

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN THE
WAITEMATA ROOM AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON WEDNESDAY, 1 SEPTEMBER 2010,
COMMENCING AT 7.00 PM**

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HENDERSON, WAITAKERE, ON WEDNESDAY, 1 SEPTEMBER 2010,
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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 4 August 2010

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, 4 August 2010, 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

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;
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time; and
- (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 1 September 2010.

REPORT

1. Only two meetings to go, this one and 6 October 2010. In between then and now, there will be a number of events to attend as Community Board Members, and it is important that we do. Remember we remain in office until 31 October 2010.
2. The nominations have closed for the 2010 Local Government elections and the only one on the Massey Community Board that is not a candidate is Judy Fletcher. I believe the rest of us are all standing for public office in some capacity. May I therefore wish all of you success at the polls for whatever positions you are seeking.
3. Over the past month, a workshop was held to look at naming roads in the new Westgate commercial complex and the road outside the current Westgate Shopping Centre, namely State Highway 16. Councillor Warren Flaunty and I turned up for this and no, the roads are not to be known as John's Drive or Warren's Way. I am sure the Council officer's report will reveal all. The report on the parking around Hobsonville Primary School will be presented at tonight's meeting.

4. The other workshop that was held was about the new footpaths around Brigham Creek and Totara Roads area. The Whenuapai Residents and Ratepayers attended this workshop and were delighted with the proposals put forward. A Council officer later attended the Whenuapai Resident and Ratepayers Association executive meeting to discuss this issue. On both accounts, our thanks go to Council officers that organised the workshops.
5. An open day was held at Wings and Wheels in Hobsonville at which further proposals, concept drawings and plans were made available for the public to view and comment on. A good number of people attended and again congratulations go to Council staff, mainly from the Transport Section, for arranging the afternoon. There remain a number of people who are upset with the plans and I hope these people's concerns will be addressed as best as possible. Why do we need specialist lanes on the roads, when many of those specialist lanes would not muster much traffic? I trust that the current pre-occupation with cycleways and bus lanes is not something that in 20 years time we will all be saying we should have never installed.
6. Coming up in September 2010 is the Walkway of Fame, the Ecowise Awards, the Massey Community House Annual General Meeting and a number of other events. There will also be a special one to commemorate those who lost their lives in far away places by the installation of a memorial at the Harbourview/Orangihina Reserve.
7. I would also like to record my appreciation of your words of sympathy on the death of my step-mother in August 2010.

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 1 September 2010.

	Issue	Comments	Reporting Council Officer
1.	Reynella Reserve, Massey, Playground Design Officer's Report	As part of Council's ongoing playground renewal programme the playground design for Reynella Reserve is currently being finalised. Construction is programmed for the summer of the 2010/2011 financial year.	Tracey Hamilton  836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
2.	Memorial Plaque for the Late Gwen Nash, Community Hall, 91 – 93 Moire Road, Massey Resolution No. 1933/2009 No. 2 2 December 2009 Massey Community Board	A memorial plaque commemorating the late Gwen Nash was approved by the Policy and Strategy Committee at its meeting held on 8 July 2010. It is requested that the Massey Community Board consider funding this plaque through the Community Board Minor Parks Project budget. A report will be brought to the Massey Community Board for their consideration in September 2010.	Sarah Natac ☎ 836 8000 Ext: 8561
3.	Realm Esplanade, West Harbour Reserve Long Footbridge Upgrade Officer's Report	As part of Council's ongoing structures renewal programme, design and consenting work for an upgrade to the footbridge between Allington Road and West Harbour Drive, West Harbour was completed in the 2009/2010 financial year. Physical works will involve a handrail and barrier upgrade and deck surface repairs. Works are programmed for the summer of the 2010/2011 financial year.	Andreas Lilley ☎ 836 8000 Ext: 8553
4.	Realm Esplanade Reserve Short Footbridge Upgrade Officer's Report	As part of Council's ongoing structures renewal programme, design and consenting work for a replacement footbridge between Allington Road and Moire Park, Massey, was completed in the 2009/2010 financial year. Physical works will involve a replacement footbridge 20 metres downstream from the current footbridge on top of the Watercare pipe. Works are programmed for the summer of the 2010/2011 financial year.	Andreas Lilley ☎ 836 8000 Ext: 8553
5.	Renaming of Whenuapai Hall Reserve, Whenuapai Officer's Report	A report addressing the renaming of the Whenuapai Hall Reserve, Whenuapai, to Malcolm's Reserve will be brought to the Massey Community Board for their consideration in October 2010.	Sarah Natac ☎ 836 8000 Ext: 8561
6.	Ranui Action Project Men's Shed and Confidence Course Officer's Report	Council officers will work with Ranui Action Project to develop the idea of the Men's Shed and a confidence course at Birdwood Winery/Te Rangi Hiroa Reserve.	Sarah Natac ☎ 836 8000 Ext: 8561
7.	Lincoln Park, Massey Car Park Upgrade Officer's Report	As part of Council's ongoing car park renewal programme, the car park at Lincoln Park, Massey adjacent to the Massey Playcentre facility, is being upgraded in the 2010/2011 financial year. Works involve construction of kerb and channel, and an overlay of the metal car park surface with AC hotmix.	Andreas Lilley ☎ 836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
		Construction will take place in late 2010.	
8.	Hobsonville War Memorial Domain, Hobsonville, Toilet Officer's Report	As part of Council's ongoing buildings renewal programme the public toilet at Hobsonville War Memorial Domain, Hobsonville (Domain) is being relocated from the car park outside the Hobsonville Bowling Club, to a location on the Domain adjacent to Hobsonville Road. A new two cubicle accessible toilet will be constructed. The building consent application is currently being processed and construction is programmed to commence in October 2010.	Andreas Lilley ☎ 836 8000 Ext: 8553
9.	Armada Reserve, Ranui, Footbridge Upgrade Officer's Report	As part of Council's ongoing structures renewal programme, the footbridge at Armada Reserve, Ranui, is being upgraded in the 2010/2011 financial year. The building consent application is currently being processed and construction is programmed for the summer of the 2010/2011 financial year.	Andreas Lilley ☎ 836 8000 Ext: 8553
10.	Waitakere City Council Election Signs Bylaw 2010 Officer's Report	<p>The Waitakere City Council Election Signs Bylaw 2010 (Bylaw) adopted by the Council on Wednesday, 30 June 2010, came into force on Thursday, 1 July 2010 and will expire on Sunday, 31 October 2010.</p> <p>The Bylaw has been publicly notified and is available on the Council website.</p> <p>Signs may be erected on Council owned land in Waitakere, other than on sites specifically prohibited, and on private land with the owners consent, for a period of two months prior to Election Day on Saturday, 9 October 2010 (except where a resource consent on private land has been issued for a longer period) (i.e. from Sunday, 8 August 2010 to midnight on Friday, 8 October 2010).</p>	Charlie Inggs ☎ 836 8000 Ext: 8854

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 3 June 2010	6 October 2010	Mark Abbot  836 8000 Ext: 8905

Report prepared by: Desiree Tukutama, Committee Secretary.



9 HOBSONVILLE PRIMARY SCHOOL - FUTURE OFF-STREET PARKING ARRANGEMENTS

GLOSSARY

Plan Change 14	(PC14)
Notice of Requirement	(NOR)
Northern Strategic Grown Area	(NorSGA)

EXECUTIVE SUMMARY

The purpose of this report is to provide information on parking issues raised by the Hobsonville Primary School and on the preferred option to address these issues.

As part of the proposed Plan Change 14 (PC14) and the anticipated hand over of Hobsonville Road back to the Council when the new motorway project finishes, Council is in the process of finalising the detailed design of the Hobsonville Road Upgrade to support the proposed new development and growth around these areas.

Hobsonville Primary School was one of the submitters to the Council's Notice of Requirement (NOR) that was lodged in late 2009. The school submitted on the proposed Council's road layout, especially the loss to some of the existing off-street parking that currently is being used for drop-off and pick-up areas by the school.

A1

Council arranged two meetings with the school to listen to and understand their concerns, and has identified five options to address the issues raised by them. The Council's officers recommend Option 5 as the best option for the school, but modified so that Council is not responsible for parking on the school grounds because it will provide more parking opportunity for the school compared to the current situation. Refer to the attachment at page A1 for details of the modified option.

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the Hobsonville Primary School – Future Off-Street Parking Arrangements report.

BACKGROUND

1. In early 2008, Council undertook preliminary design for Hobsonville Road, Northside Drive, a section of Trig Road and Brigham Creek Road, and associated stormwater ponds and infrastructure in order to cope with the future growth in the Northern Strategic Grown Area (NorSGA). The preliminary design was completed in early 2009. The key design objectives were as follows:
 - support and implement the Waitakere City Council and Auckland Regional Transport strategies;
 - promote use of public transport;
 - promote cycling and walking;
 - improved access and safety along new and existing road corridors; and
 - support new development and growth around these areas.
2. In late 2009, the Council lodged a NOR for Hobsonville Road between Fitzherbert Avenue and Carnegie Crescent, and a section of Brigham Creek Road between the new State Highway 18 extension and Hobsonville Road. The NOR is part of the Resource Management Act designation process, and protects the land for future improvements.
3. The Council has notified the public for submissions on 29 November 2009 and it closed on 18 December 2009. About 70 submissions have been received, mainly from people objecting on Council's plans to take some land from their properties along Hobsonville Road, and numerous submissions about parking availability around Hobsonville Primary School.
4. The Hobsonville Primary School had also raised their concerns regarding the possibility of losing existing off-street parking that the parents use to drop off or pick up their children at the school, and they have submitted on the proposed future upgrade of Hobsonville Road.

DECISION MAKING

5. In April 2010 Council commissioned a parking survey to determine the number of parking spaces used outside the school. The survey showed that a maximum of 105 spaces are required at any one time.
6. Council held a meeting on 24 May 2010 with representatives from the school, local elected members and Council's officers, to discuss the school's concerns and explain to them the NOR process, the reasons behind the planned improvements on Hobsonville Road and proposed timeline of the works.
7. At the meeting, Council's officers agreed to prepare options to address the school's concerns, and to provide some preliminary cost estimates to help in making decisions about the preferred option.
8. On 20 July 2010, Council arranged a second meeting with the school and elected members, and have presented five options with an advantages/disadvantages table and costing for each option.

Issues

9. A reduction in the number of the current available kerbside parking spaces on Hobsonville Road, as a result of the proposed design of the upgrade works planned on the Hobsonville Road corridor.

10. Concerns have been raised by the school and other submitters about potential safety issues related to U-turn manoeuvres to access parking on the south side of Hobsonville Road.

Options Identified

- A2-A6
11. Five options have been identified and presented to the school with a table showing the number of parking spaces, cost estimates, and the positives/negatives for each option. Refer to the attached pages at A2 to A6 for more details about the options identified.
12. The options are as follows:
- Option 1 - Provide time control on the available parking spaces;
 - Option 2 - Staggering the parking spaces on both sides of the road with time control;
 - Option 3 - Provide indented parallel parking on the north side of the road with time control;
 - Option 4 - Construct a 130 spaces car park on the adjacent land to the school;
 - Option 5 - Realignment of the proposed future road with the Fulton Hogan land and provide on-street parking with time control.

Assessment of Options

- A7-A10
13. The attached table at pages A7 to A10 highlights some of the wider issues.

Consideration of Community Views

14. At the last meeting, the school expressed their appreciation on the Council's efforts in trying to address their issues, and were satisfied with the options presented by the Council. The school asked to discuss the options at their Board of Trustee meeting held on 11 August 2010.
- A11
15. On 18 August 2010, the Board of Trustees for the Hobsonville Primary School had a meeting to discuss the parking issues and provided a letter to Council outlining their views, and has recommended that Council consider option 3 as an additional to option 5, or alternatively meets all costs arising out of the need to re-locate the School's entrance. The letter from the School's Board of Trustees is attached at page A11.
16. Council have also arranged a public open day on the 21 August 2010 to present the proposed detailed design of the Hobsonville Road upgrade to the wider community, and to provide the opportunity to receive any comments on the proposed detailed designs.

Preferred Option

17. Option 5a which is a modified of option 5 would be the preferred option by the Council's officers, because it will provide enough parking spaces and address most of the school's concerns, including the issues outlined in their latest letter to the Council.
18. This option will also address much of the safety and accessibility concerns by providing a signalised intersection near the school.

STRATEGIC CONTEXT

19. The NorSGA project is identified as one of the Council's major strategic projects and represents a substantial investment in the Long Term Council Community Plan 2009-2019.
20. The NorSGA project delivers on the following community outcomes:
 - strong economy;
 - sustainable and integrated transport; and
 - urban and rural villages.
21. The NorSGA project is aligned with the following strategies:
 - Economic Wellbeing – a catalytic environment for a flourishing and resilient community;
 - Transport – a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city;
 - Growth Management – a dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all; and
 - The Auckland Regional Growth Strategy, whereby Plan Change 14 (Hobsonville Village) has been identified as an important part of NorSGA.

CONSULTATION

22. Consultation with all the Council's sections involved in this process has been undertaken, and all agreed on the preferred modified option 5a.
23. Two consultation meetings involved representatives from the Hobsonville Primary School and elected members in May and July 2010 to discuss the school's concerns, and further negotiation with the school will be required to agree with them on the final layout.
24. Communication with the land owners of the adjacent properties about the preferred option have already started. Both land owners (Fulton Hogan and Jomac) have indicated a desire for further discussions to agree on the details of the proposed arrangement.
25. Consultation with other external agencies and Maori is not required because they will not be directly affected by the proposed options.

RESOURCES

26. Council had budgeted for the upgrade of the transportation infrastructure for PC14 in their 2009-2019 Long Term Council Community Plan (LTCCP) for the part of work that will fall within the road reserve.

IMPLEMENTATION ISSUES

27. A cost share agreement might be required to be reached with Hobsonville Primary School to cover any works agreed after the further negotiations are completed. The detailed design can be carried out through Council's current NorSGA transport infrastructure detailed design contract.

28. The preferred option will need to be discussed with the developer of the land on the west side of the school to agree on the final proposed layout and the cost associated with this option.

AUCKLAND COUNCIL TRANSITION ISSUES

29. Section 31(4)(i) of the Local Government (Tamaki Makaurau Reorganisation) Act 2009 imposes restrictions on Waitakere City Council's decision making capabilities in respect of a decision to enter into any contract:
- (i) that imposes, or will continue to impose, any obligation on the existing local authority after 30 June 2011; and
 - (ii) the consideration for which is, or is equivalent to, \$20,000 or more.
30. The above section would apply if the Infrastructure and Works Committee agrees to the Council entering into a cost share agreement with Hobsonville Primary School in relation to the implementation of Option 5.

Report prepared by: Hussam Abdul-Rassol, Manager: Transport Assets.



10 KAREPO CRESCENT, RANUI – NEW SPEED HUMPS AND KEA CROSSING SCHEME

EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Massey Community Board to construct speed humps and a kea crossing in Karepo Crescent, Ranui, as part of the Slow Streets programme funded in the Annual Plan 2010/2011.

Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

Two options have been identified: to install speed humps and a kea crossing or to leave the area as it is.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Karepo Crescent, Ranui – New Speed Humps And Kea Crossing Scheme report.
- A12 2. **Approve** the proposed design and construction of **SPEED HUMPS** in **KAREPO CRESCENT, RANUI**, as indicated on the diagram attached at page A12.
- A12 3. **Approve** the proposed design and construction of a **KEA CROSSING** in **KAREPO CRESCENT, RANUI**, as indicated on the diagram attached at page A12.
4. **Agree** that the Chief Executive Officer be authorised to approve specific and appropriate signage and/or road markings identified through the detailed design process, 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 speed humps and kea crossing.

BACKGROUND

1. Safety of pedestrians on Karepo Crescent was brought to the attention of the Council in May 2010, particularly the issue of young children wandering on the roadway at all times of the day in the vicinity of Birdwood School. It was subsequently included on the Slow Street priority list for implementation in the 2010/2011 year. A patrolled kea crossing will also be installed as the school has requested a formal crossing point be provided at school opening and closing times.
2. Karepo Crescent is classified as a local road in the Waitakere City Council District Plan and runs between Glen Road and Waitemata Drive. Karepo Crescent has a carriageway width of approximately eight metres and is approximately 350 metres long.

DECISION MAKING

Issues

3. Concern has been raised by the residents on Karepo Crescent regarding the safety of child pedestrians and some drivers driving at excessive speeds. Vehicle speed data was collected on Karepo Crescent from Thursday, 20 May 2010 to Wednesday, 26 May 2010. The average daily traffic flow over the seven day period was approximately 300 vehicles per day. The 85th percentile speed (the speed exceeded by 15 percent of drivers) of the vehicles on the street was under 50 kph. However the curvilinear nature of the road means that some form of speed reduction measures is desirable in proximity to the school which is located on a bend.
4. A search of the Land Transport New Zealand database shows that for the past five years there have been three reported accidents on Karepo Crescent. 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 in this street.
5. Given the concerns of pedestrian safety along with the curvilinear nature of the road, traffic calming measures are considered justified on Karepo Crescent. A kea crossing will also assist school children to cross safely at school opening and closing times.
6. The location of the kea crossing and speed humps are indicated on the diagram attached at page A12. The construction material of the speed humps is asphalt and the implementation will include road markings to define the position of the speed humps and the standard warning signs at the start and end of the street.

A12

Options Identified

7. Two options have been identified: to install speed humps and a kea crossing or to leave the area as it is.

Consideration of Community Views

8. On 29 July 2010 a letter was delivered notifying the residents of Karepo Crescent and Hillman Place of the proposed scheme with survey sheets asking residents to indicate whether they were in favour of, or opposed to, the installation of speed humps. The results of the consultation will be presented at the meeting.
9. Letters will be sent out to any residents who oppose the scheme to give them the opportunity to raise any further concerns at the Massey Community Board meeting held on 1 September 2010.

Preferred Option

10. The preferred option is to install the speed humps and a kea crossing in Karepo Crescent.

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. The implementation of slow street treatment and the kea crossing focuses on addressing speed related safety problems and providing a more pedestrian friendly environment.

CONSULTATION

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

RESOURCES

14. Funding of \$30,000 has been provided in the Annual Plan 2010/2011 for slow streets and the proposed speed humps and kea crossing can be implemented under this budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

16. 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.



11 WIDMORE DRIVE, MASSEY – NEW SPEED HUMPS SCHEME

EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Massey Community Board to construct speed humps in Widmore Drive, Massey as part of the Slow Streets programme funded in the Annual Plan 2010/2011.

Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

Three options have been identified: to install speed humps, to install island chicanes or to leave the area as it is.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Widmore Drive, Massey - New Speed Humps Scheme report.
2. **Approve** the proposed design and construction of **SPEED HUMPS** in **WIDMORE DRIVE, MASSEY**, as indicated on the diagram attached at page A13.
3. **Agree** that the Chief Executive Officer be authorised to approve specific and appropriate signage and/or road markings identified through the detailed design process, 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 speed humps.

A13

BACKGROUND

1. Widmore Drive has been on the Slow Streets priority list for a number of years and was identified as one of the top priorities for implementation in the 2010/2011 year.
2. Widmore Drive is classified as a local road in the Waitakere City Council District Plan and runs between Moire Road and Royal Road. Widmore Drive has a carriageway width of approximately 11 metres and is approximately 600 metres long.

DECISION MAKING

Issues

3. Concern has been raised by the residents of Widmore Drive regarding excessive traffic speeds and safety of drivers and pedestrians. Vehicle speed data was collected on Widmore Drive from Tuesday, 22 June to Monday, 28 June 2010. The average daily traffic flow over the seven day period was approximately 1,800 vehicles per day. The 85th percentile speed (the speed exceeded by 15 percent of drivers) of the vehicles on the street ranged between 50 to 56 kilometres per hour.
4. A search of the Land Transport New Zealand database shows that for the past five years there have been five reported speed related accidents on Widmore Drive, two of these involving injuries to vehicle occupants. 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 in this street.

A13

5. Given the history of speeding complaints received, the history of speed related accidents and the relatively high 85th percentile speeds recorded in a residential street, traffic calming measures are considered justified on Widmore Drive.
6. The location and design of the speed humps is indicated on the diagram attached at page A13. The construction material of the speed humps is asphalt and the implementation will include road markings to define the position of the speed humps and the standard warning signs at the start and end of the street.

Options Identified

7. Three options have been identified: to install speed humps, to install island chicanes or to leave the area as it is.
8. Speed humps have been selected as they are simpler and cheaper to install than chicanes, and do not require any removal of on-street parking.

Consideration of Community Views

9. A letter drop in early August 2010 notified the residents of Widmore Drive, Flagstaff Place, Forsythe Place, Hassan Drive and Ebony Place of the proposed scheme together with survey sheets asking residents to indicate whether they were in favour of, or opposed to, the installation of speed humps. The results of the consultation will be presented at the Massey Community Board meeting.
10. Letters will be sent out to any residents who oppose the scheme to give them the opportunity to raise any further concerns at the Massey Community Board meeting held on 1 September 2010.

Preferred Option

11. The preferred option is to install speed humps in Widmore Drive.

STRATEGIC CONTEXT

12. 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.
13. The implementation of Slow Street treatment focuses on addressing speed related safety problems and providing a more pedestrian friendly environment.

CONSULTATION

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

RESOURCES

15. Funding of \$50,000 has been provided in the Annual Plan 2010/2011 for slow streets and the proposed speed humps can be implemented under this 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: Duncan Campbell, Senior Transport Engineer.



12 COMMUNITY BOARD MINOR PARKS PROJECTS 2010/2011 – MASSEY WARD

GLOSSARY

Massey Community Board	(the Board)
Community Board Minor Parks Project	(CBMPP)
Minor Parks Project	(MPP)
Massey Ward	(the Ward)
Possible	(POS)

EXECUTIVE SUMMARY

The purpose of this report is to present the proposals received for Community Board Minor Parks Projects (CBMPPs) for the Massey Ward (the Ward) and to request that the Massey Community Board (the Board) prioritise and approve those projects that should be funded from the Annual Plan 2010/2011.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Community Board Minor Parks Projects 2010/2011 - Massey Ward report.
2. **Agree** to determine the priority for expenditure of the budget allocated in the Annual Plan 2010/2011 for Community Board Minor Parks Projects in the Massey Ward.

BACKGROUND

1. In December 1999, the Community Facilities and Recreation Committee resolved to provide a discretionary budget for allocation by Community Boards for capital development projects on park land. This decision recognised that there are a number of projects, generally less than \$10,000 in cost, which are raised as possible projects through Annual Plan submissions, Community Board public forums and other consultation processes. Undertaking these small projects is an important means of meeting local needs within the community.

2. In the Annual Plan 2010/2011, a total of \$120,000 was allocated to CBMPPs. This total budget has been divided between the four Wards on a per population basis using statistics from the 30 June 2009 census.
3. During July 2010, Parks undertook a consultation process whereby stakeholders and community groups were invited to submit proposals for suitable Minor Parks Projects (MPP's). In total, 58 applications were received for 66 projects, some applications including multiple projects. Of these, 21 projects were located in the Ward. The following table shows the distribution of projects, population and funding for each ward.

WARD	Population	% of 204,500	% of \$120,000	No of projects
Henderson	62,700	30.66%	\$36,792.00	20
New Lynn	61,900	30.27%	\$36,324.00	11
Massey	54,400	26.60%	\$31,920.00	21
Waitakere	25,500	12.47%	\$14,964.00	14
TOTALS	204,500	100.00%	\$120,000.00	66

DECISION MAKING

4. Parks officers have reviewed the applications and where relevant made comments and recommendations. In some cases the sites have been visited in order to assess the location and viability of the proposals. Wherever possible, an estimate of costs has been attached to the proposal. These are based on the information available at the time of writing this report and may be updated as additional information is received.
5. Comments and recommendations by Parks officers are based on the following criteria for the funding of projects through the CBMPP budget:
 - The funds are to be used for development projects on parks/Council owned land – this does not include projects on community buildings, club assets and lease areas, maintenance or renewal items;
 - The project must benefit the local community and be available to the public; and;
 - A maximum of \$20,000 can be spent on any one project in each financial year. The decision to extend the maximum amount of \$20,000 for any one project rests with the Board, but if it chooses to extend the \$20,000 for any one project, a recommendation to the appropriate Council Committee is required.
6. While projects have been recommended according to the Parks Capital Works criteria, the final decision rests with the Board.

Issues

Possible Development Projects

7. The following table outlines the approximate cost of a range of projects that can be undertaken for less than \$20,000. These costs are an average in order to give guidance to the Board, and do not take into account site-specific situations and variability.

Project Type	Approximate Cost Including Consents, Supply and Installation
Basketball half court	\$14,700
Sealing an existing gravel car park of approximately 250m ²	\$13,125 for 10 car parking spaces including marking
Gravel path with timber edging	\$89 per lineal metre at 1.5m wide
Concrete path	\$130 per lineal metre at 1.5m wide
Creating/extending a gravel car park	\$7,350 for 10 car parking spaces
10 metre length of boardwalk	\$4,200
Macrocarpa bench seat	\$945
Macrocarpa bench seat with back	\$1,220
Macrocarpa picnic table	\$1,945
Town Centre/urban seat	\$845
Town Centre/urban picnic table	\$1,732
Set of two swings with bark under surfacing, scuff mats, new edging and local drainage, including Council consent fees (new stand alone park)	\$15,750
Set of two swings with scuff mats in an existing playground, including Council consent fees	\$5,250
Seesaw with bark under surfacing in an existing playground	\$3,675
Community Art Project	\$5,250
Small skate ramp- on existing slab	\$16,800
Planting - specimen trees	\$205 per tree
Planting - shrubbery	\$735 for 10 m ²
Barrier fencing (bollards and chain)	\$925 for 10 metres
Drinking fountain (by water supply)	\$3,465 (includes \$525 water meter)
Standard rubbish bin - stainless steel bin	\$1,260 per bin
Park name sign - 2 panel	\$1,260
Community Sign - Waitakere City Council standard	\$3,150

Proposals

8. Proposals received are outlined below with estimated costs and the Council officer's recommendation for each project. Under the "Officer Recommendation," 'IN' means the project is recommended to be considered for allocation of funding and 'POS' (possible) means the project is eligible for funding but is not considered to be a high priority for reasons outlined in the report, e.g. it is a relatively high cost in relation to the funding available. 'OUT' means the project is not recommended to be considered for allocation of funding for reasons which are outlined in the report, e.g. it is contrary to Parks Policy.

Call Centre RFS

Park	Proposal	Cost Estimate	Officer Recommendation
Hobsonville Domain	Picnic table and bin. Currently nowhere to sit and watch games.	Table \$1,945	IN OUT Bin

- Table may need to stand alone & be connected by path through later works.
- Parks 'No bins' policy applies.

Ranui Action Project

Park	Proposal	Cost Estimate	Officer Recommendation
Marinich Reserve	2 Macrocarpa bench seats beside playground for caregivers & visitors.	\$925 each	IN
Marinich Reserve	2 x Macrocarpa picnic tables for park users to sit and eat while visiting the reserve.	\$1,945 each	IN

- 1 park bench only - would need to be tubular due to vandalism.
- 1 picnic table only - would need to be tubular due to vandalism.

WCC Policy & Strategy Committee Resolution 936/2010 (July 2010)

Park	Proposal	Cost Estimate	Officer Recommendation
Moire Park	Placement of a memorial plaque and tree next to the community hall in memory of the late Gwen Nash.	\$1,500	IN

Whenuapai Residents & Ratepayers Association

Park	Proposal	Cost Estimate	Officer Recommendation
Whenuapai Hall Reserve	Community information sign. (late application)	N/C	IN
Whenuapai Hall Reserve	Installation of BBQ area.	\$5,000	IN

- Community Asset.

Ranui Action Project

Park	Proposal	Cost Estimate	Officer Recommendation
Marinich Reserve	Gravel path around outside of the garden leading to subtropical food forest.	60m x \$89 = \$5,340	POS
Marinich Reserve	Planting edible native shrubs as well as subtropical shrubs to extend the	735 x 20 m =	POS

Park	Proposal	Cost Estimate	Officer Recommendation
	food forest and provide food for birds and insects.	\$1,470	
Marinich Reserve	Eel seat for community garden as community art project currently no seat there.	\$5,250	OUT

- Path is within the area leased to community garden, but accessible to public.
- Food forest is within the area leased to community garden, but accessible to public.
- Eel seat is inside the community garden fenced area and not accessible to the public. Does not meet criteria.

Tatou West Harbour Network and Back-to-back Project

Park	Proposal	Cost Estimate	Officer Recommendation
Brougham Place	Small playground on empty grass area beside walkway link to Moire Road. Want somewhere for local children to play in close proximity to their houses for supervision.	2 swings, bark & edging = \$15,750	POS
Holmes Drive Roadside Reserve	Basket ball hoop only on grass area that has been cleaned up by community, bollards installed by Council. Currently, local children play in the street.	\$2,000	POS

- Close to Moire Park, 2 playgrounds within 800m walking distance.
- Half court at Manutewhau Walkway and hoops at Moire Park. Roadside not ideal location.

Tatou West Harbour Network and Back-to-back Project

Park	Proposal	Cost Estimate	Officer Recommendation
Manutewhau Reserve	Reinstall the rubbish bin that was removed from play area.	\$1,260	OUT

- Bin was removed due to vandalism, the removal was approved by the Board. Contrary to Parks 'No Bin' Policy.

Herald Island Residents & Ratepayers Association

Park	Proposal	Cost Estimate	Officer Recommendation
Grass area on both sides of Kingsway Rd at entrance to Herald Island	Planting of open grass areas as visitor attraction & RF&B flightpath. Rose garden on one side to be tended by HI Garden club, native revegetation on other maintained by WCC parks.	Roses \$730 Natives \$1,800 = \$2,530	OUT

- The Rose Garden isn't a community garden. Native area – Parks has no budget for maintenance.

Waitakere City Ass Football & Sports Club Inc

Park	Proposal	Cost Estimate	Officer Recommendation
Fred Taylor Park	Complete concrete paving around field which council has started to improve pedestrian access.	\$18,000	OUT

- This was planned to be completed by Parks and is now being included in the capital development budget.

Auckland Car Club

Park	Proposal	Cost Estimate	Officer Recommendation
Birdwood Winery Estate	Bollard and chain in gap on main drive to prevent unauthorised entry to park Plus 2 x padlocks	\$925 + \$100 = \$1,025	OUT

- Entire park entry and locking gate are in the process of being installed through operational budget. Toilet padlock added.

Massey Rugby Football Club

Park	Proposal	Cost Estimate	Officer Recommendation
Moire Park	Shade and/or sign - Clear light roofing over grandstand Sail shade over the garden patio Sign directing public to Moiré Park.	\$20,000-- \$30,000	OUT

- Had significant MPP funding in the last two rounds. Club assets. No shade sails & clearlight due to vandalism.
- Road sign has been referred to Transport Assets.

Te Ukaipo Mercy Initiatives

Park	Proposal	Cost Estimate	Officer Recommendation
Cyclarama Reserve	Double set of swings as part of wider community park improvement project.	\$15,750	OUT

- No road frontage doesn't meet Parks playground policy.

Whenuapai Residents & Ratepayers Association

Park	Proposal	Cost Estimate	Officer Recommendation
Bill Moire Reserve	Reinstate playing field – ie mark out rugby/soccer pitch and install goal posts.	N/C	OUT
Whenuapai Hall Reserve	Refurbishment of lookout area.	\$10,000	OUT

- This park has no road frontage and therefore doesn't meet playground policy.
- This area maintained by Whenuapai Hall Committee.

West Harbour Tennis Club (Late application)

Park	Proposal	Cost Estimate	Officer Recommendation
Picasso Reserve	Trees – large evergreen row plus small specimens for club windbreak.	\$4,500	OUT
Picasso Reserve	Macrocarpa seats x 4 – additional to existing seats which are run down.	\$4,880	OUT

- Club benefit only, trees proposed within Club leased area. Reserve Management Plan for this park shows courts extended into this lease area to the north.
 - All within Club leased area - Club asset.
9. A workshop will be held with the Board prior to the meeting of 1 September 2010 to discuss each proposal in detail including taking into consideration the following:
- The cost-benefits of each option in terms of present and future economic, environmental, social and cultural wellbeing;
 - The extent to which community outcomes would be promoted or achieved; and
 - The impact of each option in providing for present and future needs.

Consideration of Community Views

10. The bulk of the proposals outlined in this report were submitted by members of the community. The applicants and other parties affected by projects approved by the Board will be consulted as applicable; i.e. in regards to the most suitable placement of the asset.

STRATEGIC CONTEXT

11. These projects contribute to Council's Social Strategy. The vision for this Strategy is that everyone feels valued and connected to their communities, neighbourhoods and the natural environment; everyone can access the facilities activities and services they need to achieve optimal health and wellbeing; everyone is safe in their families and communities; everyone has enough to live on; everyone has the information, skills and knowledge they need to participate fully in society, everyone has affordable sustainable and healthy housing choices and every child is health and ready to learn.

12. The Objectives of this Strategy are: Build strong resilient communities and develop community leadership; Develop Waitakere's community infrastructure and assets; and Create built and natural environments that are accessible, sustainable and promote the health and wellbeing of all people; and prioritise the needs of children and young people.

CONSULTATION

13. The CBMPP budget is a fund that allows for community organisations to have a direct say in the development of minor capital projects on park land. Community organisations were invited to submit proposals for suitable MPPs through a consultation process that included Council "Have your Say" website and a letter sent to Residents and Ratepayer's groups, sports clubs and other user groups and stakeholders. In addition, Parks officers reviewed the Annual Plan 2010/2011 and the Long Term Council Community Plan submissions and received requests made through the Call Centre.

RESOURCES

14. The allocation for CBMPPs in the Ward, through the Annual Plan 2010/2011, is \$31,920.

IMPLEMENTATION ISSUES

15. Of the 21 funding applications received for the Ward, 11 projects are not recommended for funding (OUT) and/or do not meet the criteria. The total costs of the six proposals received that are recommended for funding (IN) amount to \$11,315. Added to these, the four projects eligible for funding but not considered by Parks officers to be a priority (POS), gives a total of \$35,875.00. The Board should assess the proposals and decide which projects will be completed equating to an estimated cost of \$31,920 or less.
16. Once the decision has been made as to which projects will go ahead, no implementation issues are foreseen.

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: Mandy McMullin, Project Manager, Parks Assets.



13 BOARD MEMBERS' REPORTS

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

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	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	Judith Fletcher
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
Community Facilities Liaison Group - Hobsonville Land Company	John Carrodus Brian Neeson (alternate)
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

