich Road (Edmonton Road end).

There has been no reduction in speeds outside No. 59 Vodanovich Road. However, there has been a reasonable reduction in daily traffic through this part (4%).

A41-A42

Speed summary at other locations in the northern part of Vodanovich (outside No. 33) shows a small reduction in 85th percentile speed (down by 1 kph). At this site, the 85th percentile speed reduced to 53 km/h from 54 km/h. The percentage exceeding posted speed at this location is reduced noticeably (10% reduction). Graphs showing the speed distribution before and after the devices were installed are attached at pages A41 to A42.

Speed surveys outside No. 116 Vodanovich Road showed the maximum reduction in 85th percentile speed. At this location, speed of the vehicles reduced about 3 km/h compared to the speed surveys undertaken before the installation of the devices. There is very little improvement in 85th percentile speed outside No. 33 Vodanovich Road. The speed reduction at this location is about 1 km/h.

The percentage of vehicles that exceed the posted speed limit (50 kph) is reduced outside No. 33 and No. 116 Vodanovich Road to a reasonable extent. On average, the reduction in the above category at No. 33 Vodanovich Road is about 5%. At No. 116 Vodanovich Road, the drop is about 10%.

Eighty-fifth percentile speed and percentage of vehicles exceeding the posted speed limit are reduced at all locations, except eastbound traffic outside No. 59 Vodanovich Road. However, the average daily traffic at this location has reduced by 400 vehicles. This indicates that at this location, though the devices have not fully reduced vehicle speeds, have achieved the second objective of reducing the bypass traffic through Vodanovich Road.

The recorded accident history for Vodanovich Road (last five years) before the installation of speed calming devices, as recorded in the Land Transport New Zealand crash database, includes nine minor injury and 29 non-injury accidents. A reasonable comparison of the accident rate requires a minimum duration of two to three years after installation.

Decision Making

This information is presented with due consideration of relevant criteria, as required 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.

CONCLUSION

The installation of speed calming devices in Vodanovich Road has improved speed limit compliance and resulted in a reduction in bypass traffic.

RECOMMENDATION

That the Vodanovich Road, Henderson - Speed Calming Measures report be received.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer, Transport Assets.



15 CRANWELL PARK - NEW CAR PARK SPEED RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to formally ratify the existing 10 km/h speed restriction applied in the car park at Cranwell Park to enable this restriction to be legally enforced at all times.

BACKGROUND

Council has received a request from a member of the public to impose speed restrictions through the car park at Cranwell Park to improve safety for pedestrians moving through this area. There were previously no speed restrictions displayed in the car park.

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.

Formalising the existing speed restriction in Cranwell Park will ensure the car park is safe for both pedestrian and vehicle traffic.

ISSUES

Before the request was received by Council, there were no speed restriction signs displayed in the car park at Cranwell Park. The member of the public who has requested speed restrictions believes the current movement of traffic through the car park presents serious safety issues for pedestrians visiting Westwave and the Recreation Centre.

Council has proceeded to install four 10 km/h speed signs in appropriate sight lines through the car park in front of Westwave and the Recreation Centre to provide an immediate deterrent to motorists.

A43

The location of the speed restriction signs is shown on the aerial photograph attached at page A43.

Approving the locations of the speed restriction signs, would allow Council parking officers the ability to legally enforce the speed of vehicle traffic through the car park. The signs will also provide a visual reminder to motorists to keep their speed down in the car park.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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

This issue has no resource implications.

CONCLUSION

The location of the four existing 10 km/h speed restriction signs recently installed are required to be approved in their current locations to ensure that the speed of moving traffic in the car park can be legally enforced by Council.

RECOMMENDATIONS

1. That the Cranwell Park - New Car Park Speed Restriction report be received.
2. That in relation to **CRANWELL PARK, HENDERSON** (PT LOT 7, DP 2251):
 - (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) the four existing **10km/h SPEED RESTRICTION SIGNS** in the car park at **CRANWELL PARK** in their current locations.

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 speed limitations and restrictions.

Report prepared by: Andreas Lilley, Parks Project Development Officer.



16 LLOYD MORGAN LIONS CLUB RESERVE - MOBILITY PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the existing mobility parking areas at Lloyd Morgan Lions Club Reserve to enable these to be legally enforced at all times.

BACKGROUND

Council has been made aware that the existing mobility space parking restrictions present in the car park have been previously installed without Community Board approval, resulting in an inability of Council to legally enforce the use of these mobility spaces.

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.

Legal enforcement of the mobility parking area at Lloyd Morgan Lions Club Reserve will ensure that parking spaces are available at all times for those people that legitimately require them. This is required to meet our Strategic Context of meeting the needs of all, for access and safety.

ISSUES

Currently there are three mobility parking spaces installed in the car park for the community facilities located at Lloyd Morgan Lions Club Reserve. The mobility space restrictions apply at all times. Council received a request to remark the entire car park to reduce the incidence of illegal parking in the mobility spaces. The remarking of spaces in the car park has been completed. This work also included the installation of three mobility parking signs on poles for the three mobility spaces.

Council has become aware that these spaces were never presented to the Community Board for approval before being installed. Council is therefore unable to legally enforce the use of these spaces.

A44

The location of the operation mobility parking restriction is shown on the aerial photograph attached at page A44.

Approving the location of the mobility parking areas to apply at all times, would ensure that Council parking officers have the ability to legally enforce the operation of these car parks. This will ensure mobility card holders have a better opportunity to find a suitable parking space close to the facilities at the park where they need to visit.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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

This issue has no resource implications.

CONCLUSION

The location of the existing three mobility parking spaces are required to be approved in their current locations to ensure that these spaces can be legally enforced by Council and that mobility cardholders have a better opportunity to find suitable parking close to all the amenities at Lloyd Morgan Lions Club Reserve.

RECOMMENDATIONS

1. That the Lloyd Morgan Lions Club Reserve - Mobility Parking Restriction report be received.
2. That in relation to **LLOYD MORGAN LIONS CLUB RESERVE, TE ATATU SOUTH** (LOTS 26, 27, 28 DP 37137):
 - (a) That all existing parking restrictions or limitations currently applicable to **LLOYD MORGAN LIONS CLUB RESERVE** (LOTS 26, 27, 28 DP 37137) 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) the three existing **MOBILITY PARKING AT ALL TIMES** restrictions in the car park at **LLOYD MORGAN LIONS CLUB RESERVE** in their current locations.
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 parking limitations and restrictions.

Report prepared by: Andreas Lilley, Parks Project Development Officer.



17 **OPANUKU RESERVE - RESERVED PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the existing reserved parking allocation for the small car park in front of Henderson Kindergarten, and for the installation of P30 At All Times restrictions in these four (4) reserved spaces.

BACKGROUND

Council has undertaken consultation with staff at the Henderson Kindergarten in regard to the parking arrangements in the small car park at Opanuku Reserve in front of Henderson Kindergarten. The existing five-space car park is placed under continual pressure from users of the kindergarten at pick up and drop off times, and is frequently used by visitors to the reserve and Henderson shopping 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.

Parking restrictions can be applied to ensure efficient, safe movement of vehicles.

ISSUES

Currently there are five parking spaces on Opanuku Reserve immediately outside Henderson Kindergarten which are used by parents for dropping off children. The kindergarten has requested that this car park be reserved for their use only, as the pick up and drop off periods for the centre are extremely busy and close access is desirable. Access to these spaces is made difficult when users of the adjacent reserve, or visitors to the Henderson main street shops, park in this location, sometimes for extended periods of the day.

Council undertook to provide P180 parking for general public use in the larger car park next to the railway overbridge in 2006. This parking restriction has appeared to function satisfactorily.

When the request for allocated parking was received from Henderson Kindergarten, Council marked four of the five spaces with a reserved status. These reserved spaces require the approval of the Henderson Community Board.

Council wishes to also install P30 restrictions on the four spaces, to ensure a continual turnover of cars through these spaces. This would require the installation of the necessary signage to ensure the spaces were used for pick up and drop off only.

The remaining fifth car park space remains unreserved and available for general public use with no time restriction.

A45 The location of the five spaces is shown on the aerial photograph attached at page A45.

Approving the location of the reserved status of the four spaces for Henderson Kindergarten, and installing P30 restrictions on these four spaces, would ensure that Council parking officers have the ability to legally enforce the operation of these car parks. This will ensure users of Henderson Kindergarten have the opportunity to locate parking close to their facilities.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 installation of the P30 restrictions can be implemented under the 2007/2008 Car Park Renewals budget.

CONCLUSION

The existing reserved allocations for four of the five car park spaces outside Henderson Kindergarten are required to be approved in their current locations. The approval for imposing a new P30 time restriction over these four spaces will ensure that these spaces can be legally enforced by Council.

RECOMMENDATIONS

1. That the Opanuku Reserve - Reserved Parking Restriction report be received.
2. That in relation to **OPANUKU RESERVE, HENDERSON, (Legal Description SEC 1 SO 70246)**:
 - (a) That all existing parking restrictions or limitations currently applicable to **OPANUKU RESERVE** 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) the four existing car park spaces with **RESERVED HENDERSON KINDERGARTEN** restrictions in the car park at **OPANUKU RESERVE** in their current locations.
 - (ii) a **P30 AT ALL TIMES** restriction be put in place on these four car park spaces.
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 parking limitations and restrictions.

Report prepared by: Andreas Lilley, Parks Project Development Officer.



18 **TE ATATU PENINSULA PARK - MOBILITY PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to install two mobility parking spaces, which are to be operational at all times.

BACKGROUND

A request has been received by Council's Parks Assets to install two mobility parking spaces in the Te Atatu Peninsula Park car park, to apply at all times.

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.

Installing mobility parking spaces at Te Atatu Peninsula Park will ensure that parking spaces are available at all times for those people that legitimately require them. This is required to meet Council's strategic direction of meeting the needs of all, for access and safety.

ISSUES

Currently there are no mobility spaces provided in the car park at Te Atatu Peninsula Park. The park is home to the clubrooms of the Te Atatu Association Football Sports and Social Club Incorporated and Waitakere Cricket Association.

Following an accessibility audit of the car park, a request has been received by Council's Parks Assets from the Waitakere Cricket Association for two mobility spaces to be installed in the main car park close to both club buildings.

Installing the two mobility spaces in the car park area, to apply at all times, would ensure that mobility card holders have a better opportunity to find a suitable parking space close to where they need to visit.

A46

The proposed location of the two mobility spaces is shown on the aerial photograph attached at page A46. The area of the car park where the new spaces are proposed is currently marked with angled parking. This may mean that the removal of only two standard car parks would be necessary to accommodate the new mobility spaces. The exact set out would need to be confirmed on site in accordance with NZS 4121:2001 Design for Access and Mobility - Buildings and Associated Facilities.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 installation of the mobility parking restriction can be implemented under the 2007/2008 Car Park Renewals budget.

CONCLUSION

The proposed Mobility Parking restriction is recommended to ensure that mobility cardholders have a better opportunity to find suitable parking close to the amenities and clubroom facilities at Te Atatu Peninsula Park.

RECOMMENDATIONS

1. That Te Atatu Peninsula Park - Mobility Parking Restriction report be received.
2. That in relation to **TE ATATU PENINSULA PARK, TE ATATU PENINSULA** (LOT 47, DP 45411):
 - (a) That all existing parking restrictions or limitations currently applicable to **TE ATATU PENINSULA PARK** (LOT 47, DP 45411) 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 the main clubroom car park at Te Atatu Peninsula Park, two **MOBILITY PARKING AT ALL TIMES** restrictions be put in place.
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 parking limitations and restrictions.

Report prepared by: Andreas Lilley, Parks Project Development Officer.



19 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

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Elizabeth Grimmer
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

