



## NOTICE OF MEETING

# MASSEY COMMUNITY BOARD

I hereby give notice that an Ordinary Meeting of the Massey Community Board will be held on:-

**DATE:**        **Wednesday, 3 September 2003**                      **TIME:**        **7.30 pm**

**VENUE:**        **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

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

29 August 2003

Sharon Simiona  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8820

### **MEMBERSHIP:**

Mr	RF	Jessopp (Chairperson)
Mrs	DJ	Webster (Deputy Chairperson)
Mr	MFP	Chan, JP
Mr	WW	Flaunty, JP
Mr	JA	Good
Cr	OE	Hoskin, MNZM, JP
Cr	GE	Nash, JP
Ms	KG	Perri
Cr	GW	Russell, JP

(Quorum 5 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD  
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,  
WAITAKERE CITY, ON WEDNESDAY, 3 SEPTEMBER 2003,  
COMMENCING AT 7.30 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - 6 August 2003

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 6 August 2003, as circulated, be taken as read and now be confirmed.



**3 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.



#### 4 URGENT BUSINESS

Section 46A(7) and (7A) 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 item is a minor matter; 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, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



#### 5 CHAIRPERSON'S REPORT

August has been pretty hectic month Board work wise, and fortunately not so many council meetings to attend.

Kitch Cuthbert, Council's Road Safety Co-ordinator and I received a request from the Principal of Henderson Intermediate School to discuss the future traffic problems at the school's main and rear entrances, the steadily increasing amount of road traffic is causing concern. Kitch Cuthbert, Transport Engineer, Adam Moller and I visited the school, and armed with maps and information we were able to put the Principal's mind at rest. Council will be widening the road and installing traffic lights outside Waitakere Hospital which will in turn help the school children alighting from busses and crossing the road. Further discussions and information will take place between the Principal and Kitch Cuthbert on an on going basis.

It is surprising to find how many Councillors and staff members do not know that the Massey Ward encompasses all of Lincoln Road. Even the Council Buildings and the New Athletic Centre.

A friend that lives just off Scenic Drive voiced his concerns to me the other day regarding the clearing of bush by new section owners. I told him this was not a Massey Ward problem but he dragged me off to have a look anyway. Having looked one does have to wonder ... A section has been completely levelled in the heart of the bush and there is more to come. I am told all Council rules and regulations have been followed to the letter but being a lover of our bush and beach areas it makes me shake my head in sorrow at yet more desecration of this wonderful wilderness area. When will someone have to courage to say stop, before it is too late.

I am listing some items that it would be nice to have an update on and if you have any ideas please ask at the next meeting.

- Update on Harbourview Park;
- Update on Policing of the Lincoln Road area, especially the factories and workshops;
- Update on development of land around the Lincoln Road area;
- Update on road development around the Lincoln Road area;
- Cr Owen Hopkins has also asked for information re introducing speed restrictions along Birdwood Road;
- Finally, Waitemata Drive and Luanda Drive intersection is causing much concern to residents with car smashes happening on a regular weekly basis. Mostly from the lunatic fringe. Residents request that a round about at the junction be built as they do not feel a "Stop" sign will have any effect.




### **RECOMMENDATION**




That the Chairperson's Report be received.

Robert Jessopp  
**CHAIRPERSON**



6 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
Retention of the Hose Tower, Herald Island	Mediation on the Hose Tower is still ongoing. The issue will be reported back to the Board as soon as practicable.	Roger Wilson  836 8000 Ext 8086
Community Garden, Ranui 7 May 2003 876/2003	<p>At the May 2003 meeting of the Board, Melody Shinnick spokesperson for the Ranui Community Garden Project requested that Council consider establishing a Community Garden and suggested Marinich Reserve, Marinich Drive Ranui as a suitable location.</p> <p>Council staff are working with a steering group from the local community to progress the proposal. Regular meetings are being held and a presentation on community gardens and how they operate in other communities and countries has been received. Contacts with existing community garden groups in New Zealand are being made.</p> <p>This is a mutually beneficial process as the information collected will inform the development of the garden and its guidelines as well as policy development for Council. There is some discussion in the general community about community gardens and we expect that while this is the first it will be followed by others.</p>	Chris Ferkins  836 8000 Ext 8508
Massey Community Church 2 July 2003 1368/2003	<p>The Board requested at its 2 July 2003 meeting that a report come back to the Board on the Massey Community Church. A full report will be brought back to the Board in October 2003. The following has taken place since the August 2003 meeting of the Board:</p> <ul style="list-style-type: none"> <li>• The church has applied for a new consent for the parking area, Council is awaiting additional information at this stage. Once this information is supplied it will be circulated to the residents to keep them informed. This new application will alter the original consent conditions.</li> <li>• The church and its neighbours are slowly working through the fencing issues.</li> </ul>	Graeme McCarrison  836 8000 Ext 8631

<b>REPORTS PENDING</b>			
<b>Subject</b>	<b>Date Requested</b>	<b>Report Due</b>	<b>Reporting Officer</b>
Traffic Problems in the Vicinity of the Luckens Road Shops	2 April 2003 665/2003	3 September 2003	Alan Hopkinson  836 8000 Ext 8742
Safety Crossing Outside St Paul's Primary School, 498 Don Buck Road, Massey	7 May 2003 877/2003	3 September 2003	Adam Moller  836 8000 Ext 8750
Longview Drive, Massey Safety Issues	7 May 2003 880/2003	3 September 2003	Alan Hopkinson  836 8000 Ext 8742
Intersection Luanda Drive and Waitemata Drive, Ranui	4 June 2003 1082/2003	3 September 2003	Adam Moller  836 8000 Ext 8750
Massey Community Church	2 July 2003 1368/2003	3 October 2003	Graeme McCarrison  836 8000 Ext 8631
Community Garden, Ranui	7 May 2003 876/2003	3 October 2003	Chris Ferkins  836 8000 Ext 8508
Retention of the Hose Tower, Herald Island	December 2002 3485/2002	November 2003	Roger Wilson  836 8000 Ext 8086
Adoption of Code of Conduct for Community Board Members	7 August 2003 1698/2003	October 2003	Charlie Inggs  836 8000 Ext 8854

**RECOMMENDATION**

That the information be received.

Report prepared by: Sharon Simiona, Committee Secretary



## 7 WHENUAPAI AIRBASE - ECONOMIC AND SOCIAL IMPACTS OF CLOSURE

### PURPOSE OF THE REPORT

This report provides background on the economic and social impacts of the Whenuapai airbase being closed. This information was obtained by consultants from the New Zealand Institute of Economic Research, who were commissioned by Enterprise Waitakere on behalf of the Mayoral Taskforce on Whenuapai to determine these impacts.

### BACKGROUND

On 9 December 2002 the Crown signalled that it would downsize New Zealand Defence Force operations at Whenuapai and vacate the base within the next 1-5 years. The transition of the airbase land from military to some other use will have implications for the economies of the City and the region. The timing and process for the transition is not clear at this stage; however it is important that Council is in a position to react positively to any formalised decisions and processes set in train by the Ministry of Defence. Council has established a Mayoral Taskforce to consider the implications of the airbase being closed and the Taskforce is actively researching and discussing the case for developing a second commercial airport for the Auckland region at Whenuapai.

In the early 1990's the airbases at Hobsonville and Whenuapai (Base Auckland) employed over 1,800 people. This comprised the largest single employment centre in the City, and at the time represented nearly 6% of all employment located in Waitakere City. Since that time the Government has closed Hobsonville airbase, and has indicated that Whenuapai will be scaled down over the next five years.

Although the Waitakere economy has grown and diversified throughout the 1990's, there have already been significant impacts from the loss of employment at Hobsonville and Whenuapai, particularly over the last three years. These impacts will be exacerbated with the further loss of employment at the larger Whenuapai Airbase. In order to assess the magnitude of the economic and social losses that the City will suffer, Enterprise Waitakere contracted the New Zealand Institute of Economic Research to determine these effects.

### STRATEGIC CONTEXT

A leading strategic priority for Waitakere City Council is the creation of a strong local economy and more local jobs - the future development of the Whenuapai area is recognised as being a key project for the City in relation to this objective.

The airbase represents a substantial physical resource in a strategic location. Because of the combination of existing use rights and the current infrastructure it would be difficult if not impossible to replicate this resource elsewhere in the Auckland region. The long-term options for a second airport in the Auckland Region need to be carefully considered.

### ISSUES

*A1-A47*

The New Zealand Institute of Economic Research report as attached at pages A1 to A47 indicates that:

- There are currently 1,067 personnel at Whenuapai (compared with 1800 at peak in 1992 for Base Auckland).
- There are another 586 jobs generated locally in supplier companies.
- Whenuapai contributes \$103 million each year directly to the City's economy. A further \$132 million per year would be lost from other downstream activities in Waitakere with the airbase closure.
- The total direct and indirect loss is therefore \$235 million per year, and 1,647 jobs.

- A further \$21 million annually would be lost to the North Shore and Rodney economies.
- When the airbase closes, up to 355 privately owned houses and 421 airbase houses could be released onto the local housing market within a very short period.
- Local schools at Whenuapai and Hobsonville will lose over 100 pupils (11% of their enrolment) and some staff.
- Many local community groups will lose membership and support.
- There could be delayed response times to local fire and civil defence emergencies as a result of the withdrawal of support from the RNZAF fire service. (Base personnel currently assist with the control of nearby fires and with car accidents).

## **RESOURCES**

The current focus of work at this stage is to continue facilitating and developing strategic relationships with central government, key stakeholders and potential partners to ensure that the true impact of Base Auckland closure is fully understood by the relevant parties and that options to mitigate that impact are investigated and actioned as appropriate.

## **CONCLUSION**

The closure of Base Auckland will have significant social and economic impacts on the local area, Waitakere City, and the wider region. It is important that these impacts are recognised and addressed at both a Central Government and local level and that clear direction, process and timing for future development at Whenuapai is provided as soon as practicable. The results of the NZIER report were presented to Council on 27 August 2003, and the following resolutions were adopted:

1. That the information be received.
2. That Council continues to work with the Government to mitigate the economic and social losses the City will suffer as a result of the closure of Base Auckland.
3. That Council, through the Mayoral Taskforce, undertakes discussions with parties significantly affected by the airbase closure in order to determine methods by which these economic and social effects could be alleviated.
4. That Council keep the Whenuapai residents informed and include them in the Council consultation and communication programme.

## **RECOMMENDATION**

That the information be received.

Report prepared by: Steve Wilcox, Project Manager: Strategy and Development.



## 8 NEW BUS STOPS - MASSEY

### **PURPOSE OF THE REPORT**

This report seeks the Community Board's approval of:

- new bus stops on roads covered by a change in bus route;
- statutory bus stop signs at these new bus stops; and
- statutory bus stop signs at selected locations along existing bus routes.

### **BACKGROUND**

The three yearly review of bus services carried out by the Auckland Regional Council has resulted in some changes in bus services which came into effect on 3 August 2003. A particular change has been made to the 058 service that runs from Westgate through to Henderson. Previously the route began from Westgate and proceeded along Don Buck Road. Now the start of that route begins from Westgate and runs through the residential streets north of Don Buck Road through to Galony Avenue.

The implications of this change of route are being assessed, including consideration of a shuttle service between Westgate and Henderson.

The Council has budgeted for new bus signs and timetable holders over the next three years. Stagecoach and Ritchies, the two main bus operators in Waitakere City, have identified a list of bus stop locations where new or replacement signs are requested. Council officers have reviewed this list along with existing knowledge of needs for new signs. A selection of bus stops has been identified for signage in 2003/2004.

### **STRATEGIC CONTEXT**

A key focus of the Regional Land Transport Strategy is to increase passenger transport use along main corridors. The Regional Passenger Transport Plan aims to achieve greater bus use through:

- bus priority measures;
- improved bus services on existing routes;
- upgraded stations and bus shelters; and
- regional initiatives such as real time information and integrated ticketing.

Bus stop signage and timetable infrastructure in Waitakere City need to be improved to encourage greater bus use.

### **ISSUES**

#### **New Bus Stops Required by Changes in the 058 Bus Route**

The review of bus services conducted by the Auckland Regional Council has resulted in a change of route for the 058 service from Massey West through to Henderson. The new part of the route includes streets where there were no existing statutory bus stops. The new route commenced from 3 August 2003.

Ritchies has indicated to Council its preferred locations for bus stops and in some cases erected its own Ritchies bus stop signs to indicate where the bus would stop to collect and drop off passengers.

These were evaluated in terms of compliance with bylaws, safety, access, approximate 400 metre walking distance, displacement of parking, and other factors. Letters have been sent to the household immediately outside the proposed sites for statutory bus stop signs.

The proposed locations for adding statutory bus stop signs, and road markings where appropriate, are:

Lazurite Drive	Inward	Outside 11
Lazurite Drive	Outward	Opposite 13
Rush Creek Drive	Inward	Outside 13
Rush Creek Drive	Outward	Outside 12
Beauchamp Drive	Inward	Outside 15
Beauchamp Drive	Outward	Outside 10
Royal Road	Outward	Outside 75
Royal Road	Outward	Outside 133
Helleur Road	Outward	Outside 27
Helleur Road	Inward	Opposite 27
Kemp Road	Outward	Outside 58
Kemp Road	Inward	Outside 83
Bellringer Road	Inward	Outside 3
Bellringer Road	Outward	Outside 2
Triangle Road	Outward	Outside 38
Triangle Road	Inward	Outside 25
Garton Drive	Inward	Outside 63
Garton Drive	Outward	Outside 60
Garton Drive	Inward	Outside 25
Garton Drive	Outward	Outside 26
Gallony Drive	Outward	Outside 6
Gallony Drive	Inward	Outside 9

Any feedback from the Auckland Regional Council, Ritchies or residents will be provided at the meeting.

#### **Upgrade of Bus Stop Signs in Massey Ward**

As part of a citywide programme to upgrade bus stop signage, a number of bus stop locations have been identified for providing a statutory bus stop sign in 2003/2004. This upgrade is important for the Massey ward due to residents' reliance on bus transport and the current state of existing signs.

The sites were selected from a larger list supplied by Stagecoach and Ritchies. These sites were inspected and evaluated according to the current state of signage, the degree of use, and other factors such as safety, location outside a school or other community facility. Priority has been given to sites where there is moderate to high use and no existing signage.

The proposed locations for adding or replacing statutory bus stop signs at existing bus stops are:

150 Metcalfe Road	74 Metcalfe Road	85 Swanson Road
196 Swanson Road	109 Swanson Road	273 Swanson Road
9 Metcalfe Road	310 Swanson Road	109 Lincoln Road
57 Metcalfe Road	16 Metcalfe Road	101 Rathgar Road
108A Lincoln Road	115 Universal Drive	84 Triangle Road
8 Rathgar Road	72 Triangle Road	143 Triangle Road
161 Triangle Road	103 Triangle Road	Corner Triangle Road / Lincoln Park Avenue
104 Reynella Drive	Opposite Lincoln Park Avenue	14 Reynella Drive
7 Triangle Road	14 Waimumu Road	2 Hewlett Road
57 Reynella Drive	11 Reynella Drive	189 Don Buck Road
95 Reynella Drive	64 Reynella Drive	Woolworths / Moire Road
85 Kemp Road	78 Don Buck Road	Corner of Don buck and Red Hills Road (outside Hall)
240 Don Buck Road	51A Moire Road	64 Colwill Road
307 Don Buck Road	10 Royal Road	Moire Park
17 Royal Road	36 Royal Road	Opposite Marina View School
75 Wiseley Road	126 Moire Road	Clark House
Opposite Moire Park	62 Marina View Road	5 Wiseley Road
67 Marina View Road	181 Wiseley Road	139 Luckens Road
Corner Wiseley / Marina View Road	137 Wiseley Road	7 Hobsonville Road
84 Luckens Road	20 Wiseley Road	18 Hobsonville Road
162 Luckens Road	114 Luckens Road	

Road markings may not be required at most of the above locations, but would be done as considered appropriate.

It is intended to provide bus stop signs at most of these locations in 2003/2004. These will represent a significant portion of the budget for bus stop signage in the City. It is possible that upon further inspection it may not be appropriate to provide a bus stop sign at a few of the above locations. Where there is a significant deviation, this would be reported back to the Community Board.

## RESOURCES

The Council's budget for improvements to bus stop signs and timetable holders in 2003/2004 is approximately \$25,000. The approximate cost of installation of a bus stop sign is \$200.00 per sign, but would be lower if a done in bulk.

## CONCLUSION

The provision of bus stop signs along the new part of the 058 route and at existing bus stops in the Massey ward is intended to be the start of a long term programme to improve bus stop infrastructure. This is important in order to achieve further increases in bus patronage.

## RECOMMENDATIONS

1. That the information be received.
2. That the proposed locations for bus stops on the new 058 bus route be approved sites for the installation of permanent statutory bus stop signs and road markings where appropriate.
3. That the proposed bus stop locations be approved sites for the installation of statutory bus stop signs and road markings where appropriate.

Report prepared by: Kevin Wright, Acting Manager: Transport Strategy and Adam Moller, Transport Engineer.



## 9 WOODFORD AVENUE GIVE WAY CONTROLS

### PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Massey Community Board to establish a 'Give Way' control on Woodford Avenue at its intersection with Epping Road.

### BACKGROUND

Council has received a complaint about motorists turning right out of Woodford Avenue failing to give way to vehicles travelling straight through the intersection on Epping Road. Council staff have assessed the issues relating to the complaint, and consider that action by the Massey Community Board is warranted.

### STRATEGIC CONTEXT

This proposal conforms to Objective 3 'Access and Travel Choice' of the Urban Villages pathway to a sustainable City: *'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'*.

A high proportion of urban traffic crashes occur at intersections, and 'Give Way' controls are an effective way of clarifying traffic priorities and reducing crashes.

### ISSUES

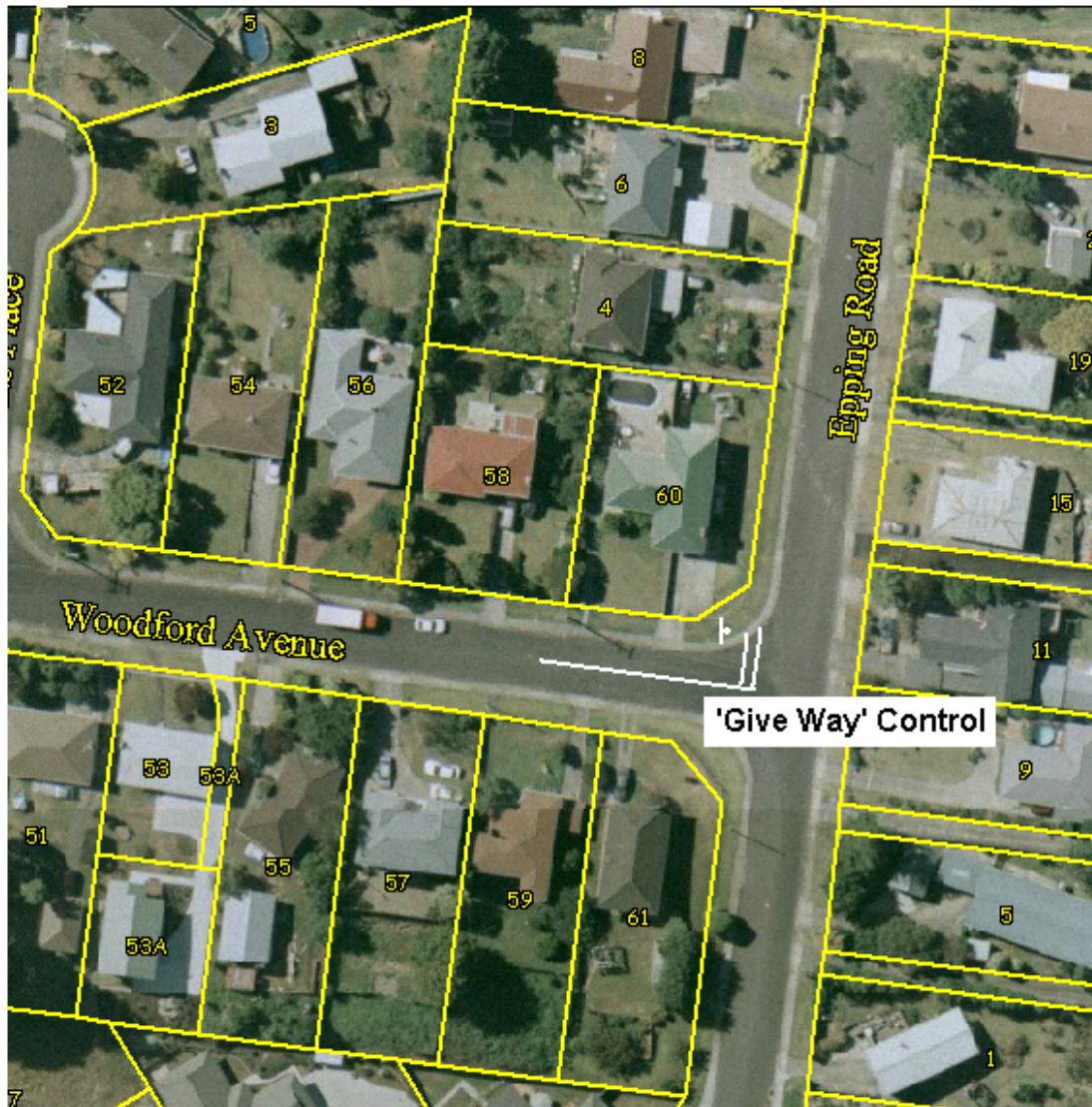
The 'Give Way' control is an effective way of reinforcing intersection priorities, especially at a 'T' junction such as the intersection of Woodford Avenue and Epping Road, where the 'main' traffic flow makes a turn. Where traffic volumes are high, road works can be carried out to realign the roadway to match the traffic flows, but at this intersection, traffic volumes are very low and any realignment would be unnecessarily expensive.

**RESOURCES**

The necessary traffic signs and markings can be implemented from the existing Traffic Signs Maintenance and Road Marking Maintenance budgets.

**CONCLUSION**

The proposal to establish a 'Give Way' control on Woodford Avenue at its intersection with Epping Street is an effective way to improve traffic safety at this intersection.



**WOODFORD / EPPING INTERSECTION  
'Give Way' Control**

## RECOMMENDATIONS

1. That the information be received.
2. That in relation to **WOODFORD AVENUE, HENDERSON**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962, and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following 'Give Way' controls be now resolved to be specified and imposed namely:
    - (i) A '**Give Way**' control be established on Woodford Avenue at its intersection with Epping Street.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said 'Give Way' controls.

Report prepared by: Alan Hopkinson, Transport Engineer.



## 10 CYCLARAMA CRESCENT TRAFFIC ISSUES

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the approval of the Massey Community Board for an additional parking restriction in Cyclarama Crescent.

### **BACKGROUND**

At its meeting on 6 November 2002, the Massey Community Board resolved to impose a revised set of 'No Stopping At All Times' restrictions on Cyclarama Crescent to address ongoing parking issues in the street (3217/2002). However, there continue to be isolated problems at the western end of the median island.

### **STRATEGIC CONTEXT**

This proposal conforms to Objective 3 "Access and Travel Choice" of the Urban Villages pathway to a sustainable city: '*People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services*'.

In this context, vehicles need to have sufficient space on a roadway to allow them to manoeuvre into driveways and intersections. When vehicles are parked on the inside of curves or close to intersections or driveway, they can obstruct access to properties and narrow sections of the roadway.

## ISSUES

Much of Cyclarama Crescent is about 7.8m wide. The middle section of the road is split into two levels by a dividing median island that has been built to compensate for the change in roadway levels across the width of the road reserve.

Regulation 35 of the Traffic Regulations 1976 governs parking on the roadway. Under this regulation, no person shall stop, stand, or park a vehicle without due care or without reasonable consideration for other persons using the road.

In addition, no person shall stop, stand, or park a vehicle in any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection so as to obstruct, or be likely to obstruct, other traffic, or any view of the roadway to an approaching driver.

These regulations are quite clear and there should be no need for further restrictions in most situations. However, some motorists still appear to be unaware of these common sense requirements, and assume that parking is permitted except where broken yellow lines are marked.

When the previous set of restrictions was brought before the Massey Community Board, it was recognised that there was an overall shortage of on-street parking available at the end of the street, and for that reason, some areas were left out of the restriction on the basis that it would often be possible for a driver to park in these areas provided a little care was taken.

Unfortunately, this has not always been the case, and there are instances where parking outside 33 Cyclarama Crescent is obstructing access to the high level section of the street, forcing traffic to travel in the wrong direction through the split level section.

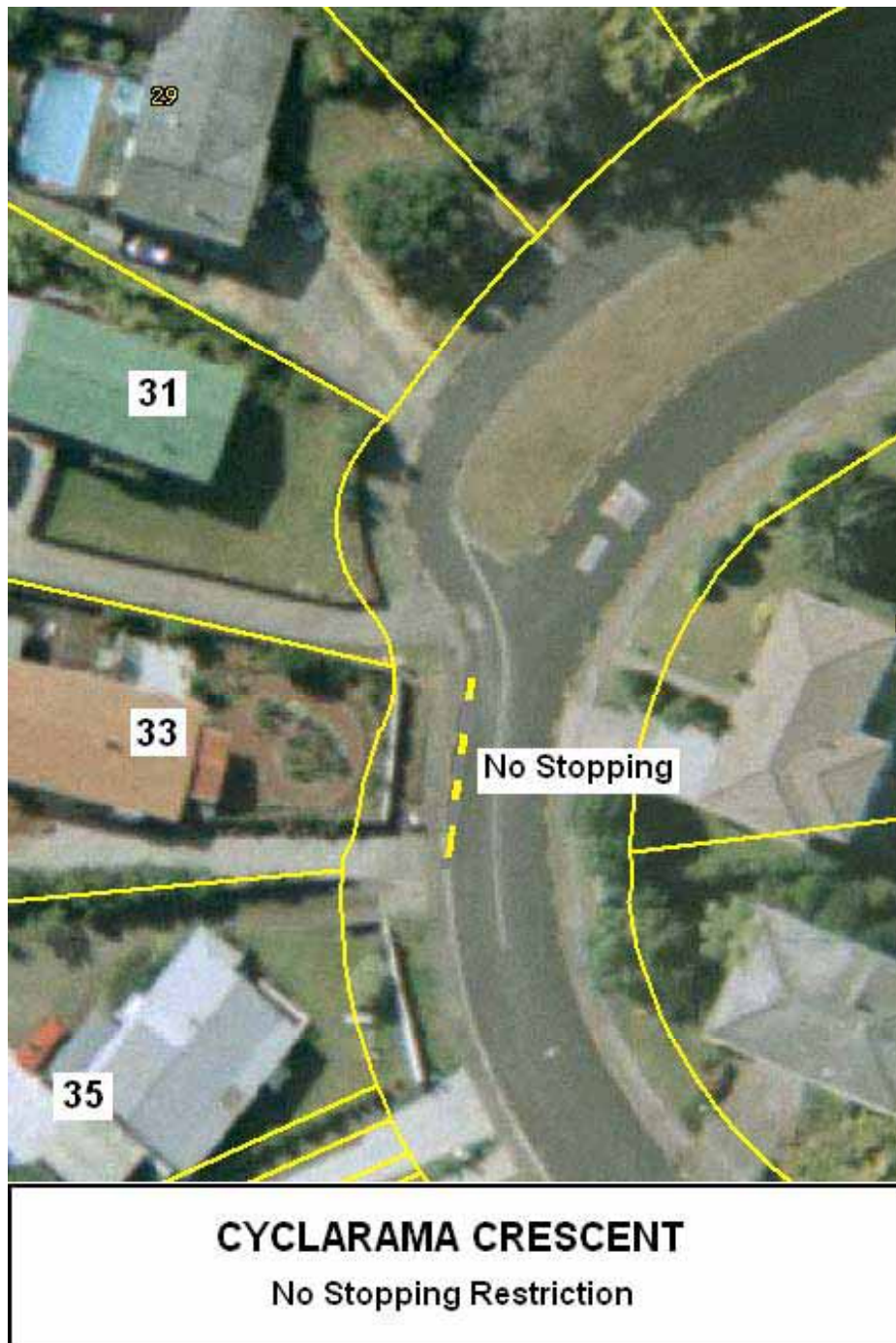
In addition to the safety problems created by such parking, there are potentially serious issues that arise from any obstruction to the movement of emergency vehicles on the road.

## PROPOSED TREATMENT

The proposed solution is for an additional 12 metre section of 'No Stopping At All Times' parking restriction to be imposed outside 33 Cyclarama Crescent.

This restriction will result in the loss of one parking space. However, there are plenty of kerbside parking spaces available between 36 and 50 Cyclarama Crescent - a distance of 50 to 180 metres away.

The layout of this section of Cyclarama Crescent, together with the proposed parking restriction is shown on the aerial photograph.



### RESOURCES

Once a 'No Stopping At All Times' restriction has been resolved by the Community Board, the extent of the restriction can be indicated by signs or marked by broken yellow lines under Regulation 108 of the Traffic Regulations 1976.

In this case, it is proposed that these restrictions be marked by broken yellow lines which can be funded from the Road Marking Maintenance Budget.

## CONCLUSION

The proposed 'No Stopping At All Times' restriction on parking outside 33 Cyclarama Crescent will be the most effective and efficient way of improving traffic safety on this section of the road.

## RECOMMENDATIONS

1. That the information be received.
2. That in relation to **CYCLARAMA CRESCENT, MASSEY**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962, and the Waitakere City Bylaw No. 7, 1991 - Traffic, the following parking limitations and restrictions be now specified and imposed namely:
    - (i) on Cyclarama Crescent, Massey, a '**No Stopping At All Times**' restriction be imposed on the western side of the road across the frontage of 33 Cyclarama Crescent.
- 3 That the appropriate markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate, and record the said parking limitations and restrictions.

Report prepared by: Alan Hopkinson, Transport Engineer.



## 11 CENTRAL PARK DRIVE PARKING RESTRICTION

### PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Massey Community Board for a 'No Stopping At All Times' parking restriction in Central Park Drive, Lincoln.

### BACKGROUND

Council has received a request from The Bible College of New Zealand, for a 'No Stopping At All Times' parking restriction outside the College's access onto Central Park Drive, and for a painted flush median on Central Park Drive. At present motorists turning right out of the College onto Central Park Drive have difficulty seeing approaching traffic when there are other vehicles parked at the kerb near the driveway.

The College is particularly concerned about the future traffic conditions in this area of Central Park Drive once the new Sports Complex is completed as it expects to use its Central Park Drive entrance as its main access point within the next couple of years.

## STRATEGIC CONTEXT

This proposal conforms to Objective 3 “Access and Travel Choice” of the Urban Villages pathway to a sustainable city: *‘People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services’.*

In this context, motorists need to have sufficient clear visibility along a road to be able to ensure the way is clear before they leave a driveway or side road. In addition, it is desirable for vehicles making a right turn to be able to do so without impeding the flow of following through traffic.

## ISSUES

There is little regular parking on this section of Central Park Drive at the moment, but the vehicles that do park in this area can limit visibility along the road for motorists leaving the Bible College.

Central Park Drive in this area is 12.0 metres wide. This width is sufficient for two lanes of traffic plus kerbside parking, or for a flush median plus two traffic lanes and two cycle lanes.

The future layout of Central Park Drive has yet to be finalised in relation to the area around the Sports Complex and its intersection with the extension of Universal Drive. These are issues that will be resolved following the completion of the Corridor Study on this route. It is therefore likely that all the kerbside parking controls in this area will be reviewed in the future.

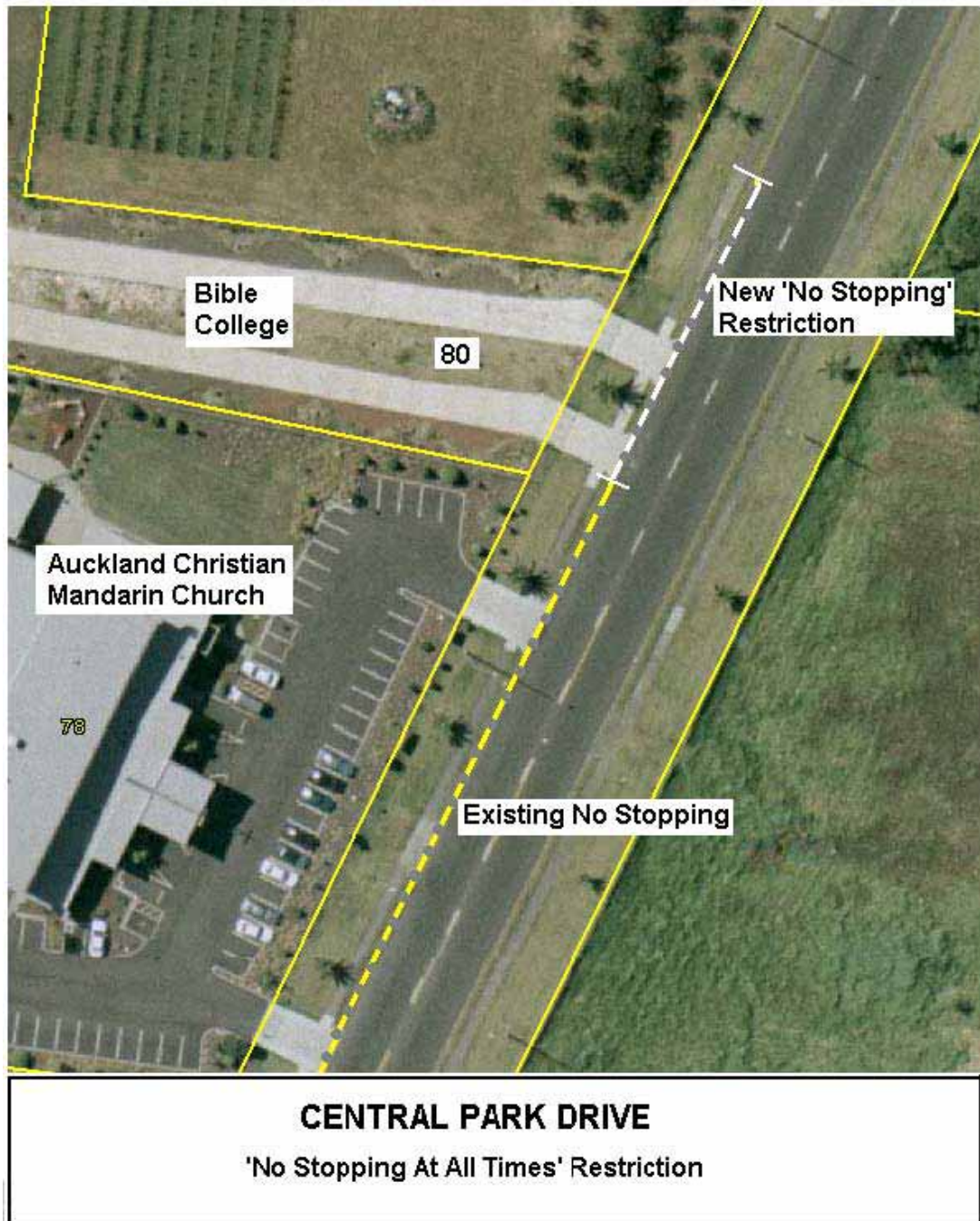
## Existing Restrictions

Sections of Central Park Drive already have ‘No Stopping’ restrictions at intersections and major driveways, including a section from the southern side of the Bible College driveway across the front of the Auckland Christian Mandarin Church next door.

## Proposed Treatment

The proposed solution is for a ‘No Stopping At All Times’ restriction to be imposed on the western side of Central Park Drive from the southern side of the driveway to the Bible College to a point 20 metres north of that driveway.

The location of the proposed restriction is shown on aerial photograph.



## RESOURCES

Once a 'No Stopping At All Times' restriction has been resolved by the Community Board, the extent of the restriction can be indicated by parking signs or marked by broken yellow lines under Regulation 108 of the Traffic Regulations 1976. It is proposed that these restrictions be marked by broken yellow lines which can be funded from the Road Marking Maintenance Budget.

## CONCLUSION

The proposed 'No Stopping At All Times' restrictions on parking on Central Park Drive will be the most effective and efficient way of improving traffic safety at the entrance to the Bible College.

## RECOMMENDATIONS

1. That the information be received.
2. That in relation to **CENTRAL PARK DRIVE, LINCOLN**:
  - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Central Park Drive, Lincoln, imposed by any prior resolution (including resolution of any former authority) 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 Transport Act 1962, and the Waitakere City Bylaw No. 7, 1991 - Traffic, the following parking limitations and restrictions be now specified and imposed namely:
    - (i) on Central Park Drive, Lincoln, a '**No Stopping At All Times**' restriction be imposed on the western side of the roadway from the prolongation of the northern boundary of 78 Central Park Drive to a point 12 metres north of the prolongation of the northern boundary of 80 Central Park Drive.
- 3 That the appropriate markings, in accordance with Regulation 108 of the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate, and record the said parking limitations and restrictions.

Report prepared by: Alan Hopkinson, Transport Engineer.



12 **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.

**MASSEY COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region Community Boards' Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	Peter Chan
Massey Citizens Advice Bureau	Peter Chan
Massey Community House Committee	Karen Perri
Massey Leisure Centre Community Liaison Group	Jean Webster
Ranui Action Plan Project	Cr Nash
Ranui Community Centre Committee	Cr Nash
Henderson Creek Reserve Management Plan	Cr Hoskin
Harbourview People's Park Working Party	Andrew Good
Moire Road Community Hall	Cr Nash
Safe Waitakere	Peter Chan
Westpark Marina Working Group	Andrew Good
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Jean Webster Karen Perri
Community Sports Fund Allocation Subcommittee	Warren Flaunty
<b>WORKING GROUPS</b>	
Wai Care Programme	Peter Chan
Project Twin Streams	Bob Jessopp

