

## NOTICE OF MEETING

# WAITAKERE COMMUNITY BOARD

I hereby give notice that a Meeting of the Waitakere Community Board will be held on:-

**DATE:**      Tuesday,              3 April 2007                              **TIME:**              7.00 pm

**VENUE:**      Waitakere Central, 6 Henderson Valley Road, Henderson,  
Waitakere

to consider the business as set out herein and to take any necessary action connected therewith.

28 March 2007



Owena Schuster  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8864

### MEMBERSHIP:

Mrs	CA	Shepherd, JP (Chairman)
Ms	DJ	Goodley (Deputy Chairman)
Ms	SF	Davies
Ms	MC	Davis
Cr	C	Harding, JP
Cr	PA	Hulse
Cr	CA	Stone
Mr	RE	Taylor
Mr	KJP	Witten-Hannah, JP

(Quorum 5 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD AT  
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,  
ON TUESDAY, 3 APRIL 2007, COMMENCING AT 7.00 PM**

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ON TUESDAY, 3 APRIL 2007, COMMENCING AT 7.00 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Tuesday, 6 March 2007

**RECOMMENDATION**

That the minutes of the Meeting of the Waitakere Community Board held on Tuesday, 6 March 2007, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

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

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

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

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



#### 4 **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.



#### 5 **CHAIRMAN'S REPORT**

##### **Combined Residents & Ratepayers Meeting**

There was a great turnout for this with many issues brought to the meeting. Thanks to the Western Heights Residents and Ratepayers for taking the initiative for organising (with the assistance of Sharon Davies) and hosting this meeting. The Waitakere Ward have held collective Residents and Ratepayers meetings on a frequent basis for many years and following the Council initiated meeting last year it was felt this should be opened up and Residents and Ratepayers groups from the other wards be included. The general feeling was that this was a valuable exercise and should occur on a regular basis. It will be up to another Residents and Ratepayers group to put their hand up to organise and host the next one.....possibly in 3-4 months time.

I was asked to Chair the meeting and each speaker was given 2 minutes to present their issue and the meeting then looked at and decided on the obvious commonalities and identified the most urgent topic(s) from varying groups. There were three key issues that were common from the majority of speakers and these were:

- Consultation and community engagement;
- Roading and pedestrian safety;
- Notification around developments and their impact on the community.

It is suggested that all Residents and Ratepayers groups proceed independently and present their submissions to the Annual Plan process including these items. It is also intended that small sub-groups be established to work together to put together a collective submission that can be presented to the Annual Plan as a collective voice.

##### **Sturges Bridge Replacement**

The message is 'It's not necessarily what's happening to the bridge (the engineers will determine that) but the impact it is having on the local community around the bridge'

Sturges Road is a key entry point into Henderson from Western Heights and, since the opening of the Paramuka Bridge, for many residents from the Ranui, Swanson and contributing areas. The bridge needs to be widened to allow for the double tracking to occur but it has also become a health and safety issue as the bridge is deteriorating and would need to be replaced anyway. Work will also include a realignment of the corner for left turning traffic from Sturges Road into Swanson Road.

This of course is going to have a huge impact on traffic flows into and out of the Western Heights area and a Community Liaison Group has been established to work alongside Council to develop and establish a Traffic Management Plan.

Other minor works will be undertaken to assist with alleviating any traffic 'bottlenecks'. These include a roundabout installed at the Munro/Metcalf/Pooks Roads intersection, and a two lane easement for traffic turning from Henderson Valley Road into Forest Hill Road, similar to what was achieved at the bottom of Border Road.

There will be a large amount of signage and advertising as well as a direct letterbox drop to the immediately affected areas. It is yet to be established how wide this will need to occur.

Other issues raised which are currently being addressed include bus movements, the impact on schools in the vicinity, emergency services access, cyclist and pedestrian movements and peak flows addressing one or two way access.

One suggestion was that people affected may wish to carpool or use the trains to reduce cars on the road throughout the bridge reconstruction phase.

Following this Councillor Penny Hulse presented a 'potted' version of her presentation to the LivCom Awards in China last year where Waitakere City won the this prestigious award.

### **Chairs meeting with Directors Group**

The Chairmen of the four Community Boards were invited to attend a meeting with the Waitakere City Council Directors group to discuss ways of improving communication between the Community Boards and Council officers. It also provided an opportunity for the Chairmen to raise any issues we had.

Several issues were raised and discussed either briefly or at length. These included:

- Induction of newly Elected members;
- Induction & training of new Council staff around the roles and delegations of Community Boards;
- Training/workshops for new Elected Members in the areas of Parks, Roding etc;
- Status of Review of Consents process, Regulatory procedures and related administrative processes;
- Followup of issues presented at Public Forum and the tracking of Resolutions passed at Board meetings;
- Issues relating to removal of agenda items and recommendations made to Council Standing Committees.

The outcomes from this meeting will be reported back in due course.

### **Citizenship Ceremony**

I had the pleasure, as a Justice of the Peace and on behalf of Mayor Bob, of officiating for the Citizenship Ceremony on Friday, 23 March 2007 in the Council Chambers. Though I have attended many of these over the past 5 years I was still very nervous, 'seeing' and 'doing' are two very different experiences.

There were approximately 100 people attending the ceremony, of which around half were becoming New Zealand Citizens. It is three years since I was standing to receive my citizenship and becoming a 'Kiwi'.

Waitakere City is a very young and diverse developing city and I would hope that these new New Zealanders will embrace the customs and culture of our beautiful country at the same time remembering their own customs and cultures and display and teach them to others within our communities.

### **Bouquets to Waitakere Residents & Ratepayers**

Along with Councillor Penny Hulse and fellow Board member Sharon Davies I attended the Waitakere Township Community Hall open day and the Residents and Ratepayers Annual General Meeting last Sunday.

I have to take my hat off to this amazing community group. Approximately 4 years ago Council officers proposed to demolish their town hall. There was a barely functioning Residents and Ratepayers group at that time and several local people got together and reformed the Residents and Ratepayers group and set to saving their local hall.

I would take another couple of pages to elaborate on the long hours of planning, working bees, and fund applications it took to achieve what they now have, a newly decorated hall, inside and out, a new kitchen and a wide variety of community groups using the hall for organised activities and social functions.

Of course this is just one example of the passion and enthusiasm shown throughout the Waitakere Ward and indeed throughout Waitakere City for things that are community driven and achieved.

I wish the Board all the best for the months ahead, you are going to be busy with carrying out normal duties and gearing up for the elections on 13 October 2007.






### **RECOMMENDATION**






That the Chairman's Report be received.

Christine Shepherd, JP  
**CHAIRMAN**



**6 COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
Claude Abel Pond Reserve, Piha Officer's Report	This project is still going through the consent process. Funding is currently provided in the 2007/2008 Annual Plan to carry out the physical works.	Tracey Hamilton  836 8000 Ext: 8969
Draft Long Term Council Community Plan 2006-2016  Officer's Report	<p>The Annual Plan 2007/2008 (Year 2 of the LTCCP 2006-2016) public submission period, runs from Monday, 26th March to Friday, 27th April 2007.</p> <p>It is hoped that Community Board Members will want to engage with their local communities on the Long Term Council Community Plan. Council officers from Public Affairs with assistance from other units officers, have started preparing display materials to use during this submission period.</p> <p>It is envisaged that these materials will include:</p> <ul style="list-style-type: none"> <li>• Submission Guide;</li> <li>• Submission Form;</li> <li>• A3 laminated copy of the Annual Plan billboard;</li> <li>• The Waitakere News special Annual Plan edition;</li> <li>• The Community Outcomes booklet (optional);</li> <li>• Community Outcomes poster (optional).</li> </ul>	Nada Cottrell  836 8000 Ext: 8427
Gorse Management for Piha Road, Piha  31 August 2004 Resolution No. 1619/2004	A contract to carry out the gorse control has been awarded. It is intended gorse removal will commence in early April 2007.	Helen Swinburne  836 8000 Ext: 8758
Piha Domain Footbridge Officer's Report	The concept design will be developed into a detailed design and presented to the Bridge Evaluation Panel for their approval. A report will then be submitted to the Waitakere Community Board and City Development Committee. The intention is to carry out physical works in late 2007.	Debbie Chapman  836 8000 Ext: 8303
Waitakere River Realignment  Officer's Report	The development of detailed designs and consent applications for the installation of bio-degradable sand bags and planting along the river bank adjacent to the Bethells Beach Surf Club is currently underway. The removal of sand will continue in order to prevent further erosion until the above-mentioned measures are in place.	Debbie Chapman  836 8000 Ext: 8303

Issue	Comments	Reporting Council Officer
Kitewaho Reserve Walkway Officer's Report	A quote has been received from the Parks' contractor, and work is anticipated to commence from early April. A mail drop update to local residents will be undertaken in early April.	Andreas Lilley  836 8000 Ext: 8553
Swanson Station Park Development Officer's Report	Minor improvement works are continuing. The drinking fountain has been installed in early March 2007. Fencing panels for the skatepark boundary with Challenge and for the skatepark entrance are on order and will be installed in April 2007. Informal seating around the skatepark will be undertaken in April 2007 as well. Additional planting will be added to the park from April onwards.	Andreas Lilley  836 8000 Ext: 8553
Community Board Minor Parks Projects Officer's Report	<p>The status of each project is as follows:</p> <p><b>Reserve on corner of Bruce McLaren Road and Posa Avenue</b> - Planting along the fence line will take place in the planting season (April/May 2007).</p> <p><b>Swanson Station Park</b> - The basketball court fence has been installed and the drinking fountain was installed in March 2007.</p> <p><b>Te Henga Reserve</b> - A meeting was held with the community to confirm the project details. This project is to be managed by the community and will entail the installation of furniture/stones around the existing bike track. The furniture is to be made/provided by the community, consistent with what already exists by the car park. Physical works are scheduled to be carried out in April/May 2007.</p> <p><b>Les Waygood Park</b> - The path link from the hall to the carpark was installed in March 2007.</p>	Laura Mitchell/ Katharine Slack  836 8000 Ext: 8779
Les Waygood Reserve - Piha Preschool Playground Sunshade 4 October 2005 Resolution No. 1847/2005	The building consent has been granted for the playground sunshade and the shade structure poles were installed in March 2007. The shade sail is to be installed at the end of April 2007.	David Barker  836 8000 Ext: 8306
Bethells Beach Wastewater System Replacement/Surf Club Connection Officer's Report	The City Development Committee approved the combined wastewater system at no cost to the Surf Club and also authorised the connection of the Surf Club from funding allocated for the Bethells Beach public toilet wastewater system. The resource consent has been gained and the building consent has been lodged. It is anticipated physical works will be carried out in April/May 2007.	Tracey Hamilton  836 8000 Ext: 8969

Issue	Comments	Reporting Council Officer
<p>Piha Domain Playground Upgrade</p> <p>3 October 2006 Resolution No. 1902/2006 Waitakere Community Board</p> <p>5 October 2006 Resolution No. 1973/2006 City Development Committee</p>	<p>Resource and building consents are have been obtained for the domain playground upgrade. Physical works are currently being tendered. The intention is to carry out the physical works in April/May 2007.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext: 8969</p>
<p>Bethells Beach Water Safety Signage</p> <p>Officer's Report</p>	<p>A community working party has been established for this project. The design for the signs was presented for public comment at the Bethells Community Day held in January 2007. The feedback received was positive. It is anticipated the signs will be installed in April 2007.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext: 8969</p>
<p>Trial of Water-filled Barriers at Paremuka Reserve</p> <p>5 December 2006 Resolution No. 2319/2006</p>	<p>The barriers were placed in Hillwell Drive before Christmas. At the end of summer Council officers will contact nearby residents to see if they were effective at resolving their concerns. If they were effective the options for permanent solutions will be looked into. A report will come back to the Community Board at that time.</p>	<p>Sue Liddell ☎ 836 8000 Ext: 8736</p>
<p>Waitakere Township Public Toilet</p> <p>Officer's Report</p>	<p>Council's initial plan involved the purchase or lease of the property adjacent to Waitakere Village Rail Station for the purpose of building a toilet block and associated wastewater facilities. Unfortunately the purchase or lease is no longer an option, therefore the design has undergone some minor changes to fit all required infrastructure into the road reserve. Resource and building consent has been lodged. The toilets are programmed to be built before June 2007.</p>	<p>Debbie Chapman ☎ 836 8000 Ext: 8303</p>
<p>Karekare Toilets &amp; Wastewater System Upgrade</p> <p>Officer's Report</p>	<p>The detailed design has commenced on the toilet block. Consents are due to be lodged by the end of April 2007, with construction anticipated to commence by September 2007.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
<p>Laingholm Scenic Reserve, Warner Walk and Western Park</p> <p>Officer's Report</p>	<p>A contract will be let shortly which covers weed control and re-vegetation planting in these reserves.</p>	<p>Helen Biffin ☎ 836 8000 Ext: 8758</p>

Issue	Comments	Reporting Council Officer
<p>Waitakere River Realignment Officer's Report</p>	<p>Detailed designs are underway for the construction of erosion protection measures using biodegradable coconut matting and planting as a sustainable long-term option. Physical works are planned to be undertaken in 2007/2008.</p>	<p>Debbie Chapman ☎ 836 8000 Ext: 8303</p>
<p>Community Hall Review Update Board Member's Request</p>	<p>The review of the nineteen community halls in Waitakere which was undertaken in a collaborative approach between independent contractor Westies Waitakere and Council officers from Leisure Services, Property Assets and Health and Safety has been completed. An outcome of the review is the Waitakere City Community Halls Reference document which outlines the key identifiers of each community hall so that updated information and details are available on the halls for use throughout Council and Council Committees. The Finance and Operational Performance Committee at its meeting on Monday, 12 March 2007, resolved as follows:</p> <ol style="list-style-type: none"> <li>1. That the Community Halls Review Update report be received.</li> <li>2. That the Waitakere City Community Halls Reference Document be received.</li> <li>3. That, as an input into the asset management planning for community halls, a copy of the Waitakere City Community Halls Reference Document be circulated to each of the community halls executive committee, Community Boards and any other interested party for their information and comment.</li> <li>4. That the revised Waitakere City Community Halls Reference Document be brought back to the Finance and Operational Performance Committee for approval".</li> </ol> <p style="text-align: right;">429/2007</p> <p>The overall intended outcome for this Community Hall Review is to create a proactive, instead of reactive, asset management plan for Council on each of the City's community halls.</p>	<p>Kimberly Rees ☎ 836 8000 Ext: 8559</p>

**REPORTS PENDING**

Subject	Date Requested	Report Due	Reporting Officer
<p>Community Hall Review</p>	<p>12 September 2005 Resolution No. 1737/2005</p>	<p>Further updates will be provided to the Board on the basis of requirement</p>	<p>Kimberly Rees ☎ 836 8000 Ext: 8559</p>

<b>REPORTS PENDING</b>			
<b>Subject</b>	<b>Date Requested</b>	<b>Report Due</b>	<b>Reporting Officer</b>
Piha / Karekare and Huia / Cornwallis Local Water Plans	September 2004 Environmental Management Committee	Further updates will be provided to the Board on the basis of requirement	Tony Miguel ☎ 836 8000 Ext: 8294
Trial of Water-filled Barriers at Paremuka Reserve	5 December 2006 Resolution No. 2319/2006	Further updates will be provided to the Board on the basis of requirement	Sue Liddell ☎ 836 8000 Ext: 8736
Project Twin Streams Four Monthly Progress Report	2 August 2005 Resolution No. 1468/2005 Last updated 31 October 2006	1 May 2007	Tony Miguel ☎ 836 8000 Ext: 8294
Kiwi Trikers Move from Corban Green Reserve	Community Board Member's Request	1 May 2007	Kimberly Rees ☎ 836 8000 Ext: 8559
Huia and Whatipu Road Speed Limits and Safety Issues	Community Board Member's Request	1 May 2007	Sue Liddell ☎ 836 8000 Ext: 8736
Little Huia Boat Ramp Facility Current Condition and Potential to be Upgraded to be an All-Tide, All Weather Boat Ramp Facility	Community Board Member's Request	1 May 2007	Grant Jennings ☎ 836 8000 Ext: 8537

**RECOMMENDATION**

That the Committee Secretary's Report for Tuesday, 6 April 2007 be received.

Report prepared by: Owena Schuster, Committee Secretary.



## 7 NETA GROVE, HENDERSON - NEW GIVE WAY CONTROL

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Waitakere Community Board's approval for installation of a new Give Way control on the eastern side of Neta Grove, Western Heights, where it intersects with Albizia Avenue.

### **BACKGROUND**

A resident of Neta Grove has recently contacted the Council requesting that a new Give Way control be installed to encourage drivers to slow down and look for oncoming traffic travelling along Albizia Avenue.

### **STRATEGIC CONTEXT**

The Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services and for city travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

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

### **ISSUES**

The resident who requested that the Council install the new Give Way control has observed that vehicles exiting Neta Grove into Albizia Avenue do not slow down to check for oncoming traffic and the resident believes it is only a matter of time before there is an accident. Installing a new Give Way control in this location would encourage drivers to slow down and check for oncoming traffic traveling down Albizia Avenue.

*A1* The location of the proposed new Give Way control is shown on the aerial photograph in the attachment at page A1.

### **Decision Making**

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

### **RESOURCES**

The proposed markings and signage changes can be implemented under the 2006/2007 Annual Plan maintenance budgets.

### **CONCLUSION**

The proposed installation of a new Give Way control in Neta Grove, Western Heights, is recommended to ensure vehicles are aware of the need to give way to traffic traveling down Albizia Avenue.

## **RECOMMENDATIONS**

1. That Neta Grove, Western Heights – New Give Way Control report be received.
2. That in relation to **NETA GROVE, WESTERN HEIGHTS:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the eastern kerb line of **NETA GROVE** where it intersects with **ALBIZIA AVENUE** a new **GIVE WAY** control be put in place.
3. That appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said intersection priority control.

Report prepared by: Jane Harris, Transport Technician.



## **8 SUNVUE ROAD, GLEN EDEN - SPEED CALMING MEASURES**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Waitakere Community Board approval to install a series of calming measures (central islands, side islands, and No Stopping At All Times parking controls) in Sunvue Road, Glen Eden, as part of this year's slow street programme.

### **BACKGROUND**

The Council receives frequent requests from residents for measures to slow traffic in residential streets. Slow streets treatments are funded through the Annual Plan as a city wide programme. The selection of sites is prioritised based on a number of factors including traffic speed, traffic volume, crash records and the function of the road within the road network. Sunvue Road is a local road running between West Coast Road and Solar Road, the stretch between Libra Street and West Coast Road is a bus route.

At its meeting on Thursday, 5 July 2005, the Waitakere Community Board received a report on this issue and resolved as follows:

*“The Waitakere Community Board supports in principle the installation of speed humps in Sunvue Road in the 2006/2007 slow streets programme, subject to a consultation process being carried out with the residents of Sunvue Road at the appropriate time and the outcome of that consultation being reported back to the Waitakere Community Board.”*

1293/2005

Council staff have assessed the possibility of installing speed humps as well as other speed calming devices. This report describes of the findings of that assessment.

## STRATEGIC CONTEXT

The Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services and for city travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

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

No Stopping At All Times controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear. Traffic islands provide adequate delineation while maintaining a lower speed environment.

## ISSUES

There are a number of safety issues along Sunvue Road. Council officers have identified and examined these issues to determine the most appropriate mitigation measures. In the five year period between 2001 and 2005, one non injury accident was reported on Sunvue Road (excluding the end intersections) at the north eastern end of Brunner Road. In summary the issues are as follows:

- Although the posted speed limit in this street is 50 kph, a safe speed for this road is closer to the 40 to 45 kph range.
- A number of bends in the road do not meet the acceptable design guidelines in terms of super elevation and transition. This coupled with higher operating speed may have led to a number of minor unreported loss of control accidents.
- A vertical crest on Sunvue Road, 80 metres south of Seakens Way intersection, creates a blind forward vision cone in both directions. In the event of two vehicles travelling in opposite directions at this location, it is very likely that drivers become momentarily distracted once inside the short cone of vision, creating a potential for a head on accident and / or over correction leading to a loss of control accident.
- Although the roadway at the bend (between No: 59 and 70) is well over 10 metres in width, which is more than adequate for a local road function, there is no appropriate super elevation to provide the necessary confinement factor needed to keep vehicles in motion within the roadway at higher speeds than appropriate. It is considered that speeds in excess of 40 to 45 kph are not safe at this bend.
- In the area by the park, the roadway is relatively flat and straight and curves to the left (travelling southbound towards Solar Road). In this area higher speeds (55 to 60 kph) can be accommodated although immediately at the left hand bend (at the bend outside No: 79) there is a need to reduce the speed again to 45 to 50 kph. Vehicles were observed to enter the flat section of road (from both directions) at acceptable speeds but then increase their speeds in this short distance in between without being able to reduce speed in time before entering the bends at No 79 and No 59. It is important that entry to this section of road is controlled and it is also important to provide devices to maintain control of travelling vehicles along the flat section.

- The section of Sunvue Road between Libra Street and West Coast Road is a bus route. The roadway is approximately 8 metre wide, which is an acceptable width for the function of a typical local road. No specific problems have been identified in this section of Sunvue Road.

A2-A4

Council officers developed a scheme of mitigation measures that address the issues using a holistic approach rather than localised treatment. Driving can be considered as comprising three essential tasks: navigation, guidance, and control. These tasks require the driver to receive inputs (most of which are visual), process them, make predictions about alternative actions, and decide which is the most appropriate, execute the actions and observe their effects through the reception and processing of new information. Plans showing proposed improvements as delineated on the plan attached at pages A2 to A4 to the Agenda be approved (plan number 15485 sheets 1-3).

The three components of the proposed scheme (central islands, side islands and painted medians) are aimed at providing the driver essential pieces of information needed for safe driving:

- Central islands provide the driver with more visual input requiring more navigation, which ultimately leads the driver to reducing speed to maintain the same output (by guidance and control);
- The painted medians provide similar visual input as for the central islands, and are placed where close proximity of driveways prevents the installation of islands.
- No Stopping At All Times at intersections to avoid vehicles parking at corners which obstruct driver's sight distance. No Stopping At All Times near islands prevent vehicles parking in vicinity of islands which block the visibility of island for safe movement of vehicles.

Council officers did not see the need to install any speed calming devices between Libra Street and West Coast Road due to the presence of buses and the close proximity of driveways.

Residents have expressed their desire for the Council to consider the installation of speed humps. Council officers have examined this possibility, and examined other similar sites where speed humps have been installed, and recommended not to pursue this option in this street for the following reasons:

- To be an effective speed calming device measured speed humps need to be installed approximately every 100 metres (a total of five between Solar Road and Libra Street);
- Speed humps within the bends outside No 59 and No 79 could not create the confinement factor required to keep vehicles within the roadway, which is essentially the most pressing safety concern at this location;
- These devices are usually used as a deterrent (bypass traffic) more than just a calming device;
- There is no need to install a speed reduction device within the flat section, only control of movement is needed by means of appropriate delineation.

## CONSULTATION

A letter drop notifying affected residents and property owners of Sunvue Road of the proposed scheme has been undertaken. The scheme was further modified because a resident expressed concerns regarding losing some parking spaces in front of his house. The consultation of the modified scheme has also been undertaken with the affected residents.

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

- Two residents replied to the consultation leaflet of the initial proposed scheme;
- One resident indicated that he is happy with the scheme as a whole, but prefers speed humps instead of islands;
- One resident requested that the island not be placed outside his property. The scheme was modified after visiting him on site and consulting with the residents who will be affected due to the modification in the first scheme;
- Two residents expressed support for the modified scheme during a site visit;
- Transport Assets received a residents' initiated slow street application form requesting speed humps on Sunvue Road instead of the proposed claming measures, signatures on this form exceeded 40.

### Decision Making

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

### RESOURCES

The proposed speed calming measures can be implemented under the 2006/2007 Annual Plan Slow Streets budget.

### CONCLUSION

The vertical bend along the street restricts visibility and require lower operating speeds to negotiate safely. The most appropriate measures are those that provide visual inputs requiring drivers to reduce speeds, such as splitter islands, side islands and painted medians. The proposal to install the central islands and side islands in Sunvue Road is recommended to improve road user safety. The proposed new No Stopping At All Times controls and flush median in Sunvue Road are recommended to improve traffic safety.

### RECOMMENDATIONS

1. That the Sunvue Road, Glen Eden – Speed Calming Measures report be received.
2. That the proposed speed calming measures as delineated on the plan attached at pages A2 to A4 to the Agenda be approved (plan number 15485 sheets 1-3).
3. That in relation to **SUNVUE ROAD, GLEN EDEN:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 – Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) On the north kerb line of **SUNVUE ROAD** starting from a point at the east kerb line of **BRUNNER ROAD** and extending to a point 16 metres west of the east boundary of No 77 **SUNVUE ROAD**, a **NO STOPPING AT ALL TIMES** parking control be put in place.
    - (ii) On the north kerb line of **SUNVUE ROAD** starting from a point at the west kerb line of **BRUNNER ROAD** and extending to a point 7 metres west of the west boundary of No 83 **SUNVUE ROAD**, a **NO STOPPING AT ALL TIMES** parking control be put in place.

A2-A4

- (iii) On the south kerb line of **SUNVUE ROAD** starting from a point 6 metres east of the east boundary of No 96 **SUNVUE ROAD** and extending to a point 90 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place.
  - (iv) On the east kerb line of **BRUNNER ROAD** starting from a point at the north kerb of **SUNVUE ROAD** and extending to a point 10 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
  - (v) On the west kerb line of **BRUNNER ROAD** starting from a point at the north kerb of **SUNVUE ROAD** and extending to a point 10 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
  - (vi) On the north kerb line of **SUNVUE ROAD** starting from a point 5 metres west of west side of the driveway of No 61 **SUNVUE ROAD** and extending to a point at the west side of the driveway of No 55 **SUNVUE ROAD**, a **NO STOPPING AT ALL TIMES** parking control be put in place.
  - (vii) On the west kerb line of **SUNVUE ROAD** starting from a point at the west side of the driveway of No 68 **SUNVUE ROAD** and extending to a point at the east side of the driveway of No 82 **SUNVUE ROAD**, a **NO STOPPING AT ALL TIMES** parking control be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and controls.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.



## 9 HENDERSON VALLEY ROAD/BORDER ROAD/SPODE PLACE, HENDERSON - PROPOSED NEW ROUNDABOUT OPERATIONAL IMPROVEMENTS

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval to install parking restrictions and a new traffic island as part of the proposed operational improvements to the Henderson Valley Road, Border Road, Spode Place roundabout.

### BACKGROUND

The Henderson Valley Road and Border Road roundabout currently experiences significant congestion during the evening peak period due to its single lane south bound approach on Henderson Valley Road.

## STRATEGIC CONTEXT

The Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

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

## ISSUES

### Description

Henderson Valley Road is a regional arterial route that carries approximately 20,000 vehicles per day. The Henderson Valley Road and Border Road roundabout has significant capacity issues during the evening peak period.

### Accident Statistics

A search of the Land Transport New Zealand database shows that for the past five years, there have been 22 reported accidents at the roundabout including six minor injury accidents.

### Proposed Works

It is proposed to install two traffic lanes on the Henderson Valley Road south bound approach which will allow for two lanes of traffic rather than the existing single lane. Some parking restrictions are required to allow for unrestricted access to the kerb side lane. In addition, a small side traffic island is required upstream of the pedestrian crossing approximately 100 metres to the north to prevent pedestrians crossing the road between moving traffic queues.

A5 The location of the proposed changes is indicated on the attachment at page A5.

Residents were consulted in January 2007, and no feedback was received.

### Decision Making

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

## RESOURCES

The proposed works are estimated to cost approximately \$15,000 and can be funded from the 2006/2007 Annual Plan Minor Safety budget.

## CONCLUSION

There is significant congestion on Henderson Valley Road/Border Road during the evening peak period which can be alleviated by increasing the number of approach lanes to the Henderson Valley Road/Border Road roundabout.

## RECOMMENDATIONS

1. That the Henderson Valley Road/Border Road/Spode Place, Henderson – Proposed New Roundabout Operational Improvements report be received.
2. That the installation of a new traffic island on **HENDERSON VALLEY ROAD** outside number 151 Henderson Valley Road be approved.
3. That in relation to **HENDERSON VALLEY ROAD, HENDERSON:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **HENDERSON VALLEY ROAD, HENDERSON** starting from the east kerb line of **FOREST HILL ROAD** and extending east to a point a further 25 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (ii) on the south kerb line of **HENDERSON VALLEY ROAD, HENDERSON** starting from the east kerb line of **SPODE PLACE** and extending east to a point a further 70 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
4. That in relation to **SPODE PLACE, HENDERSON:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the west kerb line of **SPODE PLACE, HENDERSON** starting from the south kerb line of **HENDERSON VALLEY ROAD** and extending south to a point a further 10 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (ii) on the east kerb line of **SPODE PLACE, HENDERSON** starting from the south kerb line of **HENDERSON VALLEY ROAD** and extending south to a point a further 10 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
5. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions and intersection priority control.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



10 **PROPOSAL TO LEASE A PORTION OF CORBAN GREEN TO THE KIWI TRIKERS GROUP**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek approval to lease a portion of Corban Green (classified as a Recreation Reserve) to the Kiwi Trikers Social Club Incorporated (Kiwi Trikers) with the intention to relocate a surplus Project Twin Streams house (at the Kiwi Trikers' expense) for use as a club facility.

**BACKGROUND**

Kiwi Trikers is a family based motor trike enthusiast society with over 100 members and have been based in Waitakere since establishment in 1994 on Corban Reserve where they originally used the Henderson BMX Club building as a club facility. In 1998 Kiwi Trikers bought the building from the BMX Club and at this time Council gave a footprint lease on Corban Reserve to the Kiwi Trikers.

In July 2005, the Kiwi Trikers' club house was destroyed by fire, suspected to be arson. Vandalism has been a problem in this reserve and in particular this facility, due to its isolated location and poor passive surveillance. Kiwi Trikers' plan to rebuild at this location was halted when insurance agencies refused the club coverage due to the vandalism history and isolated location.

Community Boards have delegated authority to approve leases on local reserves within their ward boundaries.

Based on the Chairman's report at the Tuesday, 6 December 2005 Waitakere Community Board meeting, the board resolved:

*"That the Chief Executive Officer be requested to provide a feasibility study on the relocation of the Kiwi Trikers building and the establishment of a community house, using one of the EcoWater houses, on the Council owned Corban Green in Corban Avenue, the report brought back to both the Waitakere and Henderson Community Boards as Corban Avenue is the boundary of the 2 wards and therefore Henderson has a community of interest."*

2390/2005

A6

In January 2006, Kiwi Trikers submitted a lease application in order to transfer its lease from Corban Reserve to the corner of Corban Green located at 27 Corban Avenue. The proposed location for the new club house on Corban Green is within Area A as indicated on the attached map attached at page A6.

**STRATEGIC CONTEXT**

The provision of community buildings within parks comes under the platform of Strong Communities. This platform addresses the health and well-being of the City's residents, including among its objectives, the development of leisure facilities that provide benefits to the City's residents.

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

Any lease agreement with a community organisation on Council's park land must align with the draft Parks and Open Space Strategy, and the previous parks strategy developed in 1999 in accordance with Waitakere City's Greenprint. The strategies provide guidelines for the management of parks within the City and aim to improve the quality of parks and provide parks in a fair and equitable way for Waitakere residents.

Management of specific reserves is addressed within Reserve Management Plans. However, Corban Green does not currently have a Reserve Management Plan.

## ISSUES

### Kiwi Trikers

Kiwi Trikers is a family based motor trike enthusiast society established in Waitakere in 1994. The club has approximately 120 adult members, who along with their families get together on a weekly basis for recreational riding and the planning of charitable activities. The trikes are a unique draw card and the club has been heavily involved with local charity organisations using their motor bikes to assist in fundraising events (particularly at school galas, and for the Westpac Helicopter Trust) over many years and are a long standing favourite at many of Waitakere's village Christmas parades.

Kiwi Trikers is a member of the Low Volume Vehicle Technical Association (LVVTA) who is an organisation that works with the creation of land transport standards, rules, regulations, governing the construction and road safety requirements of all hobby vehicles produced in New Zealand. Kiwi Trikers have, in this capacity, created and published the standards and certification requirements used by LVVTA since 1998 for all trikes registered in New Zealand.

Kiwi Trikers has been left 'homeless' since July 2005 when fire (believed to be arson) destroyed their club house on Council's Corban Reserve where they have held a lease since 1994. Due to the isolated location, Kiwi Trikers has been unable to obtain insurance coverage and hence rebuilding a club house at the Corban Reserve location is not feasible.

With only \$7,000 as the end of the year balance for the financial year ending 31 March 2005, private purchase of a club facility in a non-residential area or the leasing of commercial space for the club in the Waitakere area have been considered as unobtainable options.

Kiwi Trikers has developed a strong membership based in the Waitakere area and considers themselves to be true "Westie" representatives which give them a marketing edge beneficial for fundraising. Therefore, moving outside the Waitakere area has not been considered by the club.

The club has historically encouraged the use of their building by other local groups and organisations. Now without a permanent location, it is feared that the group membership will dwindle to be non-existent along with the support the group provides to the local community.

Kiwi Trikers approached the Waitakere Community Board for assistance who thereby directed Council to undertake a feasibility study regarding the relocation of a Kiwi Trikers building, using one of the EcoWater houses, specifically on Corban Green.

### Corban Green

Corban Green is a 0.4 hectare Council owned undeveloped park, situated at 27 Corban Avenue. The site is an elongated shape of approximately 140 metres by 23 metres with a dog leg offering up to 36 metres at its widest point.

Corban Green is just around the corner (approximately 300 meters) from Corban Reserve, so hence in the same area where Kiwi Trikers has been located for the past twelve years. Unlike Corban Reserve however, Corban Green is located on the street front in an industrial zoned area so is a less isolated location and thereby less prone to vandalism.

A6

The western corner of Corban Green identified as Area A on the attached map at page A6, adjacent to an industrial zoned area, has been identified by Council's Parks Planning as the most suitable site for the relocation of a Kiwi Trikers club house. This corner site is adjacent to a used car yard on one side and backs up against the far back end of the Bruce McLaren Intermediate School's sports field.

The Reserves Act 1977 requires that every reserve has a management plan. A Reserve Management Plan identifies the values and features of any particular reserve (assets, buildings, vegetation, etc.) and outlines how the reserve will develop and be managed. Once a Management Plan is adopted, any activities allowed for in the Plan do not require a Resource Consent. Of all of the parks and reserves in Waitakere, approximately 30% have management plans. It is expected that by 2012, all parks will have an adopted plan. There is no adopted Reserve Management Plan for Corban Green.

Corban Green is on the Parks Planning list of potential divestment options (in part or whole). The divestment options generally looks at parks that are additional to the provision levels set in the draft Parks and Open Space Strategy, and where the divestment can release funds that can improve parks in areas that have low provision or park quality. It should be noted that it is not suggested to divest Corban Green through this report.

Corban Green is not seen as having particularly high amenity value and has limited potential for reserve development. Therefore, its location provides an opportunity for possible development for community facilities.

The opposite end of the Corban Green reserve closest to Bruce McLaren Road has been identified by Council as a potential location for a community house facility for the McLaren Park / Henderson South area which is budgeted for in the Long Term Council Community Plan.

Corban Green has been deemed by Council as suitable to accommodate both a community house on one end, and a club house on the other end. The site is also being considered as part of early options for Extreme Trampoline and associated clubs to form a multi-sports club which could potentially be located in the middle section of the site.

### **Lease Application Assessment Committee**

In January 2006, Kiwi Trikers submitted a lease application which essentially requested a transfer of its lease from Corban Reserve to the corner of Corban Green located at 27 Corban Avenue.

Council's Lease Application Assessment Committee (a small cross-Council group of officers set up to assess new leases and update the Council's lease policy) met on 28 March 2006 and approved in principle for the Kiwi Trikers to be granted a lease of the corner of Corban Green. The Committee considered the hardship endured by the club and considered this request as a 'like for like' transfer of location for Kiwi Trikers.

Approval from the Lease Application Assessment Committee was primarily based on the existing relationship Council has with Kiwi Trikers in consideration that this was a transfer of lease situation, as well as the following criteria under the Community Leases Policy 1998 which was deemed as applicable to Kiwi Trikers:

- Increasing participation in community activities:
  - Improving safety for people in their homes, on the roads, in their local neighbourhood, and in town centres;
  - Fostering cooperation, partnership, and sharing of resources between community groups;
  - Promoting a sense of belonging and identification for all people living in Waitakere City.
- Groups able to demonstrate that there is a strong community support for the services that they offer.
- Groups who can show that they will remain viable over the period of the lease. In assessing this Council will consider:
  - The track record of the group;
  - Their ability to meet the terms of the lease (particularly their ability to pay for the maintenance of any new facilities that will be required, including parking, driveways, fencing, paving, planting, etc);
  - Financial information provided by the group such as annual financial statements.
- Groups who can demonstrate that they will use the facility on a regular basis, both during the day and in the evening, and/or that they will share with other groups to ensure the facility is fully utilised.
- Groups who have investigated other alternatives such as seeking funding to purchase their own land and buildings, looking for other facilities, and sharing with existing leaseholders.

This approval from the Lease Application Assessment Committee was made prior to the strategic review of the Community Lease Policy that is currently underway and therefore a systematic evaluation of Kiwi Triker's application against the lease policy criteria did not take place. In addition, Council does not currently have a process in place for a 'transfer of lease' situation particularly when there are clear advantages for both Council and the community group for the group to be at a different location.

It is acknowledge by the Lease Application Assessment Committee that had Kiwi Triker's lease application gone through a more rigorous contestable process with other community groups for the lease (such as a Registration of Interest process which is expected to be the result of the review of the policy), then it would have been unlikely to have been granted the lease based on community outcome criteria. However, the decision to approve in this instance was made on the basis that an existing approved lease was in place and this merely is a continuation of that arrangement at a different location.

### **Project Twin Streams House**

As per resolution 2390/2005 from the Waitakere Community Board, discussions took place between Council officers from Leisure Services and Parks Planning with EcoWater regarding the possible relocation of a Project Twin Streams house to Corban Green for use as a club house by Kiwi Trikers. These discussions have resulted in the determination that a Project Twin Streams house would *not* be suitable for Council's community house facility but that a Project Twin Streams house *would be* appropriate as a club house on the far west end of Corban Green for use by Kiwi Trikers.

Council officers have identified a three bedroom Project Twin Streams house that when relocated would be suitable for use as a club house for Kiwi Trikers. Kiwi Trikers has reviewed the house and approved its suitability as a club house facility (with modifications) and are keen to initiate their responsibility for the shifting of this building.

A feasibility study was carried out to determine all service connection expenses related to the development of this property. Kiwi Trikers has been notified of these expenses (approximately \$20,000) as well as all other related expenses such as consents (approximately \$6,000) and house removal and relocation (estimated to be \$13,500). It is anticipated that Kiwi Trikers will apply to the relevant funding agencies to help cover these costs.

### **Lease Conditions**

The current lease Council has with Kiwi Trikers at Corban Reserve is due to expire on 30 March 2007.

Under the Community Leases Policy, Council usually grants a five year lease with the possibility of renewing the lease for a further five years if the lease conditions are complied with and the reserve is not required for any other purpose.

Under section 54 of the Reserves Act 1977, if Council wishes to grant a lease on a recreation reserve, the proposed lease must be publicly notified and full consideration given to all objections or submissions received as a result of that notification. However if the resource consent for the building is required to be notified, then public notification of the lease under the Reserves Act will not be required. The consent of the Department of Conservation must also be sought to the new lease.

### **RESOURCES**

There are no resource implications to Council in respect of the proposal other than staff time.

### **CONCLUSION**

Kiwi Trikers has leased a footprint of the property on Council's Corban Reserve since 1998. In June 2005, Kiwi Trikers' club house was destroyed by fire and insurance companies have since refused coverage if the club house is to be rebuilt at the same location.

In January 2006 Kiwi Trikers submitted a lease application which requested a transfer of their lease from Corban Reserve to Corban Green located at 27 Corban Avenue.

Council's Lease Application Assessment Committee has approved the request for lease of part of Corban Green. A feasibility study has determined that a Project Twin Streams house would be suitable as a club house on the far west end of Corban Green for use by Kiwi Trikers.

This report seeks approval to grant a lease to Kiwi Trikers on Corban Green so that a Project Twin Streams house can be relocated to this site (at the expense to Kiwi Trikers) for use as a club house.

### **RECOMMENDATIONS**

1. That the Proposal to Lease a Portion of Corban Green to the Kiwi Trikers Group report be received.
2. That the Waitakere Community Board approve the public notification of Council's intention to grant a lease to the Kiwi Trikers Social Club Incorporated for part of Corban Green under section 54(1)(b) of the Reserves Act 1977.
3. That in the absence of any objections or submissions the Chief Executive Officer be given authority to seek the consent of the Minister of Conservation and negotiate and execute a lease with the Kiwi Trikers Social Club Incorporated under section 54(1)(b) of the Reserves Act 1977.

4. That the proposal to relocate a Project Twin Streams house to Corban Green for use as a club house for Kiwi Trikers Social club Incorporated (at the expense of Kiwi Trikers) be approved.

Report prepared by: Kimberly Rees, Project Leader Community Resources, Leisure Services.



11 **MEYNELL COURT, GLEN EDEN - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval for a new No Stopping At All Times parking restriction in Meynell Court, Glen Eden.

**BACKGROUND**

A resident of Meynell Court has contacted the Council with concerns regarding vehicles that park on both sides of Meynell Court.

The resident is concerned that due to the narrowness of the street there is insufficient room for vehicles to park on both sides of the street. If an emergency vehicle needed access to the street it would not get through.

The options considered are introducing a No Stopping At All Times parking restriction around the cul de sac and one side of the straight section of road at the beginning of Meynell Court.

**STRATEGIC CONTEXT**

Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

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

**ISSUES**

Meynell Court is a cul de sac road and currently has no parking restrictions, therefore allowing parking on both sides of the street. The concerned resident advised that the majority of dwellings in this street have off street parking for at least two vehicles.

This street is completely residential and is predominately used by residents and their visitors. It is the Council officer's opinion that the installation of the No Stopping At All Times parking restriction in this street will allow access for emergency service vehicles.

Consultation has been sent to 28 affected residents, and to date three phone calls have been received and four written responses. In total five residents are opposed to the proposal and two indicated that they did not object to the proposal.

A7

The location of the proposed new No Stopping At All Times parking restriction is shown on the aerial photograph in the attachment at page A7..

### **Decision Making**

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

### **RESOURCES**

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

### **CONCLUSION**

The proposal is to install a No Stopping At All Times parking restriction in Meynell Court. This will allow vehicles to manoeuvre safely around the cul de sac without being obstructed by parked vehicles.

### **RECOMMENDATIONS**

1. That the Meynell Court, Glen Eden – New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **MEYNELL COURT, GLEN EDEN:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) A new **NO STOPPING AT ALL TIMES** parking restriction be put in place around the entire inside of the cul de sac and on the southern kerbside of **MEYNELL COURT** from the intersection of **GLENGARRY ROAD** extending in a westerly direction to the western boundary of property number 310 Glengarry Road.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and control.

Report prepared by: Jane Harris, Transport Technician.



12 **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.

**WAITAKERE COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Christine Shepherd Diane Goodley
Waitakere Citizen Advice Bureau	Diane Goodley
Keep Waitakere Beautiful	Christine Shepherd Sharon Davies (alternate)
Huia/Cornwallis Local Water Agenda Steering Group	Robin Taylor Diane Goodley
McLaren Park Community Project Steering Group	Diane Goodley
Piha/Karekare Local Water Agenda Steering Group	Kubi Witten-Hannah Robin Taylor
The Weedfree Waitakere Trust	Diane Goodley
West Coast Plan Liaison Group	Monique Davis
Council/Police Liaison Group	Kubi Witten-Hannah
<b>COUNCIL COMMITTEES</b>	
Community Sport Fund Allocation Subcommittee	Monique Davis Diane Goodley
Hearings Committee	Robin Taylor Kubi Witten-Hannah
Kay Road Balefill Site Management Committee	Sharon Davies
Street Events Subcommittee	Monique Davis

