

**AGENDA FOR A MEETING OF THE HENDERSON COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON WEDNESDAY, 5 MARCH 2008, COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 7 February 2008

RECOMMENDATION

That the minutes of the Meeting of the Henderson Community Board held on Thursday, 7 February 2008 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 PRESENTATIONS - NEW ZEALAND POLICE

A 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.

B ROY RANBY AND THELMA BUTTERWORTH

Both Roy Ranby and Thelma Butterworth were recipients of the Keep Waitakere Beautiful Trust's Ecowise Community Awards 2007, Totara Award which was presented to the most active group of volunteers working in the community to beautify Waitakere by reducing litter, weeds and graffiti. The two recipients will make a presentation to the Community Board around the tireless work they have undertaken in Taipari Strand.

C MCLAREN PARK COMMUNITY GROUP

The McLaren Park Community Group will make a presentation updating the Community Board on the make up of the Group, what the Group is about and what the future holds.



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 month we farewell one of our longest serving officers, our Chief Executive Officer, Harry O'Rourke, a man held in the highest esteem by all those fortunate to have worked with him over the years. He has been a mentor and supporter of all Community Boards and their members since the City was formed. He was also the Henderson Community Board Manager for a time and was instrumental in guiding the Board to many successes achieved on behalf of the residents. Mr O'Rourke is a highly principled man and a friend to many of us whom we will miss.

Royal Commission

This is looming in the forefront of our minds and we need to focus on the best outcomes for the community we represent and ensure grassroots democracy is confirmed.

There will be a public meeting at The Trusts Stadium in April 2008 and Waitakere is hosting an Auckland Regional Community Boards Chairs meeting on Saturday, 8 March 2008. The Board will need to decide whether it will be making a submission as The Royal Commission is encouraging as many people as possible to make submissions.

Community Board Workshops

The first two workshops have been most successful with a large attendance and I thank the Council officers who have presented so willingly and professionally. At the completion of these workshops Community Board Members will be better prepared to advocate on behalf of the community.

Zone 1 Region Meetings

These meetings are held quarterley and involve Council representatives from the Far North to Franklin Councils. There were a number of presentations including Transit NZ and Mike Cohen, Chairman Auckland Region & Far North Community Boards Association. The Community Boards will continue to be represented on a rotating basis.

Henderson Main Street and Rainside Ave

The next stage of improvements commence in March 2008 and will be completed in July 2008. While there will be disruption to parking and traffic, access to businesses will be maintained at all times. This has been a long process but was long overdue for the Heart of the City.

The Trusts Stadium Grandstand Opening

The Trusts Stadium Grandstand opening was held on 19th February during the IAAF Invitational Athletics Meeting which showcased all the facilities there. The icing on the cake was when Valerie Vili received both the Halberg Sportswomen of the Year and Supreme Award at the meet. It was truly a wonderful night.

Rutherford Schools Travel Plan

Rutherford Primary School held another learning day for the start of the school year to promote among safety issues, walking to school and bicycle riding. The road safety works are nearly completed.

Sturges Road Bridge Liaison Group

The commencement of works to widen the bridge and associated roading works is getting closer and at the Board's meeting to be held on Thursday, 3 April 2008 firm dates should be known.

Strategic Parking Consultant

On Wednesday, 13 February 2008 Todd Litman from British Columbia made a presentation regarding strategic options for resolving parking problems and the better utilisation of existing parking. It was a challenging presentation but one that made perfect sense. The City was extremely lucky to have such an expert present to Elected Members and Council officers.

RECOMMENDATIONS

1. That the Chairman's Report be received.
2. That the Henderson Community Board thank the Chief Executive Officer, Harry O'Rourke for his long and outstanding service to the community and wish him and Jackie well for the future.

Elizabeth Grimmer, MNZM






CHAIRMAN



7 COMMITTEE SECRETARY'S REPORT


A1-A5







	Issue	Comments	Reporting Council Officer
1.	Zone one Deputy Representative on the Executive Committee of the New Zealand Community Boards Association	<p>The Community Board Chairmen have been advised by Local Government New Zealand that an election for the position of Zone 1 Deputy Representative on the New Zealand Community Boards' Executive Committee is required. As more than one nomination for the position was received, an election is to be held. The Board now needs to consider how to exercise its vote. (letter attached at pages A1 to A5).</p> <p>The two candidates are Christine Shepherd from the Waitakere Community Board and David Thornton from the Glenfield Community Board.</p> <p>The election was conducted by postal ballot and voting papers were required to be returned by Monday, 25 February 2008. If there is an equality of votes, the Returning Officer will decide which of the candidates is elected by the drawing of lots.</p> <p>The Board now needs to determine how to exercise its vote for the Zone 1 Deputy Representative on the Executive Committee of the New Zealand Community Boards' Association for the ensuing three year term. The Board also needs to give authorisation to the Chairman to submit the voting papers on behalf of the Board. In order to ensure that the Board's vote was received by the Returning Officer prior to Monday, 25 February 2008, voting papers have been sent and this ratifies the Board's decision.</p>	<p>Darryl Griffin  836 8000 Extn: 8712</p>

	Issue	Comments	Reporting Council Officer
2.	Tui Glen Reserve and Community Waitakere Facility Update Officer's Report	A resource consent pre-hearing meeting on the proposed Community Waitakere Resource Centre at 2 Claude Brookes Avenue, LUC: 2007-96 was held on Monday, 4 February 2008. This meeting was the result of an objection to the proposal being received through the notified resource consent process. As the parties could not reach agreement at this meeting, a resource consent hearing was required. This hearing will take place on Friday, 29 February 2008.	Renee Davies  836 8000 Extn: 8118
3.	Tui Glen Stage Two Development Officer's Report	Physical works commenced on the Stage Two development in late January 2008 and are on track to be completed by the end of March 2008.	Andreas Lilley  836 8000 Extn: 8553
4.	Te Atatu Peninsula Walkway Design – Chapman Strand to Taipari Strand Officer's Report	The contract for professional services for Te Atatu Peninsula Walkway – Chapman Strand to Taipari Strand link was awarded in December 2007. Detailed design work will continue through 2008, with the building consent expected to be obtained by June 2008. Stage One of the physical works are anticipated to commence towards the end of 2008.	Ian Lamont  836 8000 Extn: 8400
5.	Alan Reserve Playground Upgrade Officer's Report	As part of Council's ongoing playground renewal programme the playground at Alan Reserve was intended to be upgraded in 2008. Consents have been obtained, however, due to numerous unforeseen events occurring throughout the playgrounds in Waitakere City the upgrade of Alan Reserve playground will be deferred until the 2008/2009 Financial Year.	Tracey Hamilton  836 8000 Extn: 8969
6.	Gloria Park Car Park Upgrade Officer's Report	In January 2008, works commenced on the upgrade of the car park at Gloria Park and are expected to be completed by March 2008. These works consist of a reduction in the car park area to improve safety, new kerb and channel, the resurfacing of the car park and entranceway with a new hot mix surface, line marking and bollards. The toilet block was removed in November 2007 as part of a separate project.	Andreas Lilley  836 8000 Extn: 8553

	Issue	Comments	Reporting Council Officer
7.	Harbourview – Orangihina, Hughes Esplanade – Weed Control and Planting Officer's Report	Weed control will be carried out in Harbourview – Orangihina and Hughes Esplanade during January and February 2008 in preparation for native revegetation planting to be carried out in autumn.	Helen Biffin ☎ 836 8000 Extn: 8758
8.	Henderson Valley Toilet Block Upgrade Officer's Report	Consents have been obtained. Subject to receiving a suitable tender, works are planned to commence in March 2008.	Talitha Gibbons ☎ 836 8000 Extn: 8303
9.	Kingdale Reserve Footbridge Minor Upgrade Officer's Report	The Kingdale Reserve Footbridge is being upgraded in 2008. Consent applications have been lodged and are currently being processed. Subject to receiving a suitable tender, physical works are planned to be carried out in March-April 2008.	Talitha Gibbons ☎ 836 8000 Extn: 8303
10.	Toilet Block Removal – Taipari Strand 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.	Andreas Lilley ☎ 836 8000 Extn: 8553
11.	Anzac Day Parade on Friday, 25 April 2008 Officer's Report	The Board is requested to appoint representative(s) to attend the Returned Services Association (RSA) Anzac Day Parades in the Henderson Ward. In addition to the City's Dawn Parade at the Waikumete Cenotaph, each of the City's RSAs will host its own parade. The Council and the Community Boards are invited to nominate official representatives to attend these parades. The Council at its meeting to be held on Wednesday, 5 March 2008, will appoint Councillors to attend the various parades in the City. Appointments of Community Board Members to attend the community Anzac Day Parades is now referred to the Board for its consideration. The venues and times are as follows: Henderson 10.30 am Te Atatu 10.00 am.	Tracey Haggio ☎ 836 8000 Extn: 8810

	Issue	Comments	Reporting Council Officer
12.	<p>Community Board Minor Park Projects 2007/2008 Officer's Report</p>	<p><u>Taipari Strand- Barbecue</u> A meeting was held at Taipari Strand between the Taipari Strand Committee and Council officers in February 2008. The Committee no longer want a barbecue to be installed and have requested that a gate be installed instead. A gate is planned to be installed in April 2008, however this is subject to the outcome of community consultation to be undertaken in early March.</p> <p><u>McLeod Park- Swings</u> Building Consent was granted at the end of February 2008. The swings are now programmed to be installed in March 2008.</p> <p><u>Cranwell Park- Picnic Tables</u> Two picnic tables were installed in February 2008.</p> <p><u>Lake Panorama - Picnic Tables</u> Two picnic tables were installed in February 2008.</p> <p><u>McLaren Park - Community Notice Board</u> A design is yet to be finalised and further discussions with the McLaren Park Community Group are required. It is planned the notice board will be installed in April 2008.</p>	<p>Katharine Slack ☎ 836 8000 Extn: 8779</p>
13.	<p>Determination Report – Review the Control of Liquor in Public Places Bylaw 2003 Officer's Report</p>	<p>The Determination Report – Review the Control of Liquor in Public Places Bylaw 2003 will be presented to the Planning and Regulatory Committee on Tuesday, 11 March 2008.</p> <p>The report seeks approval for Council officers to undertake public consultation on solutions to alcohol related issues in the community, and specifically the option of reviewing the Bylaw.</p> <p>If approved by the Planning and Regulatory Committee, Council officers will present the report to each Board and seek submissions from each Board respectively.</p>	<p>Roy Hunt ☎ 836 8000 Extn: 8714</p>

	Issue	Comments	Reporting Council Officer
14.	Community Wellbeing Fund Allocation 2007/2008 3 September 2007 Resolution No. 3329/2007	A workshop was held to address all funding issues on Monday, 11 February 2008 after the Finance and Operational Performance Committee (FOP) meeting. The recommendations from the workshop will be added to the Community Assistance Fund Policy and reviewed as an Agenda report to the FOP meeting scheduled for 7 April 2008, to which the Chairman of each Community Board have been requested to attend.	Greta Buchanan  836 8000 Ext: 8150

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Report	August 2005 Resolution No. 1468/2005 Last updated 5 February 2007	5 June 2008	Tony Miguel  836 8000 Ext: 8294
Fixed Driver Feedback Signs in the Henderson Ward	5 July 2007 Resolution No. 3003/2007	5 June 2008	Bernadette Molloy  836 8000 Extn: 8524
Request from the World Harmony Run for a Street, Walkway or Park to be Named After Sri Chinmoy	2 August 2007 Resolution No. 3159/2007	3 April 2008	Renee Davies  836 8000 Extn: 8118
Kerbing and Channelling on Rangeview Road, Sunnyvale and Sherry Brook Place, Sunnyvale	6 December 2007 Public Forum	3 April 2008	Sue Liddell  836 8000 Extn: 8736
Parking Restrictions at Cranwell Park During the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre	3 September 2007 Resolution No. 3311/2007 Nos. 5 and 6	4 September 2008	Clare Sarney  836 8000 Extn: 8506
Te Atatu Peninsula Town Centre Project	Ongoing Update	3 April 2008	Robin Jenkin-Winter  836 8000 Extn: 8400

RECOMMENDATIONS

1. That the Committee Secretary's Report for 5 March 2008 be received.
2. That the Henderson Community Board determine how to exercise its vote for the Zone 1 Deputy Representative on the Executive Committee of the New Zealand Community Boards' Association for the ensuing three year term.
3. That the Henderson Community Board authorise the Chairman of the Henderson Community Board to complete and submit the necessary papers for its vote to be recorded.
4. That the Henderson Community Board appoint a representative(s) to attend the Anzac Day Parades on Friday, 25 April 2008 as follows:

Henderson 10.30 am
Te Atatu 10.00 am.
5. That the funding from the Community Board Minor Parks Projects 2007/2008 for the installation of a barbecue at Taipari Strand, which was approved by the Henderson Community Board at its meeting held on Thursday, 3 September 2007 be transferred for the installation of a gate at Taipari Strand.

Report prepared by: Ngareta Delamere: Committee Secretary.



8 BOARD MEMBERS' REPORTS

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

HENDERSON COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Steve McDonald Shirley Savage (alternate)
City Safety Action Group	Leo Nobilo Shirley Savage
Henderson Heritage Trust Inc.	Wayne Bainbridge
Henderson Business Liaison Group	
Keep Waitakere Beautiful Committee	Steve McDonald
McLaren Park Henderson South Community Initiative	Steve McDonald Elizabeth Grimmer (alternate)
Taipari Strand Community Group	
Te Atatu South Schools Travel Plan	Elizabeth Grimmer Leo Nobilo

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Steve McDonald Shirley Savage (alternate)
Waitakere Citizens Advice Bureau	Gayle Marshall Shirley Savage (alternate)
Waitakere Road Safety Steering Group	Elizabeth Grimmer
COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	Wayne Bainbridge SJ McDonald (alternate)
Creative Communities Scheme Allocation Subcommittee	Wayne Bainbridge Elizabeth Grimmer (alternate)
Long Term Council Community Plan and Annual Plan Committee	Elizabeth Grimmer Leo Nobile (alternate)
Street Events Subcommittee - Henderson Ward	Wayne Bainbridge



9 **BURGUNDY PARK AVENUE, HENDERSON – 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 Burgundy Park Avenue, Henderson.

BACKGROUND

A request has been received from a resident on Burgundy Park Avenue to install a No Stopping At All Times parking restriction around the bend on Burgundy Park Avenue outside property number 2.

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

Burgundy Park Avenue is a local road. It is residential and runs from Sturges Road. It is approximately 7.5 metres wide. In roads of this classification it is acceptable for vehicles to park on both sides of the road, provided drivers of vehicles passing parked cars are able to see traffic approaching from the opposite direction and take evasive action before a conflict occurs.

The bend in Burgundy Park Avenue is opposite Semillon Avenue and driver sight lines to traffic approaching from the opposite direction are blocked. In addition, vehicles exiting Semillon Avenue, turning right into Burgundy Park Avenue have to cross the centre line to manoeuvre around parked vehicles on the bend of Burgundy Park Avenue. For safety reasons it is necessary to ensure that there is no obstruction on the carriageway around the bend to allow two vehicles to pass.

Affected properties have access to off street parking. Consultation was carried out with the properties that will be directly affected by the new No Stopping At All Times parking restriction. To date no responses have been received. As this is a safety issue, it is proposed to install the new No Stopping At All Times parking restriction.

A6

The location of the new No Stopping At All Times parking restriction is shown on the aerial photograph in attachment at page A6 to the agenda.

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 No Stopping At All Times parking restriction can be implemented under the 2007/2008 Annual Plan maintenance budget.

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 or sightlines of drivers.

RECOMMENDATIONS

1. That the Burgundy Park Avenue, Henderson – New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **BURGUNDY PARK AVENUE, 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 restriction be now resolved to be specified and imposed, namely,
 - (i) on **BURGUNDY PARK AVENUE** starting from a point 65 metres from the Sturges Road intersection and extending west for a distance of 40 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.



10 **MANUI PLACE, SUNNYVALE – MOBILITY PARKING SPACE AND P2 PARKING RESTRICTION SPACE**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval to change two existing parking spaces on Manui Place, outside the Sunnyvale Railway Station, to one mobility parking space, and one P2 parking space Monday to Friday 7am to 7pm.

BACKGROUND

Requests have been received from residents and the Community Board to provide a mobility parking space and a drop off and pick up parking space on Manui Place, outside the Sunnyvale Railway Station.

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

Currently there are seven all day parking spaces on Manui Place, outside the Sunnyvale Railway Station and this is the nearest car park to the station. It is a convenient and popular place for commuters with mobility permits to park and for other users to pick-up and drop-off passengers. Currently, there is no facility here for this purpose.

In 2007, a new park and ride facility was constructed on Seymour Road, opposite Manui Place, which has provided ample parking spaces for train commuters. There is also sufficient off street parking on Manui Place. Therefore, the change of two existing parking spaces to one mobility parking space and one P2 parking space will not affect the parking capacity.

Providing a mobility parking space and a P2 parking space would enable easier access to the Sunnyvale Railway Station and better drop-off and pick-up facilities.

A7 The location of the mobility parking space and the P2 parking space is shown on the aerial photograph in attachment at page A7 to the agenda.

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.

The adjacent residents have been informed about this proposal and one positive response was received.

RESOURCES

The proposed changes to the two parking spaces can be implemented under the 2008/2009 Annual Plan Facilities for Disabled budget.

CONCLUSION

The new mobility parking space and the P2 parking space Monday to Friday 7am to 7pm on Manui Place is recommended to enable convenient mobility access to the Sunnyvale Railway Station and a drop-off and pick-up facility.

RECOMMENDATIONS

1. That the Manui Place, Sunnyvale – Mobility Parking Space and P2 Parking Restriction Space report be received.
2. That in relation to **MANUI PLACE, SUNNYVALE:**
 - (a) That all existing parking restrictions or limitations currently applicable to **MANUI 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 restrictions or limitations 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 parking restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **MANUI PLACE** outside number 7 Manui Place one **P2 PARKING RESTRICTION, 7AM TO 7PM MONDAY TO FRIDAY** be put in place.
 - (ii) on the west kerb line of **MANUI PLACE** outside number 7 Manui Place one **MOBILITY 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 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jane Harris: Transport Technician.



11 **SOUTHGATE PLACE, HENDERSON – NO STOPPING AT ALL TIMES PARKING RESTRICTION REQUEST**

PURPOSE OF THE REPORT

The purpose of this report is to advise the Henderson Community Board of a request for a No Stopping At All Times parking restriction in the cul de sac on Southgate Place, Henderson.

BACKGROUND

A request has been received from a business operator on Southgate Place to install a No Stopping At All Times parking restriction in the cul de sac in Southgate Place.

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

Southgate Place is a local no exit road. It is predominately industrial with a few residents living above the businesses.

The customer advises there is an issue when vehicles are parked legally against the kerb in the cul de sac and trucks are attempting to turn in this area. To complete the turning manoeuvre, some trucks find it necessary to reverse into a nearby driveway. The business operator who contacted us is concerned that their driveway is not made for the weight of these trucks, which in some cases have a trailer attached, and their underground services and surface of their vehicle crossing may be damaged.

All affected properties have access to off street parking. Consultation was carried out with the properties that will be directly affected by the requested No Stopping At All Times parking restriction. Approximately six local businesses and residents responded opposing this request as they do not believe there is an issue in this street. For this reason, Council is recommending not to progress with this request at this time.

A8 The location of the area requested for No Stopping At All Times parking restriction is shown on the aerial photograph in attachment at page A8 to the agenda.

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

No resources are required.

CONCLUSION

The No Stopping At All Times parking restriction is not recommended at this time.

RECOMMENDATION

That the Southgate Place, Henderson – No Stopping At All Times Parking Restriction report be received.

Report prepared by: Jane Harris: Transport Technician.



12 SUNNYSIDE ROAD, SUNNYVALE – BUS STOP RELOCATION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for the relocation of a bus stop from outside number 12 Sunnyside Road to outside number 8 Sunnyside Road, Sunnyvale.

BACKGROUND

The existing bus stop outside number 12 Sunnyside Road is located too close to the Sunnyside Road/Seymour Road roundabout. Due to the road width, when a bus stops at this bus stop it narrows the carriageway and can cause an obstruction to the traffic flow on Sunnyside Road, towards the roundabout. Vehicles overtaking the stationary bus would also pass close to vehicles traveling in the opposing direction. This is undesirable because left turning vehicles from Seymour Road will not have good sight lines due to the thick vegetation at the corner of the roundabout.

STRATEGIC CONTEXT

The 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 stops 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.

A9 The location of the area for relocating the bus stop is shown at the map attached at page A9 to the agenda.

ISSUES

A search of the Land Transport New Zealand database showed that in the past five years there has been no reported accident relating to the existing bus stop outside number 12 Sunnyside Road. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

Relocating the bus stop to outside number 8 Sunnyside Road will reduce the safety concerns described above.

Adjacent residents were consulted in December 2007. The resident at number 8 objected to the new bus stop on the grounds of increased noise and loitering of undesirable persons of the public which may result in vandalism and littering. This bus stop is used relatively infrequently, and the Council will provide a rubbish bin at the relocated bus stop.

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 relocation of the bus stop can be funded from the 2008/2009 Annual Plan Maintenance budget.

CONCLUSION

Relocating the bus stop on Sunnyside Road will improve traffic safety and operation in the vicinity of the Sunnyside Road/Seymour Road roundabout.

RECOMMENDATIONS

1. That the Sunnyside Road, Sunnyvale – Bus Stop Relocation report be received.
2. That in relation to **SUNNYSIDE ROAD, SUNNYVALE:**
 - (a) That all existing parking restrictions or limitations currently applicable to **SUNNYSIDE 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 restrictions or limitations 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 bus stop be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **SUNNYSIDE ROAD, SUNNYVALE** at a point approximately 60 metres south of the south kerb line of Awaroa Road a new **BUS STOP** 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 be hereby approved to be put in place to properly establish, delineate and record the said bus stop control.

Report prepared by: Kong Jin Png: Senior Transport Engineer.



13 **PROPOSED REFUGE ISLANDS – SWANSON ROAD, SOUTH OF BRICK STREET, HENDERSON**

GLOSSARY

Traffic Impact Assessment (TIA)

PURPOSE OF THE REPORT

The purpose of this report is to seek the Henderson Community Board's approval for relocating an existing set of refuge islands and extension of no stopping lines on Swanson Road, South of Brick Street, Henderson.

As the location of this project falls on the border between the Massey and Henderson Wards this report is presented to both Community Boards.

BACKGROUND

A land use consent was granted in October 2006 to establish a day care facility at 2 Brick Street, Henderson.

The subject site is located at the southern corner of Brick Street and Swanson Road intersection. To the south of the site is a large commercial complex and opposite the site is the northern end of Waitakere College where a pedestrian gate is located.

A set of refuge islands used by the college students is located on Swanson Road approximately 40 metres south of Brick Street immediately outside the college's pedestrian gate.

The proposal included the establishment of a two-way vehicle crossing on Swanson Road at the southern end of the site and in close proximity of the refuge islands. An additional out only vehicle crossing was also proposed off Brick Street. The Swanson Road crossing required the repositioning of the refuge islands further south.

At lodgement the proposal was supported by a traffic impact assessment (TIA). The TIA included a full assessment of the proposal and concluded that the effects of the proposed access arrangement were not adverse.

To ensure full functioning of the Swanson Road vehicle crossing the TIA recommended the relocation of the refuge islands 48 metres to the south. The TIA included a full description of the effects of this relocation suggesting it was feasible and would not affect any other road users.

On the basis of the analysis noted in the TIA, Council accepted the recommended relocation and incorporated a condition of consent to that effect. The relevant condition of consent, TA5, states the following:

“Demolish the existing central physical islands on Swanson Road, opposite 2 Brick Street and form / construct a similar new central physical islands layout in a new location approximately 48 metres to the south of the current position opposite 204 Swanson Road (as indicated on the plans). Fully reinstate the road pavement, sealed surface and complete pavement markings and signs. All work to be to the satisfaction of Council and all costs are to be met by the applicant.”

The other conditions relate to the construction of the vehicle crossings.

The applicant's representative approached Council late in 2007 requesting further information with regard to the required process needed to implement the said condition. The applicant's representative was advised to commission an independent design firm to complete the detailed design of the islands' relocation together with pram ramps footpath adjustments and no stopping lines. Council recommended to undertake a pedestrian related study in which these islands were an important site.

Council and their consultants met on site in July 2007 and determined the most appropriate location for the new islands. Council indicated that the college administration would not support any relocation as the present location was optimal in terms of pedestrian movements.

A10

Following the meeting it was decided that Council's consultants would prepare the detailed design drawing for the islands taking into account the driveways leading to the property at No 204-218 Swanson Road. This drawing, showing the proposed works, has been completed and area included in attachment at page A10 to the agenda.

STRATEGIC CONTEXT

The 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 and refuge islands can be applied to ensure efficient and safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Waitakere College was consulted with regard to the relocation. The college did not support the relocation initially but reluctantly agreed provided Council undertook to relocate the college's gate to suit the new islands. The works also involve the upgrade of the footpath, which Council will complete as part of its regular maintenance programme. This upgrade will be completed in such a way to complement the islands' relocation and installation of pram ramps undertaken by the applicant.

A11-A12

Having completed its part of the consultation Council requested from the applicant to consult with its immediate neighbours, who rejected the proposal stating that their property is determinately affected by the proposed design. A letter from the neighbour is included in attachment at pages A11 to A12 to the agenda.

Two issues are noted by the neighbour:

- The ability of trucks to use the northern most driveway with the presence of islands; and
- The removal of on-street parking along the frontage.

Council acknowledges that up to four on-street parking spaces (two on each side) will be lost as a result of the islands' relocation. This loss is not considered adverse and is expected to affect parents of the college more than visitors to the industrial activities at 204-218 Swanson Road where ample off-street parking is available. Essentially Council considers the removal of parking in this vicinity appropriate to provide for a safer environment for pupils crossing the street.

With regard to the northern vehicle access' ability to accommodate large vehicles the design, demonstrated that single unit trucks (rigid 8.0 metre trucks) will be able to enter and exit in both directions without great difficulties.

To establish the difficulties experienced by B-trains (large rigid trucks) or truck and trailer units Council examined the operation of the northern and central crossings before and after relocation (all movements) using four types of vehicles:

- 8.0 metre rigid truck, small truck;
- 11.0 metre rigid truck, medium truck;
- 17.0 metre semi-trailer; and
- 20.0 metre B-train.

The following tables 1 and 2 describe the differences in driveway operation before and after relocation using semi-trailers and B-trains only as small and medium trucks are unlikely to be significantly affected:

Table 1 – North Crossing Operation

Movement	Before	After	Extent of change
Left In	<ul style="list-style-type: none"> • A semi-trailer can enter the site with difficulties if using the whole of the existing flush median • B-trains can only enter the site if using a part of the southbound lane illegally and driving over the kerb 	<ul style="list-style-type: none"> • Semi-trailers will not be able to enter the site • B-trains will not be able to enter the site 	<ul style="list-style-type: none"> • Partially worse for semi-trailers • No change for B-trains as far as legal manoeuvring is concerned
Left Out	<ul style="list-style-type: none"> • The existing refuge islands restrict the movements of both types of truck 	<ul style="list-style-type: none"> • Both trucks will be able to exit left using the flush median 	<ul style="list-style-type: none"> • Better for both types of trucks
Right In	<ul style="list-style-type: none"> • Both trucks can enter the site but must wait in the southbound lane for a gap 	<ul style="list-style-type: none"> • Both trucks will be able to enter the site using the flush median without blocking southbound traffic 	<ul style="list-style-type: none"> • Better for through traffic as well as trucks entering the site
Right Out	<ul style="list-style-type: none"> • A semi-trailer can exit right only if no cars are parked south of the exit point • A B-train can exit right only if no cars are parked south of the exit point and partially using the northbound lane 	<ul style="list-style-type: none"> • A semi-trailer will be able to turn right out as parking will be stopped in the area that currently restricts this manoeuvre • B-trains will not be able to turn right out of this crossing 	<ul style="list-style-type: none"> • No major change for semi-trailers • Detrimental to B-trains

Table 2 – Central Crossing Operation

Movement	Before	After	Extent of change
Left In	<ul style="list-style-type: none"> Both semi-trailers and B-trains are able to turn left in while partially using the flush median 	<ul style="list-style-type: none"> No change in operation 	<ul style="list-style-type: none"> No change for both types of trucks
Left Out	<ul style="list-style-type: none"> Both semi-trailers and B-trains are able to left out in while partially using the flush median 	<ul style="list-style-type: none"> No change in operation 	<ul style="list-style-type: none"> No change for both types of trucks
Right In	<ul style="list-style-type: none"> Both semi-trailers and B-trains are able to turn right in using the flush median without affecting the southbound through movements 	<ul style="list-style-type: none"> A semi-trailer will partially block the southbound traffic while waiting for a gap to turn right in A B-train will almost always block the southbound traffic while waiting for a gap to turn right in 	<ul style="list-style-type: none"> Generally worse for southbound through traffic but no effects on the movements of trucks
Right Out	<ul style="list-style-type: none"> Both semi-trailers and B-trains can turn right out fully using the flush median and partially going over the northbound lane for a short distance 	<ul style="list-style-type: none"> No change in operation 	<ul style="list-style-type: none"> No change for both types of trucks

Having considered the effects of the islands' relocation on all truck manoeuvres Council is satisfied that whilst B-trains will not be able to turn right out of the northern crossing other truck manoeuvres will in fact be easier albeit with some inconveniences to through traffic movements, in particular southbound traffic.

With regard to the B-trains left turning into the northern crossing, which can currently occur only by using an illegal manoeuvre (travelling in the wrong direction for a short distance), Council considers the inability of these trucks to make this manoeuvre a safety improvement.

Council notes that the northern crossing is not constructed to appropriate standard to accommodate large vehicles and significant upgrade to this crossing would be needed with or without the refuge islands if B-trains were to use this crossing safely and in a normal way.

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 and relocated refuge islands will be constructed at the applicant's costs and the upgrade of the footpath on the west side of Swanson Road can be implemented under the 2007/2008 Annual Plan road maintenance budgets. The cost of the footpath upgrade is estimated to be \$5,000 for each side.

CONCLUSION

The need to relocate a set of refuge islands on Swanson Road south of Brick Street has arisen from a land use consent condition to establish a day care centre at 2 Brick Street. To maintain safety and efficiency on the road at this location, it is also necessary to put in place a no stopping at all times parking restriction along the kerb lines in the vicinity of the new refuge islands.

RECOMMENDATIONS

- A10
1. That the Proposed Refuge Islands - Swanson Road, South of Brick Street, Henderson report be received.
 2. That the relocation of an existing set of **REFUGE ISLANDS** on **SWANSON ROAD** as delineated on plan number 9226A2C attached at page A10 to the agenda be approved.
 3. That in relation to **SWANSON ROAD, HENDERSON:**
 - (a) That all existing parking restrictions or limitations currently applicable to **SWANSON 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 restrictions or limitations 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 restriction be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **SWANSON ROAD** from the southern property boundary of number 181 **SWANSON ROAD** and extending south for a distance of 35 metres a **NO STOPPING AT ALL TIMES** parking restriction 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 be hereby approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Adam Moller: Senior Transport Engineer.

