

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN THE
COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON WEDNESDAY, 6 MAY 2009,
COMMENCING AT 7.00 PM**

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HENDERSON, WAITAKERE, ON WEDNESDAY, 6 MAY 2009,
COMMENCING AT 7.00 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 1 April 2009

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the minutes of the meeting of the Massey Community Board held on Wednesday, 1 April 2009, as circulated, and that they 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 CONFLICTS OF INTEREST

The Council has acknowledged in its Code of Conduct that Elected Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



5 PRESENTATIONS

A 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.

B PUBLIC CONSULTATION PARKING PLANS

Officers from Transport Strategy will make a presentation to the Massey Community Board on the Draft Waitakere City Parking Plan and the Draft Parking Management Plan for the Westgate Town Centre. Draft Town Centre Parking Management Plans have also been prepared for the Henderson and New Lynn Town Centres. A broad range of complementary approaches to supply and management of parking are proposed in these Plans, including the introduction of parking maximum standards, the gradual introduction of on street paid parking from 2013 and construction of parking buildings. Public consultation on these Draft Parking Plans will be undertaken from Monday, 18 May 2009 to Thursday, 18 June 2009.



6 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.



7 CHAIRMAN'S REPORT

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Chairman's Report dated, 6 May 2009.

2. **Agree** that the Massey Community Board supports, in principle, the Government's response to the Royal Commission report on Auckland Governance and will work with the Council, and neighbouring Community Boards, to ensure that local democracy and representation is enhanced and a smooth transition takes place for the benefit of all the residents and ratepayers that reside within the boundaries of Waitakere.

REPORT

1. What a month April 2009 has been. Late in March 2009, the Royal Commission announced its recommendations on Auckland Governance, to which the Councils, Community Boards, the Government and people alike roundly criticised the report for forgetting about local democracy and representation. Within a week the Government responded and changed a couple of recommendations however by and large accepted much of what the Commission had recommended. Sadly, it sees the demise of the City Councils that currently make up the Auckland region, the Auckland Regional Council and Community Boards as we know them. In their place we have one unitary authority to govern Auckland and 20-30 Local Boards, which will have many of the roles and functions of the current community boards, somewhat enhanced to ensure that the voice of the residents and ratepayers, the businesses, the clubs and organisations that make up our local communities will be heard in City Hall. We believe the Government is listening to the concerns of people about local democracy and the enabling legislation, which will be presented to Parliament, will cover off those concerns. It will be up to the people to make sure everything works. The debate over the Super City will have done one thing, if nothing else, and that is made people more aware of local government and hopefully we could see in 2010 a record turn-out for the local government elections.
2. At our April 2009 meeting I believe our Board made a wise decision surrounding Oak Park. Our decision is an example of what I believe Community Boards are about and what Local Boards will be all about. The community, in this case, the residents of Oak Place and the surrounding areas, explained to us the reasons why the playground in the local park is so important to them, and the Community Board responded. Attached are words of appreciation from one of the residents of the street to the Board. I would like to thank John Carrodus for bringing the subject up in the first place.

"Dear John,

I can't begin to tell you how thankful I am that you were able to have the playground available for the Easter egg hunt for the children in our area. I imagine that all the participants and residents share my feelings. We will continue to 'fight the good fight'! I will encourage the neighbourhood to send in submissions to retain the park when the Waitakere News comes out.

Best wishes, Debbie"

3. Other issues similar to Oak Park are on the boil, and again I believe the decisions we make will be important. These include roading issues around Whenuapai, which is reported on this agenda, and a barge moored at Westpark Marina that is becoming something of an eyesore. The skateboard park the pupils of West Harbour Primary School spoke to us about in April 2009, the subject of a report to the Board in August 2009, has caught the media's attention.

4. Anzac Day is another touching story of community and families. I always attend the dawn service in Waikumete, where this year Councillor Derek Battersby explained on TV what it meant to him losing his father in World War II. I always travel into the Cenotaph for the 11 o'clock service in town to march with my father and the remaining soldiers of the 24th Battalion. Last year I think there were nine men, including my father, who marched on to the parade ground, this year there were four. I can recall when I was a child being dragged into town to watch the ceremony when over 400 members of the 24th Battalion would march, not to mention the battalions that served New Zealand in World War II. As well, many men in those days, some of them survivors from Gallipoli, would also march. Now as the services are held throughout the country, and I am sure just the same at Hobsonville where John Carrodus represented our Board, it is mainly families and children who turn out to celebrate the lives of the men and women who fought for democracy and our right to freedom of speech in those two wars.
5. I would hope that Board members have encouraged nominations, or have nominated people, for the Waitakere City Community Board Unsung Hero awards. Nominations close on 8 May 2009.
6. Trees for Babies in the Massey Ward takes place on 23 May 2009 at Rush Creek Reserve. All Board members are encouraged to attend, and help the Mums, Dads and babies, to plant a tree.
7. Allen Davies attended the Community Boards Conference held in March 2009 in Christchurch, and a copy of his report is attached at page A1.
8. Finally may I congratulate the Board members who celebrated their birthdays in April: Allen Davies, Judy Fletcher and Warren Flaunty.

A1

JG Riddell
CHAIRMAN





8 **COMMITTEE SECRETARY'S REPORT**

RECOMMENDATION



It is recommended that the Massey Community Board resolve to:

Receive the Committee Secretary's Report for the Massey Community Board dated, 6 May 2009.

	Issue	Comments	Reporting Council Officer
1.	Zita Maria Park Playground Upgrade Officer's Report	This project has been successfully completed.	Tracey Hamilton  836 8000 Ext: 8969
2.	Zita Maria Park Car Park Upgrade Officer's Report	This project has been successfully completed.	Andreas Lilley  836 8000 Ext: 8553







	Issue	Comments	Reporting Council Officer
3.	Fred Taylor Park Car Park Upgrade Officer's Report	<p>The entrance to Fred Taylor Park off State Highway 16 is being upgraded in 2008/2009 as part of Council's ongoing car park renewal programme.</p> <p>The entranceway will be realigned, improving the safety for cars entering and exiting the car park. The works will involve kerb and channel construction, resealing, bollard realignment, and line marking.</p> <p>The project was publicly tendered as one contract with other reserve car park renewal projects in October 2008. Physical works for Fred Taylor Park entranceway commenced in April 2009 and are scheduled to be completed by early May 2009.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
4.	Fred Taylor Park Sand Field Upgrade Officer's Report	<p>This project has been completed and the number one sand field (below the clubrooms) is now available for bookings.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
5.	Moire Park Sand Field Upgrade Officer's Report	<p>This project has been completed and the number one sand field (in front of the Massey Rugby Club) is now available for bookings.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
6.	Realm Esplanade Footbridge Upgrade Officer's Report	<p>The Realm Esplanade footbridge to Moire Park is being upgraded in 2008/2009 as part of Council's ongoing structures renewal programme.</p> <p>Design work on the upgrade has been completed and the building consent is currently being processed. A structural analysis is being completed that requires Watercare's approval before building consent is granted. Physical works are scheduled to commence in May 2009 and be completed by the end of May 2009.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
7.	Reynella Reserve Playground Upgrade Officer's Report	<p>The swings at Reynella Reserve were removed in 2008 as they had come to the end of their serviceable life. It was originally planned to replace this facility in the 2009/2010 financial year, however, due to changing priorities it is planned to replace the facility in the 2010/2011 financial year as part of Council's ongoing playground renewal programme.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext: 8969</p>

	Issue	Comments	Reporting Council Officer
8.	Community Board Minor Parks Projects Officer's Report	Estimated completion date for all projects approved for the 2008/2009 financial year is the end of June 2009.	Sarah Natac  836 8000 Ext: 8561
9.	Litter Bins in Local Parks Trials Officer's Report	<p>Litter bin trials will be extended to include an additional 10 local parks in each ward in order to gain broad data over a wide range of local parks. The parks will be monitored for a 12 week period prior to the bins being removed and then for a period of up to six months after removal.</p> <p>The parks where bins were removed in December 2008 are continuing to be monitored on a fortnightly basis.</p> <p>The monitoring of parks currently involved in the trials will be extended for a further 9 months in order for monitoring to be carried out throughout the 4 seasons. Trials will also be extended to include an additional 40 local parks across the City. A list of parks selected will be sent out to all Community Boards. The parks will be monitored over a 12 week period prior to the bins being removed and then for a period of up to six months after removal.</p> <p>The extension of trials is a result of the need to trial a wider range of local parks and to be able to monitor for an entire year. Results to date indicate the trials have been successful in most instances.</p>	Sarah Natac  836 8000 Ext: 8561
10.	Don Buck Road, Massey Pedestrian Safety Issues outside Don Buck Primary School Public Forum 1 April 2009 Massey Community Board	40 kilometres per hour school zone signs will be installed near the Don Buck Primary School to enhance road safety. A total of 36 locations have been identified within Waitakere for the installation of these signs. The work is programmed over a three year period. The priority locations for installation of the signs are identified based on the accident history and traffic volume. Council continuously review the priority list based on the number of children crossing the road. As per current programme, the signs are expected to be installed at Don Buck Primary School in 2010/2011.	Canute Chandrakumaran  836 8000 Ext: 8716

	Issue	Comments	Reporting Council Officer
11.	Deteriorating Footpaths in Whenuapai Public Forum 1 April 2009 Massey Community Board	A Citywide footpath survey has identified some 3 kilometres of 13.8 kilometres of existing footpath in Whenuapai which needs to be repaired. This will be programmed for repair in 2009/2010.	Canute Chandrakumaran  836 8000 Ext: 8716
12.	Sabot Place / Bahari Drive Walkway - Safety Issues Public Forum Resolution No. 1358/2008	The Transport Assets department have agreed to fund the full upgrade of the walkway which leads/joins Sabot Place and Bahari Drive, Ranui, with pedestrian safety fencing (1.8 metre high pool type fencing) to the value of \$15,300 from the minor improvements budget 2009/2010. This upgrade will take place in the 2009/2010 financial year. There will also be an upgrade in the lighting in the walkway. This will take place early in the 2009 financial year. The actions agreed at the community meeting of 31 July 2008, will continue. These actions include the following: neighbourhood support in the area, Waitakere Tag Out Trust Youth Community Service programme visiting the area on an as-and-when basis, Council departments visiting and dealing with requests for services expeditiously.	Gill Evans  836 8000 Ext: 7851

COUNCIL REPORTS FOR INFORMATION ONLY		
Report Name	Committee	Attachment Pages
Slow Street Policy & Guidelines	Infrastructure and Works Committee	Report and attachments will be circulated under separate cover as a Supplement.
Metropolitan Urban Limit Integrated Catchment Management Plan Resource Consent Conditions	Infrastructure and Works Committee	Report and attachments will be circulated under separate cover as a Supplement.
Massey Domain And Zita Maria Park Public Toilets Removals	Infrastructure and Works Committee	Report and attachments will be circulated under separate cover as a Supplement.

COUNCIL REPORTS FOR INFORMATION ONLY		
Report Name	Committee	Attachment Pages
Local Government New Zealand Conference And Annual General Meeting 2009	Council	Report and attachments will be circulated under separate cover as a Supplement.
Swimming Pool Fence Special Exemption Fee Waiver	Planning and Regulatory Committee	Report and attachments will be circulated under separate cover as a Supplement.

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	Resolution No. 1445/2005 1 August 2005 Last updated 4 February 2008	3 June 2009	Tony Miguel  836 8000 Ext: 8294
Marina View Drive, West Harbour - New Bus Stand Restriction	Resolution No. 2048/2007 July 2007	3 June 2009	Jane Harris  836 8000 Ext: 8287
Pedestrian and Jogging Track, Whenuapai Village, Whenuapai	Resolution No. 1741/2008 October 2008	3 June 2009	Sue Liddell  836 8000 Ext: 8736
Footpaths, Roadside Drains and Roadside Parking, Whenuapai Village, Whenuapai	Resolution No. 1741/2008 October 2008	3 June 2009	Sue Liddell  836 8000 Ext: 8736
Kauri Road/Brigham Creek Road - Change of Give Way Control to Stop Control	Resolution No. 1865/2008 November 2008	3 June 2009	Sue Liddell  836 8000 Ext: 8736
Roundabout Installation Investigation - Intersection Moire Road, West Harbour Drive, Oriel Drive	Resolution No. 1357/2008 August 2008	3 June 2009	Sue Liddell  836 8000 Ext: 8736

Report prepared by: Desiree Tukutama, Committee Secretary.



9 **BERKSHIRE TERRACE, MASSEY - PROPOSED TRAFFIC SAFETY IMPROVEMENT**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's decision to proceed with an option at the southern end of Berkshire Terrace. This is expected to address traffic safety concerns at this location.

Two options were considered, as follows:

- Option A - a revised intersection layout; or
- Option B - a new speed hump.

The residents of Berkshire Terrace and Whitshire Mews were consulted. Although there is overall support for an improvement, there was a mixed preference for which option to proceed with. Council officers recommend that option B, a new speed hump, be implemented.

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the Berkshire Terrace, Massey - Proposed Traffic Safety Improvement report.

BACKGROUND

1. Following traffic safety concerns raised by adjacent residents regarding south bound vehicles on Berkshire Terrace driving the wrong way around the cul-de-sac island, Council has investigated options for improvements.
2. Residents of Berkshire Terrace and Whitshire Mews were consulted in February 2009, and requested to provide feedback on their preferred option of either a revised intersection layout or a speed hump.
3. The proposed options are attached at pages A2 to A5 of the agenda.

A2-A5

DECISION MAKING

Issues

4. The unusual layout of the cul-de-sac head of Berkshire Terrace means that south bound drivers are likely to drive the wrong way around the cul-de-sac island when accessing Whitshire Mews. This is an undesirable situation as these vehicles can surprise oncoming east bound drivers on Whitshire Mews.
5. Option A is to modify the cul-de-sac island so that south bound drivers on Berkshire Mews have a right-turning pocket to use when turning right into Whitshire Mews. This is a standard treatment for situations such as these, but does have the disadvantage that two car parking spaces will need to be removed from the cul-de-sac area. This option is expected to cost in the order of \$20,000.
6. Option B is to install a speed hump that will reduce the speed of oncoming drivers at the potential collision point outside number 7 Berkshire Terrace. Although south bound drivers might still drive the wrong way, it is considered that by reducing vehicle speed the chance of collision has been much mitigated. This option is expected to cost in the order of \$7,000.
7. A search of the New Zealand Transport Agency database shows that for the past five years there have been no reported accidents in the vicinity. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred at this location.

Options Identified

8. Two options were considered, as follows:
- Option A - a revised intersection layout; or
 - Option B - a new speed hump.

Consideration of Community Views

A4-A5

9. The residents of Berkshire Terrace and Whitshire Mews were consulted. Although there is overall support for an improvement, there was a mixed preference for which option to proceed with. A copy of the response form as well as a map showing the feedback received with preferences is attached at pages A4 to A5 of the agenda.

Preferred Option

10. Council officers' preference is for option B, a new speed hump. It is preferred by the majority of residents in the immediate proximity, who would also be most affected by the removal of carparking spaces.

STRATEGIC CONTEXT

11. 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 safe 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.
12. Either of the options will address the identified traffic safety issues.

CONSULTATION

13. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

14. The works are estimated to cost: \$7,000 (Option 1) and \$20,000 (Option 2) and can be funded from the Annual Plan 2009/2010 minor safety budget.

IMPLEMENTATION ISSUES

15. There are no implementation issues identified.

Report prepared by: Jane Harris, Transport Technician.



10 **WEST HARBOUR DRIVE / MOIRE ROAD / OREIL AVENUE - CHANGE OF GIVE WAY CONTROLS TO STOP CONTROLS**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for the change of give way controls to stop controls at the West Harbour Drive / Moire Road / Oreil Avenue intersection to address traffic safety concerns at this intersection.

No consultation is required for the change of give way controls to stop controls.

Three options were considered: to install stop controls, leave the intersection as a give way control, or install a roundabout.

This report was submitted to the Massey Community Board meeting held on 5 November 2008 and 4 February 2009 where it was resolved to defer the report until a roundabout investigation was completed. This report is being submitted as funding for a roundabout has not been provided in the draft Long Term Council Community Plan 2009-2019 and thus cannot be considered as an option. Therefore, the original report is being resubmitted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the West Harbour Drive / Moire Road / Oreil Avenue - Change of Give Way Controls to Stop Controls report.
2. **Approve** that in relation to **WEST HARBOUR DRIVE, WEST HARBOUR:**
 - (a) all existing parking restrictions or limitations currently applicable to **WEST HARBOUR 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, and
 - (b) 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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **WEST HARBOUR DRIVE** where it intersects with **MOIRE ROAD**.
3. **Approve** that in relation to **OREIL AVENUE, WEST HARBOUR:**
 - (a) all existing parking restrictions or limitations currently applicable to **OREIL AVENUE**, 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, and

- (b) 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 control be now resolved to be specified and imposed, namely,
- (i) that a new **STOP** control be put in place on **OREIL AVENUE** where it intersects with **MOIRE ROAD**.
4. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 control.

BACKGROUND

1. Following traffic safety concerns raised by a local resident at the West Harbour Drive / Moire Road / Oreil Avenue intersection, Council has investigated options for improvements.
2. At the Massey Community Board meeting held on 5 November 2008 the West Harbour Drive / Moire Road / Oreil Avenue, West Harbour - Change of Give Way Controls to Stop Controls was submitted and the Community Board resolved as follows:

“Defer item 9: West Harbour Drive / Moire Road / Oreil Avenue, West Harbour - Change of Give Way Controls to Stop Controls until such time as the pending report, Roundabout Installation Investigation - Intersection Moire Road / West Harbour Drive / Oreil Avenue, has been received by the Massey Community Board, to ensure both issues are taken into consideration when making a final decision.”

1864/2008

3. At the Massey Community Board meeting held on 4 February 2009 the West Harbour Drive / Moire Road / Oreil Avenue, West Harbour - Change of Give Way Controls to Stop Controls was resubmitted as the officers did not consider that a roundabout was justified and the Community Board resolved as follows:

“Defer item 9: West Harbour Drive / Moire Road / Oreil Avenue, West Harbour - Change of Give Way Controls to Stop Controls until such time as the requested report, Roundabout Installation Investigation - Intersection Moire Road / West Harbour Drive / Oreil Avenue, has been received by the Massey Community Board, to ensure both issues are taken into consideration when making a final decision.”

33/2009

4. This report is being submitted as funding for a roundabout has not been provided in the draft Long Term Council Community Plan 2009-2019 and thus can not be considered as an option.

DECISION MAKING

Issues

5. Moire Road is a district arterial road and carries traffic volumes of approximately 12,000 vehicles per day. West Harbour Drive and Oreil Avenue are local roads and carry around 2,000 and 3,000 vehicles per day respectively.
6. A search of the New Zealand Transport Agency database shows that for the past five years there have been seven reported accidents at the West Harbour Drive / Moire Road / Oreil Avenue intersection. Five of these accidents occurred during hours of darkness.
7. There are existing give way controls at this intersection, but sightlines from the West Harbour Drive approach justify stop controls.

8. A street lighting review was carried out and increased levels of lighting will be programmed for implementation in 2009/2010.
9. The reasons that Council staff believe a roundabout is not justified at this intersection are as follows:
 - (a) There are regular bus services which turn from Moire Road into Oreil Avenue. Expensive road widening would likely be required in order to build a roundabout that avoids buses having to uncomfortably drive over a high central island;
 - (b) The offset alignment of Oreil Avenue and West Harbour Drive makes the geometry of a roundabout difficult to achieve; and
 - (c) Five of the seven reported accidents occurred at night. Improved street lighting is a proven method of reducing night-time accidents, and is therefore a more expedient measure to install at this stage, along with a new stop control.

Options Identified

10. Three options were considered: to install stop controls, leave the intersection as a give way control, or install a roundabout.
11. The installation of stop controls at the West Harbour Drive / Moire Road / Oreil Avenue intersection will improve traffic safety for all road users.

Consideration of Community Views

12. Community consultation is not necessary for this proposal.

Preferred Option

A6

13. The preferred option is to install new stop controls at the West Harbour Drive / Moire Road / Oreil Avenue intersection, as shown at attached page A6. Street lighting will also be upgraded as necessary to address night time accidents. The high cost of installing a roundabout cannot be justified at this stage.

STRATEGIC CONTEXT

14. 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 safe 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.
15. Stop controls can be applied to ensure clarity of priorities and the safe movement on roads.

CONSULTATION

16. No consultation is required for the change of give way controls to stop controls.

RESOURCES

17. The proposed works can be funded from the Annual Plan 2008/2009 maintenance budget.

IMPLEMENTATION ISSUES

18. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



11 **LAZURITE DRIVE, WESTGATE – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for a new No Stopping at All Times parking restriction on Lazurite Drive, Westgate.

Council officers consulted with the adjacent residents and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the No Stopping At All Times parking restriction or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Lazurite Drive, Westgate - New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **LAZURITE DRIVE, WESTGATE:**
 - (a) and 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **LAZURITE DRIVE**, from a point 4 metres west of the western boundary of number 15 Lazurite Drive and extending east for a distance of approximately 58 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 restriction.

BACKGROUND

1. A request for a centre line was received from a member of the public for the bend on Lazurite Drive in the vicinity of number 17. North bound drivers are regularly driving on the wrong side of the road when cutting the corner here, and there have reportedly been incidents of vehicles losing control. Community Board approval is not required for a centre line.
2. A No Stopping At All Times parking restriction is required to avoid south bound drivers having to cross the centre line when their forward visibility might be blocked by parked cars.

DECISION MAKING

Issues

3. Vehicles parking on Lazurite Drive in the vicinity of number 17 Lazurite Drive can restrict forward visibility of oncoming vehicles around the bend.
4. A search of the New Zealand Transport Agency database shows that for the past five years, there has been one reported accident at this bend involving a loss of control vehicle. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred at this location.

A7

5. The location of the proposed changes is indicated on the diagram attached at page A7 of the agenda.

Options Identified

6. Two options have been identified: to put in a No Stopping At All Times parking restriction or to have the area remain unrestricted.

Consideration of Community Views

7. Consultation has been undertaken with adjacent residents that will be directly affected. One objection was received, on the basis that speed humps were a more appropriate measure to address road safety in the vicinity. However, it is understood that a local neighbourhood group will be petitioning for these types of measures in Lazurite Drive and surrounding streets in the near future, and this resident was aware of this.

Preferred Option

8. The preferred option is to put in the new No Stopping At All Times parking restriction and centre line to improve traffic safety.

STRATEGIC CONTEXT

9. 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.
10. 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.
11. Centre lines can be applied to calm traffic on roads by restricting vehicles to the left hand side of the road.

CONSULTATION

12. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

13. The new No Stopping At All Times parking restriction and new centre line can be implemented under the Annual Plan 2008/2009 maintenance budgets.

IMPLEMENTATION ISSUES

14. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



12 **RAKICH PLACE, RANUI, NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for a new No Stopping At All Times parking restriction on Rakich Place, Ranui.

Council officers consulted with adjacent residents during March 2009.

Two options were considered: to install a new No Stopping At All Times parking restriction, or leave the area unrestricted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Rakich Place New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **RAKICH PLACE, RANUI:**
 - (a) and 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 control be now resolved to be specified and imposed, namely:
 - (i) On the east kerb line of Rakich Place starting outside property number 15 and extending south for a distance of about 20 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place on **RAKICH PLACE**.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 control.

BACKGROUND

1. Following traffic safety concerns raised by a local resident who lives in Rakich Place, Council has investigated options for improvements. A suitable option for this location is to install a new No Stopping At All Times parking restriction.
2. This section of Rakich Place is very narrow, approximately 4.7 metres wide. On weekends and during the evenings, vehicles regularly park on both sides of the road which makes it very difficult for large vehicles and trucks to get through.

DECISION MAKING

Issues

3. Consultation has been carried out with affected residents who made the original request. To date, no objections to this proposal have been received.
4. The location of the proposed change is indicated on the diagram attached at page A8.

Options Identified

5. Two options were considered: to install a new No Stopping At All Times parking restriction, or leave the area unrestricted.
6. The installation of a new No Stopping At All Times parking restriction will improve traffic safety for all road users.

Consideration of Community Views

7. Community consultation has been done. To date no response has been received. Any feedback received will be presented to the Massey Community Board at their meeting.

Preferred Option

A8

8. The preferred option is to install a new No Stopping At All Times parking restriction, as shown on the diagram attached at page A8.

STRATEGIC CONTEXT

9. 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 safe city travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs for access, communication, and safety.
10. 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.

CONSULTATION

11. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

12. The proposed works can be funded from the Annual Plan 2008/2009 maintenance budget.

IMPLEMENTATION ISSUES

13. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



13 CYCLARAMA CRESCENT NEW STOP CONTROL

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for a new stop control at the intersection of Royal Road and Cyclarama Crescent to address traffic safety concerns at this intersection.

No consultation is required for stop controls.

Two options were considered: to install a stop control, or leave the intersection unrestricted with no controls.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Cyclarama Crescent New Stop Control report.
2. **Approve** that in relation to **CYCLARAMA CRESCENT, MASSEY:**
 - (a) and 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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **CYCLARAMA CRESCENT** where it intersects with **ROYAL ROAD**.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 stop control.

BACKGROUND

1. Following traffic safety concerns raised by a local resident at the Cyclarama Crescent/Royal Road intersection, the Council has investigated options for improvements. A suitable option for this location is to install a stop control on Cyclarama Crescent at the Royal Road intersection.

DECISION MAKING

Issues

2. Currently vehicles wanting to turn right from Cyclarama Crescent into Royal Road are pulling out in front of vehicles on Royal Road wanting to turn right into Cyclarama Crescent because motorists are not following the road codes and there have been near misses.

Options Identified

3. Two options were considered: to install a stop control, or leave the area unrestricted with no stop controls.
4. The installation of a stop control at the Royal Road/Cyclarama Crescent will improve traffic safety for all road users.

Consideration of Community Views

5. Community consultation is not necessary for this proposal.

Preferred Option

A9

6. The preferred option is to install a new stop control at the Royal Road/Cyclorama Crescent intersection, as shown on the diagram attached at page A9.

STRATEGIC CONTEXT

7. 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 safe 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.
8. Stop controls can be applied to ensure clarity of priorities and the safe movement on roads.

CONSULTATION

9. No consultation is required for the installation of stop controls.

RESOURCES

10. The proposed works can be funded from the Annual Plan 2008/2009 maintenance budget.

IMPLEMENTATION ISSUES

11. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



14 **THE TERRACE, HERALD ISLAND - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for a new No Stopping At All Times parking restriction on The Terrace, Herald Island.

Council officers consulted with adjacent residents during March 2009.

Two options have been identified: to install the No Stopping At All Times parking restriction, or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** The Terrace, Herald Island - New No Stopping At All Times Parking Restriction report.

2. Approve that in relation to **THE TERRACE, HERALD ISLAND:**
 - (a) and 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 restrictions now be resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **THE TERRACE**, from the east boundary of property number 10 The Terrace and extending east for a distance of approximately 110 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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.

BACKGROUND

1. A request for a No Stopping At All Times parking restriction was received from the Herald Island Residents and Ratepayers Association, who advised that when vehicles are parking on both sides of the street, there is insufficient lane width to allow for large vehicles to safely pass the parked vehicles.

DECISION MAKING

Issues

2. Consultation has been carried out with affected residents who made the original request. To date, no objections to this proposal have been received.
3. The location of the proposed change is indicated on the diagram attached at page A10.

A10

Options Identified

4. Two options have been identified: to put in a No Stopping At All Times parking restriction, or to have the area remain unrestricted.

Consideration of Community Views

5. Council officers consulted with adjacent residents during March 2009. At the time of writing this report one of the affected residents had contacted Council suggesting that this section of The Terrace be made one way. Consultation on this proposal was carried out with adjacent residents and the Herald Island Residents and Ratepayers Association. Council officers, residents and the Herald Island Residents and Ratepayers Association agree that the proposed No Stopping At All Times parking restriction will solve these concerns. No further feedback has been received to date. Any further feedback received will be reported at the Massey Community Board meeting.

Preferred Option

6. The new No Stopping At All Times parking restriction is recommended to allow for safe movement of traffic through this narrow section of street.
7. The preferred option is to put in the No Stopping At All Times parking restriction to improve traffic safety.

STRATEGIC CONTEXT

8. 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 for access, communication, and safety.
9. 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.

CONSULTATION

10. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

11. The new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2008/2009 maintenance budgets.

IMPLEMENTATION ISSUES

12. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



15 DONOVAN AVENUE, MASSEY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for new No Stopping at All Times parking restrictions on Donovan Avenue, Massey.

Council officers consulted with the adjacent residents and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the No Stopping At All Times parking restrictions, or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Donovan Avenue, Massey - New No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to **DONOVAN AVENUE, MASSEY:**
 - (a) and 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 restrictions now be resolved to be specified and imposed, namely:

- (i) on the north kerb line of **DONOVAN AVENUE**, from the east kerb line of Don Buck Road and extending east for a distance of approximately 16 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the south kerb line of **DONOVAN AVENUE**, from the east kerb line of Don Buck Road and extending east for a distance of approximately 16 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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.

BACKGROUND

1. A request for No Stopping At All Times parking restrictions was received from a resident who drives past this location frequently. The resident advised that vehicles are regularly parking in close proximity to Don Buck Road, which is hazardous for vehicles turning left into Donovan Avenue who have limited forward visibility due to a steep bank outside number 2 Donovan Avenue.

DECISION MAKING

Issues

2. Vehicles parking on Donovan Avenue in close proximity to the Don Buck Road intersection are creating a traffic hazard due to restricted visibility caused by a steep bank.
3. A search of the New Zealand Transport Agency database shows that for the past five years, there have been no reported accidents at this intersection. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred at this intersection.
4. The location of the new No Stopping At All Times parking restrictions are indicated on the diagram attached at page A11.

A11

Options Identified

5. Two options have been identified: to put in No Stopping At All Times parking restrictions, or to have the area remain unrestricted.

Consideration of Community Views

6. Consultation has been undertaken with adjacent residents that will be directly affected. No objections were received.

Preferred Option

7. The preferred option is to put in the No Stopping At All Times parking restrictions to improve traffic safety.

STRATEGIC CONTEXT

8. 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.
9. 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.

CONSULTATION

10. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

11. The new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2008/2009 maintenance budgets.

IMPLEMENTATION ISSUES

12. There are no implementation issues arising from this report.

Report prepared by: Jane Harris, Transport Technician.



16 TOTARA ROAD, WHENUAPAI - NEW NO OVERTAKING RESTRICTION LINES

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for new no overtaking restriction lines in both directions on Totara Road, Whenuapai.

Two options have been identified: to install the new no overtaking restriction lines in both directions, or leave the road as it is.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Totara Road, Whenuapai - New No Overtaking Restriction Lines report.
2. **Approve** that in relation to **TOTARA ROAD, WHENUAPAI:**
 - (a) and 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 no overtaking restriction lines now be resolved to be specified and imposed, namely:

- (i) on the west bound traffic lane of **TOTARA ROAD**, starting from the western boundary of number 65 Totara Road and extending east to a point approximately 260 metres a new **NO OVERTAKING** restriction line be put in place.
 - (ii) on the east bound traffic lane of **TOTARA ROAD**, starting from the western boundary of number 65 Totara Road and extending west to a point approximately 200 metres a new **NO OVERTAKING** restriction line be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 no overtaking restrictions.

BACKGROUND

1. A local resident has voiced concerns to Council that drivers are speeding and overtaking at an inappropriate location on Totara Road where visibility of oncoming vehicles is restricted by a crest in the road.

DECISION MAKING

Issues

2. It is proposed to install new no overtaking restriction lines in both directions, which is expected to discourage drivers from attempting to overtake other vehicles in the vicinity of the crest on Totara Road.
3. A search of the New Zealand Transport Agency database showed that for the past five years, there have been no reported accidents on this section of road apart from two injury accidents involving vehicles turning into Karaka Road and a driveway. This database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is possible that unreported accidents have occurred at this location.
4. The location of the proposed no overtaking restriction lines is indicated on the diagram attached at page A12.

A12

Options Identified

5. Two options have been identified: to install the new no overtaking restriction lines in both directions, or leave the road as it is.

Consideration of Community Views

6. Consultation is not required for no overtaking restriction lines.

Preferred Option

7. The preferred option is to put in the new no overtaking restriction lines to improve traffic safety.

STRATEGIC CONTEXT

8. 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.

9. No overtaking restriction lines would increase safety by discouraging overtaking at locations with limited overtaking sight distance.

CONSULTATION

10. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

11. The new no overtaking restriction lines can be implemented under the Annual Plan 2008/2009 maintenance budgets.

IMPLEMENTATION ISSUES

12. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



17 OAK PARK AND ELVIRA WALK PLAYGROUND REMOVALS

GLOSSARY

Draft Parks and Open Space Strategy

(the draft Strategy)

EXECUTIVE SUMMARY

The purpose of this report is to advise the Massey Community Board of the permanent removal of two playgrounds located at Oak Park and Elvira Walk.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

Receive the Oak Park And Elvira Walk Playground Removals report.

BACKGROUND

1. Parks Assets intend to permanently remove the playgrounds located at Oak Park and Elvira Walk.
2. Council undertakes annual condition audits of all play facilities within Waitakere. This audit identifies playgrounds that have reached the end of their useful lives and are no longer meeting safety standards. These playgrounds require permanent removal or replacement. The playgrounds located at Oak Park and Elvira Walk were included in this category.
3. At the March 2009 meeting the Massey Community Board resolved to:

“Agree to recommend through Chief Executive Office that the playground in Oak Park not be removed and that this removal be re-investigated and the findings be reported back, by way of a report to the Massey Community Board on 6 May 2009”

DECISION MAKING

Issues

4. The playgrounds located at Oak Park and Elvira Walk will be permanently removed and the area restored back to grassed open space.
5. It is planned to remove the playground at Oak Park and Elvira Walk as they have come to the end of their useful life and no longer meet current safety standards. There are several other playgrounds which provide play facilities for the local communities in accordance with the Draft Parks and Open Space Strategy (draft Strategy). Budget has not been included in the draft Long Term Council Community Plan for the upgrade of the existing playgrounds at Oak Park and Elvira Walk.

Oak Park Playground

6. The playground located at Oak Park has come to the end of its useful life and no longer meets current safety standards. Due to the condition of the playground at Oak Park a security fence was erected around the playground in mid February 2009.
- A13 7. There are two other playgrounds located within an 800 metre walking distance of Oak Park located at Connemara Reserve and Starlight Park. These playgrounds will provide the play facilities for the local neighbourhood. Both Connemara Reserve and Starlight Park are located across Wiseley Road. Wiseley Road is classified as a Collector road which is mostly used by through traffic. The location of all three playgrounds can be seen in the diagram attached at page A13.

Elvira Walk Playground

8. The playground located at Elvira Walk is coming to the end of its useful life and will soon no longer meet current safety standards. The playground will remain open for the public to use until its removal in mid 2009.
- A14 9. There are several playgrounds located in close proximity to Elvira Walk. Urlich Reserve is located approximately 200 metres away from Elvira Walk and has a playground. Ranui Domain, Corran Reserve and Starling Park also have playgrounds and are located within an 800 metre walking distance of Elvira Walk. The location of all three playgrounds can be seen in the diagram attached at page A14.

STRATEGIC CONTEXT

10. The draft Strategy identifies that in the urban environment play facilities shall be provided for within a walkable distance (800 metres) of 90% of residents. Currently both communities are well catered for in regards to access to play facilities which exceeds minimum requirements.
11. This project contributes to Council's strategic priority of Sustainable Development which works towards a sustainable society. Both communities exceed minimum requirements for provision of play facilities in accordance with the Strategy, there is no policy justification for upgrading or replacing the current play facilities as levels of service will still be met.

CONSULTATION

12. The Massey Community Board was notified of the intention to permanently remove both playgrounds on 11 February 2009. The Board also received a copy of the information flyer to be distributed to the community in early March 2009, prior to public distribution.

A15-A16

13. Information flyers were distributed to the community within an 800 metre walkable distance from both Oak Park and Elvira Walk in mid March 2009. Ratepayers who have postal addresses not included within this area were posted a copy of the information flyer. This flyer advised residents and ratepayers why the playgrounds were to be permanently removed and provided Council officer contact details. A copy of both flyers are attached at pages A15 to A16.
14. A total of 460 information flyers were distributed for Oak Park to residents and ratepayers and 827 information flyers were distributed for Elvira Walk. A higher number of flyers were required for the Elvira Walk community as many ratepayer details were not contained within the physical mail drop area; this suggests that a large number of properties may be rentals.
15. Feedback was received from both communities. All feedback was in opposition to the playground removals. Both communities raised similar concerns which are outlined in the following table.

Issue	Response/Mitigation
Lack of consultation	Information flyers were distributed to residents and ratepayers in mid March 2009 with staff details for a response. As the works will be carried out in accordance with the draft Strategy, only communication was required.
Other playgrounds are located too far away	Both areas have playgrounds within an 800 metre walking distance. This distance has been set by the draft Strategy 2005.
Playgrounds to be removed are focal points of the community	Council provides play facilities for local communities in accordance with the draft Strategy 2005.

16. Due to the feedback received it was decided not to remove both playgrounds until a report was presented to the Massey Community Board.
17. Residents of Oakpark Place attended the March 2009 meeting of the Massey Community Board to express their opposition to the playground removal. The residents requested that the playground at Oak Park be re-opened for the Oakpark Place street Easter festivities. Prior to the Easter break remedial works were undertaken to the playground so that it could be opened up for the public until a final decision on the playgrounds future made in mid 2009.

RESOURCES

18. Budget to remove both Oak Park playground and Elvira Walk playground has been included in the Annual Plan 2008/2009. It is proposed to remove the playgrounds and reinstate the area to grass in June 2009.
19. The estimated cost to upgrade each playground is \$100,000. This cost includes all professional fees, consent fees and construction costs such as drainage, undersurface (such as bark or rubber tiles), edging and play items. Funding for the upgrade and ongoing costs of both Oak Park playground and Elvira Walk playground has not been included in the draft Long Term Council Community Plan 2009-2019.

IMPLEMENTATION ISSUES

20. There are no implementation issues relating to the recommendations.

Report prepared by: Tracey Hamilton, Project Development Officer.



18 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	John Riddell
City Safety Action Group	John Carrodus
Keep Waitakere Beautiful Trust	John Riddell Judith Fletcher (alternate)
Massey Community House Committee	Judith Fletcher
Massey Matters Working Group	John Carrodus
Massey West Cluster School Travel Plan	JC Carrodus JA Fletcher JG Riddell (Alternate)
Ranui Community Centre Committee	Judith Fletcher
Ranui Town Centre Development	John Riddell
Sturges Bridge Community Liaison Group Committee	John Riddell Judith Fletcher
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Judith Fletcher John Carrodus (alternate)
Long Term Council Community Plan and Annual Plan Special Committee	John Riddell Allen Davies
Street Events Subcommittee - Massey Ward	Allen Davies
NorSGA Forum	John Riddell Allen Davies

