



Waitakere City Council
Te Taiao o Waitakere

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, 1 September 2004** **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.

27 August 2004

Sharon Simiona
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8820

MEMBERSHIP:

Mr	RF	Jessopp (Chairperson)
Mrs	DJ	Webster (0Deputy Chairperson)
Mr	MFP	Chan, JP
Mr	WW	Flaunty, QSM, JP
Mr	JA	Good
Cr	OE	Hoskin, MNZM, JP
Cr	GE	Nash, QSM, 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, 1 SEPTEMBER 2004,
COMMENCING AT 7.30 PM.**

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**AGENDA FOR AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD
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WAITAKERE CITY, ON WEDNESDAY, 1 SEPTEMBER 2004,
COMMENCING AT 7.30 PM.**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - Wednesday, 4 August 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 4 August 2004, 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) 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.



5 CHAIRPERSON'S REPORT

Well members I thought for a change I would list our successes over the last three years. I am sure others will come to mind but here is what I have been able to quickly glean from previous minutes and other information.

- We have a new railway station at Ranui.
- An improved library with future proofing Eco improvements.
- Improvements to Whenuapai Village Hall.
- A new and improved Massey Community House.
- A new sports stadium (well this one we didn't do to much to get but it is our patch ...).
- One of the first "Bus Lanes".
- A few new footpaths with some generous accolades from Hobsonville Primary.
- Lots more parking restrictions (whether this is a + or – I am not sure).
- Lots more trees planted.
- Dramatic improvements in traffic management at Luanda Drive and Waitemata Drive.
- A settlement (hopefully) to challenges in Cyclarama Crescent.
- Great improvements to our Skate Board Park.
- Movement at last with children's school crossings in Don Buck Road.
- And finally and especially from my point of view a better understanding of the communities needs and concerns.

It would not go amiss I think, to pay thanks to members of the staff that have worked with the Board over a number of issues. It is always a dangerous thing but here goes: Jack Burton, Adam Moller, Kitch Cuthbert, Darryl Griffin, Jean Andrew and Tony Miguel have big circles on my phone list, and I thank them for their time, patience and expertise. Last but by no means I would like to pay special thanks to Sharon Simiona my great wonderful Secretary and Grant Jennings the Manager for our meetings for their counsel and advise.

I would also like to thank you too members of the Board for your support and wish you all good luck in the forthcoming elections.

To end on some unfinished business I received a telephone call regarding the Mobility Parking space that has been lost at Massey Library to accommodate the returns box ...

Although an alternative has been made available opposite I am told it does not give handicapped people enough room to get out of their cars especially into wheelchairs. Could it be considered that an option might be to change an end space to a disabled persons parking space and use the smaller space for a senior citizen space?

A1-A4

Also attached at pages A1 to A4 is a copy of a letter sent from Murray Smith MP United Future regarding Local Government Amendment Bill. If you are in agreement I would like us to join with the other Waitakere City Community Boards and send our support to this amendment.

I visited the Don Buck Room at Massey Community Centre after Mrs Marjorie Moore's complaint at the public forum. I must admit looking through the door now it is nothing more than an aerobics room for the Gym.

Perhaps other members might like to have a look and offer their comments. Mine is that it should be returned to its original state as it is a Community room and at present it no way resembles this. It does seem to appear that the YMCA are taking over the hole complex and this just should not be. I would appreciate your comments.


RECOMMENDATION

That the Chairperson's Report be received.

Robert Jessopp
CHAIRPERSON



6 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Westpark Marina - Various Issues 3 April 2002 Resolution 660/2002	Westpark Marina changed ownership in October 2003. The new owner is developing a concept plan detailing future marina development. Council is continuing discussions with Westpark Marina Limited to try and secure solutions to the various issues at the Marina, most pressing of which is trailer-boat parking.	Ross McLeod  836 8000 Ext 8675

RECOMMENDATION

That the Committee Secretary's Report be received.

Report prepared by: Sharon Simiona, Committee Secretary.



7 COMMUNITY WELLBEING FUND ALLOCATION 2004/2005

PURPOSE OF THE REPORT

The purpose of the report is to inform the Massey Community Board on the process of assessing applications to the Community Wellbeing Fund.

BACKGROUND

In February 2000, Council resolved to provide an amount of \$80,000 to be allocated to support 'not for profit' community groups through the Community Wellbeing Fund. Half of the fund was to be allocated by the Finance and Operational Performance Committee for those applicants who provide services/projects on a city-wide basis. The balance is to be distributed on a pro-rata population basis by each of the Community Boards, to applicants whose services/projects generally come from one Community Board area.

In May 2003 a workshop was held by Council and Community Board members, to consider the consistent oversubscription to the Community Wellbeing Fund. Up to this time each applicant was eligible to a maximum amount of \$5,000. It was generally agreed that being able to apply for up to \$5,000 gave community groups an unrealistic expectation of receiving more funding than was possible. As a result the maximum amounts that could be applied for were amended by the following Council resolution:

“That the maximum amount any one applicant can apply for to the Community Wellbeing Fund, Citywide allocation should be \$3,000;

That in general, the maximum amount any one applicant receives from the Community Wellbeing Fund, Community Board allocation should be \$1,000.”

1024/2003

In the 2003/2004 Annual Plan process Council resolved to increase the amount of funding for the Community Wellbeing Fund to \$82,000, of which \$41,000 is allocated to city-wide projects by the Finance and Operational Performance Committee. The balance is allocated to each Community Board on a ward population basis of which the Massey Community Board has \$12,450 to allocate in the 2004/2005 round.

STRATEGIC CONTEXT

The Community Wellbeing Fund aligns with Council's Community Assistance Policy with the goal of the Policy being to help strengthen the ability of local community groups to create a strong social base for Waitakere City and to meet local needs. In the Community Wellbeing Fund an applicant must meet one or more of the objectives from the Community Assistance Policy, which helps achieve this strategic goal.

ISSUES

As a result of the changes to the maximum amounts eligible that any one community group can apply to from the Community Board allocation of the Community Wellbeing Fund, from \$5000 in 2002 to \$1000 in 2003, some of the Community Boards allocations have not been fully subscribed. Massey Community Board fund is under subscribed this year by \$2,890. When an under subscription such as this happened in 2003 the unallocated portion was transferred to the citywide fund which is always heavily oversubscribed.

The issues that have resulted in this change from over subscription of Community Board applications to under subscription are several:

- Reduction in the maximum amount eligible, from \$5000 per applicant to \$1000;
- Greater awareness of other funding agencies to apply to, as a result of numerous funding workshops conducted across the city;
- Other funding agencies having considerably larger amounts of money to give out;
- Many of these other funding agencies are open all year and assess applications on a monthly basis.

Promotion for this fund has been more extensive in the past two years than previously, with information this year being provided to the community by:

- Western Leader advertising;
- Waitakere City News advertising;
- Information in Community Assistance Newsletter which goes out to over 1000 community groups;
- 14 funding workshops;
- Internet information;
- Application forms in prominent positions at Council venues.

ASSESSMENT PROCESS

Eligibility

All applications have been screened for eligibility as per the Community Wellbeing Fund policy. All eligible applications have been put forward to the Community Board for consideration. Those applications that have been found to be not eligible have been contacted to discuss other funding options.

Priorities

Each application has been preliminarily assessed against the priorities outlined in the Community Wellbeing Fund policy.

Application Information

A5-A13

The original applications are available for inspection prior to and at the meeting. Attached at pages A5 to A13 is a one page summary.

It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The Board may then wish to go back and revisit any allocation before coming to a final decision.

FUNDING AVAILABLE

Massey Community Board has a total of \$12,450 to allocate via this scheme. The Board has 9 eligible applications to consider for financial assistance with the total amount requested being \$9,561.

The recommendation is that the full amount requested be granted to each of the applicants and the unallocated portion of the fund be given to the Citywide allocation, as this fund is oversubscribed.

	Amount Applied For	Amount Recommended
10 th Waitakere Girls Brigade	1,000	1,000
Birdwood Kindergarten	1,203	1,203
Colwill School	1,190	1,190
Faamasani Aoga Amata	1,000	1,000
Kereru-Massey Scout Group	845	845
Ranui Baptist Community Trust	1,320	1,320
Te Piataata Trust	1,000	1,000
Te Ukaipo Mercy Initiatives for Neighbourhood	1,000	1,000
The Salvation Army Westgate	1,003	1,003
	\$9,561	\$9,561

CONCLUSION

There are nine eligible applications for financial assistance totalling \$9,561 with an amount to allocate of \$12,450. There is sufficient funding to allocate the full amount requested to each of the community groups. A decision needs to be taken in regard to the balance of \$2,889. It is recommended that this be transferred to the city wide allocation which is oversubscribed.

RECOMMENDATIONS

1. That the Community Wellbeing Fund Allocation 2004/2005 report be received.
2. That the Massey Community Board consider applications to the Community Wellbeing Fund and allocate funding as per the process outlined in the report and the following recommended amounts:

	Amount Applied For	Amount Recommended
10 th Waitakere Girls Brigade	1,000	1,000
Birdwood Kindergarten	1,203	1,203
Colwill School	1,190	1,190
Faamasani Aoga Amata	1,000	1,000
Kereru-Massey Scout Group	845	845
Ranui Baptist Community Trust	1,320	1,320
Te Piataata Trust	1,000	1,000
Te Ukaipo Mercy Initiatives for Neighbourhood	1,000	1,000
The Salvation Army Westgate	1,003	1,003
	\$9,561	\$9,561

3. That the Massey Community Board recommends to the Finance and Operational Performance Committee, that the unallocated portion of \$2,889 be reallocated to the city wide fund which is oversubscribed.

Report prepared by: Jan Brown, Community Assistance Administrator.



8 COMMUNITY BOARD MINOR PARK PROJECTS 2003/2004

PURPOSE OF THE REPORT

The purpose of this report is to introduce the Community Board Minor Park Projects and to seek decisions from the Massey Community Board on the appropriate allocation of budget for the 2004/2005 Financial Year.

BACKGROUND

The Community Facilities and Recreation Committee adopted the idea of a discretionary budget for allocation by the Community Boards for parks capital development projects in December 1999. In the Annual Plan for the 2004/2005 financial year, the Council has allocated a total of \$100,000 for this use, to be allocated to each ward on a needs basis. The needs have been calculated based on the current rate of population growth within the ward, and the current population within the ward as a proportion of the City.

As a result the fund is to be allocated as follows:

Henderson Ward	\$24,000
Massey Ward	\$30,000
New Lynn Ward	\$29,000
Waitakere Ward	\$17,000

A secretary's report was sent to all Community Board members in August 2004. It was outlined to the Board that proposals had also been requested from Resident and Ratepayer groups and the Youth Council.

STRATEGIC CONTEXT

The idea of a discretionary budget for capital projects arose as a result of the work in developing criteria for funding Parks capital works projects. This recognised that there are a number of projects, generally less than \$10,000 in cost, which are raised as possible projects through the Annual Plan submissions, Community Board Open Forum and other consultation processes. These projects generally are not able to compete in terms of the Parks Capital Project Criteria, as the current proposed capital programme contains over 100 large projects. Undertaking these small projects, is however an important means of meeting local needs within the community. It is recognised that Community Boards, being the main link between Council and the local community, are the best decision making body to determine the priority for meeting these local needs.

ISSUES

The following principles provide the framework for decision-making regarding the funding of individual projects:

1. The funds are to be used for Park Development projects - this does not include projects on community buildings, grants to community groups, maintenance or renewal items.
2. A maximum of \$10,000 can be spent on any one project in each financial year.
3. Projects put forward through the Annual Plan and other consultation processes will be ranked according to the Parks Capital Works Criteria, however the decision as to final priority rests with the Community Board.

POSSIBLE DEVELOPMENT PROJECTS

The discretionary budget allows for the allocation of funds to projects with a value of less than \$10,000. The following table outlines the approximate cost of standard park products. These costs are an average in order to give guidance to the Board, and do not take into account site-specific situations and variability.

Project Type	Approximate Cost Including Consents, Supply & Installation
Basketball half court	\$12,500
Petanque court (single)	\$4,200 with Pavers to perimeter
Sealing an existing gravel car park 250m ²	\$11,500 for 10 car parking spaces
10 metre length of path with Edging	\$750- gravel \$1125- concrete
Creating/extending a gravel car park	\$6,000 for 10 car parking spaces
10 metre length of boardwalk	\$3,800
Set of two swings with bark under surfacing, Scuff mats, new edging and local drainage (new stand alone park)	\$15,000
Set of two swings with scuff mats in an existing playground	\$4,500
Seesaw with bark under surfacing in an existing playground	\$3,000
Small playground for children under 5 with bark under surfacing	\$17,000
Macrocarpa bench seat	\$1,100
Macrocarpa picnic table	\$1,700
Town Centre/Urban Seat	\$750
Town Centre/Urban picnic table	\$1,800
Walkway light (near power supply)	Approx \$5,500 Each installed - depends on distance of supply cable to each.
Information Sign	\$3,000
Park Entrance Sign	\$1,500
Electric BBQ	\$7,000
Community Art Project	\$5,000

Project Type	Approximate Cost Including Consents, Supply & Installation
Small skate ramp- on existing slab	\$10,000
Planting - specimen trees	\$175 per tree
Planting - shrubbery	\$700 for 10 m ²
Barrier fencing	\$500 for 10 metres
Drinking Fountain (near water supply)	\$2,500
Drainage	\$2,000 for 10 metres
Standard Rubbish Bin	\$1,000 per bin
Timber steps & handrail	\$4,000 for 10 metres

A number of projects have been suggested through the 2004/2005 Annual Plan submissions, Community Board open forum and via written correspondence into Council. Projects have also been received from Residents and Ratepayer Groups and Community Board members. These projects are outlined below with their estimated costs. Any unallocated funds can be carried over for the new Community Board to allocate.

PROJECT PROPOSALS

1.0 Whenuapai Ratepayers and Residents Association

Project	Description	Preliminary Assessed Cost
Whenuapai Hall Reserve Site Redevelopment	Request funding towards the Re-construction of Existing Tennis Court.	\$50,000

2.0 Ranui Community Centre

Project	Description	Preliminary Assessed Cost
Ranui Community Centre & Library Bike Stand	Installation of bike stand to hold ten bikes or lollipop Stands.	\$2,000

3.0 Sports Clubs

Project	Description	Preliminary Assessed Cost
Fred Taylor Park Seating, Paths	Concrete pathway and base for existing seating area adjacent to Field 1.	\$10,000
Fred Taylor Park Playground Equipment	Set of two swings with scuff mats.	\$4,500
Fred Taylor Park Driveway and Car Park	Sealing & extension of driveway and car park areas.	\$40,000
Fred Taylor Park Drainage	Drainage on perimeter of Sand Based Field 1.	\$20,000

CONCLUSION

The Community Board has been granted a discretionary budget for park capital development projects for allocation towards projects of \$10,000 or less value in parks. This report puts forward and evaluates projects that have been raised through the Council's consultation processes. The decision on the priority for expenditure lies with the Community Board.

RECOMMENDATIONS

1. That the Community Board Minor Park Projects 2003/2004 report be received.
2. That the Community Board determine the priority for expenditure of the 2004/2005 Community Board Minor Park Projects Budget.

Report prepared by: Katharine Slack, Parks Project Manager.



9 HENDRIKA COURT - NEW PARKING CONTROLS

PURPOSE OF THE REPORT

This report seeks the Massey Community Board's approval for new parking controls in Hendrika Court, West Harbour.

BACKGROUND

The Hendrika Neighbourhood Watch has contacted Council requesting the installation of new parking controls in Hendrika Court, West Harbour to prevent parents who are collecting children from the nearby primary school from blocking access to the street and residents driveways.

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

ISSUES

Hendrika Court is a short cul-de-sac off Hobsonville Road in West Harbour. It is located close to the Hobsonville Primary School and parents of children at the school often park their vehicles in Hendrika Court after school. The Hendrika Neighbourhood Watch is concerned that these vehicles are often parked over residents' driveways or in locations that block access to the street.

At the intersection with Hobsonville Road there is a splitter island. Vehicles parked adjacent to this island block the flow of traffic and a 'No Stopping' line is recommended in this location.

Hendrika Court is very narrow at the Hobsonville Road end but becomes wider close to the central island at its east end. A 'No Stopping Between the Hours of 2.30 pm - 3.30 pm Monday to Friday Only' parking control is recommended on the north side of the road in between the east side of the driveway of number 4 and a point further east where the road becomes sufficiently wide to allow a clear traffic lane between cars parked on both sides of the road simultaneously. As the reported parking problem in this area is only occurring after school, this restriction need only be in force during before and after school periods.

A14 The installation of short 'No Stopping at All Times' lines are also recommended between the driveways of house numbers 19 to 17, 17 to 15 and 17 to 13. The length of kerb between these driveways is not sufficiently long to park a car adjacent while still maintaining the minimum legal parking distance from a vehicle crossing of one metre each side. The location of these lines is attached at page A14.

A consultation letter was sent to Hendrika Court residents regarding this matter. One response was received requesting that the proposed parking restrictions on the north side of the road only extend from the intersection to just past the splitter island. As the road is too narrow at this end to allow vehicles to park opposite each other and still allow a clear traffic lane in between this request cannot be accommodated, but the parking restriction in this area will be limited to specific times only to limit the loss of residents parking as much as possible.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

CONCLUSION

The proposed parking restrictions in Hendrika Court are desirable to allow residents' unimpeded access to their properties at all times.

RECOMMENDATIONS

1. That the Hendrika Court - New Parking Controls report be received.
2. That in relation to **HENDRIKA COURT, WEST HARBOUR**:
 - (a) That all existing parking restrictions or limitations currently applicable to **HENDRIKA COURT** 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 authorized 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 Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **HENDRIKA COURT** starting from the point where the kerb line meets the east kerb line of **HOBSONVILLE ROAD** and extending to a point a further 39 metres east along the kerb line a new '**NO STOPPING AT ALL TIMES**' control be put in place.

- (ii) on the south kerb line of **HENDRIKA COURT** starting from the point where the kerb line meets the east kerb line of **HOBSONVILLE ROAD** and extending to a point a further 35 metres east along the kerb line a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (iii) on the south kerb line of **HENDRIKA COURT** starting from a point 65 metres east of where the kerb line meets the east kerb line of **HOBSONVILLE ROAD** and extending to a point a further 5 metres east along the kerb line a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (iv) on the south kerb line of **HENDRIKA COURT** starting from a point 79 metres east of where the kerb line meets the east kerb line of **HOBSONVILLE ROAD** and extending to a point a further 5 metres east along the kerb line a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (v) on the south kerb line of **HENDRIKA COURT** starting from a point 90 metres east of where the kerb line meets the east kerb line of **HOBSONVILLE ROAD** and extending to a point a further 5 metres east along the kerb line a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (vi) on the north kerb line of **HENDRIKA COURT** starting from a point 39 metres east of where the kerb line meets the east kerb line of **HOBSONVILLE ROAD** and extending to a point a further 55 metres east along the kerb line a new '**NO STOPPING BETWEEN THE HOURS OF 2.30 PM AND 3.30 PM MONDAY TO FRIDAY ONLY**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions 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: Paul Schischka, Transport Engineer.



10 NORVAL ROAD - PROPOSED NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval to install a 'No Stopping At All Times' parking control in Norval Road, Henderson.

BACKGROUND

Council Officers auditing the new traffic signals at the Norval Road/Lincoln Road intersection find that a 'No Stopping At All Times' parking control is required in Norval Road on the approach to the intersection. This is to prevent vehicles parking on the traffic signal detector loop affecting the operation of the new signals and to ensure that the left turning lane is clear at all times.

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

Henderson North Primary School and various shops are located near/at the intersection of Lincoln Road/Norval Road and as a result, there is a demand for an on street parking. However this can be satisfied further back from the intersection.

A15 A 35 meters length of 'No Stopping At All Times' road marking is proposed on northern kerblines of Norval Road from the intersection of Lincoln Road/Norval Road as attached at page A15. This is to prevent vehicles from parking on the existing traffic signal detector loop, and obstructing other traffic proceeding towards the intersection.

RESOURCES

The proposed new parking control marking can be implemented under the 2004/2005 Road Marking Maintenance budget.

CONCLUSION

The proposed 'No Stopping At All Times' parking control in Norval Road is recommended for installation to ensure efficient and safe movement of traffic at the intersection of Lincoln Road and Norval Road. The work can be accommodated within 2004/2005 Road Marking Maintenance budget.

RECOMMENDATIONS

1. That the Norval Road - Proposed No Stopping At All Times Control report be received.
2. That in relation to **NORVAL ROAD, HENDERSON**:
 - 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 controls be now resolved to be specified and imposed, namely,
 - On the north kerb line of **NORVAL ROAD**, a start point from Lincoln Road to an end point 30 metres further west, a '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions 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: Vinh Bui, Transport Engineer, Transport Assets.



11 TE PAI PARK - TRAFFIC CONTROL MEASURES

PURPOSE OF THE REPORT

This report provides the Massey Community Board with information about the feasibility of traffic control measures to assist pedestrians crossing Te Pai Place near the entrance to the netball courts. Information is also provided about the Te Pai Park car park layout.

BACKGROUND

At the Henderson Community Board's June 2004 meeting a report was requested by the Board regarding the traffic situation in Te Pai Place on Saturday mornings, through the following resolution:

"That the Chief Executive be requested to bring back a report to the Massey Community Board that outlines the feasibility of some form of traffic control measure being installed at the entrance to Te Pai Netball Courts in Te Pai Place, Henderson that will assist pedestrians trying to cross Te Pai Place on very busy Saturday mornings when the netball is in full swing. The report to also include a review of the car park layout."

953/2004

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.

Construction of pedestrian refuge islands provides better access and safety within local communities and promotes public transport by making it more accessible. Pedestrian refuges also encourage the use of travel modes that are healthier and more environmentally sustainable.

ISSUES

Pedestrian Crossing Options

There are a number of possible options for aiding pedestrians in crossing Te Pai Place. Four possible options are considered in this report, as follows:

- **Unsignalised Pedestrian Crossing**

This option is an ordinary painted pedestrian crossing and was suggested during the June 2004 Board meeting public forum. This option is not recommend as the pedestrian traffic on the crossing during most days of the week would be minimal and the crossing would be a safety hazard.

Where a crossing has low pedestrian traffic, drivers often develop an expectation that the crossing will be clear at all times and acquire a habit of not slowing or looking for pedestrians when approaching the crossing. For pedestrians and especially children these crossings can provide a false sense of security and they often commence crossing without ensuring that oncoming traffic has stopped or is slowing. The net result is that in many cases installing pedestrian crossings can be more dangerous than leaving the road as is. Unsignalised pedestrian crossings are best used where there is a constant steady flow of pedestrian traffic or where the crossing has a school patrol.

- **Signalised Crossing**

This option comprises a traffic light controlled pedestrian crossing.

Although this option is much safer than an unsignalised crossing it is much more expensive, with a typical installation costing around sixty to seventy thousand dollars. Expenditure of this magnitude cannot be justified for a problem that occurs only one morning a week, especially considering that there are a number of other sites in the city which would benefit more from this kind of crossing.

- **Central Pedestrian Refuge**

This option consists of a traffic island located in the centre of the road way which provides pedestrians with a safe place to wait while crossing the road. Guard rails are sometimes provided on this type of island but are not mandatory.

This type of treatment would provide significant safety benefits at a cost that can be accommodated within the existing pedestrian islands budget in the 2004/2005 Annual Plan. However the presence of an island in the centre of Te Pai Place would require some parking to be eliminated in the vicinity of the island to provide good sight distances for pedestrians waiting to cross to the island at the road edge and to allow sufficiently wide traffic lanes around the island. To allow the standard clearances around the pedestrian refuge island eight to ten car parks would have to be eliminated. Given the already limited parking situation on Saturday mornings at the present time in Te Pai Place this is not considered desirable.

- **Edge Islands and Extended Edge Line Road Marking**

This option consists of traffic islands each side of the road and an edge line painted along the length of the road at a distance of 2.5 metres from the kerb. The edge islands extend from adjacent to kerb to the edge line. The right hand side of a parked car is just over two metres from the kerb side. This will leave around half a metre of clearance between the edge line and a parked car, in which a pedestrian can stand, protected by the protruding traffic island and edge line, and wait to cross. From this location a pedestrian has a good sight line to approaching traffic and can be easily seen beyond the edge of parked cars by drivers as well. The edge lines also narrow the traffic lanes, causing a traffic calming effect and reducing vehicles speeds as well as reducing the distance a pedestrian has to cross. Only two car parks each side would need to be eliminated for this option to be implemented.

A16 Due to the pedestrian safety benefits, reasonable cost and small number of lost car parks it is recommended that this option be implemented in Te Pai Place. The location of the proposed changes is shown in the aerial photograph attached at page A16.

Car Park Layout Review

A16 The Te Pai Park car park is administered by Council's Parks Assets section. This car park is shown on the aerial photograph as attached at page A16.

A16 The parking area to the east of the main entrance has no parking space markings. Parks Assets are proposing to mark this area within the current financial year. This will result in more orderly parking in this location and thereby increase the total number of parking spaces available in this car park, (this area is marked as location A on the attachment at page A16).

- A16 Currently the grassed area to the east of the existing car park east of the Te Pai Park main entrance is often used for overflow parking. There is no budget within the 2004/2005 Annual Plan for this area to be sealed, however this can be considered for inclusion in a future budget, (this area is marked as location B on the attachment at page A16).
- A16 There are currently a number of bollards at the northern end of this car park prevent vehicles entering and leaving the car park via Clemway Place. These bollards were originally installed to prevent the car park being used as a through route on weekdays, with the intent that the bollards would be removed on Saturdays. However the locks on the bollards have become defective and the bollards cannot be removed. Parks Assets are proposing to repair or replace these locks in the near future and put a system in place to ensure that these bollards are removed each Saturday morning and replaced in the evening. This will allow vehicles to enter and exit the car park via Clemway Place and will alleviate some of the congestion problems around the car parks Te Pai Place entrance, (this area is marked as location C on the attachment at page A16).
- A16 There is an area of seal directly outside the club rooms which has no marked car parking spaces, and which appears to be wasted space. It would be possible to install another row of parking with approximately 7 extra parking spaces in this location if 75 degree angle parking were used in this row and the other rows parallel to it outside the club rooms. This would result in the loss of at least one parking space from each of the four existing rows of parking resulting in a net gain of three spaces. Reorganising the car park in this manner would reduce aisle width to the absolute minimum required in Council's code of practice and reduce manoeuvring room. Given the current congestion occurring in this car park it is better to retain the more spacious existing layout than reorganise the car park to gain three extra spaces, (this area is marked as location D on the attachment at page A16).
- A16 It is proposed that standard 'Keep Left' road signage be installed on the splitter island at the entrance to the car park to indicate to drivers the correct traffic lane to use when entering and exiting the car park. This signage would be consistent with keep left signage commonly used on traffic islands on public roadways, (this island is marked as location E on the attachment at page A16).

Elimination of Right Hand Turns to and From the Car Park

The banning of the right hand turn into or out off the car park has been proposed as a measure to reduce congestion in and around the car park entrance.

This possibility is not recommended. This measure would be difficult to enforce and confusing for drivers from outside the area who are not familiar with the car park. It would generate additional traffic on surrounding roads as drivers would be forced to travel via a longer route to ensure they where on the correct side of Te Pai Place to gain access to the car park. The removal of the bollards blocking access to the car park from Clemway Place will alleviate some of the congestion at the main entrance and reduce the need for this kind of solution.

RESOURCES

The proposed new pedestrian islands and edge markings can be implemented under the 2004/2005 Pedestrian Islands budget. A detailed estimate of the cost of the proposed changes cannot be prepared until a detailed design is prepared, however the likely cost is well within the available budget.

The proposed works suggested in the car park layout review are operational changes and do not require the Board's approval and can be implemented from within existing budgets.

CONCLUSION

The proposed new traffic islands and road marking are desirable to improve pedestrian safety when in Te Pai Place, Henderson.

RECOMMENDATIONS

1. That the Te Pai Park - Traffic Control Measures report be received.
2. That the Massey Community Board endorse the proposed new traffic islands and road markings in Te Pai Place.

Report prepared by: Paul Schischka, Transport Engineer.



12 RAIL CROSSING ROAD MARKINGS - MASSEY WARD

PURPOSE OF THE REPORT

This report seeks the Massey Community Board's approval for new 'No Stopping At All Times' and 'No Overtaking' centre line controls adjacent to the railway level crossing in Metcalfe Road, Ranui.

BACKGROUND

Transport Assets has recently conducted a review of the road signs and markings associated with level rail crossings in the city. This review has indicated that a number of changes need to be made to regulatory traffic controls at a number of level crossings. Authority to make and amend regulatory traffic controls has been delegated to Community Boards by Council.

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.

'No Overtaking' Centre lines can be applied to ensure efficient, safe movement on roads by ensuring that drivers do not attempt to overtake other vehicles in unsuitable locations.

ISSUES

A national standard for road markings around railway level crossings is given in the Land Safety Transport Authority's Manual of Traffic Signs and Markings. This standard requires 'No Stopping' line to be installed to prohibit parking within 20 metres of a railway crossing and for a 'No Overtaking' line to be installed on the approach to any crossing prohibiting vehicles approaching a crossing from overtaking.

A new 'No Overtaking' centre line marking on the northeast side of the Metcalfe Road railway crossing is recommend to comply with the national standard. 'No Stopping' lines should be installed on both sides of Metcalfe Road and on both sides of the railway crossing to prohibit parking within 20 metres of the rail crossing. These parking restrictions should also extend 20 metres into Pooks Road and Ranui Station Road to prevent vehicles parking close to the intersection with Metcalfe Road in close proximity with the railway crossing.

A17 The locations of the proposed new controls are marked on the aerial photograph as attached at page A17.

RESOURCES

The proposed new road markings can be implemented under the 2004/2005 maintenance budgets.

CONCLUSION

The proposed new regulatory traffic controls are desirable to improve road user safety around level crossings.

RECOMMENDATIONS

1. That the Rail Crossing Road Markings - Massey Ward report be received.
2. That in relation to **METCALFE ROAD, RANUI:**
 - (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 controls be now resolved to be specified and imposed, namely,
 - (i) on the northwest kerb line of **METCALFE ROAD** starting from the point where the kerb meets the northern edge of **RANUI STATION ROAD** and extending northeast to the point where the kerb meets the northern edge of **POOKS ROAD** northeast a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) on the southeast kerb line of **METCALFE ROAD** starting from the northeastern edge of the railway crossing and extending along the kerb to a point 20 metres further northeast a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (iii) on the southeast kerb line of **METCALFE ROAD** starting from the southwestern edge of the railway crossing and extending along the kerb to a point 20 metres further southwest a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (iv) on **METCALFE ROAD** from starting from the northeastern edge of the railway crossing and extending along the centre of the road to a point 65 metres further northeast a new '**NO OVERTAKING**' centre line control be put in place, effecting southwest bound traffic only.
3. That in relation to **POOKS ROAD, RANUI:**
 - 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 controls be now resolved to be specified and imposed, namely,
 - on the south kerb line of **POOKS ROAD** starting from the point where the kerb meets the northwestern edge of **METCALFE ROAD** and extending along the kerb to a point 20 metres further west a new '**NO STOPPING AT ALL TIMES**' control be put in place.

4. That in relation to **RANUI STATION ROAD, RANUI:**
 - 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 controls be now resolved to be specified and imposed, namely,
 - on the north kerb line of **RANUI STATION ROAD** starting from the point where the kerb meets the northwestern edge of **METCALFE ROAD** and extending along the kerb to a point 20 metres further west a new '**NO STOPPING AT ALL TIMES**' control be put in place.
5. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976 be hereby approved to be put in place to properly establish, delineate and record the said parking and overtaking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



13 FOOTPATH OUTSIDE MASSEY PRIMARY SCHOOL

PURPOSE OF THE REPORT

This report seeks the Massey Community Board's approval with the upgrading of footpaths on Don Buck Road around the school patrolled pedestrian crossing at Massey Primary School.

BACKGROUND

Massey Primary School raised concerns about the operation of the School Patrol on the pedestrian crossing on Don Buck Road outside Massey Primary School. The two key problems identified were restricted sight distance from the northeast side of the crossing, and limited capacity for large groups of children to cross because of the limited footpath widths adjacent to the crossing. Council's Transport Asset section has developed a minor safety project to address these issues in consultation with the school.

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.

Provision of appropriate pedestrian facilities is an essential part of providing access and safety for pedestrians particularly in high pedestrian areas such as school frontages.

ISSUES

The footpath width at the pedestrian crossing outside Massey Primary School is limited because of topography. The ground drops away from the road on the northeast side of the road so instead of a grassed berm there is a retaining wall and fence immediately behind the footpath. On the southwest side of the road there is a berm however it slopes towards the back of the footpath.

A18 The proposed minor safety project to address this issue is shown in the plan attached at page A18. This project involves realigning the traffic lanes and painted median towards the southwest kerb line of Don Buck Road by removing the existing kerb projections at the pedestrian crossing. With the traffic lanes realigned, the northeast kerb line of Don Buck Road can be reconstructed further into the carriageway, providing for an increased footpath width of 1 to 1.5 metres along the length of footpath on the northeast side of the crossing. This provides greater pedestrian capacity on the footpath to the northeast side of the crossing and also pedestrian's sight lines when waiting to cross the road from the northeast side of the crossing.

In conjunction with this work a number of other minor changes are also proposed.

- Reconstruction and widening the footpath on the southwest side of the crossing by cutting back into the sloped berm areas with low retaining walls.
- Widening the footpath to the west of the crossing leading to the school, by elimination of a narrow parking bay to the west of the crossing.
- Adjustments to the existing retaining in front of the school to discourage pedestrians from trying to walk along the base of the wall, and redirect them to the footpath behind the retaining wall instead.

The school is supportive of all these changes including the removal of the parking bay as the drop off and pick up of children in the vicinity of the pedestrians crossing contributes to traffic congestion around the pedestrian crossing. The school encourages parents to use the car park in Red Hills Road for drop off and pick up of children from the school.

RESOURCES

The proposed improvements can be funded from the Minor Safety Projects line item in the 2004/2005 Annual Plan.

CONCLUSION

The proposed improvements to Don Buck Road and the zebra pedestrian crossing outside Massey Primary School will improve the safety and capacity of the crossing and have the support of the school.

RECOMMENDATIONS

1. That the Footpath Outside Massey Primary School report be received.
- A18 2. That the improvements shown in the plan attached at page A18 including realignment of traffic lanes, reconstruction of kerbs and footpaths, and minor retain walls be approved for implementation in the 2004/2005 Minor Safety Projects Programme.

Report prepared by: Adam Moller, Principal Transport Engineer: Design, Transport Assets.



14 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.

WARREN FLAUNTY

As this is the last meeting of the Massey Community Board for the three year period we were elected to in 2001, I thought I should put some thoughts on paper to cover the past three years.

Although I was somewhat disappointed with the make-up of the Board after the elections my feelings mellowed over the three years as at the end of the day we are all working towards the same goal and that is representing the ratepayers of the Massey Ward to the best of our ability.

I have enjoyed working with the Board, Waitakere City Council officers and in particular Sharon who has been so patient with us all at times. I have also seen Bob Jessopp (Chairperson) develop in confidence during this period. It is not an easy job and I felt he has controlled the meetings well. He has obviously been a tireless worker behind the scenes at times and I thank him for his input.

To the other Community Board Members and Councillors on the Massey Community Board thank you very much for the opportunity of working with you all and for putting up with my debating manner at times. I am sure the Massey ratepayers are a little better off for our presence.

With the elections upon us may I wish all those standing for re-election all the very best, I look forward to working with you over the next three years. To those not standing, thanks for the experience of working with you and all the very best for the future.

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Far North and 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
Safe Waitakere	Peter Chan
Westpark Marina Working Group	Andrew Good
COUNCIL COMMITTEES	
Hearings Committee	Jean Webster Karen Perri
Community Sports Fund Allocation Subcommittee	Warren Flaunty
WORKING GROUPS	
Wai Care Programme	Peter Chan
Project Twin Streams	Bob Jessopp

