



**AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD IN  
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON TUESDAY, 30 MAY 2006, COMMENCING AT 7.00 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Tuesday, 2 May 2006

**RECOMMENDATION**

That the minutes of the Meeting of the Waitakere Community Board held on Tuesday, 2 May 2006, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

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

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

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

**NOTE:** Urgent business need not be dealt with now and may be delayed until later in the meeting.



**4 PUBLIC FORUM**

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

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

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



## 5 **CHAIRPERSON'S REPORT**

We seem to be very much in limo at the moment, still waiting a decision on which option Council will adopt for the Representational Review and just this week going into hearings for the Annual Plan and Long Term Council Community Plan.

### **Electoral Boundaries Representational Review**

As I write this Council have still not made a decision as to what option it will take forward as its one preferred option to the Local Government Commission.

At the conclusion of hearings last Friday and following some very passionate and well prepared submissions by Waitakere Ward presenters deliberations took place. A 5/6 vote rejecting a recommendation for Option 2 was the result. This definitely is an improvement on the informal result with only 3 votes for and the remainder against.

Some Councillors have listened to the argument for retaining the Waitakere Ward and are now supporting its retention. What form this will take is still yet to be determined.

The meeting was adjourned to be reconvened prior to the Council meeting on Wednesday, 24 May 2006. Council officers are to come back with some further suggestions of how this can be achieved.

### **Annual Plan and Long Term Council Community Plan**

A1-A6

Attached at pages A1 to A6 is a copy of the Community Boards submission. We will be speaking to this as a Board with individual members speaking to specific items of interest.

### **Farewell to Warahi (Wallis) Paki (Maori Issues Manager)**

It's always sad to see such a valued core member of the staff leave Council. But Warahi is not going to another position of opposition, he's retiring to manage his investment portfolio and spend valuable time with his family.

I knew 'Wallis' when I was in my late teens, early 20's when he played Rugby along with my husband at Waitemata. I ran into 'Warahi' nearly 25 years later at Council and once again got to know this amazingly sensitive and compassionate man. Warahi made my introduction to Maori protocols within the Council environment a fun and exciting learning experience. I believe he will still be working in the wings and I wish him well with his future ventures and time with him family.

### **Disability Disco**

Once again this year I attended the disco for these teenagers with disabilities, and boy do they know how to enjoy themselves. I took some delightful photos. It is humbling that there are young adults who are pleased to give their Friday night to volunteer and support an event such as this. These young men and women are members of the Waitakere City Youth Council and are true ambassadors for this city.

**RECOMMENDATION**




That the Chairperson's Report be received.

Christine Shepherd, JP

**CHAIRPERSON**








**6 COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Piha Playground Renewal Officer's Report</p>	<p>The renewal of the play facility at Piha Domain is planned for the 2006/2007 financial year. A survey was sent to all residents and a meeting was held at Piha Domain Bowling Club on Saturday, 29 April 2006 to gather information from residents and users of the current facility. Feedback from the survey is currently being analysed and used to shape the draft design. The draft design will be presented to any interested parties on Saturday, 20 May 2006 from 10.00 am -12.00 pm at Piha Domain Bowling Club. A copy of the draft design will also be put on display at Piha Library from Monday, 22 May 2006 for one week.</p> <p>Feedback from this process will shape changes to the draft design and the modified plan will then be presented to Waitakere Community Board for approval.</p> <p>The intention is to carry out the physical works in February 2007.</p>	<p>David Barker  836 8000 Ext 8306</p>
<p>Community Board Minor Parks Projects 4 October 2005 Resolution No. 1847/2005</p>	<p><b>Les Waygood Preschool Playground</b> – A new safer surface is to be installed by the end of June 2006. Issues with consent application relating to part of the play area being on Road Reserve need to be resolved before shade cloth can be installed - the project will be carried over into the new financial year.</p> <p><b>Laingholm Hall Reserve</b> – a concrete pad by the flag pole has been installed.</p>	<p>David Barker  836 8000 Ext 8306</p>
<p>Upgrading of Road Drainage Along the Length of Henderson Valley Road between Forest Hill Road and Pine Avenue 2 May 2006 Public Forum</p>	<p>The upgrading of road drainage along the length of Henderson Valley Road between Forest Hill Road and Pine Avenue is an ongoing project that, due to cost, is being staged over a number of years. The part of the work being carried out in the 2005/2006 financial year is nearing completion and further work is proposed in the 2006/2007 financial year subject to the budget being confirmed in the Annual Plan process.</p>	<p>Adam Moller  836 8000 Ext 8750</p>

Issue	Comments	Reporting Council Officer
<p>Gorse Management For Piha Road, Piha 31 August 2004 Resolution No. 1619/2004</p>	<p>Gorse has successfully been removed in a number of sections of Piha Road. Planting of natives is due to start in June 2006 as per the Piha Road Gorse Management Plan.</p>	<p>Debbie Chapman  836 8000 Ext 8303</p>
<p>Re-vegetation Planting and Weed Control at Astelia Grandis Reserve and Paremuka Esplanade 6 December 2005 Resolution No. 2399/2005</p>	<p>Re-vegetation planting and weed control is underway at Astelia Grandis Reserve and Paremuka Esplanade. Renewal of existing re-vegetation gardens is also included at various sites. The project is due to be finished in June 2006.</p>	<p>Debbie Chapman  836 8000 Ext 8303</p>
<p>Waitakere River Realignment 6 May 2003 Resolution No. 864/2003</p>	<p>A meeting was held with the Bethell's Beach Residents Group on Thursday, 11 May 2006 to discuss the issues with the erosion of the Waitakere River stream bank adjoining the vehicle access way next to the Bethell's Surf Club. The options mentioned in a report, which was produced in November 2002 by Tonkin and Taylor (Engineering consultants), was discussed. Other options were also discussed and the outcome from the discussions was to establish a working party (the Bethells Waitakere River Group). The working party is to consist of representatives from the Bethell's Beach Residents Group, Council officers and representatives from Waitakere Community Board. The working party's objective is to consider all options and report the information back to the Bethell's Beach Residents Group for consideration and then report the findings to the Waitakere Community Board.</p> <p>The temporary soft option of moving sand from one side of the river to the eroded stream bank will continue in the interim to limit the ongoing erosion.</p> <p>A full report on this project's timeline will be presented to the Waitakere Community Board in July 2006.</p>	<p>Grant Jennings  836 8000 Ext 8537</p>
<p>Piha Helipad Replacement Officer's Report</p>	<p>The letter to the directly affected parties (approximately 30 ratepayers and residents) who reside opposite the proposed location of the helipad and residents who overlook the site from Garden Road was issued on 5 May 2006.</p> <p>Several telephone calls have been received from residents of the affected properties.</p>	<p>Grant Jennings  836 8000 Ext 8537</p>

Issue	Comments	Reporting Council Officer
	<p>All of the residents who phoned opposed the proposal based on the use of the beach for the establishment of a helipad and that there are other suitable options in the area. They were informed that a meeting is to be held to discuss their concerns and listen to the needs of the Rescue Helicopter Trust.</p> <p>It is proposed to hold this meeting at 2.00 pm on Sunday, 18 June 2006 at Barnett Hall, Piha. Only the directly affected residents and ratepayers, the Piha Ratepayers and Residents Executive, members of Piha Coast Care, Members of the Waitakere Community Board and Council's City Development Committee will be invited to the meeting. The Manager of the Rescue Helicopter Trust and representatives from other emergency services will be in attendance to discuss the proposed helipad.</p> <p>If required, a further meeting will be held and a full report will then be presented to the Waitakere Community Board and the City Development Committee on the outcome of the consultation process. The report will outline the next steps in the process, the costs and timeline.</p> <p>Piha Beach is a City Wide Park and therefore jurisdiction for development on this park resides with the City Development Committee. Any recommendation by the Waitakere Community Board will be forwarded to the City Development Committee for approval.</p>	
<p>Parrs Park Driveway Upgrade</p>	<p>Parrs Park Driveway Upgrade is currently underway and will be completed by the end of May 2006.</p>	<p>Andreas Lilley ☎ 836 8000 Ext 8553</p>
<p>Karekare Toilets and Wastewater System Upgrade 4 April 2006 Resolution No. 511/2006</p>	<p><b>Wastewater System</b> A final determination from the Environment Court regarding the discharge of treated wastewater has been received upholding the consent granted by the ARC. The approximate area for the dripper field which will discharge the treated wastewater has been identified on site with Council's planning consultant.</p> <p><b>Toilet Block</b> A report is scheduled to be presented to the Waitakere Community Board in July 2006 outlining the various options for the replacement of the toilet structure.</p>	<p>Andreas Lilley ☎ 836 8000 Ext 8553</p>

Issue	Comments	Reporting Council Officer
	<p>The planning consultant managing the consents for the project is drafting a physical works contract for the installation of the wastewater system now final consent has been obtained from Auckland Regional Council, and will lodge the required land use consents with Waitakere City Council for location of the new toilet structure and associated buffer tanks and treatment plant. This will occur once the location of the new toilet block is determined by the Board.</p>	
<p>Swanson Station Park Development Officer's Report</p>	<p>Construction is progressing well with work currently focusing on the skatepark. The majority of planting is completed, with lawn establishment and completion of the basketball court to follow in early June 2006. Overall completion is scheduled for the end of June 2006.</p>	<p>Andreas Lilley ☎ 836 8000 Ext 8553</p>
<p>Claude Abel Pond Reserve, Piha</p>	<p>Council officers have received written approval from Mr Waygood for the use of his property for the disposal of organic material from the Claude Abel Pond. Council will need consent to stock pile this material on Mr Waygood's property. All issues will be assessed through the consent process. Additional funding for the removal of the lilies is not included in the Long Term Council Community Plan and will be reported to the Finance and Operational Performance Committee. Community consultation will be undertaken following the adoption of the 2006/2007 draft Annual Plan.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext 8969</p>
<p>Bethells Beach Wastewater System Replacement and Surf Club Connection 4 April 2006 509-510/2006</p>	<p>The residents of Bethells Beach were consulted on the Bethells Beach wastewater system replacement and Surf Club connection at the Te Henga/Bethell's Community Meeting on Thursday, 11 May 2006. The residents felt strongly that the Surf Club should be able to connect into a combined wastewater system as the Surf Club is the only community building in the area.</p> <p>A full report on the Bethell's Beach Wastewater System Replacement and Surf Club Connection will be presented to the Waitakere Community Board at its July 2006 meeting with more information on the implementation issues.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext 8969</p>
<p>Traffic Calming for Marine Parade North 7 February 2006 Resolution No. 42/2006</p>	<p>The speed humps for Marine Parade North, Piha are programmed to be installed in June 2006.</p>	<p>Neil Prendiville ☎ 836 8000 Ext 8778</p>

<b>REPORTS PENDING</b>			
<b>Subject</b>	<b>Date Requested</b>	<b>Report Due</b>	<b>Reporting Officer</b>
Community Hall Review	12 September 2005 Resolution No. 1737/2005	July 2006	Kimberly Rees  836 8000 Ext 8559
McLaren Park Community Project	Officer's Report	July 2006	Kimberly Rees  836 8000 Ext 8559
Piha / Karekare and Huia / Cornwallis Local Water Plans	September 2004 Environmental Management Committee	July 2006	Tony Miguel  836 8000 Ext 8294
West Coast Road, Oratia Safety Improvements	7 February 2006 Resolution No. 44/2006	July 2006	Adam Moller  836 8000 Ext 8750
Project Twin Streams Four Monthly Progress Report	2 August 2005 Resolution No. 1468/2005 Last updated 4 April 2006	August 2006	Tony Miguel  836 8000 Ext 8294

### **RECOMMENDATIONS**

1. That the Committee Secretary's Report for Tuesday, 30 May 2006 be received.
2. That the Waitakere Community Board nominate a representative(s) to the Bethells Waitakere River Group to assist in the development of a viable and sustainable option to limit the erosion around the beach access road.

Report prepared by: Owena Schuster, Committee Secretary.



## **7 PROJECT TWIN STREAMS CYCLE AND WALKWAY – CONSULTATION FEEDBACK**

### **PURPOSE OF THE REPORT**

The purpose of this report is to present to the Waitakere Community Board a summary of the community feedback on the proposed new cycle and walkway alongside the Upper Opanuku Stream.

## BACKGROUND

A7

Project Twin Streams Infrastructure Auckland application included the development of a combined cycle and walkway from Pak n Save in Henderson, through Corban Estate to Border Road, then from Border Road along the Opanuku Stream to Henderson Valley Green. The route will then join onto Henderson Valley Road, and from there it will end at South Kensington Way. The aim is to link Henderson Valley, Sturges and Henderson South residents to the Henderson Town Centre as a commuter and shopping link, and to provide safe and attractive cycling and walking opportunities in and around Henderson and Henderson Valley. A plan showing the location of the cycleways is included at page A7.

Consultation on the route from Corban Estate to Border Road (Stage One of the cycle and walkway programme) occurred August and September 2005 and resource consent for this part of the route has been granted. Stage Two of the programme involving Border Road to South Kensington Way was consulted upon during April and early May 2006 and this report presents the feedback received.

## STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's major projects and will contribute to implementing the vision of Waitakere as an Eco City through all of Council's strategic objectives and platforms. The vision for Project Twin Streams is *Working Together for Healthy Streams and Strong Communities: Creating a Sustainable Future*.

## ISSUES

Thirty three people sent in feedback forms or made phone contact to provide their feedback. A separate process is taking place with the Henderson Valley Pony Club as the route extends through the back of the property they lease from Council, and this is discussed separately within this report.

The feedback is presented under the headings provided in the feedback form sent to residents. Unless otherwise stated one person each made the comments outlined.

### **Are the links and paths joining the cycle and walkway network to other routes in the right places?**

Nineteen people felt that the links and paths were in the right places. One person sought more access points to the cycle and walkway from the Sturges side of the stream, and another a cycleway from Sturges Road along Swanson Road and along Rathgar Road; stating that Rathgar Road is congested with three schools in the area and is dangerous for cyclists.

A further person wanted the route to go on the other side of the stream altogether, to move it away from housing, put it on higher ground, connect it to houses in Sturges Road and provide for a more scenic route through bush. This person will be contacted to explain why the current route was chosen and difficulties associated with using the other side of the stream.

### **How can we make the cycle and walkway safe and user friendly?**

Feedback from the community raised the following suggestions:

- Provide barriers to separate cyclists and cars;
- Dog proof fencing where necessary;
- Lighting at night (five people mentioned this);
- Regular security patrols;
- No dark places along the route or places where people can hide;

- Do not have sharp or blind corners;
- Plenty of access points on and off the route;
- Keep the route flat, wide and open to public view;
- The pathway comes out at a busy part of Henderson Valley Road near a corner; this area needs a widened path or the path to be placed back off the road;
- Provide signs with two lanes with arrows at regular intervals (to indicate a keep left rule);
- Have a volunteer patrol of locals to keep it clean and ensure no vandalism or lurkers;
- Durable surface so the path will not crack;
- No planting encroaching on the path;
- Good signage and markers of the distances involved;
- Security cameras at entrances and part way along the tracks;
- Seats along the walkway to rest if required;
- A green area that could be dog free with an agility course;
- A confidence course so children and adults can test their fitness;
- Rubbish bins, toilets, play areas;
- Police could monitor the route by riding bicycles down it;
- Maori Wardens could help monitor the route.

**What local stories, history or special features would you like to see along the cycle and walkway network?**

Feedback from the community raised the following suggestions:

- Success stories and profiles about New Zealand athletes who won medals in the Commonwealth Games;
- Any area of historical interest highlighted by story boards;
- Local history, settlers, the logging/milling past, history boards;
- Donation plaques, for example Warkworth along the river has this and for \$50 you can have a named timber plaque;
- Characteristics of the Opanuku Stream, eg names of trees;
- Signs to direct you to streets and locations along the track, and time/distance to the next turn-off;
- Maori history relevant to the area, West Auckland heritage.

One person did not support providing art work or signs as they may get vandalised.

**What artwork would you like to see along the route?**

Feedback from the community raised the following suggestions:

- Just natural vegetation appropriate to the region (five people made this comment);
- Use West Auckland artists;
- A picture of the kiwi bird;
- Tactile art, things that children can feel, touch and move, that are not easily damaged;
- Murals of historic elements;
- Modern art, something colourful;
- Maori, local and Pacific art;
- Art work from local schools, kindys and local artists;
- Incorporate art in essential structures such as lights and signs;

- Ask local graffiti artists to provide an art work (this may prevent tagging).

### **Ideas to encourage the use of the cycle and walkway network**

Feedback from the community raised the following suggestions:

- Involve local schools, organise a school walking bus and advertise in school newsletters;
- Make sure they are well sign posted (three people indicated that good signage would encourage use);
- Group walking activities, have games in the area;
- Provide water stops every 2km;
- Provide an obstacle course and a fitness bench and tips;
- Extensive promotion;
- A natural verge for those who do not want to run on concrete;
- Undertake a high level of maintenance (three people made this comment);
- Have cycle the walkway or walk the walkway days;
- Family fun days with entertainment, and focus on children;
- Provide shelter stops along the way, encourage kayaking;
- Save our bird life;
- Prohibit motorbikes and other automated vehicles.

A number of people referred to safety issues as outlined above – perceived and actual safety will be key to the level of use of the cycle and walkway.

### **Further Comments**

Five people expressed support for the project and looked forward to its completion as soon as possible. One person appreciated the opportunity to contribute and thanked Council for the good work that it does. One vineyard owner in the area did not support the cycle and walkway for safety and security reasons, and staff will meet with this person to work through their concerns.

### **Henderson Valley Pony Club**

The Henderson Pony Club has a lease with Council to the end of 2019, and the cycle and walkway goes through the back of this land. One meeting with the Executive of the Club and a walkover had been held with Pony Club members as of 12 May 2006. While amenable to the cycle and walkway going ahead, key concerns of the Club are the safety of horses and the public, the encroachment of the cycle and walkway into their cross country route, separating the horses and cyclist/walkers, maintenance, flooding, possible access to Henderson Valley Green and whether the horses could use the cycle and walkway. These issues are being worked through via the detailed design work and will be negotiated with the Club Executive and Parks management.

### **RESOURCES**

This route is being resourced via funding received from Infrastructure Auckland (now Auckland Regional Holdings).

The project budget is \$9 million and has been included in the draft 2006 - 2016 Long Term Council Community Plan.

## CONCLUSION

Safety and maintenance were the key issues people had regarding the route, and the community feedback is generally positive. A safety and access audit has been undertaken of the route and all of the feedback will be addressed as part of detailed design work and the resource consent process. The aim is to begin construction of the cycle and walkway early in 2007 and the local community will be kept updated through communications in the Waitakere City News and other local media. Processes are in place to work with two affected parties (the Pony Club and vineyard owner) to negotiate an agreeable outcome.

## RECOMMENDATION

That the Project Twin Streams Cycle and Walkway – Consultation Feedback report be received.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



## 8 PARKER ROAD AND SHAW ROAD STORMWATER AND ROADING ISSUES

### PURPOSE OF THE REPORT

The purpose of this report is to seek approval for a work programme to address stormwater and roading issues in Parker Road and Shaw Road, Oratia.

### BACKGROUND

At the 6 December 2005 meeting of the Waitakere Community Board, the Oratia Church Trust Society presented a petition containing 79 signatures requesting Council look at the piping and covering of the open surface water channel along Parker Road.

The issues in the petition include the following:

- Concerns about the piping and covering of drains opposite the Oratia Church at the corner of Parker Road and West Coast, Oratia;
- Request that Council continue mowing the grass verge between the Oratia Church property in West Coast Road, Oratia as it seems to have been stopped and this was a function that the Council undertook until recently.

The Waitakere Community Board resolved as follows:

*“That the petition from the Oratia Combined Church Trust Society hall users and local residents of 79 signatures to ask Council to look at the piping and covering of drains in Parker Road, opposite the Oratia Church, Oratia, be received.”*

2387/2005

Council officers addressed the grass mowing issue immediately by instructing the Council’s contractors to mow the grass area in West Coast Road.

However the issue of piping has required quite detailed investigation of stormwater issues in Oratia and this has highlighted a number of issues in Parker Road and Shaw Road which are addressed in this report.

## STRATEGIC CONTEXT

The work programme outlined in this report will contribute to Council's priority for a Safe City through efficient management of stormwater while at the same time increasing safety for traffic and pedestrians.

## ISSUES

Although the original petition requested that issues opposite the Oratia Church in Parker Road be addressed, Council officers have inspected Parker Road and Shaw Road to investigate stormwater management as these roads are part of the same catchment.

Parker Road and Shaw Road are relatively narrow sealed roads with open water tables. In many locations the water tables provide an opportunity for pedestrians to walk off the roadway, but in other locations there is no safe passage for pedestrians.

Parker Road and Shaw Road are generally steep and are located in a catchment that has higher rainfall intensity than other parts of the city. Consequently, there is significant erosion of the water tables to the point where the roads are failing due to loss of support to the road shoulder.

Opposite the Oratia Church, the open surface water channel along Parker Road is approximately one metre deep and drivers are often unable to park safely off the roadway when there are community events at the church. This often leads to a safety risk as vehicles park well into the roadway and obstruct traffic.

During the site visits walkers were observed walking on the roadway and having to dodge traffic.

Meanwhile urgent works are necessary to protect the carriageway and provide a small amount of parking opposite the Oratia Church to ensure traffic safety. The estimated cost of these works is \$95,000 and will be an integral part of the overall work programme for Parker Road.

In view of the issues above, it is proposed to develop a comprehensive project for managing stormwater and traffic safety issues. The total length of roadway that is affected is 2,300 metres in Parker Road and 1,000 metres in Shaw Road, and therefore a significant programme will be required to address these issues.

There may also be an opportunity to optimise costs by engaging the community in the decision making process and implementation.

## Process

A preliminary scope of work has been prepared by Council officers that could form the basis for community consultation, as set out in the table below:

Action	Milestone
Community meeting to introduce the project and seek input from the community	July 2006
Surveying and prepare preliminary plans	September 2006
Prepare detailed works programme	October 2006
Urgent works identified that can be funded from the 2006/2007 Annual Plan	October 2006
Priorities identified for implementation and consideration in the 2007/2008 budget.	November 2006
Community meeting to discuss works programme	November 2006
Implementation of urgent works	March 2007

Action	Milestone
Council approval of works programme for 2007/2008 and beyond	June 2007

## RESOURCES

A8

The cost of constructing a swale and providing stormwater improvements opposite the Oratia Church is estimated to be \$30,000. A plan showing the location of the proposed stormwater works is attached at page A8.

In addition, there are a number of urgent stormwater improvements required at an estimated cost of \$65,000. These two projects can be funded from the draft 2006/2007 Annual Plan funding for stormwater capital works and road drainage improvements.

It is not possible at this stage until there has been more detailed investigation to provide an estimated cost to address all of the other issues. This will be worked through in time to provide an estimate for consideration by Council in the draft 2007/2008 Annual Plan.

## CONCLUSION

There are a number of issues to be addressed in Parker Road and Shaw Road, Oratia, including stormwater management, structural stability of the roadway, traffic and pedestrian safety. These issues will require a comprehensive approach and it is proposed to include the community in the process.

Urgent stormwater issues can be addressed in the draft 2006/2007 Annual Plan once it has Council approval.

It is therefore recommended that the work programme as set out above be endorsed.

## RECOMMENDATIONS

1. That the Parker Road and Shaw Road Stormwater and Roding Issues report be received.
2. That approval be given for implementation of urgent works and public consultation on the comprehensive stormwater, pedestrian and traffic safety programme for Parker Road and Shaw Road.

Report prepared by: Tony Miguel, Group Manager: Asset Management.



## 9 CANDIA ROAD - SPEED LIMIT

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval to change 100km/h speed limit currently in force in parts of Candia Road to a 70km/h speed limit, as determined by the Ombudsman as being the legally required speed limit.

### BACKGROUND

A resident of Vineyard Road and a resident of Candia Road have recently made complaints to the Ombudsman regarding the 100km/h speed limit in parts of Candia Road.

There is currently a 100km/h speed limit in Candia Road which extends from a point 70 metres north of the intersection with Henderson Valley Road to a point 25 metres north of the intersection with Coulter Road. The remainder of the road has a 70km/h speed limit, with the exception of North Candia Road which has a 50km/h speed limit from a point 120 metres north of Pooks Road.

A9-A11

One of the residents complained to the Ombudsman, who has made a decision on this matter and has formed the view that there is a sound argument for an immediate reduction in the speed limit in Candia Road. A copy of the Ombudsman's letter is attached at pages A9 to A11.

### **STRATEGIC CONTEXT**

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

Under the Local Government Act 2002, Council has a responsibility to provide for the well being of its community in terms of social, cultural, economic and environmental outcomes. In this context, ensuring public safety is of paramount importance.

### **ISSUES**

A12-A17

It is recommended that the speed limit in the section of Candia Road which currently has a 100km/h speed limit be reduced immediately to 70km/h in accordance with the Ombudsman's decision. The location of the proposed speed limit is shown in the attachments at pages A12 to A17.

The Land Transport Rule: Setting of Speed Limits 2004 states that a section of road with a 100km/h speed limit may not be less than one kilometer in length. The 770 metre long section of Simpson Road closest to Candia Road and the 595 metre long section of Sturges Road closest to Candia Road currently have a 100km/h speed limit. To comply with the rule the speed limits in these road sections must be reduced to 70km/h.

To ensure speed limits on roads adjoining Candia Road are consistent it is also recommended that the speed limit in Vineyard Road and Siebel Road are reduced to 70km/h from 100km/h.

### **RESOURCES**

The proposed changes to road signs can be implemented under the 2005/2006 maintenance budgets.

### **CONCLUSION**

The reduction in the speed limit in the parts of Candia Road that currently has a 100km/h speed limit to 70km/h is recommended to comply with the decision of the Ombudsman.

### **RECOMMENDATIONS**

1. That the Candia Road - Speed Limit report be received.
2. That in relation to **CANDIA ROAD, HENDERSON VALLEY:**

- (a) That all existing speed restrictions or limitations currently applicable to **CANDIA 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 **CANDIA ROAD** starting from a point 70 metres north of the intersection with **HENDERSON VALLEY ROAD** and extending to a point 25 metres north of the intersection with **COULTER ROAD** a new '**70 KILOMETERS AN HOUR SPEED LIMIT**' control be put in place.
3. That in relation to **SIMPSON ROAD, HENDERSON VALLEY:**
- (a) That all existing speed restrictions or limitations currently applicable to **SIMPSON 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 **SIMPSON ROAD** starting from a point 770 metres east of the intersection with **CANDIA ROAD** and extending west to the intersection with **CANDIA ROAD** a new '**70 KILOMETERS AN HOUR SPEED LIMIT**' control be put in place.
4. That in relation to **STURGES ROAD, HENDERSON VALLEY:**
- (a) That all existing speed restrictions or limitations currently applicable to **STURGES 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 **STURGES ROAD** starting from a point 595 metres east of the intersection with **CANDIA ROAD** and extending west to the intersection with **CANDIA ROAD** a new '**70 KILOMETERS AN HOUR SPEED LIMIT**' control be put in place.
5. That in relation to **VINEYARD ROAD, HENDERSON VALLEY**:
- (a) That all existing speed restrictions or limitations currently applicable to **VINEYARD 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 **VINEYARD ROAD** starting from the intersection with **CANDIA ROAD** and extending to the intersection with **COULTER ROAD** a new '**70 KILOMETERS AN HOUR SPEED LIMIT**' control be put in place.
6. That in relation to **SIEBEL ROAD, HENDERSON VALLEY**:
- (a) That all existing speed restrictions or limitations currently applicable to **SIEBEL 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 **SIEBEL ROAD** starting from the intersection with **VINEYARD ROAD** and extending to the west end of **SIEBEL ROAD** a new '**70 KILOMETERS AN HOUR SPEED LIMIT**' control be put in place.
7. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



## 10 STURGES ROAD - INSTALLATION OF NEW NO STOPPING CONTROL

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval for installation of a new 'No Stopping' control on the south side of Sturges Road between the intersection of Vintage Drive and the bus stop outside number 20 Sturges Road.

### BACKGROUND

A resident of Sturges Road has recently contacted Council requesting that a new 'No Stopping' control be installed in order to prevent people from parking in a location which blocks the drivers' sight lines between moving traffic on Sturges Road and vehicles exiting the properties at numbers 22 and 24.

### STRATEGIC CONTEXT

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

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

### ISSUES

This section of Sturges Road is classified as a collector road, which has relevantly high traffic volume. It is undesirable to have vehicles parked close to the residents' vehicle crossings which create a safety hazard by blocking drivers' sight lines between moving traffic on Sturges Road and vehicles exiting the properties. The resident who requested that Council install the 'No Stopping' line also mentioned that vehicles are sometimes parked over the vehicle crossings to these properties and this creates difficulties to drivers manoeuvring their vehicles when using the vehicle crossings. Installing a 'No Stopping' line at this location would discourage drivers from parking over these vehicle crossings.

The resident has stated that they believe that the vehicles parked outside their property belong to people using the Sturges Road railway station.

The occupants of nearby properties were consulted by letter of the proposed changes. No replies were received.

A18 The location of the proposed new parking control is shown on the aerial photograph attached at page A18.

### RESOURCES

The proposed markings and signage changes can be implemented under the 2005/2006 maintenance budgets.

### CONCLUSION

The proposed installation of a new 'No Stopping' line in Sturges Road is recommended to ensure the vehicle crossings of residential properties are not obstructed by parked vehicles.

## **RECOMMENDATIONS**

1. That the Sturges Road - Installation of New No Stopping Control report be received.
2. That in relation to **STURGES ROAD, WESTERN HEIGHTS:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls now be resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **STURGES ROAD** starting from a point adjacent to the west edge between numbers 22 **STURGES ROAD** and extending further west to the existing '**NO STOPPING**' line along the kerb line a new **NO STOPPING AT ALL TIME** control 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 limitations and restrictions.

Report prepared by: Jin Jiang Zhong, Transport Engineer.



## **11 PROPOSED FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS IN PALOMINO DRIVE AND BORDER ROAD, WESTERN HEIGHTS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Waitakere Community Board's approval to install a flush median and associated 'No Stopping At All Times' controls in Palomino Drive and Border Road, Western Heights.

### **BACKGROUND**

The residents of Palomino Drive have requested through a Member of the Community Board that Council installs a pedestrian refuge island at 8 Palomino Drive to assist school children to cross the road safely.

The Council Crash Reduction Studies have identified a high number of crashes in Palomino Drive and Border Road for the 5 years from 2001 to 2005. The types of crashes occurring can be reduced by installing a flush median.

A flush median is a painted central traffic line with painted diagonal stripes. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties and to safely separate opposing traffic. Flush medians have a traffic calming effect by reducing carriageway widths. Flush medians include occasional physical (raised) traffic islands to discourage misuse of the median and assist pedestrians to cross the roadway.

## STRATEGIC CONTEXT

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

Some 30% of Waitakere urban traffic crashes occur when vehicles are crossing/turning to or from side streets/properties, and flush medians are an effective treatment. Flush medians also reduce head-on, overtaking and rear end crashes, and generally calm the traffic flow.

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

## ISSUES

Palomino Drive and Border Road are district arterial routes with a traffic volume of approximately 8,500 vehicles a day. A search of the Land Transport New Zealand database reveals a total of 13 reported crashes in Palomino Drive and Border Road between Sturges Road and Murillo Place for the 5 years from 2001 to 2005. Of the 13 crashes, there were 5 'crossing/turning', 5 'rear-end', 1 'lost control', 1 head-on and 1 'pedestrian crossing road' crashes and these resulted in 10 minor injuries.

A19-A20

It is proposed to install approximately 1,030 metres of new flush median in Palomino Drive and Border Road between Sturges Road and the existing flush median at the intersection of Border Road and Murillo Place. Two raised islands within the flush median are proposed at 8 and 52 Palomino Drive to assist pedestrians to cross the road safely and discourage overtaking on the median. 'No Stopping At All Times' controls are recommended on both sides of the raised island to ensure clearance for through traffic. The existing bus stop at 8 Palomino Drive is proposed to be relocated to the frontage of an empty section opposite property 13 Palomino Drive. A plan showing the extent of the proposed flush median and 'No Stopping At All Times' controls is shown at pages A19 to A20.

The project is predicted to have benefits to the community through a reduction in the number and severity of crashes on the route. Land Transport New Zealand's Project Evaluation Manual states that the installation of new flush medians in urban areas reduces the number of accidents by 25% on average. In this case, it represents \$23,300 per year in road safety benefits for Palomino Drive and Border Road between Sturges Road and Murillo Place. The benefits relate to the wider community such as damage to properties, insurance costs and medical costs.

## Consultation

Consultation letters and drawings of the proposed works including the proposed raised island and no stopping controls were sent to the residents of Palomino Drive (full length) and Border Road (between Palomino Drive and Murillo Place). Three responses were received and the comments are detailed below:

- A resident requested the existing 'Give Way' control at the intersection of Palomino Drive and San Bernadino Drive be converted to a 'Stop' control. The resident has safety concerns and suggested that motorists should stop at the limit line prior to entering Palomino Drive. The resident was advised that motorists at the intersection of Palomino Drive and San Bernadino Drive have good sight visibility and as a result, the intersection of Palomino Drive and San Bernadino Drive does not meet 'Stop' control policy as detailed in Land Transport New Zealand 'Manual of Traffic Signs and Markings';
- A resident requested the raised island at 8 Palomino Drive be shifted further towards 9 Palomino Drive. The resident was advised that shifting the island will affect other residents from accessing their property;
- A resident in Chablis Place requested no stopping controls at the intersection of Palomino Drive and Chablis Place. Under the Land Transport (Road User) Rule 2004, it is illegal to park at an intersection or within 6 metres of an intersection. It is proposed to have 'No Stopping At All Times' controls at the intersection of Palomino Drive and Chablis Place.

The Auckland Regional Transport Authority and bus companies were consulted on the proposed relocation of the existing bus stop at 8 Palomino Drive to the frontage of an empty section opposite 13 Palomino Drive. The Auckland Regional Transport Authority and bus companies have accepted the proposed change.

## RESOURCES

The Palomino Drive and Border Road Flush Median project is estimated to cost \$41,000 and has been provided for in the 2005/2006 Annual Plan. It will be funded from the subsidised Flush Median Development Project budget.

## CONCLUSION

The Palomino Drive and Border Road Flush Median are recommended based on community benefits from crash reductions and to calm traffic on this arterial route. Funding is allocated for this project in the 2005/2006 Annual Plan. Associated 'No Stopping' controls and relocation of the existing bus stop are recommended to further facilitate efficient, safe movement on roads by keeping traffic lanes and visibility lines clear. This project will contribute to Council's objective of achieving a long term downward trend in the accident rates in Waitakere City.

## RECOMMENDATIONS

1. That the Proposed Flush Median and Related Parking Restrictions in Palomino Drive and Border Road, Western Heights report be received.
2. That in relation to **PALOMINO DRIVE, WESTERN HEIGHTS:**
  - (a) That all existing parking restrictions or limitations currently applicable to **PALOMINO DRIVE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

- (b) That, in accordance with the powers conferred by virtue of the 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 centre of the carriageway in **PALOMINO DRIVE**, from a start point at **1 PALOMINO DRIVE** to an end point at **BORDER ROAD**, a **'FLUSH MEDIAN'** be put in place including two raised traffic islands in the vicinity of numbers **8 AND 52 PALOMINO DRIVE**.
  - (ii) On the east kerb line of **PALOMINO DRIVE**, from a start point on the south side driveway 1 Palomino Drive to an end point 72 metres further south, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.
  - (iii) On the west kerb line of **PALOMINO DRIVE**, from a start point on the south side driveway 1 Palomino Drive to an end point on the north side of Chablis Place, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.
  - (iv) On the west kerb line of **PALOMINO DRIVE**, from a start point on the south side of Chablis Place to an end point 10 metres further south, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.
  - (v) On the east kerb line of **PALOMINO DRIVE**, from a start point on the south side driveway 8 Palomino Drive to an end point on the north side of Spence Road, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.
  - (vi) On the east kerb line of **PALOMINO DRIVE**, from a start point on the south side of Spence Road to an end point 10 metres further south, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.
  - (vii) On the west kerb line of **PALOMINO DRIVE**, from a start point on the south side driveway 8 Palomino Drive to an end point 68 metres further south, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.
  - (viii) On the east kerb line of **PALOMINO DRIVE**, from a start point on the north side driveway 63 Palomino Drive to an end point on 26 metres further south, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.
  - (ix) On the west kerb line of **PALOMINO DRIVE**, from a start point on the north side driveway 63 Palomino Drive to an end point on 26 metres further south, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.
  - (x) On the property frontage at **8 PALOMINO DRIVE**, the existing **'BUS STOP'** control be removed and not reinstated.
  - (xi) On the east kerb line of **PALOMINO DRIVE**, from a start point 10 metres south of Spence Road to an end point 15 metres further south, a **'BUS STOP'** control be put in place.

3. That in relation to **CHABLIS PLACE, WESTERN HEIGHTS:**
- (a) That all existing parking restrictions or limitations currently applicable to **CHABLIS 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) A “Give Way” control be established on **CHABLIS PLACE**, at its intersection with Palomino Drive.
    - (ii) On the north kerb line of **CHABLIS PLACE**, from a start point on the west side of Palomino Drive to an end point 10 metres further west, a ‘**NO STOPPING AT ALL TIMES**’ parking control be put in place.
    - (iii) On the south kerb line of **CHABLIS PLACE**, from a start point on the west side of Palomino Drive to an end point 10 metres further west, a ‘**NO STOPPING AT ALL TIMES**’ parking control be put in place.
4. That in relation to **SPENCE ROAD, WESTERN HEIGHTS:**
- (a) That all existing parking restrictions or limitations currently applicable to **SPENCE 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) A “Give Way” control be established on **SPENCE ROAD**, at its intersection with Palomino Drive.
    - (ii) On the north kerb line of **SPENCE ROAD**, from a start point on the east side of Palomino Drive to an end point 10 metres further east, a ‘**NO STOPPING AT ALL TIMES**’ parking control be put in place.
    - (iii) On the south kerb line of **SPENCE ROAD**, from a start point on the east side of Palomino Drive to an end point 10 metres further east, a ‘**NO STOPPING AT ALL TIMES**’ parking control be put in place.

5. That in relation to **BORDER ROAD, WESTERN HEIGHTS:**
- (a) That all existing parking restrictions or limitations currently applicable to **BORDER 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 centre of the carriageway in **BORDER ROAD**, from a start point at **53 BORDER ROAD** to an end point at **MURILLO PLACE**, a '**FLUSH MEDIAN**' be put in place.
    - (ii) On the east kerb line of **BORDER ROAD**, from a start point on the north side driveway 60 Border Road to an end point on the north side of Taranui Place, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
    - (iii) On the east kerb line of **BORDER ROAD**, from a start point on the south side of Taranui Place to an end point on the north side driveway 41 Border Road, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
    - (iv) On the west kerb line of **BORDER ROAD**, from a start point on the north side driveway 60 Border Road to an end point on the north side of Tabitha Crescent, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
    - (v) On the west kerb line of **BORDER ROAD**, from a start point on the south side of Tabitha Crescent to an end point on the north side driveway 41 Border Road, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
6. That in relation to **TARANUI PLACE, WESTERN HEIGHTS:**
- (a) That all existing parking restrictions or limitations currently applicable to **TARANUI 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) A “Give Way” control be established on **TARANUI PLACE**, at its intersection with Palomino Drive.
  - (ii) On the north kerb line of **TARANUI PLACE**, from a start point on the east side of Border Road to an end point 10 metres further east, a ‘**NO STOPPING AT ALL TIMES**’ parking control be put in place.
  - (iii) On the south kerb line of **TARANUI PLACE**, from a start point on the east side of Border Road to an end point 10 metres further east, a ‘**NO STOPPING AT ALL TIMES**’ parking control be put in place.
7. That in relation to **TABITHA CRESCENT, WESTERN HEIGHTS:**
- (a) That all existing parking restrictions or limitations currently applicable to **TABITHA CRESCENT**, 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) A “Give Way” control be established on **TABITHA CRESCENT**, at its intersection with Palomino Drive.
    - (ii) On the north kerb line of **TABITHA CRESCENT**, from a start point on the west side of Border Road to an end point 10 metres further west, a ‘**NO STOPPING AT ALL TIMES**’ parking control be put in place.
    - (iii) On the south kerb line of **TABITHA CRESCENT**, from a start point on the west side of Border Road to an end point 10 metres further west, a ‘**NO STOPPING AT ALL TIMES**’ parking control be put in place.
8. That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls, parking limitations and restrictions.

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



## 12 PIHA FOOTBRIDGE REPLACEMENT

### **PURPOSE OF THE REPORT**

The purpose of this report is to update the Waitakere Community Board on the proposed project timeline for the replacement of the footbridge at Piha Domain and obtain approval for the Chairperson to be the Waitakere Community Board's representative on the Piha Footbridge Evaluation Team.

### **BACKGROUND**

In December 2002 during the annual structures inspection programme the concrete beams on the Piha Domain pedestrian footbridge were identified to be at risk of failure in the near future. The Piha footbridge was temporarily closed and steel beams with new decking and handrails were installed to reinstate the foot linkage between the beach and Piha Domain. The temporary bridge is approximately 1.2 metres wide with plywood sides to the handrail. The steel beams are located on the existing piles and the old concrete beams are still in place. The provision of the steel beams was only a temporary short term solution to provide pedestrian access over the Piha Stream.

The existing bridge piles have been assessed and it has been identified that the current piles can not take a loading of bridge over a width of 1.5 metres. A width of 1.5 metres is not suitable for cycle way/high pedestrian traffic under the New Zealand accessibility code.

Therefore it is proposed to commence the process for the full replacement of the bridge, to allow for a wider pathway and two way pedestrian and cycle traffic.

### **STRATEGIC CONTEXT**

The strategic content for this project is to contribute to Council's strategic platforms of Urban and Rural Villages and Integrated Transport and Communication where the objectives are to:

- Enhance village centres in the City's rural areas;
- Provide for a safe, pleasant and direct pedestrian and cycle access.

One of the draft Parks and Open Space Strategy 2005 objectives is to involve communities in the design and management of parks and continue with providing and managing key pedestrian linkages through our parks in high use areas.

### **ISSUES**

The draft Project Plan for the replacement of the Piha footbridge that links the Piha Domain to Piha Beach was presented to the Piha Ratepayers and Residents Executive in April 2006 to discuss and obtain feedback on the timeline and consultation process. Several members of the Piha Ratepayers and Residents Executive had concerns about the costs of producing an art bridge and stated that the bridge should be a simpler and more standard design. They also requested that they would like the design to be in keeping with the environment. It was agreed that a standard designed bridge, which has been constructed in several other locations in the city, will also be considered as a one of the possible design options.

No further issues were raised at the meeting and no further feedback has been received from the Piha Ratepayers and Residents Executive.

The proposed Project Plan involves working with the Council's Arts Manager in the engagement of three artists to each produce a schematic/concept design of a possible footbridge replacement. Each design will be assessed by a design evaluation team comprising of two members of Piha Ratepayers and Residents Executive, the Chairperson and one other representative of the Waitakere Community Board, a member from the City Development Committee, the Arts Manager, Parks Manager and an Engineer. The assessment will have a set of criteria for each design for the evaluation.

The two members of the Piha Ratepayers and Residents Executive that have been nominated to represent the Piha Ratepayers and Residents Executive on the design evaluation team are Pete Chapman and Geoff Calvert.

The three artist design options and the standard design option will be displayed in the Piha Library for feedback from the community. The options will also be presented to the Piha Ratepayers and Residents Executive for their feedback.

The Evaluation Team will meet, assess and consider the community's comments and evaluate the designs. A report will then be presented to the Waitakere Community Board for recommendations to be made to the City Development Committee on the approval of the design in November 2006. Piha Domain is a City Wide Park and therefore jurisdiction for development on this park resides with the City Development Committee. Following adoption of the plan by the Waitakere Community Board and the City Development Committee the implementation of the Project Plan will commence.

The preferred selection will then be displayed at the Piha Library and feedback given to the Piha Ratepayers and Residents Executive on the outcome of the Council's decision. The preferred option and selection will also be placed in the Piha News.

Consents will then be sought and the design and specifications developed. Subject to consent approvals the project will be publicly tendered in May/June 2007 for an award of tender in July 2007. It is anticipated that construction will commence in August/September 2007 for an opening prior to summer of 2007/2008. Based on this timeline the temporary footbridge structure will be sufficient to provide the required service until the new footbridge is constructed.

## **RESOURCES**

Funding of \$50,000 has been allocated in the 2006/2007 draft Annual Plan for the initial design and consent phase and \$400,000 has been allocated in the Long Term Council Community Plan for 2007/2008 for the specification, documentation and construction phase for the replacement of the footbridge.

## **CONCLUSION**

It is proposed to commence the project plan for the replacement of the footbridge at Piha Domain.

Piha Domain is a City Wide park and therefore jurisdiction for development on this park resides with the City Development Committee. The Waitakere Community Board Members will be kept fully informed with regular reports and updates on the progress of the project.

A consultation process is proposed to enable establishing a preferred option by November 2006. As part of this process, the Waitakere Community Board is requested to nominate a representative for the Piha Footbridge Evaluation Team.

### **RECOMMENDATIONS**

1. That the Piha Footbridge Replacement report be received.
2. That the Waitakere Community Board endorse the project plan for Piha Footbridge Replacement.
3. That the Waitakere Community Board nominate the Chairperson and one other Member to be the Waitakere Community Board's representative on the Piha Footbridge Evaluation Team.

Report prepared by: Grant Jennings, Parks and Open Space Manager.

### **13 BOARD MEMBERS' REPORTS**

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

#### **WAITAKERE COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Christine Shepherd Diane Goodley
Glen Eden Citizen Advice Bureau	Diane Goodley
Keep Waitakere Beautiful	Christine Shepherd Sharon Davies (alternate)
Huia/Cornwallis Local Water Agenda Steering Group	Robin Taylor Diane Goodley
McLaren Park Community Project Steering Group	Diane Goodley
Piha/Karekare Local Water Agenda Steering Group	Kubi Witten-Hannah Robin Taylor
The Weedfree Waitakere Trust	Diane Goodley
West Coast Plan Liaison Group	Monique Davis
Council/Police Liaison Group	Kubi Witten-Hannah
<b>COUNCIL COMMITTEES</b>	
Community Sport Fund Allocation Subcommittee	Monique Davis Diane Goodley
Hearings Committee	Robin Taylor Kubi Witten-Hannah
Kay Road Balefill Site Management Committee	Sharon Davies
Street Events Subcommittee	Monique Davis