

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON WEDNESDAY, 6 JULY 2005, COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 1 June 2005

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 1 June 2005, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 PRESENTATION – NEW ZEALAND POLICE

Provision has been made on this Agenda for a representative from the New Zealand Police to update the Board on matters in the Massey Ward.



5

PUBLIC FORUM

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

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

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



6 CHAIRPERSON'S REPORT

Time seems to be flying by fast as here we are at the July meeting and halfway through the year. It has been an eventful past six months and I appreciate all the support I get from fellow board members. Thanks Bob for organising the film evening the other weekend and it was great to spend some time together outside of the formal environment.

FOOTPATHS

Last week I had a tour of the ward with Adam Moller and Neil Prendiville to view the footpaths on our revised list. There will be not much funds left after the completion of Pooks Road, however we be able to complete the work on Moire Road, Robertson Road and a small part of Hobsonville Road opposite the retirement village. Forward design will be started on Don Buck Road (SH 16 roundabout), and two roads on Herald Island. A report will come back to the board at a later stage.

NORTH-WESTERN MOTORWAY (WESTGATE)

Much has been said and commented on since our last board meeting, including an article on the 'Corridor of Crime'. I believe we are all united in our opinion that the tunnel under the North-Western Motorway should be sealed off. On the topic of an over bridge, I believe it is this boards desire to have a balanced and thorough discussion on all the options available before a decision is made. I understand there are five options yet only one of these has been presented to the board. We are still waiting for the report containing the other four options to be given to us.

ANNUAL PLAN

The Massey Board presented its submission to the Annual Plan; I was initially disappointed that none of our roading requests had been considered, however I am very happy to advise that in the final deliberations the roundabout on the corner of Don Buck Road and Red Hills Road has been included in the Annual Plan for stage one scoping. A special thank you goes to Graeme Barnard for his efforts in attending all of the meetings on behalf of the Massey Community Board

AUCKLAND REGIONAL COUNCIL LONG TERM COUNCIL COMMUNITY PLAN

I attended the session held at the Council Chamber the other week and was pleased that there was a large turnout including fellow board members. It was good to have the opportunity to provide comments to the Auckland Regional Council via this consultative process; however I am concerned that some minority groups pushing non mainstream ideas are taking advantage of this process and will be taken seriously. Council officers in our own Council public consultation process should also be wary of this and ensure a balanced view is presented in the final outcome.


RECOMMENDATION


That the Chairperson's Report be received.

Andrew Good
CHAIRPERSON




7 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Westpark Marina - Various Issues 3 April 2002 660/2002 10 November 2004 1964/2004	Council is continuing discussions with Westpark Marina Limited to try and secure solutions to the various issues at the Marina including boat trailer parking, car parking and parking restrictions and enforcement. The shareholders have been made aware of recent actions to reinstate parking charges on Lot 7. This issue will be tabled as a key concern at the next meeting with the shareholders on Wednesday, 6 July 2005. Following this meeting, Council will coordinate a meeting between staff working with the shareholders, the Chair of the Massey Community Board and Councillor Cooper. A further update to the Community Board will be provided after these meetings.	Rochelle Edwards  839 0893

Issue	Comments	Reporting Council Officer
Rush Creek, Westgate 1 December 2004 2205/2004	<p>As a result of a fatality on the North Western Motorway at the Westgate Intersection on 20 October 2004, the Council's Road Safety Coordinator, and the Crime Prevention Projects Leader, are continuing discussions with Transit New Zealand regarding the installation of a pedestrian overpass bridge, grilling of the drain that is used as a pedestrian 'tunnel', and adequately fencing specific sections of the motorway, at Westgate, at the earliest opportunity.</p> <p>The Community Board is to be represented on the Transit SH16 Overbridge Project Committee by Board Members Allen Davies, Graeme Barnard and Cr Linda Cooper.</p> <p>Key reports and documents have been delivered to Elected Members. The group met on Tuesday, 28 June 2005.</p>	Mike Mills  836 8000 Ext 8421

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Status of All Unsealed Roads in Massey Ward.	June 2005 997/2005	7 September 2005	Adam Moller  836 8000 Ext 8750

RECOMMENDATIONS

1. That the Committee Secretary's Report for 6 July 2005 be received.
2. That Allen Davies, Graeme Barnard and Cr Linda Cooper be appointed as the Board's representatives to attend the Transit SH16 Overbridge Project Committee meetings.

Report prepared by: Sharon Simiona, Democracy Support and Sister City Officer.



8 **SPEEDINGS ROAD AND MAMARI ROAD, WHENUAPAI - NEW 'GIVE WAY' CONTROLS**

PURPOSE OF THE REPORT

The purpose of this report is to seek approval for new 'Give Way' controls in Mamari Road at the intersection with Speddings Road and in Speddings Road at the intersection with Trig Road, Whenuapai.

BACKGROUND

A local resident has contacted Council concerned about the number of near miss accidents that have been observed the intersection of Mamari Road and Speddings Road. The resident has requested that Council consider ways to make this intersection safer.

Mamari Road intersects with Speddings Road at an angle of approximately 70 degrees. The intersection is currently uncontrolled. The volume of traffic turning from Mamari Road to Speddings Road is significantly greater than the volume of through traffic travelling through the intersection along Speddings Road. Timatanga Community School is located in Mamari Road and this facility generates a significant proportion of the Mamari Road traffic.

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.

'Give Way' controls can improve road user safety at intersections by better defined turning priorities and reminding drivers of the need to stop when they do not have priority.

ISSUES

The resident who contacted Council regarding this intersection has stated that vehicles turning right from Speddings Road often cut the corner at the intersection and that this has nearly resulted in an accident on a number of occasions. The resident has also stated they believe some drivers are confused over turning priorities at the intersection.

A new 'Give Way' control at the intersection would clearly indicate turning priorities and highlight the need for Mamari Road traffic to give way at the intersection. The centre line marking included as part of the standard 'Give Way' road marking, would help remind drivers to keep to the left of the road and not to cut the corner at intersections.

There is no record of any accidents involving failure to stop at this intersection in the Land Transport Safety Authority's accident database. However, this database does not contain a complete list of all accidents, especially minor or non-injury accidents, that have occurred and it is entirely possible one or more accidents have occurred at this intersection. Although the resident who requested the control has not observed any accidents in this location, he has observed a number of near miss accidents. As the cost of implementing a new 'Give Way' control is small in comparison to the potential effects of an accident, it is recommended that a new 'Give Way' control be approved.

The occupants of nearby properties were consulted regarding the proposed changes by letter. Two responses were received from the occupants of nearby properties. One respondent requested that the unsealed portion of Mamari Road be sealed and where concerned, vehicles waiting to turn at the 'Give Way' control could be struck by vehicles cutting the corner at the intersection. There are currently no plans to extend the seal in Mamari Road.

Another respondent indicated their approval of the proposed control at the intersection of Mamari Road and Speddings Road and requested that Council consider a similar control on Speddings Road at the intersection with Trig Road. This control would give priority for vehicles turning right into Speddings Road over vehicles turning right out of Speddings Road into Trig Road. Trig Road is a collector road with a much higher traffic volume than Speddings Road and it would be beneficial to keep Trig Road clear of vehicles waiting to turn. For this reason a 'Give Way' control on Speddings Road at the intersection with Trig Road is recommended by this report.

A1-A2 The location of the proposed new 'Give Way' controls are indicated at pages A1 to A2.

RESOURCES

The proposed new 'Give Way' controls can be implemented under the 2005/2006 Annual Plan road maintenance budgets.

CONCLUSION

The proposal to install new 'Give Way' controls in Mamari Road at the intersection with Speddings Road and in Speddings Road at the intersection with Trig Road is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Speddings Road and Mamari Road, Whenuapai - New Give Way Controls report be received.
2. That in relation to **MAMARI ROAD, WHENUAPAI:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) that a new '**GIVE WAY**' control be put in place on **MAMARI ROAD** where it intersects with **SPEDDINGS ROAD**.
3. That in relation to **SPEDDINGS ROAD, WHENUAPAI:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1988, 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,
 - (j) that a new '**GIVE WAY**' control be put in place on **SPEDDINGS ROAD** where it intersects with **TRIG ROAD**.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



9 **LUCKENS ROAD, WEST HARBOUR - NEW 'NO STOPPING' CONTROL AND BUS STOP MARKINGS**

PURPOSE OF THE REPORT

The purpose of this report is to seek a decision from the Massey Community Board regarding the installation of new bus stop road markings and 'No Stopping' lines in Luckens Road, West Harbour.

BACKGROUND

The owner of a property at the north end of Luckens Road has requested that Council install a bus stop road marking at the bus stop outside number 6 Luckens Road. Vehicles belonging to persons visiting or working at the nearby commercial properties have occasionally parked in this bus stop and a bus stop marking would help to remind drivers that it is illegal to park in a bus stop.

After investigation of the property owners request, it was determined that marking the bus stop on the opposite side of Luckens Road between the vehicle crossings of numbers 1A and 1B would also be beneficial.

Luckens Road is classified as district aerial road in the District Plan. The estimated daily traffic volume at the north end of Luckens Road is 4300 vehicles per day. A 50km/hour urban speed limit applies throughout Luckens Road.

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.

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

ISSUES

A consultation letter was sent to the occupants of nearby properties seeking their opinions on the proposal to mark two bus stops at the north end of Luckens Road. Five responses to this letter were received by Council.

Two were from operators of the businesses located on the corner of Luckens Road and Hobsonville Road. These respondents were concerned about the limited number of on-street car parks close to their properties and suggested that Council consider relocating the bus stop. One letter was from a resident on the west side of Luckens Road. This respondent questioned the effectiveness of the proposed markings and also suggested relocation of the bus stops. Two responses were from residents of properties on the east side of the road. These respondents requested that a 'No Stopping at All Times' parking restriction be installed on the east side of the road in addition to the bus stop markings to facilitate improved sightlines from their vehicle crossings when exiting their properties.

The bus stop outside number 6 Luckens Road is used by school buses before and after school and by up to six regular service buses per day. The nearest bus stop is 300 metres away outside number 50 Luckens Road. Removal or significant relocation of the stop outside number 6 would increase the distance that nearby residential property owners had to travel to a bus stop. This would not be in keeping with Council's policy of encouraging public transport use and is not recommended.

After consideration of the responses received to the consultation letter the proposed changes were reformulated and a second consultation letter sent. In that letter, it was proposed the bus stop be relocated to outside number 10 and a 'No Stopping' line be installed between the south edge of the bus stop and Bernleigh Terrace. This would ensure that cars are not parked near the vehicle crossings of the residential properties at numbers 10 through 16, while preserving on-street parking for five vehicles close to the businesses on the corner of Luckens Road and Hobsonville Road.

Five responses were received to this letter. Three were from residents of properties on the east side of Luckens Road who did not support the proposed changes. These respondents requested the bus stop not be relocated to outside number 10 and asked that all on-street parking be eliminated on the east side of Luckens Road between Hobsonville Road and Bernleigh Terrace. One response was received from the occupant of number 16 Luckens Road suggesting the bus stop could be relocated to the south of their vehicle crossing. One response was received from the owners of a dental practice at number 6. The owners of this property, a dental practice, requested that the bus stop remain where it was. They stated they were happy to remove any rubbish dropped by bus patrons outside their property and allow school children waiting for the bus to wait under their porch on wet days. They also expressed concern that reduction in on-street parking would result in parents collecting children from the bus waiting within their car parking area. They noted that many of their patients were teenagers who have limited driving experience.

After considering these responses, the proposed changes were reformulated and another consultation letter sent. This letter contained a proposal to mark the existing bus stops in their current locations on both sides of Luckens Road near the north end and eliminate all parking between the Hobsonville Road and Bernleigh Terrace.

Three responses were received to this letter. One was from a resident of a property on the east side of Luckens Road who did not believe the proposed change was necessary. Two responses were received from the businesses located on the corner of Luckens Road and Hobsonville Road. These respondents opposed the plan as they believed the loss of on-street parking would have a significant negative effect on their businesses. One of these respondents, who owns the land on which both businesses are located on, stated the earlier proposal to relocate the bus stop to outside number 10, and restrict some parking around the residential properties would be acceptable to them.

Luckens Road is an Arterial Road with a 50km/hr speed limit. In a road of this type "Land Transport New Zealand's Road and Traffic Standard 6: Guidelines for Visibility at Driveways" recommends that 90 metres of clear sight distance be provided to oncoming traffic for drivers exiting a vehicle crossing. To achieve this sight distance from all vehicle crossings in this area, all parking on the east side of Luckens Road between Hobsonville Road and Bernleigh Terrace would need to be eliminated.

OPTIONS

Based on the above, two options are provided for the Massey Community Board to consider, as follows:

Option 1 (Recommended)

Mark the existing bus stops outside number 1B and 6 Luckens Road and install a 'No Stopping' line that would eliminate all parking on the east side of Luckens Road between Hobsonville Road and Bernleigh Terrace, as shown at page A3.

The operators of the two businesses located on the corner of Luckens Road and Hobsonville Road have stated the proposed changes would have a significant negative impact on them. However, these changes are necessary to ensure that driver sightlines from vehicle crossings in this part of Luckens Road are kept clear of parked vehicles in line with Land Transport New Zealand Guidelines. The proposed elimination of parking is also actively supported by the residents of three properties to the south of the bus stop outside number 6 Luckens Road.

Option 2 (Not Recommended)

A4 Relocate and mark the existing bus stop outside number 6 to outside number 16, mark the existing bus stop outside number 1B and install a 'No Stopping' line between the south side of the vehicle crossing of number 6 and Bernleigh Terrace as shown at page A4.

This option would provide at least 50 metres sight distance from the vehicle crossings of the residential properties numbers 10 to 16 and while allowing five on-street car parking spaces close to the businesses on the corner of Hobsonville Road and Luckens Road. The owner of the land on which these businesses are located has indicated that this option is acceptable to them.

This option is not recommended as the sight distance provided from some of the vehicle crossings would be less than the 90 metres recommended by Land Transport New Zealand. The residents from three of the residential properties have expressed unhappiness with this option during consultation as have the owners of the dental practice at number 6.

RESOURCES

The proposed new parking control markings can be implemented under the 2005/2006 maintenance budgets.

CONCLUSION

A3 There are a number of traffic safety issues in Luckens Road that need to be addressed. After an extensive consultation process, it has not been possible to establish an option that is acceptable to all the community. Based on a technical feasibility analysis, it is considered that the best option is to mark the existing bus stops outside number 1B and 6 Luckens Road and install a 'No Stopping' line that would eliminate all parking on the east side of Luckens Road between Hobsonville Road and Bernleigh Terrace, as shown at page A3.

RECOMMENDATIONS

1. That the Luckens Road, West Harbour - New No Stopping Control and Bus Stop Markings report be received.
2. That in relation to **LUCKENS ROAD, WEST HARBOUR**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **LUCKENS ROAD** starting from a point where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 81 metres north along the kerb line, a new '**NO STOPPING AT ALL TIMES**' control be put in place.

- (ii) on the east kerb line of **LUCKENS ROAD** starting from a point 87 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to a point a further 18 metres north along the kerb line, a new '**BUS STOP**' control be put in place.
 - (iii) on the east kerb line of **LUCKENS ROAD** starting from a point 111 metres north of where the east kerb line meets the north kerb line of **BERNLEIGH TERRACE** and extending to the intersection with Hobsonville Road, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (iv) on the west kerb line of **LUCKENS ROAD** starting from a point 48 metres south of where the east kerb line meets the south kerb line of **HOBSONVILLE ROAD** and extending to a point a further 18 metres south along the kerb line, a new '**BUS STOP**' control be put in place.
3. That appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



10 DON BUCK ROAD, MASSEY - BUS STOP

PURPOSE OF THE REPORT

The purpose of this report is to request that the Massey Community Board legally resolve the parking restrictions of the bus stop outside Massey High School in Don Buck Road.

BACKGROUND

On the south side of Don Buck Road outside Massey High School there is a 42 metre long recessed parking bay. This bay is sign posted with a 'Bus Stop 2.45pm to 3.45pm, P60 8.30am to 2.45pm' parking restriction. Council's parking enforcement administration officers can find no record of this parking restriction having been legally resolved by the Massey Community Board and have requested that the restriction be formalised so as to permit enforcement.

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.

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

ISSUES

The recessed parking bay outside Massey High School is sufficiently long enough to contain two buses simultaneously. The bus stop is used by school bus services serving the high school only and not by regular service buses. Massey High School has parking for a number of buses within its grounds. However, due to the school's large roll and high proportion of pupils busing to school, additional bus stops are needed on Don Buck Road outside the school during and after school periods.

A5 The location of the recessed parking bay is marked as shown on the aerial photograph at page A5.

RESOURCES

No changes to existing signage or markings are required.

CONCLUSION

The proposal to legally resolve the existing bus stop and P60 parking restriction in the recessed parking bay is recommended to allow the parking restriction currently sign posted to be enforced.

RECOMMENDATIONS

1. That the Don Buck Road, Massey - Bus Stop report be received.
2. That in relation to **DON BUCK ROAD, MASSEY**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **DON BUCK ROAD** starting from a point 33 metres east along the kerb line from a point adjacent to the property boundaries between numbers 300 and 302 DON BUCK ROAD and extending to a point a further 42 metres east along the south kerb line a new '**BUS STOP 2.45 pm TO 3.45 pm, P60 8.30 am TO 2.45 pm**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



11 **PROPOSED PEDESTRIAN REFUGE ISLAND AND RELATED PARKING RESTRICTIONS IN SWANSON ROAD, RANUI**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's support for the installation of a pedestrian refuge island and associated 'No Stopping At All Times' controls at 561 Swanson Road, Ranui.

BACKGROUND

A resident of Swanson Road has requested the Council to install a pedestrian refuge island in the vicinity of the existing bus stop at 581 Swanson Road to assist pedestrians to cross the road safely.

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.

A pedestrian refuge island provides a safe place for pedestrians to cross the road. '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

Swanson Road is a district arterial route with a traffic volume of approximately 11,000 vehicles per day. The resident who requested the pedestrian refuge island uses the bus stop at 581 Swanson Road and is very concerned about crossing Swanson Road to get to/from the bus stop.

A6 It is proposed to install a pedestrian refuge island within the existing flush median at 561 Swanson Road to provide a safer location for pedestrians to cross the road. The resident who requested the island is happy with the proposed location of the island. 'No Stopping At All Times' controls are recommended on both sides of the refuge island to maintain clear visibility for pedestrians crossing the road and also to ensure clearance for through traffic. A plan showing the location of the refuge island and 'No Stopping At All Times' controls is attached at page A6.

The distance of this traffic island to other islands on Swanson Road median is 400 metres. This is an appropriate spacing for islands in flush medians.

Consultation letters and drawings of the proposed refuge island and 'No Stopping At All Times' controls were sent to the residents whose premises are adjacent/affected by the proposed works. No responses were received.

RESOURCES

The proposed pedestrian refuge island and 'No Stopping At All Times' controls have been included in the 2005/2006 budget for Walk Strategy Works—Pedestrian Islands.

CONCLUSION

The proposed pedestrian refuge island and 'No Stopping At All Times' controls in Swanson Road are recommended for construction based on a safety perspective for pedestrians crossing the road. Funding is allocated for this project in the 2005/2006 Walk Strategy Works-Pedestrian Islands budget.

RECOMMENDATIONS

1. That the Proposed Pedestrian Refuge Island and Related Parking Restrictions in Swanson Road, Ranui report be received.
2. That the Board supports the installation of a pedestrian refuge island at **561 SWANSON ROAD, RANUI**.
3. That in relation to **SWANSON ROAD, RANUI**:
 - (a) That all existing parking restrictions or limitations currently applicable to **SWANSON ROAD, RANUI** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 – Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) On the north kerb line of **SWANSON ROAD, RANUI**, a start point of 28 metres east of the centreline of **AIRDRIE ROAD, RANUI** to an end point 30 metres further east, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
 - (ii) On the south kerb line of **SWANSON ROAD, RANUI**, a start point of 28 metres east of the centreline of **AIRDRIE ROAD, RANUI** to an end point 30 metres further east, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

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



12 LEASE OF PART OF GLEN NORMAN RESERVE

PURPOSE OF THE REPORT

The purpose of this report is to consider leasing part of Glen Norman Reserve to Te Akoranga Playcentre Association Incorporated and to consider reclassifying the area occupied by the playcentre building under the Reserves Act 1977.

BACKGROUND

Glen Norman Reserve is a park of approximately 7000 m² located near the corner of Rathgar Road and Glen Norman Avenue with access being gained from Rathgar Road. The playcentre building which belongs to Playcentre Association is located on Lot 2 on Deposited Plan 54537 which is classified as a recreation reserve under the Reserves Act 1977.

Playcentre Association was first granted a lease for a footprint of a building to be constructed in 1969 and a playcentre was built some time thereafter. In 1998 the Association informed Council that the playcentre had ceased functioning and that they intended to go into a 'recess period' while they worked toward re-establishing the centre. They also informed Council that in the interim the building would be used as a support centre and offices for the Association.

Today Association continues to use the building on Glen Norman Reserve as a support facility for Association's 11 playcentres. The building is used as a base for the mostly volunteer workers to help the playcentres with funding and licencing requirements and also to support the playcentres to provide quality early childhood education.

Association now wish to apply to the ASB Trust for funding to maintain the building and upgrade equipment and has now applied to Council to renew their lease.

STRATEGIC CONTEXT

Council's Community Leases Policy was adopted in 1998 and provides that priority for leases will be given to groups that increase participation in community activities and improve access to education and learning activities. Also priority is to be given to groups able to demonstrate a proven need and strong community support for the services they offer.

Through the adoption of First Call For Children, Council also stated its commitment to proactively supporting children, young people and their families in Waitakere City.

Waitakere City supports a wide range of groups in the community, who provide local services and activities on a voluntary or 'not for profit' basis.

The Community Leases Policy provides for a standard five year term with a right of renewal for a further term of five years at Council's discretion (although to allow Association access to ASB funding, a greater term may need to be negotiated with the group) and it is proposed that a lease of this term should be granted. The rent the group should pay has been assessed at the standard minimum fee charged to kindergartens and playcentres.

ISSUES

A7

In order to grant a lease to Te Akoranga Playcentre Association the part of Glen Norman Reserve occupied by the playcentre needs to be reclassified from recreation reserve to local purpose (community buildings) reserve under the Reserves Act 1977. The location of the playcentre building to be leased and the area to be reclassified is shown on the map attached at page A7. It is recommended that the lot occupied by the playcentre be reclassified and that the Department of Conservation be requested to consent to the reclassification of this part of the park. This process involves both iwi consultation and public notification of the intention to reclassify the lot.

Discussions have been held with the Department of Conservation on the use of the playcentre building as a support facility rather than a playcentre. They have confirmed that they consider this use falls within the definition of 'community building, playcentre, kindergarten, plunket building, or other like purposes' contained within section 61 of the Reserves Act and that there is a similar playcentre support facility located on a reserve within Auckland City.

CONCLUSION

It is recommended that a lease be granted to Te Akoranga Playcentre Association and that the part of the reserve on which the playcentre stands be reclassified under the Reserves Act as a local purpose (community buildings) reserve.

RECOMMENDATIONS

1. That the Lease of Part of Glen Norman Reserve report be received.
2. That the Massey Community Board approves the public notification of the intention to reclassify under section 24 of the Reserves Act 1977 Lot 2 on Deposited Plan 54537 as a local purpose (community buildings) reserve for the purposes of granting a lease of the playcentre building to Te Akoranga Playcentre Association Incorporated.
3. That it be recommended to Council that the Chief Executive Officer be given authority in the absence of any objections to the reclassification to apply to the Department of Conservation under section 24 of the Reserves Act 1977 for the reclassification of Lot 2 Deposited Plan 54537 as a local purpose (community buildings) reserve as specified in section 23 of that Act for the purposes of granting a lease to Te Akoranga Playcentre Association Incorporated.
4. That the Chief Executive Officer be given authority to negotiate and conclude a lease with Te Akoranga Playcentre Association Incorporated for the footprint of the playcentre building on Glen Norman Reserve under section 61(2A)(a) of the Reserves Act 1977 and the lease be executed as negotiated.

Report prepared by: Alastair Dougal, Solicitor, Legal Services.



13 BOARD MEMBERS' REPORTS

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

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	Cr Peter Chan
Massey Citizens Advice Bureau	Cr Linda Cooper
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp

COUNCIL COMMITTEES	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard Andrew Good
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice

