<table>
<thead>
<tr>
<th>ITEM</th>
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</thead>
<tbody>
<tr>
<td>8.2</td>
<td>Harbour Basketball</td>
<td></td>
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<td></td>
<td>A. Harbour Basketball presentation</td>
<td>3</td>
</tr>
<tr>
<td>8.3</td>
<td>Calliope Athletic Club</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. Calliope Athletic Club presentation</td>
<td>7</td>
</tr>
<tr>
<td>8.5</td>
<td>Geoff Taylor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. Angled Parking in Rodney Road, Northcote Point petition</td>
<td>15</td>
</tr>
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<td></td>
<td>B. Rodney Road Safety Concern – Angled Parking Bays</td>
<td>33</td>
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</tbody>
</table>
AUCKLAND COUNCIL COURTS BY PARKLIFE
The Proposal
Basketball is the fastest growing team sport in New Zealand and it is the largest urban team sport in the world. Futsal is the fastest growing minor sport in New Zealand, a fast-paced, fun and a great way to develop ball skills.

North Harbour Basketball and Football New Zealand are struggling to provide for the growth of their games as indoor stadium space is missed out.

Public space therefore plays a key role to serve the increase in player numbers and provides a great opportunity for healthy, pro-social activity for locals.

This proposal is to upgrade the existing tennis court to a multi-court for tennis (with a call-away tennis net) & full court basketball and futsal. This includes upgrading the existing half court with a court floor and a new net. This configuration maximises use of the hard surface area and provides for a wide range of people and activities.

This plan has been prepared on behalf of North Harbour Basketball ParkLife. ParkLife have been designing courts and supplying equipment for outdoor Basketball facilities for Council parks and reserves around New Zealand for over 12 years.

The Court
Multi-Court / Half Court
Application of Courtland Sports Standing Surface over existing concrete as ParkLife.

The Equipment
Racketball Nets - 2 x
Gardnerised Flat Steel with aluminium backboard, pivot mounted as ParkLife.

Mighty Tower - 1 x
Gardnerised Flat Steel with aluminium backboard, pivot mounted as ParkLife.

Rough Cost Estimate
<table>
<thead>
<tr>
<th>Equipment</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Multi Court</td>
<td>$88,000</td>
</tr>
<tr>
<td>Half Court</td>
<td>$42,000</td>
</tr>
<tr>
<td>Total</td>
<td>$130,000</td>
</tr>
</tbody>
</table>

*Note, costs are indicative and have been prepared for budgeting purposes only.
The Proposal
Basketball is the fastest growing team sport in New Zealand and Kiwi Basketball is the largest urban team sport in the world.

North Harbour Basketball struggle to provide for the growth of the game as indoor stadium space is limited.

Public space therefore plays a key role to serve the increased in player numbers and provides a great opportunity for healthy, pro-social activity for locals.

The existing court is too undersized for any kind of game. This proposal is to upgrade the existing court to Half Court. Including the right sized court will allow informal, pick-up style play and 3x3 competitions.

This has been prepared on behalf of North Harbour Basketball by Park+Life. Park+Life have been designing and supplying equipment for outdoor basketball facilities for Council parks and reserves around New Zealand for over 12 years.

The Court
Half Court

Reinforced concrete slab with Courtal Sports 'Standing' surface over plain concrete as Park+Life will provide.

The Equipment

Highline Tower – Juko

Galvanised finish steel with aluminium backboard, plant mounted as Park+Life will provide.

High Five Seat – Juko

Galvanised steel ‘High Five Seats’ as Park+Life will provide.

Surface Mount:

Rough Cost Estimate
Half Court: $85,000
Total: $85,000

*Prices, coatings and indicative and have been prepared for budgeting purposes only.
The Proposal

Basketball is the fastest growing team sport in New Zealand and Kiwi Basketball is the largest urban team sport in the world.

North Harbour Basketball struggle to provide for the growth of the game as indoor stadium space is limited. Public spaces therefore play a key role in ensuring the increase in player numbers and provides a great opportunity for healthy, pro-social activity for locals.

The existing courts have deteriorated and are not suitable and is a long the baseline that revenue on the court run off areas.

This proposal is to replace the Basketball Tower and reconstruct the existing half Court to create a playable space for informal pick-up games and 5x5 competition. The full court is upgraded within the existing concrete footprint for 10v10 basketball and futsal. This proposal maximises use of the existing hard surface area and will provide great active recreation for locals.

This has been prepared on behalf of North Harbour Basketball by ParkLife. ParkLife have been designing courts and supplying equipment for outdoor basketball facilities for Council parks and reserves around New Zealand for over 35 yrs.

The Court

Multi Courts Half Court

Half Court

Section of reinforced concrete slab.

The Equipment

Double Play - 3x3

Galvanised Finish steel with aluminium backboard;

Mighty Tower - 3x3.

Gallavanised finish steel with aluminium backboard;

Rough Cost Estimate

Full Court + $150,000

Half Court + $60,000

Total + $210,000

*Note: costings are indicative and have been prepared for budgeting purposes only.

NORMANTON RESERVE

CONCEPT PROPOSAL
Presentation to the Kaipatiki Board

Northcote Tavern
Fun Run and Walk

Athletic & Harrier Club Inc. Birkenhead
Established 1930
Attachment A

Item 8.3

Getting muddy since 1930
A Bit of History

Established in 1930, Calliope is the oldest surviving harrier club in the greater Auckland region. The first run (three miles) was from Birkenhead Methodist Church. The first members ran from the Club President’s home in Calliope Road off Onewa Road, thus the name Calliope and Hamilton Harriers hold the record for the oldest interclub harrier competition in the North Island (Patterson Cup – since 1930)

Calliope has produced multiple Auckland, New Zealand and World Champions
Notable Members

- **Len Lanigan**, QSM – Former Club Captain, Birkenhead City Councillor and former Deputy Mayor of Birkenhead
- **Ian Studd** – Commonwealth Games Bronze Medallist, and one of New Zealand’s first sub-four minute milers
- **Jack Rolston** – Former New Zealand Orienteering representative and coach of Olympic Champion Hamish Carter
- **Geoff Shaw** – New Zealand track and cross country representative, and former world junior record holder
- **Edwin Henshaw** – New Zealand Cross Country Champion and cross country representative
- **Mike Parker** – Former Olympian, multiple New Zealand title holder and World Masters Champion
What We Offer

- An inclusive environment that enables people to achieve their goals no matter how big or small
- A 300 metre marked grass track
- Facilities and equipment for throwing and jumping events
- A mixture of Cross Country, bush track, road running and walking events locally and at a national level
- Very cheap membership
- **Summer** –
  - Junior Athletics (Monday) and Senior Athletics (Wednesday)
  - Weekends – Road / Bush running / walking events and interclub events.
- **Winter** –
  - Wednesday night pack runs / walks
  - Weekends – Road events / relays / cross country / interclub
- **Membership** – Junior and Senior 250+
Our Place in the Community

Calliope has provided local community based opportunities to be involved in competitive and non-competitive track and field, road and cross country running and walking for 89 years. It is not uncommon to find Grandparents who were once members themselves, cheering on their Grandchildren from the side-lines.

This enduring legacy within the community is both a source of pride for us, and a reminder of the important role Calliope plays in the local sporting landscape. We are aware of the need to continue to engage with our community today and into the future. As such Calliope organises the following community events open to all.

**The Northcote Tavern Fun Run and Walk**
- Gold coin donation entry. Now in its 18th year
- 60+ participants every Monday evening during summer

**Eskdale Bush Bash 5KM Run and Walk**
- Gold coin donation entry
- 50+ participants on selected evenings over summer

**The Beach Haven Fun Run and Walk**
- Work with the local Kaipatiki team to assist with organisation, equipment and marshalling
How can the Board Help Us

- Ongoing support for Calliope, particularly as we continue with the Birkenhead War Memorial Park redevelopment
- Allow Calliope to publish and be promoted in community publications
- Support with coaching
- Storage of important records and trophy’s no longer able to be kept in the War Memorial Grandstand. This could be in the form of funding for secure storage
Thank you
Angled Parking in Rodney Road, Northcote Point

As a local resident, I wish to petition the Local Board and Auckland Transport to remove the recently installed angled parking bays in Rodney Road, reverting to parallel parking as before.

<table>
<thead>
<tr>
<th>Signature</th>
<th>Print Name</th>
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<tbody>
<tr>
<td></td>
<td>D. K. Russell</td>
<td>9A Rodney Rd, No 10</td>
</tr>
<tr>
<td></td>
<td>S. J. Johnson</td>
<td>4 Rodney Rd</td>
</tr>
<tr>
<td></td>
<td>Rei Hana Dennison</td>
<td>63A Rodney Rd</td>
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<tr>
<td></td>
<td>Ross Anderson</td>
<td>8 Rodney Rd</td>
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<td></td>
<td>Clare Anderson</td>
<td>8 Rodney Rd</td>
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<td></td>
<td>Mike &amp; Marjorie Dobine</td>
<td>10 A Voase Rd</td>
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<td></td>
<td>Philip Johnson</td>
<td>10 B Rodney Rd</td>
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<td></td>
<td>Brit Tan Munro</td>
<td>12 Rodney Rd</td>
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<td></td>
<td>Ryan Matthew</td>
<td>10A Rodney Rd</td>
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<tr>
<td></td>
<td>Josephine Coleman</td>
<td>16 Rodney Rd</td>
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# Angled Parking in Rodney Road, Northcote Point

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<tr>
<th>Signature</th>
<th>Print Name</th>
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<tbody>
<tr>
<td></td>
<td>Geoff Taylor</td>
<td>11 Rodney Rd</td>
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<td></td>
<td>Rebecca Jones</td>
<td>11 Rodney Rd</td>
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<td></td>
<td>Rae</td>
<td>2/18 Rodney Rd</td>
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<td></td>
<td>Andrew Davis</td>
<td>13 Rodney Road</td>
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<td></td>
<td>Katrina Hofstra</td>
<td>13 Rodney Rd</td>
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<td>Amanda Hauners</td>
<td>15 Rodney Rd</td>
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<td></td>
<td>John Spencer</td>
<td>15i Rodney Rd</td>
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<td></td>
<td>Lee Seeds</td>
<td>2/19 Rodney Rd</td>
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<td></td>
<td>Gordon Hardlock</td>
<td>1/19 Rodney Rd</td>
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<tr>
<td></td>
<td>Denise Famularo</td>
<td>9 Rodney Rd</td>
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</tbody>
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Angled Parking in Rodney Road, Northcote Point

As a local resident, I wish to petition the Local Board and Auckland Transport to remove the recently installed angled parking bays in Rodney Road, reverting to parallel parking as before.

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<td>SAUSSON</td>
<td>15B Rodney Rd</td>
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<td>ALICE LAMSAI</td>
<td>17 RODNEY RD</td>
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<td>3/10 Rodney Rd</td>
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<td>7 Centre Tea</td>
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<td>F. Tomlin</td>
<td>9b Centre Tea</td>
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</tbody>
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Item 8.5
Angled Parking in Rodney Road, Northcote Point

As a local resident, I wish to petition the Local Board and Auckland Transport to remove the recently installed angled parking bays in Rodney Road, reverting to parallel parking as before.

Signature

Print Name

Address

Tom Culman

16 Rodney Rd

Megan Shoebridge

76 Clarence Rd

Jane Leggett

9A Rodney Road

Leanne O’Boyle

102 Takapuna Road

Liam Dwyer

509 Shearer Drive

Annie Jenkins

32 Aubyn Crescent

Simone Simpson

27 Aubyn Crescent
**Angled Parking in Rodney Road, Northcote Point**

As a local resident, I wish to petition the Local Board and Auckland Transport to remove the recently installed angled parking bays in Rodney Road, reverting to parallel parking as before.

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<tbody>
<tr>
<td></td>
<td>Martin Maiden</td>
<td>15b Rodney Rd</td>
</tr>
<tr>
<td></td>
<td>Paul Noonan</td>
<td>5 Rodney Rd</td>
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<tr>
<td></td>
<td>Melissa Norris</td>
<td>5 Rodney Rd</td>
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</tbody>
</table>
To: Kaipātiki Local Board

Subject: Rodney Road Angled Parking

We, the undersigned, are writing in support of the residents of Rodney Road who are seeking to have the angled parks that have recently been installed outside numbers 3 to 11 Rodney Road ("the Rodney Road Angled Parking") removed.

We understand AT installed the Rodney Road Angled Parking as an attempt to off-set the loss of parking outside the local businesses on Queen Street/Stafford Road. Whilst we acknowledge AT’s attempts to facilitate improved access and parking to the local businesses, we do not wish this to be at the expense of the safety of residents and customers using our services.

Whilst AT originally intended to create 6 more car park spaces on Rodney Road we understand, further to recent removal of angled parking spaces for safety and access reasons, that only 2 additional spaces will be created by the change. We therefore wish to state that we have no objection, once the changes resulting from the "Northcote Safe Cycle Route" have been completed, to the angled parking outside 3-11 Rodney Road being restored to parallel parking spaces.

Yours Faithfully

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<tr>
<th>Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>Gervase Stratford</td>
<td>415 Oceanview Rd Hillcrest</td>
<td></td>
</tr>
<tr>
<td>Nick Ni</td>
<td>143 Queen St Rd</td>
<td></td>
</tr>
<tr>
<td>Simon Marsden</td>
<td>141 Queen St Northcote Pde</td>
<td></td>
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<tr>
<td>Gabe Francis</td>
<td>141 Queen St Northcote Pde</td>
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</tbody>
</table>
Hi Geoff,

We live at 3/19 Rodney Rd and totally support your opposition to angle parking. It has made that area of Rodney Rd narrow and extremely dangerous, and yes it is only a matter of time before someone gets hurt.

Unfortunately we can't make it your gathering tomorrow due to work commitments but are certainly keen to get involved in any future opposition activities. Great that Jonathon Coleman is supporting you.

Have you put your message up on the local Facebook page for Northcote Point? If not, we would be happy to do it for you.

Good luck tomorrow with AT.

Thanks Jo & Jeremy
Hi Geoff,

Thanks organizing meeting regarding parking and general traffic issues on Rodney Road.

Big issue for me is the amount of traffic now using this road. And the speed generally of cars on Rodney and on the Point generally.

Why did they pump speed bumps on lower Queen street when portion from Rodney to Onewa Rd is ridiculous with cars regularly exceeding speed on that portion.

With regards parking on Rodney we've lost wing mirrors on four occasions now over 2 years when parked outside 13b street.

Please let me know how meeting goes.

Regards,
Martin
13b Rodney.

Cheers,
Martin (Irish) Hannon
Phone: +64 21 360 230
Skype: irish-martin

Sent from iPhone
Dear Sir, man,

Thank you for coming to meet Wesley Road residents. I am a part-time cleaner on minimum wage so unable to take time off to meet with you.

The first I knew of the angle parking was when cones went up on the street! I spoke to lady engineer who showed me a plan (first time I had seen) I said it was dangerous, that there had been no consultation and asked if it be urgently monitored.

Angle parking does not seem consistent with the historical character overlay of this area and I am surprised if any consent was given by the Resource Department of the Unitary Plan.

I am not an engineer, but a long time resident and angle parking seems quite inconsistent with residential driveway access. I need to be half way across to see past angled cars on right and I can't look left at the same time so very dangerous as those left hand approaching cars can't see me either and are focused on narrowly passing the angle incoming car!!!

In my opinion the whole traffic flow system of the area needs looking at and a sensible plan made.

- remove angle parking
- extend yellow No Park line along front of old library
- how to slow traffic in Wesley Rd (but fast staff reply)

Wesley Road residents have lived here for 28, 38, 48, 50 years 24hrs a day so surely best informed about conditions here? Have near misses in last 6 months and honouring homes than ever experienced!!

Regard,
[Signature]
Hi, Got your note and an interesting piece to know would be whether these parks were on the consultation plan presented last year. If they were then people should have raised it then. If they weren’t well then you have every right to query and ask the obvious question as to why residents weren’t consulted.

Another interesting issue will be whether after the cycle lanes are finished if there will be two lanes going up to Onewa or restricted to one. I sent a submission saying they need to retain two to allow left turn into Onewa but as usual with AT, all they said was they would consider and never heard back from them.

This will be interesting for Rodney as the road in peak hour will be chocker if they don’t reinstate. A question for them tomorrow perhaps??

I’ll try and come along if possible

Cheers  Steve Brabant

Sent from Mail for Windows 10
Hi Geoff

We can’t be there at 9am tomorrow morning but you have our support.

We enter Clarence Road from Rodney Road daily to access our home at 27 Clarence Road and have already experienced a few near misses due to the parking layout and narrowing of the road.

It’s also now a rat run in peak hours and if you’re unlucky enough to be traveling in the opposite direction of peak traffic it can be rather scary. I also walk from the bus stop on Onewa in the evenings and crossing Rodney is now a total nightmare as visibility is seriously reduced by the parking arrangements and the passers-through in vehicles really don’t give a hoot for pedestrians. I’ve been honked at, flipped off and shouted at a number of times by speeding drivers and that’s just in the last month!

If we could be there tomorrow to add our 10 cents and support in person we would - but by your note we know that our views will be more than represented.

This is a residential area and should not be a by-pass for Onewa combined with a park-and-ride facility for public transport users and now even more hampered by a dangerous parking arrangement.

Thank you for taking the time to deal with this.

Kind regards
Pauline Armstrong

27 Clarence Road
021 085 19871

Sent from my iPhone

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New Zealand Trade and Enterprise accepts no responsibility for changes made to this email or to any attachments after transmission from New Zealand Trade and Enterprise. The information contained in this
Hi Geoff,

Thanks for you note dropped in our letter box regarding the new parking arrangement on Rodney Road.
Unfortunately I cannot attend tomorrow however I’m emailing in support of your complaint to Auckland Transport.

I live on Council Terrace, and have done for just over five years. I travel along Rodney Road every day and am also concerned about the reduced width of the road with the new parking arrangements.

Good luck with your meeting tomorrow.

Yours sincerely,

Michael Powell
Construction Manager
& Director

Ph: 09 570 3921
DM: 09 570 3355
cl: 027 513 3966
E: m.powell@xtra.co.nz
GOC.co.nz
Apologies but not one of us are unable to attend your Friday 9am meeting but wish to offer our full support in resolving traffic issues in Rodney Road.

We are residents of Vincent Road and find early morning ‘rat runners’ most likely having travelled from afar (Long Bay, Birkdale, Beachaven) entering Vincent from Clarence Road at great speed and being very aggressive if they are confronted with someone exiting a driveway. Vincent Road is heavily parked due to cycleway work and it is only a matter of time before an incident occurs in our street.

It would be helpful if Jonathan Coleman could be made aware of the shambles and approach the Mayor/Council in an effort to make the streets at Northcote Point a safer place. Slowing or restricting the traffic through Little Shoal Bay would be a good start. It would also be helpful if the Council could provide information as to when the project is likely to be completed and also whether any amendments have been made following the recent meeting of residents.

Kind regards

Richard de Lautour
Rosalind de Lautour
Oliver de Lautour
Residents of 18A Vincent Road.
Geoff Taylor

From: Diane Good <good_oneblue@hotmail.com>
Sent: Thursday, 26 October 2017 8:38 p.m.
To: g14tay@xtra.co.nz
Subject: Rodney Road Parking

Hello Geoff,

Thank you for the info on the problems you and others are experiencing in Rodney Road now the angled parking bays have been introduced.

I would like to attend the meeting tomorrow morning, but due to work commitments I am unable to. We live at 15 Vincent Road and from the outset have been very concerned with the changes that have taken place not only on Rodney Road but the whole of Northcote Point.

I am not surprised there has been a serious accident on Rodney Road as I often travel along there after work to go up to Highbury and it is like an obstacle course. I definitely think AT need to listen to the locals and do something about the unsatisfactory situation.

The disruption to Northcote Point is appalling, and in particular to the local businesses whose livelihoods are being dramatically affected.

I hope there is a successful outcome to your meeting.

Regards
Diane Good
15 Vincent Road
Ph: 4809 664 / 021 027 22634 to
Hi Geoff,

Received your letter yesterday, I am in full support parking in Rodney Road is out of control. Each morning my daughter finds it extremely hard to get out of the driveway, she finds it difficult to see oncoming traffic both ways. I am unable to attend your meeting this morning as I work in the city, I live at 15b Rodney Road.

Hope all goes well

Sandra Smith
Cash Management Officer
Perpetual Guardian
Level 17, 180 Queen Street, Auckland 1010
Postal Box 24089, Auckland Station, Auckland 1140
www.perpetualguardian.co.nz

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Hi Geoff,

My wife was going to attend meeting but has woken up ill. Since the angle parking was introduced we have been in danger every time we drive out of our property at 8 Rodney. We knew with absolute certainty that sooner or later there would be an accident.

We would hold AT wholly responsible for any accidents now and in the future. The angle parks need to be dismantled immediately.

Regards,

Ross and Clare Anderson
thanks for txt - error was using a v instead of y in your address...

----- Original message -----
From: Jeremy Richards <jeremjr@fastmail.fm>
To: g14tay@xtra.co.nz
Subject: RODNEY ROAD PARKING
Date: Fri, 27 Oct 2017 07:01:51 +1300

Geoff

I can’t be there at 9am this morning but you have my full support. I wrote to AT soon after the first batch of parking was introduced saying it was dangerous and that was well before the recent additions. I’ve posted your note on the Northcote facebook page as well which is attached.

Could I also ask you to propose two speed humps please – cars are racing along the street.

Good luck

Jeremy
KAIPATIKI LOCAL BOARD PRESENTATION, 28th February, 2018

RODNEY ROAD SAFETY CONCERN - ANGLED PARKING BAYS

Background:

1. Several months ago, AT put in 14 new angled parking spaces between No 3 and No 13 Rodney Road. Within this stretch of road there are 5 driveways. Prior to this, parking was parallel to the kerb, thus maximising the road width for travelling vehicles, allowing vehicles travelling in opposite directions to pass each other with ease.

2. No proper consultation was initiated with the residents of Rodney Road, those who were going to be most severely affected. Instead AT incorporated the spaces under a much wider initiative of the new cycle lanes and road modifications being established in Queen Street.

3. The effect of the angled parking has been dramatic, with safety being completely disregarded.

4. Approaches have been made to AT about resident's safety concerns and AT staff have visited on site twice to listen to our concerns, but that is all they do – listen. Each time they have returned with excuses as to why they will not remove the parking bays. (More of this later)

Purpose:

1. Why did AT do this? Only one reason - to increase the number of parking spaces on Rodney Road.

Result:

1. Has this been achieved? No.

2. Of the 14 angled bays created, 4 have now been removed.

3. First one at the end was taken out after the house owner complained that they now had to emerge from their driveway completely “blind” to road traffic.

4. More recently, 3 more have been removed (as we predicted they would be) to allow a new driveway to be constructed into one of the existing homes on the street.

5. That leaves just 10 spaces remaining, which from the Queen Street end of Rodney Road, are sited thus: 4 spaces, Driveway, 2 spaces, Driveway, 0 spaces, New Driveway, 4 spaces, Driveway.

6. Each angled space is 3m wide, which times 10 = 30m. However, being angled there is a significant wasted kerbside space before and after each driveway. This wasted kerbside area would not be wasted if cars were parked as they were, namely parallel to the kerb. Small cars are between 3m – 3.5m long, large cars about 4.5m long. Reverting back to parallel parking easily allows for 9 parked cars. This calculation is based on the dimensions of the new off street parking bays (parallel to kerb) created along Queen Street.
Conclusion:

1. All the effort and cost which has gone into creating new angled parking has generated 1 new space!
2. But at what cost? Safety is severely compromised. Traffic flow is severely affected as cars are backed up waiting to pass each other.
3. Passing cars regularly exchange wing mirrors when passing each other such is the narrow width available (I know as I collect the pieces of them from the road regularly). One resident has already had his car completely written off. The impact was so severe that the car (a write off) was shifted a full 90 degrees. Fortunately there were no casualties, but this was only down to luck. As the owner, here today, said - his kids regularly have to cross the road in between these new bays, with reduced road visibility due to the distance that parked vehicles stick out into the road. We are not talking just parked cars, but commercial trucks, large camper vans, etc.
4. I have measured the road width, being 12.2 metres. Parked vehicles take up 7.2 metres of this (60%), leaving just 5 metres of tarmac (40%) for passing vehicles. I have photos that clearly illustrate that Rodney Road is now first and foremost a car park, rather than a road.
5. 3 foot high weeds now grow in the gutter, where before there were none – something you would associate with a neglected commercial street.
6. Aesthetic street appeal in what is, or supposed to be, a Heritage Area is now dreadful.

Auckland Transport:

Let’s review some correspondence with AT.

1. “Following a review ... we have determined that the likelihood of restricted visibility for vehicles coming out of driveways being a safety issue to be low.” Letter from AT, 4 Oct 2017

Comment: This is false and a contradiction. AT has already removed one of the bays due to safety concerns, as mentioned above. They are not consistent, but no surprise there!

2. “Traffic speeds on the road were significantly reduced by the close proximity to the intersection with Queen Street.” Letter from AT, 4 Oct 2017

Comment: As the Roadside Rescue truck was taking Paul Norris’s written off car away in late October, as luck would have it, a Council car was passing, driven by AT 1082 (Martin). He actually stopped as he saw a car parked in the bays the “wrong way round” and issued a ticket! He spoke with Paul Norris, who was less than happy as you can imagine! I also spoke with him. I explained the excuse of a letter I had received from AT, claiming that traffic speeds on the road were significantly reduced as a result of the close proximity to Queen Street. He disagreed, commenting that he “regularly travelled along Rodney Road and knew that traffic speed was not slow at all.” The
suggestion that it is, is total nonsense. We, the residents live here 24/7, so should know better than anyone.

3. “The safety issue is extremely high and it is only a matter of time before someone is badly injured or killed as a result of the poor decision made by AT in installing these parking bays. We, the local residents are putting AT on notice about this danger and in the event of a serious injury or worse, this letter/email will serve as a public record that AT chose to ignore these real safety concerns.”

   Letter to AT, 20 Oct 2017

Comment: No sooner has this letter been sent than a residents car is written off. Does AT think any differently as a result? Not at all. Their response and reason for keeping the angled bay now has nothing to do with them believing that there is no safety issue. Rather they respond by passing the buck over to you, the Local Board:

4. “The Local Board have reiterated their preference to keep these street angled car parks, as these will service the War Memorial Hall.”

   Letter from AT, 9 Nov 2017

Comment: This hall is hardly ever used. I live almost opposite it and 90% of the time it is empty. Even if used, parallel parking is available, so it’s a lame excuse – but is it even true?

AT will not admit that they have got this wrong. Their intended goal of creating a worthwhile number of extra spaces has not been achieved at all. This is a proven fact, but they will just not eat humble pie and admit that they got it wrong on this occasion. But even if many extra bays had been created, I would still be here today, because it is not just about parking. It is about safety!

Dr Ian Hassall is a researcher, paediatrician and children’s advocate. He has published peer-reviewed research on aspects of child safety, including environmental factors in child pedestrian injury in Auckland. In his capacity as a child safety expert, he has also written to AT in recent weeks about the angled parking. His full submission is attached, but in his submission on 30 October 2017, he points out:

“I want to place on record my serious disquiet in relation to the recently installed angle parking on the north side of Rodney Road, Northcote Point. I believe it has created an unnecessary and palpable risk to child pedestrians and that parallel parking should be restored as soon as possible.

Prevention of this injury scenario depends, among other things, on:

1. providing adequate space between parked cars and the traffic flow lanes to enable the pedestrian after they have emerged from between the parked cars to be seen by the motorist in time to avoid a collision as well as:

2. a build-out that signals to approaching drivers that they are approaching a parking bay and directs them into a traffic flow lane a relatively safe distance from the parked cars - a fact recognised by Auckland Transport’s own Code of Practice, which state:

Kaipatiki Local Board Presentation, 28th February, 2018
Rodney Road Safety Concern - Angled Parking
“Parking layouts should include gaps in the parking, preferably with kerb build-outs to the edge of the live lanes at point of pedestrian demand so that pedestrians can be seen by approaching drivers when crossing the road and are not hidden between parked cars or exposed to vehicles manoeuvring into and out of parking spaces. Careful consideration needs to be given to the amount of separation.” (Auckland Transport, 2013)

These conditions are not met at the Rodney Road site. The risk of death or injury to child pedestrians is clear.”

Thus, there are further inconsistencies between ATs own codes of practice and what they have dumped on us. In any event, to comply with AT’s own codes of practice, even if they constructed a build out further into the road, it narrows still further the passing space for vehicles travelling in opposite direction, already at a critical width.

The AT website has a section – “Improving Road Safety” which says: “Our engineers work with the community to investigate ways to improve safety and promote transport options.”

Alas, these are just empty words. One local resident seems to have summed it up best, when he emailed me recently to say:

“Their [AT] normal attitude to the public is CONSULTATION – SURE, BUT DO IT ANYWAY.”

Clearly, the immediate removal of the angled parking is a “no – brainer.” It is completely unjustified and an extreme safety hazard. An immediate return to parallel parking makes 100% common sense. We, the residents both request and require common sense to prevail and we want you, the Local Board to register your immediate signal to AT that you are supporting the local residents in this endeavour.
A submission to Auckland Transport requesting the restoration of parallel parking on the north side of Rodney Road, Northcote Point

I want to place on record my serious disquiet in relation to the recently installed angle parking on the north side of Rodney Road, Northcote Point. I believe it has created an unnecessary and palpable risk to child pedestrians and that parallel parking should be restored as soon as possible.

I attended a street meeting at 9.00am on Friday morning, 27 October at which a group of local residents complained to an Auckland Transport official about the parking design. He undertook to respond within a week. While the main complaint at the meeting was the danger of vehicular collision, and some others, raised the matter of child pedestrian safety which is what I want to further explain here.

Child pedestrian injury is a leading cause of death and hospitalisation in New Zealand, causing 14 fatalities and 235 hospital admissions per year in children aged 0-14 years in 2001-7. Seventy one percent of such injuries occurred on public roads in a 1978-87 survey. ‘Mid-block dart out’ is the commonest scenario leading to child pedestrian injury.

Prevention of this injury scenario depends, among other things, on:

1. providing adequate space between parked cars and the traffic flow lanes to enable the pedestrian after they have emerged from between the parked cars to be seen by the motorist in time to avoid a collision as well as:

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2. A build-out that signals to approaching drivers that they are approaching a parking bay and directs them into a traffic flow lane a relatively safe distance from the parked cars. A fact recognised by Auckland Transport’s own Code of Practice.⁴

“Parking layouts should include gaps in the parking, preferably with kerb build-outs to the edge of the live lanes at point of pedestrian demand so that pedestrians can be seen by approaching drivers when crossing the road and are not hidden between parked cars or exposed to vehicles manoeuvring into and out of parking spaces. Careful consideration needs to be given to the amount of separation.” (Auckland Transport, 2013)

These conditions are not met at the Rodney Road site (see enclosed photos).

On point 1 above. The depth of the parking space from the kerb to the end of a parked vehicle (a van) as measured on 26 October was 4.2 metres allowing barely enough room (4.4 metres) for bi-directional traffic flow between that vehicle and a car parallel parked on the other side of the road and no space for a pedestrian to be seen (or, incidentally, to meet the recommendations of the AT Code of Practice for manoeuvring space for angle parking).

On point 2 above. There is no build-out to direct vehicles approaching from the west away from the parking area. The boundary between parking area and traffic flow lane is, in fact, so indistinct that there has already been a collision with a parked car that has been so badly damaged as to be written off.

The risk of death or injury to child pedestrians is clear.

Dr Ian Hassall is a researcher, paediatrician and children’s advocate. He has published peer-reviewed research on aspects of child safety, including environmental factors in child pedestrian injury in Auckland.⁵ ⁶

Yours sincerely

Dr Ian Hassall
Dr Ian Hassall

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Newly created angled parking here.

RESULT

Only 40% of street width available to drive on !! Hence red car below in middle of road.
Case has been hit with such force that it has been shunted 90 degrees to the left.
The car's frame was so far out of alignment, it was beyond repair.