

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON WEDNESDAY, 4 APRIL 2007,
COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 7 March 2007

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 7 March 2007, 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 Chairman 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 PRESENTATIONS

A MAYOR BOB HARVEY

Provision has been made on this Agenda for Mayor Bob Harvey to make a presentation to the Board.

B 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 Chairman at the beginning of the meeting; and
- (ii) the Chairman 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 CHAIRMAN'S REPORT

LONG TERM COUNCIL COMMUNITY PLAN AND ANNUAL PLAN

By the time this report is received at the Board meeting, members will have already experienced involvement at the Te Raa Mokopuna event at Moire Park. At the time of writing this report though, I was being given outstanding support in preparation for the Board's information stall at Moire Park. At the meeting we will know how successful our participation has been.

This will be only the first of a series of public information stalls proposed over the period of the calling of submissions on the Long Term Council Community Plan and Annual Plan. A programme is being prepared in order to ensure the most effective penetration of public contact can be made. This will involve our presence over the next several weeks at high-density shopping locations and appropriate events. It will be planned so as to minimise the impact on our valuable time for our other commitments, and hopefully a satisfactory roster will cover this. I point out (even though it is probably unnecessary), that our participation on these information stalls is limited to supplying information and advice only on processes, and not on Council policy or the opinions of particular public sectors.

In conclusion, I wish to make it quite clear that I expect our Ward Councillors to understand that they are part of this consultative and information process, and hopefully take the opportunity to put a bit of time aside to help man these stalls.

MASSEY MATTERS

In conjunction with notice of the Board meeting, you will have received notice of the Political Liaison Meeting taking place prior to the Board meeting between 5.00 pm to 7.00 pm. This will require all members to make themselves available at this earlier start. I expect most members to be available due to the importance of this meeting and the decision that we are asked to make on the recommended distribution of the \$25,000 between the 20 applications received. The agenda covers a number of important aspects of the project on which our input is important and deserving of our support and energy. Any Board Member who is unable to attend, or is going to be a late arrival, please give an apology so the organisers are aware.

LAW AND ORDER ISSUES

I have commented on this subject before, and my intention to call a public meeting in Whenuapai to tackle the problems being encountered in our communities, but in particular the Whenuapai and Herald Island communities. This is a progress report to let you know planning is well advanced and a date for the meeting will be sometime in mid to late May. A panel comprising the police, related Council departments, and Councillor Hulse, as Chairman of the Crime Prevention Group, are being brought together. Once the format of the meeting has been finalised and a date set, I will inform you further with an invitation to attend. Remember, I am calling this meeting as a citizen in order to preserve the Board's advocacy and observation roles.

PRESENTATION BY THE MAYOR

The presentation by His Worship the Mayor should prove of great interest and value to the Board as a result of the significant growth initiatives taking place within the Massey Ward over the next several years. From his presentation, the Board should gain important help in understanding how it can fulfil its obligations to promote the Council's strategy and impartially manage the public reaction in the Board's advocacy role. The prominent issues that the Board could be involved in are, of course, Hobsonville, Westpark Marina, Whenuapai Airbase and NORSCA. The delays in work on the State Highway 18 link to the upper harbour bridge are also of irritation to the Council and the community. We look forward to the Mayor's presentation with interest and thank him for putting aside time to do this.

PRE-MEETING PRESENTATIONS

Last month's meeting was the first time at which presentations were given prior to the official start of the meeting at 7.30 pm. The dismal attendance, contrary to the vast majority of the Board supporting this move, was quite embarrassing, and reflects badly on the Board as a whole. I will personally not be calling for any further pre-meeting presentations until I am satisfied the attendance is the same as for the full meeting, except for the odd member who is justifiably detained by work, or similar demanding commitments.

RECOMMENDATION

That the Chairman's Report be received.

Graeme Barnard
CHAIRMAN



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Westpark Marina - Various Issues 3 April 2002 Resolution No. 660/2002 10 November 2004 Resolution No. 1964/2004 28 September 2005 Resolution No. 1825/2005 Council</p>	<p>Parking Arrangements At the time of writing this report, the shared use park n ride and boat trailer car park on Lot 7 was almost complete. As sub-lessee, Council's traffic experts have reviewed and approved the trailer parking configuration for this shared use car park and the car park will open once final negotiations over the details of the sublease agreement are complete. Once this car park is complete, the trailer parking regime and parking restrictions on Clearwater Cove and on the land to the rear of the boat ramp will be put in place, as per the 2005 resolutions of the Council.</p> <p>Enquiry by Design Workshop and Future Planning Westpark Marina Limited's (WML) public enquiry by design process continues. Council officers have continued to make it clear to members of the public that while Council own the fee simple to many of the titles at the marina, they do not own the rights to develop those lots, as outlined by the lease agreements.</p> <p>As reported last month, Council officers are preparing a communications newsletter on behalf of the Council to provide information to the community on Council's role at the Marina, and an update on progress to resolve dredging and trailer parking issues.</p> <p>Dredging Update WML is continuing to undertake dredging of the Marina in accordance with their agreement with Council. The 2007 work programme has commenced and they are currently ahead of schedule. This progress is both significant and very welcome, and is making a substantial difference to the levels of siltation at the Marina. WML are to be congratulated on their efforts and progress.</p>	<p>Rochelle Edwards  836 8000 Extn: 8575</p>
<p>Christmas Beach, Herald Island, Playground Renewal Officer's Report</p>	<p>Building consent for the renewal of the play facility at Christmas Beach, Herald Island has been obtained. It is intended for the physical works to be carried out in April 2007.</p>	<p>David Barker  836 8000 Extn: 8306</p>

<p>Christmas Beach, Herald Island BBQ Officer's Report</p>	<p>The new BBQ was installed in March 2007.</p>	<p>Stuart Liddell ☎ 836 8000 Extn: 8375</p>
<p>Hamblyn Reserve, Armada Reserve, Marinich Reserve, Waitakere Quarry, Pahi Park, Riverpark Reserve and Woodside Reserve Officer's Report</p>	<p>It is intended that a contract for weed control and re-vegetation planting will be let in late March 2007. Planting will be carried out during autumn.</p>	<p>Helen Biffin ☎ 836 8000 Extn: 8758</p>
<p>Herald Island Wharf Public Toilet Officer's Report</p>	<p>The initial concept design has been sent out for community consultation. A drop-in workshop will be held on 31 March at Herald Island Wharf. The updated concept design will be presented to Massey Community Board at the May 2007 meeting for approval.</p>	<p>Debbie Chapman ☎ 836 8000 Extn: 8303</p>
<p>Attendance at the New Zealand Community Boards 2007 Conference Board Member's Report</p>	<p>At its meeting of 7 March 2007, the Massey Community Board resolved:</p> <p><i>"That GE Barnard, RF Jessopp, GJ Maurice, AE Davies and JG Riddell be nominated to attend the New Zealand Community Boards' Conference to be held at the Telstra Clear Events Centre, Manukau City, from 7 to 9 June 2007".</i></p> <p style="text-align: right;">409/2007</p> <p>Subsequently Councillor Chan indicated that he would also like to attend, in his capacity as an Appointed Member of the Massey Community Board.</p> <p>Given that resources are available to cover the registration fees of all Members wishing to attend, and that the deadline for Early Bird Registration has been extended to 20 April 2007, the Board is asked to give due consideration to Councillor Chan's request..</p>	<p>Charlie Inggs ☎ 836 8000 Extn: 8854</p>

<p>Community Board Minor Parks Projects Officer's Report</p>	<p>The status of each project is as follows:</p> <p>Triangle Park: The concrete path was installed in March 2007.</p> <p>Moire Park: Designs for concrete terracing have been finalised. It is intended that the physical works will be carried out in April 2007.</p> <p>Picasso Reserve: Two picnic tables were installed in December 2006. Two specimen trees will be planted in the planting season, April/May 2007.</p> <p>Rush Creek Reserve: \$5,220 was allocated to install a BBQ at Rush Creek, however, subject to a proposal received from Investment Management Finance New Zealand Ltd (IMFNZ) to install a playground at Rush Creek, the BBQ project has been put on hold. IMFNZ would like to work with Council on a joint-funded playground project. Council currently has no funding committed to this project, consequently IMFNZ will be presenting an Annual Plan submission to the 2007/2008 draft Annual Plan. The Massey Community Board will also have an opportunity to allocate further funds to the playground project through the 2007/2008 Community Board Minor Parks Projects.</p> <p>Currently \$5,220 still remains unallocated to this project and the Board needs to advise on the allocation of this funding.</p> <p>Ranui Community House Sign: It is proposed that the funding of \$5,220 previously committed to the Rush Creek BBQ now be re-allocated to the installation of a sign at Ranui Community House.</p> <p>Initial approximate cost estimates are:</p> <p>Sign - \$3,140 Consent fees - \$1,000 Installation - \$1,080</p> <p>Total - \$5,220</p>	<p>Katherine Slack  836 8000 Extn: 8779</p>
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<p>Draft Long Term Council Community Plan 2006-2016 Officer's Report</p>	<p>The Annual Plan 2007/2008 (Year 2 of the LTCCP 2006-2016) public submission period, runs from Monday, 26 March 2007 to Friday, 27 April 2007.</p> <p>It is hoped that the Massey Community Board Members will want to engage with their local communities on the Long Term Council Community Plan. To this end Council officers from Public Affairs, with assistance from other units, have started preparing display materials to use during this submission period.</p> <p>It is envisaged that these materials will include:</p> <ul style="list-style-type: none"> • Submission Guide; • Submission Form; • A3 laminated copy of the Annual Plan billboard; • The Waitakere News special Annual Plan edition; • The Community Outcomes booklet (optional); • Community Outcomes poster (optional). 	<p>Nada Cottrell ☎ 836 8000 Extn: 8427</p>
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REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Rush Creek, Westgate	December 2004 Resolution No. 2205/2004 Last updated 3 May 2006	Further updates will be provided to the Board on the basis of requirement.	Tony Miguel ☎ 836 8000 Extn: 8294
Herald Island Causeway Culvert	October 2006 Resolution No. 1853/2006	2 May 2007	Tony Miguel ☎ 836 8000 Extn: 8294
Project Twin Streams Four-Monthly Progress Report	August 2005 Resolution No. 1468/2005 Last updated 1 November 2006	2 May 2007	Tony Miguel ☎ 836 8000 Extn: 8294
Traffic Management Wiseley Road / Clark Road / Hobsonville Road	February 2007 Resolution No. 63/2007	2 May 2007	Sue Liddell ☎ 836 8000 Extn: 8736
Traffic Management Don Buck Road	February 2007 Resolution No. 65/2007	2 May 2007	Sue Liddell ☎ 836 8000 Extn: 8736

RECOMMENDATIONS

1. That the Committee Secretary's Report for 4 April 2007 be received.
2. That the Massey Community Board give consideration to Councillor Chan's request that he be nominated, in his capacity as an Appointed Member of the Massey Community Board, to attend the New Zealand Community Boards' Conference to be held at the Telstra Clear Events Centre, Manukau City, from 7 to 9 June 2007, in addition to the five Members of Massey Community Board already nominated to attend.

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



8 EXTRAORDINARY VACANCY MASSEY COMMUNITY BOARD: RESIGNATION OF ANDREW GOOD

PURPOSE OF THE REPORT

The purpose of this report is to advise the Massey Community Board (the Board) of the resignation of Andrew Good from the Board with effect from Thursday, 8 March 2007 and of the resulting extraordinary vacancy in the elected membership of the Board.

BACKGROUND

A1 On Thursday, 8 March 2007, Andrew Good tendered his resignation from the Board due to personal career circumstances. A copy of his letter of resignation is attached at page A1. Pursuant to Clause 4(2) of Schedule 7 of the Local Government Act 2002, a notice of resignation of an Elected Member takes effect on the day it is delivered to the Chief Executive Officer of the local authority concerned. Accordingly, Andrew Good is deemed to have resigned with effect from Thursday, 8 March 2007. Pursuant to Clause 5 of Schedule 7 of the Local Government Act 2002, an extraordinary vacancy in the membership of the Board is therefore created.

STRATEGIC CONTEXT

Active Democracy is one of Council's nine strategic platforms. Active and effective Community Boards are one of the mechanisms of bringing this platform to the communities of Waitakere.

ISSUES

In terms of Section 117 of the Local Electoral Act 2001, a By-Election is only held if the extraordinary vacancy is created more than 12 months before the next Triennial Election. Should a vacancy occur less than 12 months before the next election, then the Community Board or Local Authority concerned is required to make a decision as to whether that vacancy is filled by an appointment or left vacant for the remainder of the term.

A2

Should the Board decide to appoint a replacement member, this person must be a person qualified to be elected as a member and the process of selection must be agreed upon. In the past where such an appointment has been made, the process followed has been to appoint the person who polled the most votes without being elected at the previous Triennial Election. A copy of the declaration of the polling results for the Board at the last Triennial Election is attached at page A2. The Board would be required to decide whether to follow this process or decide on an alternative process.

Pursuant to Section 118 of the Local Electoral Act 2001, public notice must be given of the intention to fill the vacancy by appointment, and the actual appointment must be reconfirmed at a further meeting of the Board before the expiry of the prescribed notice period of 30 days.

Should the Board decide to appoint a member to fill this vacancy, this appointment would be considered to be an Elected Member for the purposes of Section 19F of the Local Electoral Act 2001 rather than an appointed Member. In terms of Section 19F of the Local Electoral Act 2001, appointed Members of Community Boards are Councillors appointed from the ward concerned by the Council.

Should the Board decide to leave the position vacant, this will not affect the ratio of Appointed Members to Elected Members prescribed in Section 19F of the Local Electoral Act 2001, as the number of Elected Members referred to in the section includes any vacancies.

If the Board decides to leave the seat vacant, this decision is also required to be publicly notified immediately, pursuant to Section 119 of the Local Electoral Act 2001.

RESOURCES

No additional resources will be required. Should the Board decide to leave the position vacant, there will be a saving in the Elected Members' fees and expenses.

CONCLUSION

The Massey Community Board is required to decide whether to leave the vacancy created by the resignation of Andrew Good vacant or whether to fill this by appointment of a person qualified to be an Elected Member.

RECOMMENDATIONS

1. That the Extraordinary Vacancy Massey Community Board: Resignation of Andrew Good report be received.
2. That the Massey Community Board either:
 - (a) Resolve that the extraordinary vacancy created by the resignation of Andrew Good be left vacant until the Triennial Election to be held on Saturday, 13 October 2007; or
 - (b) Resolve to appoint a person qualified to be an Elected Member to fill the extraordinary vacancy according to a process to be decided on by the Massey Community Board.
3. That the Massey Community Board thank Andrew Good for the work he has done on behalf of the Board for the past eight years.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



9 WAITAKERE CITY COUNCIL CYCLEWAYS' PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to brief the Massey Community Board on the 10-year cycleway programme for Waitakere, outline the proposed programme of works for Massey in 2007/2008 and 2008/2009, summarise the need to improve the Waitakere network to increase cycling numbers, improve safety and to support the indicative regional cycle network.

BACKGROUND

The Waitakere City Council Walking and Cycle Strategy 2003 set a vision for Waitakere as a "*walking and cycling friendly city, where walking and cycling are safe, enjoyable and popular forms of transport and leisure*". To help achieve this vision, a significant cycling feasibility study was completed in 2005. This study recommended the implementation of cycle routes throughout Waitakere that would support the vision and objectives of the Walking and Cycling Strategy. The cost of implementing the feasibility study was estimated at \$60,000,000. The Long Term Council Community Plan 2006-2016 budgeted \$17,581,000 (including Land Transport New Zealand subsidies) for development of 30 percent of the cycleway network across the city by 2016.

A3 A map illustrating the proposed 10-year cycleways' programme is attached at page A3. The cycle routes proposed in this programme are considered to be those most likely to result in an increase in cycling to work, school, and to key local destinations like parks and community facilities.

A4 In 2006, territorial authorities worked with the Auckland Regional Transport Authority (ARTA) to complete the indicative regional cycle network map. This map contains the cycling routes proposed by councils to be constructed prior to, and beyond, 2009. The regional cycle network map includes the proposed cycleways' programme for Waitakere City Council. The regional cycle network map is attached at page A4.

STRATEGIC CONTEXT

The Regional Land Transport Strategy (2005) identifies the development of a regional cycle network as a key action. The Strategy states that expanding the role of cycling as a viable mode of transport for shorter journeys will be an important element of supporting intensification around selected growth centres and corridors, transport nodes and the development of greenfield sites. The Regional Land Transport Strategy (2005) set a target to complete 50% of the regional cycle network by 2016.

The Waitakere City Council Transport Strategy 2006-2016 requires the establishment of a network of routes for walking and cycling which connect to major destinations. The Council's vision for transport is "*a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city*".

Increased provision for cycling has the potential to have a strong positive influence on the Council's strategic platforms, in particular:

- **Urban and rural villages - *Nga kainga taone, tuawhenua***
Cycling infrastructure ensures that people have real choices in transport to move around the city.
- **Integrated transport and communication - *Te whakaurunga waka. Te whakawhiti korero***
Cycling is an environmentally-responsible mode of transport. Improved provision for cyclists and pedestrians supports accessible town centres and services.

- **Strong Communities - He iwi kaha**
Cycling addresses the need to support the health and wellbeing of the City's residents. Cycling is an aerobic exercise, with low impact on the body. Cycling reduces the risk of serious conditions such as heart disease, high blood pressure, obesity and the most common form of diabetes. Cycling can help manage weight, maintain strength and coordination and improve fitness. The Hillary Commission indicates that physical inactivity results in three times the number of deaths associated with road accidents.
- **Sustainable energy and clean air - He kaha motuhake. He hau ora pai**
There are benefits to the general population and the environment if people choose to cycle rather than use motorised transport. These include less noise and less air pollution.

ISSUES

Provision for cyclists in Waitakere

Communications from residents requesting dedicated cycling infrastructure are increasing. Recent investment in cycleways in Waitakere has been focused on the planning and construction of Project Twin Streams walk and cycleways. These routes will result in 14 kilometres of off-road walk and cycle routes, which will provide important connections to Henderson and Glen Eden Town Centres, employment areas, schools and neighbourhoods. The routes have been designed to a very high standard, with input from cyclists. Construction is expected to be completed by January 2008.

There are currently no on-road cycle lanes in Waitakere (other than several metres on either side of the Triangle Road / Lincoln Road / Central Park Drive intersection). On-road cycle lanes are reported to increase cycle use on a route by 23% and are particularly suited to more experienced cyclists aiming to reach their destination by the quickest and most direct route. Off-road routes are used by cyclists of all abilities and are particularly appropriate for students and less experienced cyclists.

There are some significant gaps in connectivity in the network. For example, the Project Twin Streams walk and cycleways rely on a rail cycleway to provide a vital link between Glen Eden and Sunnyvale, and an extension of the North West cycleway alongside State Highway 16 is needed for cyclists travelling to and from Auckland City and from the north and north-east into Henderson. The Council has prioritised the cycleways' programme to improve local connectivity. New routes have also been proposed to be constructed in line with planned improvements to roading.

The proposed cycleways' programme for 2007/2008 is:

Programme for 2007/2008	Phase	Community Board
Te Atatu Road North (and interchange)	Design	Henderson
Central Park Drive to Te Pai Place	Construction	Massey and Henderson
Triangle Road (on road)	Design and possibly start construction	Massey
Rathgar Road	Design and Construction	Massey
Pomaria Road	Design and Construction	Massey
Edmonton Road	Design	Henderson
Seabrook to Clark Street	Design	New Lynn
SH 16 (NW motorway) Feasibility Study	Feasibility Study	Massey

The proposed cycleways' programme for 2008/2009 is:

Programme for 2008/2009	Phase	Community Board
Te Atatu Road North and interchange	Construction	Henderson
Central Park Drive to Te Pai Place	Construction	Massey and Henderson
Triangle Road	Construction	Massey
Edmonton Road	Construction	Henderson
Seabrook to Clark Street	Construction	New Lynn
Edmonton Road	Construction	Henderson
Seabrook to Clark Street	Construction	New Lynn

(The table above indicates 2008/2009 construction only. Routes requiring design work in 2008/2009 are currently being determined.)

In addition to the above programme, a variety of other programmes and projects are being implemented to encourage safer cycling. These include a Safer Routes to School project, the School Travel Plan programme, bicycle lockers at transport interchanges, workplace travel plans, shared paths in parks, cycle route maps, signage and an ongoing maintenance programme.

Safety of cyclists

The 2005 Waitakere City Road Safety Issues' report released in July 2006 by Land Transport New Zealand listed 'vulnerable road users' as the most significant major road safety issue for Waitakere. Issues are chosen because they have the highest reported numbers of fatal and serious crashes. Cyclists make up 13 percent of fatal, serious and injury crashes.

New Zealand research found that cycle lanes reduced crashes involving cyclists by 10 percent, and that pedestrian safety can be improved by 30 percent because of the increased buffer space. Cycle lanes installed by Auckland City Council on Rosebank Road in early 2006 have resulted in zero cycle crashes to date. Prior to implementation, there was an average 3.5 crashes per year involving cyclists on that route.

Research also indicates a 'safety in numbers' effect for cyclists versus motor vehicle crashes. This means that the risk per cyclist reduces as the number of cyclists using a route increases.

Numbers of cyclists

2001 Census data reports 717 Waitakere residents (over 15 years) recording that cycling was their main means of travel to work. (This is a decrease from 870 in 1991.)

Community Board Ward (area approximation only)	Number of people travelling to work by cycle
Henderson Ward approximation	168
Massey Ward approximation	327
New Lynn Ward approximation	150
Waitakere Ward approximation	72
Total Waitakere	717

2001 Census. Census Usually Resident Population Count Aged 15 Years and Over, Gainfully Employed, Main Means of Travel to Work: Bicycle.

Cycle numbers in the city vary according to time and location. Recent cycle counts of existing cycle routes in the city provided an indicative count of:

- 296 cycle trips per day on the North Western Cycleway;
- 23 cycle trips per day on the Henderson Creek walk/cycle way;
- 151 cycle trips per day on Central Park Drive; and
- 106 cycle trips per day for the intersection of Great North Road and Lincoln Road.

A recent cycle count of Intermediate and Secondary Schools in Waitakere included the following results for Henderson and Massey:

School (Henderson)	Number of cyclists on 6 March 2007	Roll	Percentage of roll
Rangeview Intermediate	25	912	2.70
Bruce McLaren Intermediate	9	426	2.10
Te Atatu Intermediate	30	300	10.0
Nga Kakano Christian Reo Rua Kura	4	60	6.70
Rutherford College	39	1,230	3.12
Henderson High School	2	985	0.20
Total	109	3,913	

School (Massey)	Number of cyclists on 6 March 2007	Roll	Percentage of roll
Henderson Intermediate	26	549	4.70
Liston College	12	754	1.60
St Dominic's College	1	920	0.10
Waitakere College	11	1,179	0.90
Massey High School	36	2,510	1.40
Total	86	5,912	

The Waitakere City Transport Strategy 2006–2016 aims to substantially increase the number of people walking and cycling, as an efficient, healthy and environmentally-sustainable way to help address congestion in Waitakere. Cycleways proposed in the 10-year programme of works will help to provide safer routes to schools, town centres, rail stations, employment centres and community facilities, and are essential to increase the number of people cycling in Waitakere.

Waitakere City Council is involved in an Auckland-wide cycling monitoring project that will provide more thorough data about cycling in the region. A combination of automated and manual counts will provide both baseline data and project-tracking data, to enable an informed assessment of the value of investment in infrastructure for cyclists.

RESOURCES

Cycling routes proposed in this report are provided for in the Long Term Council Community Plan 2006-2016. The total gross cost of the proposed 10-year cycleways' programme is \$17,581,000 (including escalation for inflation). This amount includes a 53 percent funding subsidy from Land Transport New Zealand. In addition, a 5.2 million dollar grant was gained from Infrastructure Auckland to assist with the completion of walk and cycleways associated with Project Twin Streams.

The cycleways' programme represents a prioritised list of projects that connect to town centres, train stations, schools and leisure facilities. Cycle routes that appear on the ARTA indicative regional cycle network map will receive a higher priority rating. All proposed routes in this report are contained on the regional cycle network map.

CONCLUSION

The cycling programme as outlined in this report will contribute to an increase in the number of people moving about Waitakere by cycle, and choosing to travel to work or school by cycle. On-road cycle lanes will improve the safety of cyclists and improve the environment for pedestrians.

All cycling routes proposed in the 10-year cycling programme for Waitakere have been accepted for inclusion on the indicative regional cycle network map.

RECOMMENDATION

That the Waitakere City Council Cycleways' Programme report be received.

Report prepared by: Sandy Mills, Strategic Advisor: Transport.



10 CENTRAL PARK DRIVE, LINCOLN NORTH - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new No Stopping At All Times parking restriction across all the gate entries and exits of The Trusts Stadium on Central Park Drive.

BACKGROUND

The Trusts Stadium (the Stadium) recently contacted the Council with concerns regarding vehicles regularly parking close to their vehicle crossings during events and activities at the Stadium. They also have concerns that when vehicles are parked legally outside the park entrance, it is difficult for the people leaving the Stadium to be able to see oncoming traffic as their sight lines are impaired by the parked vehicles. They requested that the Council consider installing a No Stopping At All Times parking restriction across the Stadium frontage to eliminate this behaviour.

STRATEGIC CONTEXT

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

A Council officer visited the site and investigated the issue. It appears that when the Stadium has an event, Central Park Drive becomes congested with parked vehicles. It is very difficult for vehicles leaving the Stadium carpark to see oncoming traffic, as their sight lines are impaired by parked vehicles.

The occupants of properties affected by the proposed parking controls were consulted regarding the proposed changes. To date no objections have been received.

A5

The locations of the proposed new parking restriction are shown on the aerial photograph attached at page A5.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management, resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed parking restriction can be implemented under the 2006/2007 Annual Plan maintenance budget.

CONCLUSION

The proposed new No Stopping At All Times parking restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing the adjacent vehicle crossings.

RECOMMENDATIONS

1. That the Central Park Drive, Lincoln North - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **CENTRAL PARK DRIVE, LINCOLN NORTH**:
 - (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 **CENTRAL PARK DRIVE**, starting from a point 248 metres from the northern kerb line of Tolich Place and extending north for a distance of 343 metres (just north of gate 2), a new **NO STOPPING AT ALL TIMES** parking restriction 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 limitation and control.

Report prepared by: Jane Harris, Transport Technician.



11 **DON BUCK ROAD AND RED HILLS ROAD INTERSECTION, MASSEY - PROPOSED NEW ROUNDABOUT AND PARKING CONTROLS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for the construction of a roundabout, new Give Way controls and No Stopping At All Times parking controls at the intersection of Don Buck Road and Red Hills Road, Massey.

BACKGROUND

The Don Buck Road and Red Hills Road intersection forms an important link to a large industrial activity, a school, and the rural areas of Waitakere and Taupaki. The project was requested through public submissions and the 2006/2007 Annual Plan process to address minor congestion issues and safety operation on Red Hills Road at its intersection with Don Buck Road.

STRATEGIC CONTEXT

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 roundabout will improve the safety of the intersection by simplifying conflicts, reducing vehicle speeds, and providing a clear indication of the driver's right of way. Well laid out roundabouts have been shown to reduce the accident rates at crossroads' intersections by up to 60 per cent.

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

No Stopping At All Times controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear. Restrictions on right turning at nearby intersections can enhance the safety benefits of a signal-controlled intersection.

ISSUES

Don Buck Road is defined as a district arterial route with a traffic volume of approximately 19,176 vehicles per day. Red Hills Road is defined as a collector road with a traffic volume of approximately 5,449 vehicles per day.

A search of the Land Transport New Zealand Crash Analysis System database reveals a total of seven reported accidents (one serious, two minor injuries and four non-injuries) at the Don Buck Road and Red Hills Road intersection for the five years from 2001 to 2005. Twenty-nine percent of all accidents were loss of control, and a further 29% were crossing and turning accidents.

A6 A roundabout, new Give Way controls and No Stopping At All Times parking controls are proposed at the intersection of Don Buck Road and Red Hills Road, as attached at page A6.

Consultation

Consultation letters and engineering drawings explaining the proposed works were sent to the residents, schools and businesses for their information. Two responses were received and the comments are detailed below:

- One resident wanted the roundabout shifted further away from his property for safety issues. The resident was advised that the detailed design will accommodate his requirements.
- The Massey Primary School wanted to discuss the proposed alterations of the road and footpaths, as they feel it will affect their students. Council officers will liaise with the school to make sure that the proposed work meets the school's requirements.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management, resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The cost estimate for the design and construction of a roundabout at the intersection of Don Buck Road and Red Hills Road is approximately \$700,000, excluding land acquisitions. The proposed work is expected to be implemented under the 2006/2007 Annual Plan budget, subject to land acquisitions.

CONCLUSION

It is proposed to construct a roundabout, including associated new Give Way controls and No Stopping At All Times parking controls, at the intersection of Don Buck Road and Red Hills Road, Massey. The proposed roundabout will provide a much safer environment for both motorists and pedestrians. The roundabout improves the safety of pedestrians by reducing vehicle speeds and allows pedestrians to take refuge between the splitter-islands while crossing the road. Subject to land acquisitions, the proposed roundabout is expected to be built in 2006/2007.

RECOMMENDATIONS

1. That the Don Buck Road and Red Hills Road Intersection, Massey - Proposed New Roundabout and Parking Controls report be received.
2. That the proposed roundabout at the intersection of **DON BUCK ROAD** and **RED HILLS ROAD, MASSEY** be approved for construction.
3. 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) that a new **GIVE WAY** control be put in place on **DON BUCK ROAD** on the traffic lanes approaching the intersection with **RED HILLS ROAD** from the north.

- (ii) that a new **GIVE WAY** control be put in place on **DON BUCK ROAD** on the traffic lanes approaching the intersection with **RED HILLS ROAD** from the south.
 - (iii) on the western kerb line of **DON BUCK ROAD**, starting from a point where the kerb line meets the northern kerb line of **RED HILLS ROAD** and extending to a point a further 70 metres north along the kerb line, a **NO STOPPING AT ALL TIMES** parking control be put in place.
4. That in relation to **RED HILLS 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 northern kerb line of **RED HILLS ROAD**, starting from a point where the kerb line meets the western kerb line of **DON BUCK ROAD** and extending to a point a further 130 metres west along the kerb line, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the southern kerb line of **RED HILLS ROAD**, starting from a point where the kerb line meets the western kerb line of **DON BUCK ROAD** and extending to a point a further 28 metres west along the kerb line, a **NO STOPPING AT ALL TIMES** parking control be put in place.
5. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls, and parking limitations and restrictions.

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



12 HOLMES DRIVE SOUTH, MASSEY - PROPOSED NEW TRAFFIC ISLAND AND NO STOPPING AT ALL TIMES RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval to install a new traffic island at the northern end of Holmes Drive South and No Stopping At All Times restrictions.

BACKGROUND

Holmes Drive South was originally designed to be a cul-de-sac at its northern end, but was subsequently constructed with a link road called Whitshire Mews. Since then, residents have raised concerns regarding speeding through-traffic, as well as youths who occasionally spin their tyres on the cul-de-sac head.

STRATEGIC CONTEXT

The 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 traffic islands improves road-user safety by slowing vehicles to ensure efficient, safe movement of vehicles on roads.

ISSUES

Description

Holmes Drive South is a local road with a carriageway width of approximately 11 metres. The cul-de-sac is large and does not discourage low traffic speeds for traffic travelling through to Whitshire Mews.

Accident Statistics

A search of the Land Transport New Zealand database shows that for the past five years there have been no reported accidents in the vicinity of the cul-de-sac head of Holmes Drive South.

Proposed Works

It is proposed to install a traffic island on the cul-de-sac head that will reduce traffic speeds for vehicles travelling to and from Whitshire Mews, and also reduce the potential for cars to spin around the cul-de-sac head. The island is proposed to have a substantially planted area.

A7 The location of the proposed changes is indicated on attached page A7.

Residents were consulted in February 2007. The resident at number 57 Holmes Drive South was the only resident who made contact. He believes the island could potentially become an eyesore, and if anything would prefer to see a speed hump installed.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management, resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works are estimated to cost approximately \$20,000 and can be funded from the 2007/2008 Annual Plan Minor Safety budget.

CONCLUSION

There have been concerns from residents regarding traffic speeds and the proposed traffic island will substantially address this.

RECOMMENDATIONS

1. That the Holmes Drive South, Massey - Proposed New Traffic Island and No Stopping At All Times restrictions report be received.
2. That the installation of a new traffic island on **HOLMES DRIVE SOUTH** outside number 8 **WHITSHIRE MEWS** be approved.
3. That in relation to **HOLMES DRIVE SOUTH, 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 north-eastern kerb line of **HOLMES DRIVE SOUTH**, starting from the northern kerb line of **WHITSHIRE MEWS** and extending north-west to a point approximately 40 metres further, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the eastern kerb line of **HOLMES DRIVE SOUTH**, starting from the southern kerb line of **WHITSHIRE MEWS** and extending south west to a point approximately 25 metres further, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
4. That in relation to **WHITSHIRE MEWS, 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 northern kerb line of **WHITSHIRE MEWS**, starting from the eastern kerb line of **HOLMES DRIVE SOUTH** and extending east to a point approximately 6 metres further, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
5. 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 controls.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



13 METCALFE ROAD / MUNROE ROAD, RANUI - PROPOSED NEW ROUNDABOUT

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval in principle to proceed with the proposed roundabout at the Metcalfe Road / Munroe Road intersection.

BACKGROUND

Members of the public have reported that exiting Munroe Road onto Metcalfe Road is difficult, and there are substantial delays being experienced during peak hours. Council officers have investigated whether a new junction layout can improve this situation.

STRATEGIC CONTEXT

The 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.

Roundabouts can improve road-user safety and reduce congestion at intersections with moderate to high traffic volumes by slowing vehicles entering the intersection and providing an effective means to share priority across all approaches to the intersection.

ISSUES

Description

Metcalfe Road is a collector road that carries approximately 12,000 vehicles per day, and Munroe Road has been operating as a district arterial road since 2005, when the Munroe Bridge was constructed.

Delays to vehicles exiting Munroe Road onto Metcalfe Road can be significant, and queue lengths of around ten vehicles or more were observed for extended periods during both morning and evening peaks. The sharp angle that Munroe Road intersects with Metcalfe Road, combined with turning traffic movements in close proximity (to and from Pooks Road in particular), means that the right-turn manoeuvre out of Munroe Road can be difficult in busy periods.

Accident Statistics

A search of the Land Transport New Zealand database shows that since 2005, when the Munroe Bridge was constructed, there have been five non-injury accidents reported to the police in the vicinity of the Metcalfe Road / Munroe Road intersection.

Proposed Works

A8

It has been determined that a single-lane roundabout, as shown on the plan attached at page A8, is a viable solution. Due to very insignificant right-turning traffic volumes observed from Metcalfe Road into Munroe Road during both peaks (less than 20 vehicles per hour observed), priority will primarily be for south-bound Metcalfe Road traffic, which is desirable to avoid queuing over rail tracks some 50 metres to the south. Munroe Road drivers will only have to give way to straight-through Metcalfe Road vehicles, and delays for that approach should therefore be significantly reduced compared to the present situation.

The roundabout's proposed geometry is based on the Portage Road / Bolton Street intersection in New Lynn. Vehicle deflection for north-bound vehicles is achieved by the throat island on that approach, rather than the central island as is usually applied. This means that larger vehicles, such as buses, will not have to drive over high, mountable sections, which is undesirable for passenger comfort.

ONTRACK have been consulted, and they are satisfied that the proposed scheme will take into account the proposed changes they are making to the rail junction on Metcalfe Road. A consultation letter was distributed to the affected residents in early March 2007. The results will be summarised to the Massey Community Board at the meeting of Wednesday, 2 May 2007, together with the resolution for the new controls.

In addition, this project is expected to be completed before the Sturges Road bridge is reconstructed later this year. The roundabout should mitigate to some degree the substantial traffic that will be diverted onto Munroe Road during the bridge construction period.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The project is expected to cost approximately \$100,000, and can be funded from the Minor Safety Works' budget in the 2006/2007 Annual Plan. Construction costs will be optimised by the use of surface-glued traffic islands rather than conventional kerb extensions. This is considered appropriate, given that a new road connection between Munroe Road and Marinich Drive is expected to be constructed in the foreseeable future.

CONCLUSION

A new roundabout will improve traffic safety and operation at the Metcalfe Road / Munroe Road junction.

RECOMMENDATIONS

1. That the Metcalfe Road / Munroe Road, Ranui - Proposed New Roundabout report be received.
2. That the Massey Community Board approve in principle to install a **ROUNDAABOUT** at the **METCALFE ROAD / MUNROE ROAD** intersection, with reporting back to the May 2007 Massey Community Board meeting on the results of public consultation and recommendations for regulatory compliance.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



14 SWANSON ROAD, RANUI - NEW PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval to install new parking restrictions on Swanson Road, Afton Place and Bahari Place, Ranui.

BACKGROUND

The Swanson Road / Afton Place / Bahari Place intersection was part of the 2005/2006 Crash Reduction Study undertaken for the Council. Currently the existing refuge island just south of Afton Place intersection is experiencing safety problems.

STRATEGIC CONTEXT

The 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 parking restrictions 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 road and carries approximately 25,000 vehicles per day. It runs between Lincoln Road and Scenic Drive, and in the vicinity of Afton Place it has a carriageway width of 12 metres.

Accident Statistics

A search of the Land Transport New Zealand database shows that in the past five years there have been four reported accidents related to the refuge island. Proposed works have been identified to improve pedestrian and traffic safety.

Proposed Works

The following measures are recommended:

- Broken yellow lines that will give minimum pedestrian sight lines to oncoming traffic, and also prevent cars from parking too close to the island.
- Improved delineation of the traffic island at night. This includes reflective strips on the island as well as improved street lighting if necessary.

A9 The location of the proposed changes is shown on attached page A9.

Affected residents were consulted in January 2007, and no adverse responses were received.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management, resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works are minimal and can be funded from the 2006/2007 Annual Plan Minor Safety budget.

CONCLUSION

The new broken yellow lines will improve traffic safety and operation in the vicinity of the existing refuge island on Swanson Road.

RECOMMENDATIONS

1. That the Swanson Road, Ranui - New Parking Restrictions report be received.
2. That in relation to **SWANSON ROAD, RANUI**:
 - (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 southern kerb line of **SWANSON ROAD**, starting from the western kerb line of **AFTON PLACE** and extending a distance of 30 metres west along the kerb line, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the northern kerb line of **SWANSON ROAD**, starting from the western kerb line of **BAHARI DRIVE** and extending a distance of 55 metres west along the kerb line, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
3. That in relation to **AFTON PLACE, RANUI**:
 - (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 western kerb line of **AFTON PLACE**, starting from the southern kerb line of **SWANSON ROAD** and extending a distance of 10 metres south along the kerb line, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
4. That in relation to **BAHARI DRIVE, RANUI**:
 - (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 western kerb line of **BAHARI PLACE**, starting from the northern kerb line of **SWANSON ROAD** and extending a distance of 10 metres north along the kerb line, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
5. 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: Duncan Campbell, Senior Transport Engineer.



15 **ZITA MARIA DRIVE, MASSEY - NO STOPPING AT ALL TIMES RESTRICTIONS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for extending two existing No Stopping At All Times restrictions in Zita Maria Drive, Massey.

BACKGROUND

One of the residents living near Zita Maria Drive contacted the Council regarding a vehicle constantly parking in the space on the south side of Zita Maria Drive next to the end of the existing No Stopping At All Times restriction at the intersection with Don Buck Road. This causes a hazard to the flow of traffic, as the traffic may need to run over the refuge island located in the middle of the road in order to avoid collision with the parked vehicle.

A report on this issue was presented to the Massey Community Board at the meeting held on 7 February 2007, and the Board resolved as follows:

"That a further report on No Stopping At All Times in Zita Maria Drive, Massey be brought back to the Board that incorporates the suggestions put forward by Board Members."

75/2007

The Board also suggested that a Council engineer investigate the issues at the north side of the island that may cause a similar problem.

STRATEGIC CONTEXT

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

ISSUES

Council engineers revisited the site and surveyed the carriageway on the north side of the road next to the existing refuge island. The space between the end point of the existing No Stopping At All Times restriction and the west edge of the driveway of number 67 Zita Maria Drive is 5.7 metres. This length is insufficient to accommodate a parked car without obstructing the driveway of number 67, or having part of the vehicle on the existing No Stopping At All Times restriction. This is undesirable, as the parked vehicle will either park too closely to the existing refuge island, causing vehicles turning from Don Buck Road to run over the island to avoid collision with the parked vehicle, or the parked vehicle itself will obstruct the sight line for vehicles exiting from number 67 Zita Maria Drive.

Therefore, it is recommended to extend the existing No Stopping At All Times restrictions to a location which will eliminate the hazard to the flow of traffic.

A conversation with the residents at number 67 Zita Maria Drive reveals that the residents support this proposal.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management, resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed No Stopping At All Times restrictions can be implemented under the 2006/2007 Annual Plan maintenance budget.

CONCLUSION

In conjunction with the recommendation in the report presented to the Massey Community Board on 7 February 2007, the proposals to extend the existing No Stopping At All Times restrictions in Zita Maria Drive are recommended to improve road-user safety.

RECOMMENDATIONS

1. That the Zita Maria Drive, Massey - No Stopping At All Times Restrictions report be received.
2. That in relation to **ZITA MARIA DRIVE, MASSEY**:
 - (a) That all existing parking restrictions or limitations currently applicable to **ZITA MARIA DRIVE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **ZITA MARIA DRIVE**, starting from the end point of the existing **NO STOPPING AT ALL TIMES** restriction and extending to a point a further seven metres east along the east kerb line, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the north kerb line of **ZITA MARIA DRIVE**, starting from the end point of the existing **NO STOPPING AT ALL TIMES** restriction and extending to the west edge of the driveway of number 67 Zita Maria Drive, a new **NO STOPPING AT ALL TIMES** restriction 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 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



16 ZITA MARIA DRIVE, MASSEY - SPEED CALMING MEASURES

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval to install a mini roundabout, side islands and No Stopping At All Times parking controls in Zita Maria Drive, Massey, as part of the 2006/2007 Annual Plan slow street programme.

BACKGROUND

The Council receives frequent requests from residents for measures to slow traffic in residential streets. Slow streets' treatments are funded through the Annual Plan as a city-wide programme. The selection of sites is prioritised based on a number of factors including traffic speed, traffic volume, crash records and the function of the road within the road network.

Zita Maria Drive is a local road running between Don Buck Road and Waimumu Road. The 2005 traffic counts show an average daily traffic volume of over 4,000 daily movements. Ten accidents were reported on Zita Maria Drive (excluding its intersections with Don Buck Road and Waimumu Road) in the five-year period between 2001 and 2006, resulting in three injuries.

STRATEGIC CONTEXT

The 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.

The implementation of slow streets' treatments focuses on addressing speed-related safety problems and providing a more pedestrian-friendly environment. However implementing slow streets has some negative consequences, including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants, including public transport.

Mini roundabouts can improve road-user safety and reduce speed by slowing vehicles entering the intersection and providing an effective means to share priority across all approaches to the intersection.

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

Intersection priority controls can improve road-user safety at intersections by better defining turning priorities and reminding drivers of the need to stop when they do not have priority.

Central and side islands provide a confined space within the carriageway, forcing motorists to manoeuvre around them at lower speeds.

ISSUES

There are a number of safety issues along Zita Maria Drive. Council officers have identified and examined these issues to determine the most appropriate mitigation measures.

In summary the issues are as follows:

- Zita Maria Drive is the first vehicular access from the south-west (Swanson and Ranui) to significant residential catchments between Don Buck Road and Triangle Road, which results in relatively high non-local through traffic.
- Although the speed limit in this street is 50 kph, the safe speed for these conditions is closer to 40-45 kph range.
- A number of bends in the road do not meet the acceptable design guidelines in terms of super-elevation and transition. This, coupled with high operating speed (for the conditions), may have led to a significant number of loss-of-control accidents.
- One vertical crest on Zita Maria Drive (near numbers 37 and 39) at the Clyma Place intersection, creates a blind forward-vision cone in both directions. In the event of two vehicles travelling in opposite directions at this location, it is very likely that drivers become momentarily distracted once inside the short cone of vision, creating a potential for a head-on accident and/or over-correction, leading to a loss-of-control accident. Two accidents at this location were reported in the past five years. There may be other unreported accidents in this location.
- Due to the geometry of the road and the gradient of the carriageway, speed humps have not been considered as a treatment to address speed.

Council officers developed a scheme of mitigation measures that address the issues using a holistic approach rather than localised treatment. Driving can be considered as comprising three essential tasks: navigation, guidance, and control. These tasks require the driver to receive inputs (most of which are visual), process them, make predictions about alternative actions, decide which is the most appropriate, execute the actions, and observe their effects through the reception and processing of new information.

A11-A14

The proposed speed calming measures are attached at pages A11 to A14.

The various components of the proposed scheme (mini roundabout, side islands, central islands, give-way signs and no parking restrictions) are aimed at providing the driver the essential pieces of information. These are as follows:

- The mini roundabout will improve safety by simplifying conflicts, reducing vehicle speeds and providing a clear indication of the driver's right of way.
- Side and central islands to provide the driver with more visual input, requiring more navigation, which ultimately leads the driver to reducing speed to maintain the same output.
- Give Way controls to improve road-user safety at intersections. by reminding drivers to slow down when approaching the intersection, in order to observe crossing traffic and better defining turning priorities, and reminding drivers of the need to give way when they do not have priority
- No Stopping At All Times restrictions at intersections. to avoid vehicles parking at corners which obstruct driver's sight distance. No Stopping At All Times restrictions near islands prevent vehicles from parking in this vicinity, to ensure unimpeded, full view of the islands by approaching motorists.

CONSULTATION

A letter drop notifying affected residents and property owners of Zita Maria Drive of the proposed scheme has been undertaken.

The following is a summary of the letter-drop responses:

- Seven residents replied to the proposed scheme.
- One resident indicated that he is happy with the scheme as a whole, but prefers speed humps instead of islands.
- One resident indicated that he is unhappy with the island proposed outside his property, suggesting that there is no guarantee that side islands would force reduction in speeds. The central island was added to the scheme at his request after considering its feasibility.
- One resident indicated that she prefers speed humps at the Don Buck end of Zita Maria Drive.
- The other four residents expressed support for the scheme.

Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed speed-calming measures can be implemented under the 2006/2007 Annual Plan Slow Streets' budget, at an estimated cost of \$53,000.

CONCLUSION

The vertical bend along the street between numbers 37 and 39 Zita Maria Drive restricts visibility and requires lower operating speeds to negotiate safely. The most appropriate measures are those that provide visual inputs requiring drivers to reduce speeds, such as: a mini roundabout, central islands, side islands and no stopping restrictions.

The proposal to install a mini roundabout, side islands and a central island in Zita Maria Drive is recommended to improve road-user safety. The proposed installation of new Give Way controls in Donovan Avenue and Anich Road are recommended, to ensure vehicles are aware of the need to give way to traffic travelling down Zita Maria Drive. The proposed new No Stopping controls in Zita Maria Drive are recommended for clearway purposes.

RECOMMENDATIONS

1. That the Zita Maria Drive, Massey - Speed Calming Measures report be received.
2. That the proposed speed calming measures as delineated on the plan attached at pages A11 to A14 to the Agenda be approved (plan number 15492 sheets 1-4).

3. That in relation to **ZITA MARIA DRIVE, MASSEY**:
- (a) That all existing parking restrictions or limitations currently applicable to **ZITA MARIA DRIVE** imposed by any prior resolution (including resolutions of any former authority), that are affected or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination, provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) On the north kerb line of **ZITA MARIA DRIVE**, at a start point at the west kerb line of **CLYMA PLACE** to an end point of 21 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) On the west kerb line of **CLYMA PLACE**, at a start point at the north kerb line of **ZITA MARIA DRIVE** to an end point of 15 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (iii) On the east kerb line of **CLYMA PLACE**, at a start point at the north kerb line of **ZITA MARIA DRIVE** to an end point of 16 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (iv) On the north kerb line of **ZITA MARIA DRIVE**, at a start point at the east kerb line of **CLYMA PLACE** to an end point of 166 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (v) On the south kerb line of **ZITA MARIA DRIVE**, at a start point at the west kerb line of **ANGELINE PLACE** to an end point of 29 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (vi) On the west kerb line of **ANGELINE PLACE**, at a start point at the south kerb line of **ZITA MARIA DRIVE** to an end point of 13 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (vii) On the south kerb line of **ANGELINE PLACE**, at a start point at the south kerb line of **ZITA MARIA DRIVE** to an end point of 13 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (viii) On the south kerb line of **ZITA MARIA DRIVE**, at a start point at the east kerb line of **ANGELINE PLACE** to an end point of 182 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place.

- (ix) On the west kerb line of **ZITA MARIA DRIVE**, at a start point at the south kerb line of **WAIMUMU ROAD** to an end point of 18 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (x) On the south kerb line of **WAIMUMU ROAD**, at a start point at the west kerb line of **ZITA MARIA DRIVE** to an end point of east side of the driveway of **118 WAIMUMU ROAD**, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (xi) On the north kerb line of **DONOVAN AVENUE**, where it intersects with **ZITA MARIA DRIVE**, a new **GIVE WAY** control be put in place.
 - (xii) On the south kerb line of right-turn-only section of **ANICH ROAD**, where it intersects with **ZITA MARIA DRIVE**, a new **GIVE WAY** control be put in place.
 - (xiii) On the south kerb line of left-turn-only section of **ANICH ROAD** where it intersects with **ZITA MARIA DRIVE**, a new **GIVE WAY** control be put in place.
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 intersection priority controls.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.



17 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	John Riddell Bob Jessopp
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
Massey Community House Committee	Cr Linda Cooper

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	John Riddell Bob Jessopp
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Bob Jessopp Graeme Barnard
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 John Riddell
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Gayleen Maurice Bob Jessopp

