

**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, 4 NOVEMBER 2009,
COMMENCING AT 7.00 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 7 October 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, 7 October 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 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 PRESENTATION- NEW ZEALAND POLICE

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



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

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the Chairman's Report dated 4 November 2009.

REPORT

1. I would hope that those of you who were present at the last Massey Community Board meeting learnt more about the Auckland Local Governance reforms from the Minister of Local Government, Honourable Rodney Hide. Presentations to the Massey Community Board are important, not just for the benefit of Board members, but also for those members of the public who come along to the meetings. Should a member feel that we should hear about a subject matter that could be of equal interest to the public please contact me. Presentations at the start of the meeting are partly a means of enhancing communication with community associations and special interest groups. Therefore, if you know of someone who may conduct a presentation that will enhance "our" communication with community associations, let me know so that an invitation can be sent to attend a meeting.

2. After the last Massey Community Board meeting, I attended the Waitakere Ethnic Board's Diwali, Moon and Eid ul-Fitr festival celebrations held at the Council Chambers, Waitakere Central. I believe it is important to experience other people's cultures in order to understand how and why the world ticks. One of our roles as Community Board members is to promote Community Boards, and in part that is another reason that I attend such functions. It is part of the job.
3. Massey Matters held their quarterly forum in October, and I enjoyed my experience as one of the facilitators. The quarterly forum featured an interactive session to ask people about five key areas - children, youth, localisation of employment and training, sustainable neighbourhoods - including community gardens and warmer houses, and building resilience, connection and a sense of belonging in our community.
4. Over the past few weeks I have spent a lot of time putting together the Massey Community Board's submission to the Local Government Commission, on possible Local Board boundaries. In putting together the submission it struck me that we can be very proud of our "Ward". A lot happens in the Massey Ward, and there have been many achievements by people who have grown up in the area. We all do and can feel a sense of belonging. The local rugby club is 50 years old and has produced a few All Blacks, we have a badminton club, a bowling club, soccer clubs, softball clubs, an athletic club, two libraries, five Resident and Ratepayer Groups, a Marae, a number of community halls, beaches, excellent schools, fine shopping centres, and we are close to a motorway and railway. I thank Allen Davies for helping to write the submission.
5. It was nice to see the support provided by the Massey community to the family of Aisling Symes. Thanks to the Ranui Baptist Church who opened their doors to the public who wanted to express their support to the Symes family who lost their little girl. The Symes family are Massey Ward residents, and in saying that, we pass on our sincere condolences to them. We also recognise and thank Inspector Gary Davey and the Police, Council and the volunteers who helped in the search for Aisling.
6. This month is the Eco-wise Awards, and I note that a number of our local schools and residents have been nominated for an award. Good luck to the nominees, and win or lose, you will do Massey proud.

JG Riddell
CHAIRMAN



8 **COMMITTEE SECRETARY'S REPORT**

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Committee Secretary's Report for the Massey Community Board dated 4 November 2009.

2. **Agree** that the Massey Community Board appoint a representative and an alternate representative to the Community Facilities Liaison Group - Hobsonville Land Company.

	Issue	Comments	Reporting Council Officer
1.	<p>Realm Esplanade Footbridge Upgrade</p> <p>Officer's Report</p>	<p>As part of Council's ongoing structures renewal programme, design and consenting work for an upgrade to the Realm Esplanade footbridge between Allington Road and West Harbour Drive will commence in the 2009/2010 financial year. Physical works involving a handrail and barrier upgrade and deck surface repairs are programmed for the 2010/2011 financial year.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
2.	<p>Reynella Reserve Playground Design</p> <p>Officer's Report</p>	<p>As part of Council's ongoing playground renewal programme the playground at Reynella Reserve is being designed this financial year for construction in the 2010/2011 financial year.</p> <p>A mail drop survey distributed to the surrounding community in early August 2009 sought feedback on what equipment local residents would like in the playground.</p> <p>Feedback is being collated and concept designs are being developed.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext: 8969</p>
3.	<p>Elvira Walk Playground Removal</p> <p>Resolution No: 1067/2009 16 June 2009</p> <p>Long Term Council Community Plan and Annual Plan Committee</p> <p>Resolution No: 885/2009 3 June 2009</p> <p>Infrastructure and Works Committee</p>	<p>The removal of Elvira Walk playground was approved at the Infrastructure and Works Committee at their June 2009 meeting. The playground was removed in October 2009.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext: 8969</p>
4.	<p>Ranui Domain Changing Block Upgrade</p> <p>Officer's Report</p>	<p>As part of Council's ongoing building renewal programme, the toilet and changing room block at Ranui Domain is being upgraded this financial year. While the scope of works is currently being determined, physical works are scheduled to be undertaken in early 2010.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext: 8969</p>
5.	<p>Parking Stakeholder Consultation</p> <p>Resolution No.</p>	<p>The draft Parking Plans were adopted by the Policy and Strategy Committee on Thursday, 3 September 2009.</p> <p>It is expected that copies of the final</p>	<p>Charlie Inggs ☎ 836 8000 Ext: 8854</p>

	Issue	Comments	Reporting Council Officer
	1513/2009 3 September 2009 Policy and Strategy Committee	version will be available by the end of November 2009.	
	6. Draft Freight Plan Consultation Resolution No. 1359/2009 6 August 2009 Policy and Strategy Committee	Public consultation on the draft Waitakere City Freight Plan will commence on Friday, 9 October and conclude at 5.00 pm on Friday 6 November 2009.	Charlie Inggs ☎ 836 8000 Ext: 8854
A1	7. Community Facilities Liaison Group - Hobsonville Land Company Officer's Report	Community Facilities Liaison Group - Hobsonville Land Company The Massey Community Board is requested to consider a representative and an alternate representative from the Board for the Community Facilities Liaison Group - Hobsonville Land Company. The primary objective of the Community Facilities Liaison Group - Hobsonville Land Company is to prepare, keep under review and promote, the implementation of a Management Plan for the provision of community facilities as part of the overall Hobsonville Point development, as attached at page A1. The Community Facilities Liaison Group - Hobsonville Land Company will meet on a bi-monthly basis at the Hobsonville Land Company office.	Desiree Tukutama ☎ 836 8000 Ext: 8815

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 2009	2 December 2009	Tony Miguel ☎ 836 8000 Ext: 8294
Installation of Throat Island at Pooks Road/ Hetherington Road, Ranui	Resolution No. 1658/2009 7 October 2009	2 December 2009	Sue Liddell ☎ 836 8000 Ext: 8736

COUNCIL REPORTS FOR INFORMATION ONLY		
Report Name	Committee	Attachment Pages
Local Area Plan Development - Waitakere Ranges Foothills Walkway Feasibility Investigation Study	Policy and Strategy Committee	Report and attachments will be circulated under separate cover as a Supplement.
Community Leases Policy	Policy and Strategy Committee	Report and attachments will be circulated under separate cover as a Supplement.
Strategic Action Plan for the Waitakere Creative and Cultural Industries	Policy and Strategy Committee	Report and attachments will be circulated under separate cover as a Supplement.
LG Northern Mystics Sponsorship Contract	Culture and Community Committee	Report and attachments will be circulated under separate cover as a Supplement.
Community Centre Annual Performance Report 2008/2009	Culture and Community Committee	Report and attachments will be circulated under separate cover as a Supplement.



9 COMMUNITY WELLBEING LOCAL FUND ALLOCATION - NOVEMBER 2009

GLOSSARY

Massey Community Board	(MCB)
Community Wellbeing Local Fund	(CWLF)
Community Assistance Fund Policy and Guidelines	(Policy and Guidelines)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Massey Community Board (MCB) with information on the Massey Ward applications to the Community Wellbeing Local Fund (CWLF).

Two Massey Ward applications were received for the November 2009 round of the CWLF and are deemed eligible.

RECOMMENDATIONS

It is recommended that Massey Community Board resolve to:

1. **Receive** the Community Wellbeing Local Fund Allocation - November 2009 report.
2. **Agree** to consider the Massey Ward applications to the Community Wellbeing Local Fund Allocation - November 2009 and allocate funding as per the Community Assistance Fund Policy and Guidelines.

BACKGROUND

1. The CWLF provides small sums of monetary assistance, in the way of grants to a wide range of groups in the community, which provide local services and activities on a voluntary or 'not-for-profit' basis.
2. The Council allocates an amount of \$113,000, of which \$56,500 is allocated to Citywide projects by the Finance and Operational Performance Committee. The balance is allocated to each community board on a ward population basis.
3. The CWLF is open throughout the year. If applications are received two weeks prior to the Community Board report being due, they are processed and reported to the respective community boards. Applications received after this date are processed and reported on the following month.
4. In April 2008, the Finance and Operational Performance Committee agreed to the criteria of the Community Wellbeing grants as part of the Community Assistance Funds restructure and policy development:

“The Finance and Operational Performance Committee resolved to:

2. **Approve** the recommended option for the Community Assistance Funds restructure and policy development.”

580/2008

5. In May 2008, a final workshop was held with representatives of the four Community Boards to outline the policies and procedures. At the workshop the Community Boards agreed:
 - The criteria be expanded to include applications from individuals;
 - That every eligible applicant be given the opportunity to present their application to the respective Community Board;
 - To enable organisations to apply for cultural activities;
 - That catering costs may only be accepted as part of a larger programme or activity to a maximum sum of \$250; and
 - In general, support will not be provided to organisations that request assistance for activities that promote religious and or political beliefs unless they are proven to have community benefit.

DECISION MAKING

Assessment of Options

6. The MCB has two eligible applications to be considered for financial assistance with the total amount requested being \$1,917.05.
7. Council officers have assessed the applications against the Community Assistance Funds Policy and Guidelines (Policy and Guidelines) and deems the applications to be eligible for consideration by the MCB. Given below is a summary of the applications and the amounts requested:

Applicant (NAR)	Funds Requested	Amount Recommended
Massey Quilters	\$418.55	\$300.00
Whenuapai Residents & Ratepayers Association	\$1,498.50	\$1,054.16
TOTAL:	\$1,917.05	\$1,354.16

A2-A3

8. The recommended amount of funding is based on the fact that the events/projects only meet one or two of the community outcomes set by Council.
9. The total amount available for the 2009/2010 financial year is \$15,000 of which \$13,645.54 has been allocated leaving \$1,354.16. After the November 2009 funding round there will be no funding to allocate for the remainder of the 2009/2010 financial year.
10. The assessment on the applications has been based on the information provided in the applications and alignment to the eligibility criteria outlined in the Policy and Guidelines.
11. Once the decision has been reached at the meeting, confirmation of payment to the applicant is forwarded to Council officers to distribute to the successful applicants. All other conditions are set out by the individual Community Boards. The summary of applications is attached at pages A2 to A3.

STRATEGIC CONTEXT

12. The Policy and Guidelines state that the funds must go to projects and activities that provide assistance in line with Council's Strategic Priorities and the Community Outcomes. The Council recognises that the activities undertaken by community groups, not-for-profit organisations and individuals make a valuable contribution to the Community Outcomes and the strategic outcomes pursued by the Council.
13. In 2005 Waitakere identified a set of Community Outcomes for the community as required in the Local Government Act 2002. The Council must take these into account in the formulation of its long term strategic direction. The Community Outcomes that CWLF are seen to contribute to achieving are: Mauri Ora, Strong Communities, Toiora, Urban and Rural Villages, Vibrant Arts and Culture and Working Together.
14. Waitakere has recently adopted its new strategic framework of six strategies. Whilst the CWLF can be seen to deliver on all the strategies and in particular are the Social and Cultural Wellbeing strategic directions. In particular the funds deliver on the "building strong resilient communities" and "informed, resourceful and skilled people" outcome areas. The grants also contribute to achieving the strategic priorities of the Treaty of Waitangi, Sustainability, First Call for Children, Safe City and Lifelong learning.

CONSULTATION

15. Consultation on the CWLF occurred between the Leisure Section and Community Boards.

RESOURCES

16. The MCB has a total of \$15,000 to allocate during the 2009/2010 financial year. There is \$1,354.16 remaining for this financial year. After the November 2009 funding round there will be no funding to allocate in the 2009/2010 financial year, if the recommended amounts are allocated.

IMPLEMENTATION ISSUES

17. There are no implementation issues.

AUCKLAND COUNCIL TRANSITION ISSUES

18. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Kim Hammond, Community Grants Officer.



10 INCLUSION OF WAITEMATA HARBOUR FORESHORE RESERVES INTO THE HAURAKI GULF MARINE PARK

GLOSSARY

Hauraki Gulf Marine Park Act 2000	(the Act)
Hauraki Gulf Marine Park	(the Park)

EXECUTIVE SUMMARY

The purpose of this report is to advise the Massey Community Board of the proposal to include Waitemata Harbour Foreshore Reserves in the Hauraki Gulf Marine Park (the Park) as part of the campaign to improve the identity and promotion of the Park.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Inclusion of Waitemata Harbour Foreshore Reserves into the Hauraki Gulf Marine Park report.
2. **Agree** that it be recommended to the Policy and Strategy Committee to apply to the Minister of Conservation to have the Waitemata Harbour Foreshore Reserves included in the Hauraki Gulf Marine Park.
3. **Note** that no change to the management of the Waitemata Harbour Foreshore Reserves nor to leases and licences will result from their inclusion into the Hauraki Gulf Marine Park.

BACKGROUND

1. The Park was established eight years ago and has a low profile due to a lack of branding and promotion. The Hauraki Gulf Forum has recommended that to create a focus for the tenth anniversary of the Park and improve the identity and promotion of the Park, reserves of significance with coastal links to the Hauraki Gulf become part of the Park.

2. The Council Policy and Strategy Committee agreed at their meeting of 6 August 2009 to:

- “2. *Agree that all the reserves identified in the Waitemata Harbour Reserves Management Plan and the Citywide reserves that border the Waitemata Harbour, Moire Park, Brains Park, McLeod Park, Harbourview – Orangihina, and Luckens Reserve, be included in the Hauraki Gulf Marine Park and that the Hauraki Gulf Forum be advised, in writing, accordingly.*
3. *Agree that any new reserves vested with Council adjacent to the Waitemata Harbour be included in the Hauraki Gulf Marine Park.”*

1356/2009

A4-A5

3. Input from the Massey Community Board is now sought on proposal to include the Waitemata Harbour Foreshore Reserves within the Massey Ward as attached at page A4 within the Park and as shown on map as attached at page A5.

DECISION MAKING

Issues

Provisions of the Hauraki Gulf Marine Park Act 2000

4. The Waitemata Harbour Foreshore Reserves fulfil the purposes of the Hauraki Gulf Marine Park as set out in section 32 of the Hauraki Gulf Marine Park Act 2000 (the Act).
5. The purposes of the Hauraki Gulf Marine Park are:
- a. *to recognise and protect in perpetuity the international and national significance of the land and the natural and historic resources within the Park;*
 - b. *to protect in perpetuity and for the benefit, use, and enjoyment of the people and communities of the Gulf and New Zealand, the natural and historic resources of the Park including scenery, ecological systems, or natural features that are so beautiful, unique, or scientifically important to be of national significance, for their intrinsic worth;*
 - c. *to recognise and have particular regard to the historic, traditional, cultural, and spiritual relationship of tangata whenua with the Hauraki Gulf, its islands and coastal areas, and the natural and historic resources of the Park;*
 - d. *to sustain the life-supporting capacity of the soil, air, water, and ecosystems of the Gulf in the Park.”*

The Consequences of Including the Reserves

6. By adding land to the Park, the Council is acknowledging that management of the reserves is consistent with the purpose for the Park. These obligations are consistent with the purpose of reserve management plans prepared under the Reserves Act 1977, which is “to provide for the enjoyment of the ecological, social and recreation opportunities for the community, while taking into consideration the unique character of the Waitemata Harbour environment.”

7. There will be no change in the management of the reserves and no change to leases or licences on the reserves that are included in the Park.
8. The Hauraki Gulf Forum has identified potential benefits that would come from developing a higher profile, extended park including:
 - Management and interpretative messages could be developed more easily and naturally between places and agencies in the Hauraki Gulf;
 - Enhancement of public understanding and appreciation for the Hauraki Gulf and thereby reinforce the need for an integrated policy and planning framework approach; and
 - Long term, encouraging new investments, acquisitions and joint management approaches.
9. Following the agreement of the Policy and Strategy Committee an application will be sent to the Minister of Conservation for approval. The application will be assessed as to whether it meets the purpose of the Park set out in section 32 of the Act.

Consideration of Community Views

10. Lessees/licensees and community groups with an interest in the reserves have been advised that no changes to the management of the reserve or their lease or licence will result due to the reserves becoming part of the Park.

STRATEGIC CONTEXT

11. Including the Waitemata Harbour Foreshore Reserves in the Park will strengthen the recognition and protection of natural, cultural, historic and spiritual values of these coastal reserves, contributing to the Green Network goals of the Environment Strategy.
12. Including the reserves in the Park meets the Community Outcome of waiora - environmental protection, by increasing respect and appreciation for the City's natural taonga.
13. Including the reserves in the Park will also meet the goals of the Act.

CONSULTATION

14. Consultation has been undertaken with the Strategic Planning, Parks Planning and Parks Assets units with the Council regarding the inclusion of Waitemata Harbour Foreshore Reserves in the Park.
15. Consultation with relevant external agencies has been undertaken through the Hauraki Gulf Forum.
16. Consultation is being undertaken with Te Kawerau a Maki; they are supportive of the reserves being included in the Park and intend to send written confirmation to the Council.
17. Consultation also is being undertaken with Ngati Whatua who are currently discussing the proposal.

RESOURCES

18. The Department of Conservation has undertaken to meet the costs of processing the application to include the Waitemata Harbour Foreshore Reserves in the Park and the necessary gazette notices.
19. The principal resource required is staff time. A small budget provision is required for documentation. This is within existing budget approved in the Long Term Council Community Plan 2009-2019.

IMPLEMENTATION ISSUES

20. There are no implementation issues for the Council.

AUCKLAND COUNCIL TRANSITION ISSUES

21. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Tracey Smith, Strategic Advisor: Environment.



11 REMOVAL OF LITTER BINS FROM SELECTED LOCAL PARKS

GLOSSARY

Massey Community Board (the Board)

EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Massey Community Board (the Board) to remove litter bins from selected local parks in the Massey Ward.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Removal of Litter Bins from Selected Local Parks report.
2. **Approve** the removal of all litter bins from the following parks within the Massey Ward; Buckingham Common, Connemara Reserve, Coroglen Reserve, Corran Reserve, Elvira Walk, Emerald Valley Park, Ferngrove Park, Gallony Park, Keegan Park, Kemp Park, Kingsway Reserve, Landing Reserve, Lincoln Park, Manutewhau Reserve, Marina Esplanade, Marina View Reserve, Marinich Reserve, Martin Jugum Reserve, McClintock Reserve, Melia Reserve, Pahiki Reserve, Pooks Reserve, Reynella Reserve, Riverpark Reserve, Royal Heights Parks, Sarajevo Reserve, Spargo Reserve, Starlight Park, Tatyana Park, Tornado Reserve, Ulrich Esplanade Reserve, Waimoko Glen Reserve, West Harbour Esplanade, Westglen Reserve and Woodside Reserve.

BACKGROUND

1. On 3 June 2009, a report was presented to the Board outlining the audit findings from the trial of the removal of litter bins in three parks in the Massey Ward. The trials were previously approved by the Board in December 2008.
2. At that meeting, the Board resolved as follows:

“The Massey Community Board resolved to:

3. *Agree that the provision of litter bins on local parks into the future shall be decided by Council officers, in consultation with the Massey Community Board, in line with the draft Litter Management on Parkland Policy.”*

867/2009

DECISION MAKING

Issues

3. A workshop was held with the Board on 5 October 2009 to discuss the provision of litter bins in local parks in the Massey Ward. Subsequently it was decided to remove the litter bins from the following local parks:

- Buckingham Common;
- Connemara Reserve;
- Coroglen Reserve;
- Corran Reserve;
- Elvira Walk;
- Emerald Valley Park;
- Ferngrove Park;
- Gallony Park;
- Keegan Park;
- Kemp Park;
- Kingsway Reserve;
- Landing Reserve;
- Lincoln Park;
- Manutewhau Reserve;
- Marina Esplanade;
- Marina View Reserve;
- Marinich Reserve;
- Martin Jugum Reserve;
- McClintock Reserve;
- Melia Reserve;
- Pahiki Reserve;
- Pooks Reserve;
- Reynella Reserve;
- Riverpark Reserve;
- Royal Heights Parks;
- Sarajevo Reserve;
- Spargo Reserve;
- Starlight Park;
- Tatyana Park;

- Tornado Reserve;
- Ulrich Esplanade Reserve;
- Waimoko Glen Reserve;
- West Harbour Esplanade;
- Westglen Reserve;
- Woodside Reserve;

STRATEGIC CONTEXT

4. Council has adopted an Environment Strategy which addresses how the Council will continue to work on combating litter and illegal dumping, as well as providing for, and supporting, recycling by residents.
5. The Parks and Open Space Strategy identifies that litter bins should only be supplied at parks where people are likely to stay for long periods of time.

CONSULTATION

6. Consultation has taken place with Parks Planning and the Board.

RESOURCES

7. The cost to remove the bins and reinstate the areas with topsoil and grass will be covered within current Parks budgets. Those litter bins with a remaining useful life will be stored and then reused at other locations around Waitakere.
8. Savings of up to \$30,035.20 per annum will be saved on litter collection however financial resources may be needed to do one off clean ups of parks if necessary.
9. Monitoring of parks where litter bins are removed will take place as part of Parks standard auditing processes and will not require additional staff resources.

IMPLEMENTATION ISSUES

10. Other than regular monitoring of all parks to ensure potential issues are identified in a timely manner, there are no implementation issues relating to the proposal.

AUCKLAND COUNCIL TRANSITION ISSUES

11. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Sarah Natac, Customer Liaison Officer.



12 **COLWILL ROAD, MASSEY - 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 Colwill Road, Massey.

Council officers consulted with the affected resident and have taken into consideration the best option for serving the resident 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 Colwill Road, Massey - New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **COLWILL ROAD, 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the north-west kerb line of **COLWILL ROAD**, starting at the southern boundary of the driveway at 144 Colwill Road (Colwill Primary School) and extending south-west for a distance of approximately 15 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 and be put in place to properly establish, delineate and record the said parking limitation and restriction.

BACKGROUND

4. A request for a new No Stopping At All Times parking restriction has been received from a school parent regarding vehicles parking too close to the Colwill Primary School driveway at 144 Colwill Road.

DECISION MAKING

Issues

5. Vehicles are regularly parked outside 142 Colwill Road which is next to the Colwill Primary School driveway. This is causing concern for parents who pick up and drop off children from school in the mornings and afternoons. When vehicles are parked at this location they have noticed children walking out between the parked cars to cross the road. As the school driveway is close to a bend in the road, the children cannot see oncoming vehicles.
6. The location of the new No Stopping At All Times parking restriction is indicated on the diagram attached at page A6.

Options Identified

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

Consideration of Community Views

8. Consultation was undertaken with the affected resident during September 2009. No objection was received.

Preferred Option

9. The preferred option is to put in the No Stopping At All Times parking restriction to increase visibility for children crossing the road at this point.

STRATEGIC CONTEXT

10. Council's Transport Strategy 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.
11. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

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 can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

15. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jane Harris, Transport Technician.



13 RYANS ROAD, WEST HARBOUR - NEW STOP CONTROL

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for a new Stop control on Ryans Road, West Harbour.

No consultation was carried out as surrounding properties will not be affected.

Two options have been identified: to install the new Stop control or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Ryans Road, West Harbour - New Stop Control report.
2. **Approve** that in relation to **RYANS ROAD, WEST HARBOUR:**
 - (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 now be resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **RYANS ROAD** at the intersection of Ryans Road and Trig 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 and be put in place to properly establish, delineate and record the said Stop control.

BACKGROUND

1. Following traffic safety concerns raised by local residents, Council have investigated options for improvements at this intersection.

DECISION MAKING

Issues

2. Ryans Road is a local road and intersects with Trig Road. Trig Road is a collector road and carries traffic volumes of approximately 5,000 vehicles per day. Currently there are no controls at this intersection.
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 Stop control is indicated on the diagram attached at page A7.

Options Identified

5. Two options have been identified: to install the Stop control or to have the area remain unrestricted.

Consideration of Community Views

6. No consultation was carried out as surrounding properties will not be affected.

Preferred Option

7. The preferred option is to put in the stop control to improve traffic safety.

STRATEGIC CONTEXT

8. Council's Transport Strategy 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.
9. Stop controls can be applied to ensure clarity of priorities and helps the safe movement on roads.

CONSULTATION

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

RESOURCES

11. The new Stop control can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

13. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



14 **LUCKENS ROAD / LAGOON WAY INTERSECTION, WEST HARBOUR - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS AND STOP CONTROL**

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 and a Stop control at the Luckens Road / Lagoon Way intersection, West Harbour.

Council officers consulted with affected residents and businesses 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 and Stop control or to leave the existing Give Way control and have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Luckens Road / Lagoon Way Intersection, West Harbour - New No Stopping At All Times Parking Restrictions And Stop Control report.
2. Approve that in relation to **LUCKENS ROAD, WEST HARBOUR:**
 - (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 east kerb line of **LUCKENS ROAD**, starting from the northern kerb line of Lagoon Way and extending north for a distance of approximately 32 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the east kerb line of **LUCKENS ROAD**, starting from the southern kerb line of Lagoon Way and extending south for a distance of approximately 17 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the west kerb line of **LUCKENS ROAD**, starting from a point approximately 24 metres south of the southern kerb line of Lagoon Way and extending north for a distance of approximately 36 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Approve** that in relation to **LAGOON WAY, WEST HARBOUR:**
 - (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 and control now be resolved to be specified and imposed, namely:
 - (i) on the north kerb line of **LAGOON WAY**, starting from the eastern kerb line of Luckens Road and extending east for a distance of approximately 12 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (ii) on the south kerb line of **LAGOON WAY**, starting from the eastern kerb line of Luckens Road and extending east for a distance of approximately 12 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) that a new **STOP** control be put in place on **LAGOON WAY** at the intersection of Lagoon Way and Luckens 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 and be put in place to properly establish, delineate and record the said parking limitations, restrictions and control.

BACKGROUND

1. A complaint was received regarding the difficulty of exiting out of Lagoon Way at the Luckens Road intersection. Vehicles are regularly parking on Luckens Road close to the intersection, and this is restricting visibility of oncoming traffic for Lagoon Way drivers.

DECISION MAKING

Issues

2. Luckens Road is a district arterial road and carries traffic volumes of approximately 7,000 vehicles per day. Lagoon Way is a local road with approximately 1,500 vehicles per day.
3. The existing control at the intersection is a Give Way. A Stop control is justifiable due to sightline restrictions from adjacent property fences.
4. A search of the New Zealand Transport Agency database shows that for the past five years, there has been one reported accident in the vicinity of the 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.
- A8 5. The location of the new No Stopping At All Times parking restrictions and Stop control are indicated on the diagram attached at page A8.

Options Identified

6. Two options have been identified: to install the No Stopping At All Times parking restrictions and Stop control or to leave the existing Give Way control and have the area remain unrestricted.

Consideration of Community Views

7. Consultation was undertaken with affected residents and businesses during September 2009. No objections were received.

Preferred Option

8. The preferred option is to put in the No Stopping At All Times parking restrictions and Stop control to improve traffic safety.

STRATEGIC CONTEXT

9. Council's Transport Strategy 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.
10. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.
11. Stop controls can be applied to ensure clarity of priorities and helps the safe movement on roads.

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 restrictions and Stop control can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

15. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



15 SCHOOL TRAVEL PLAN TRAFFIC SAFETY IMPROVEMENTS - WAIMUMU ROAD, CHAMBERLAIN ROAD, TRIANGLE ROAD, DOONE PLACE, RED HILLS ROAD, DON BUCK ROAD, ROYAL ROAD, MASSEY

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 in Waimumu Road, Chamberlain Road, Triangle Road, Doone Place, Red Hills Road and Don Buck Road; a new P2 parking restriction 8:30am to 9:00am and 2:30pm to 3:30pm in Royal Road; and new pedestrian crossing signalisation in Don Buck Road.

The proposed safety measures are part of School Travel Plans safety improvements within the Massey Ward.

Consultation for parking restrictions was undertaken with affected residents during April 2009. Approximately 128 letters were delivered covering 15 sites. Consultation for pedestrian crossing signalisation was carried out during September 2009.

Two options have been identified: to install the No Stopping At All Times parking restrictions, new P2 parking restriction 8:30am to 9:00am and 2:30pm to 3:30pm and new pedestrian crossing signalisation, or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the School Travel Plan Traffic Safety Improvements report - Waimumu Road, Chamberlain Road, Triangle Road, Doone Place, Red Hills Road, Don Buck Road, Royal Road, Massey –
2. **Approve** that in relation to **WAIMUMU ROAD, 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 south kerb line of **WAIMUMU ROAD**, starting from a point outside driveway 142 Waimumu Road and extending west for a distance of approximately 60 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the north-west kerb line of **WAIMUMU ROAD**, starting from a point outside driveway 119 Lincoln Park Avenue and extending south-west for a distance of approximately 40 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the north-east kerb line of **WAIMUMU ROAD**, starting from a point approximate 20 meters north-west of driveway 159 Waimumu Road and extending north-west for a distance of approximately 35 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the south kerb line of **WAIMUMU ROAD**, starting from a point outside driveway 98 Waimumu Road and extending east for a distance of approximately 36 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (v) on the north kerb line of **WAIMUMU ROAD**, starting from a point outside driveway 107 Waimumu Road and extending west for a distance of approximately 27 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Approve** that in relation to **CHAMBERLAIN ROAD, 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 south kerb line of **CHAMBERLAIN ROAD**, starting from a point outside driveway 176 Don Buck Road and extending west for a distance of approximately 60 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the north kerb line of **CHAMBERLAIN ROAD**, starting from the north-west kerb line of Don Buck Road and extending west for a distance of approximately 20 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the south kerb line of **CHAMBERLAIN ROAD**, starting from a point outside driveway 195 Don Buck Road and extending west for a distance of approximately 55 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- 4. **Approve** that in relation to **TRIANGLE ROAD, 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **TRIANGLE ROAD**, starting from a point approximate 7 metres west of driveway 305 Triangle Road and extending north-west for a distance of approximately 33 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- 5. **Approve** that in relation to **DOONE PLACE, 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **DOONE PLACE**, starting from a point outside driveway 4 Doone Place and extending north-east for a distance of approximately 17 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- 6. **Approve** that in relation to **RED HILLS ROAD, 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 **RED HILLS ROAD**, starting from a point outside driveway 3 Red Hills Road and extending north-east for a distance of approximately 10 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- 7. **Approve** that in relation to **DON BUCK ROAD, 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 **DON BUCK ROAD**, starting from a point outside driveway 300 Don Buck Road and extending south-east for a distance of approximately 33 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (ii) on the north kerb line of **DON BUCK ROAD**, starting from a point outside driveway 299A Don Buck Road and extending north-west for a distance of approximately 28 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (iii) on the north kerb line of **DON BUCK ROAD**, starting from a point outside driveway 247 Don Buck Road School exit and extending west for a distance of approximately six metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
8. **Approve** the existing **PEDESTRIAN CROSSING** at **320 DON BUCK ROAD** be removed and not reinstated.
- A15 9. **Approve** the installation of a new **PEDESTRIAN CROSSING SIGNAL** be put in place at **320 DON BUCK ROAD** as indicated on the diagram attached at page A15.
10. **Approve** that in relation to **ROYAL ROAD, 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 restriction now be resolved to be specified and imposed, namely,
- (i) on the north kerb line of **ROYAL ROAD**, starting from a point outside driveway 106 Royal Road and extending east for a distance of approximately 80 metres the **P2, 8:30AM to 9:00AM and 2:30PM to 3:30PM** parking restriction be put in place.
11. **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 and be put in place to properly establish, delineate and record the said parking limitations and restrictions, and pedestrian crossing signal.

BACKGROUND

1. Waitakere City Council and the Auckland Regional Transport Authority have been working with schools in the Massey area to develop the Massey Cluster School Travel Plan which encourages more students to walk and cycle to schools. As part of this programme, and in response to concerns about pedestrian safety and traffic congestion around schools, traffic scheme options have been developed for evaluation and design. The early scheme design and the final detailed design has recommended traffic safety measures to be implemented within the 2009/2010 financial year.

DECISION MAKING

Issues

2. The location of the current pedestrian crossing at 320 Don Buck Road is not considered suitable as assessed against site distance criteria. Over 90% of the pedestrians using the crossing are school children; hence the active control of this crossing is considered necessary to ensure the safety of school children. The parking and turning movements around the school warranted improvement of the existing crossing.

3. The proposed new pedestrian signals are part of the safety measures that have been proposed under the programme for upgrading pedestrian facilities at nine sites located throughout the City.
4. The proposed new No Stopping At All Times parking restrictions and new P2, 8:30am to 9:00am and 2:30pm to 3:30pm parking restriction are part of other safety measures that have been proposed to improve pedestrian safety and reduce traffic congestion around the following schools with the Massey Ward:
 - Lincoln Heights School;
 - Massey High School;
 - Massey Primary School;
 - Royal Road Primary School; and
 - Don Buck Primary School.
- A9-A16* 5. The location of the new No Stopping At All Times parking restrictions, new P2, 8:30am to 9:00am and 2:30pm to 3:30pm parking restriction and new pedestrian crossing signalisation are indicated on the diagrams attached at pages A9 to A16.

Options Identified

6. Two options have been identified: to install the No Stopping At All Times parking restrictions, new P2, 8:30am to 9:00am and 2:30pm to 3:30pm parking restriction and new pedestrian crossing signalisation or to have the area remain unrestricted.

Consideration of Community Views

7. Consultation for parking restrictions was undertaken with affected residents during April 2009. Approximately 128 letters were delivered covering 15 sites. A meeting between Council officers and members of the Massey Community Board was held on 11 May 2009 to discuss the feedback received from the concerned residents. As a result of this meeting, and as two residents opposed the refuge island, it has been agreed to perform further investigations at 93 Don Buck Road.
8. Eleven responses were received concerning the proposed infrastructure works. Two residents were in favour of the proposed works and nine residents raised concerns. Three residents' concerns were addressed during the design process and no further objections were received. Four residents' concerns were provided with further clarification about the scope of works and no further objections were received. Two residents' concerns were addressed with the outcome being that the proposed refuge island was cancelled.
9. Consultation for pedestrian crossing signalisation was undertaken with affected residents during September 2009. No responses were received.

Preferred Option

10. In response to concerns about pedestrian safety and traffic congestion around schools, School Travel Plans preferred the option of initiating the No Stopping At All Times parking restrictions, new P2, 8:30am to 9:00am and 2:30pm to 3:30pm parking restriction and new pedestrian crossing signalisation to improve traffic safety.

STRATEGIC CONTEXT

11. Council's Transport Strategy 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. No Stopping At All Times parking restrictions, the new P2, 8:30am to 9:00am and 2:30pm to 3:30pm parking restriction and the new pedestrian crossing signalisation can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

13. Consultation with internal staff, the Auckland Regional Transport Authority, and the schools involved in this cluster improvement has been undertaken.
14. Consultation with Maori was not required for this report.

RESOURCES

15. The project can be implemented under the Annual Plan 2009/2010 School Travel Plan budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

17. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Mohammed Alsakini, Senior Transport Engineer.



16 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 Committee	John Riddell Allen Davies
Street Events Subcommittee - Massey Ward	Allen Davies
NorSGA Forum	John Riddell Allen Davies

