



NOTICE OF MEETING

MASSEY COMMUNITY BOARD

I hereby give notice that an Ordinary Meeting will be held on:-

DATE: **Wednesday, 30 January 2002** **TIME:** **7.30 pm**

VENUE: **Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City**

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

25 January 2002

Sharon Simiona
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8820

MEMBERSHIP:

Mr	RF	Jessopp (Chairperson)
Mrs	DJ	Webster (Deputy Chairperson)
Mr	MFP	Chan, JP
Mr	WW	Flaunty, JP
Mr	JA	Good
Cr	OE	Hoskin, JP
Cr	GE	Nash, JP
Ms	KG	Perri
Cr	GW	Russell

(Quorum 5 members)

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

(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 AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON WEDNESDAY, 30 JANUARY 2002,
COMMENCING AT 7.30 PM.**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	PUBLIC FORUM	1
4	URGENT BUSINESS	2
5	CHAIRPERSON'S REPORT	2
6	COMMITTEE SECRETARY'S REPORT	3
7	SWANSON ROAD - FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS	5
8	UNIVERSAL DRIVE - FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS	8
9	RANUI REVITALISATION PROJECT	10
10	MASSEY SKATE FACILITY	12
11	COMMUNITY GROUP CONTACTS	16
12	DON BUCK ROAD - TRIANGLE ROAD INTERSECTION UPGRADE	17
13	131 LINCOLN ROAD - AUTHORISED PARKING RESTRICTIONS AND NO STOPPING RESTRICTION	19
14	BOARD MEMBERS' REPORTS	21

**AGENDA FOR AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON WEDNESDAY, 30 JANUARY 2002,
COMMENCING AT 7.30 PM.**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - Wednesday, 5 December 2001

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 5 December 2001, as circulated, be taken as read and now be confirmed.



3 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 Chairperson at the beginning of the meeting; and
- (ii) the Chairperson shall determine the order of speakers, and allow five minutes for speaking time.

Section 46(7) and (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.



4 URGENT BUSINESS

Section 46A(7) and (7A) 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 item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Committee resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



5 CHAIRPERSON'S REPORT

With the start of a new year comes the idea to do great things, get the Massey Community Board "Noticed" instead of being stuck in the back row lost in the crowd when the Prime Minister pays "The Massey Ward" a visit. Look ahead to find problem areas within our ward "Before" the public start looking for answers.

Once such area comes immediately to mind. The new Waitakere Hospital, the Lincoln Road entrance is single lane giving motorists and pedestrians difficult access. Wouldn't it be nice if better road accesses were planned and operational "before" the hospital is finished. This might even give contractors better access whilst building is in progress.

I know this is a bit of a big ask but I would very much like board members to begin the New Year by presenting their own report, in writing, to the secretary in time for the March meeting. We all have duties to perform, and we all have meetings to attend for and on behalf of the community. I think it is only correct that members present a proper report on the meetings they have attended and present an overview of the outcomes of that meeting, how it might concern the board and how it might affect the community.

For my own part I have attended a number of Council meetings apart from the obligatory monthly Council meeting. The Civil Defence meeting proved interesting, and I believe a meeting is in the pipeline for Board Members, to put them in the picture regarding any major event that should take place in our area and what is required of them. Further changes regarding government legislation coming into force this year are also being circulated.

The Apple Moth Spraying is very much on peoples mind at present. At a meeting hosted by Councillor Penny Hulse it seems that the operation is very much under control, with some very "careful" planning being put into practice.

Safe Waitakere have invited me to attend their steering committee's three monthly meeting, and with your approval I would like to accept.

A number of requests have come from the public including street parking signs, road sign replacements, street light repairs, and road repairs. Many arriving at about 9.30 pm in the evening. Must be the bewitching hour

A request for funding involvement to complete sealing to the Waitakere part of Amreins Road was made from Pat Delcich of Rodney Council. After discussion with various members of Council Staff, I was told funding was not available at this time but a review was being made in February 2002 when funding could be put aside to finish this project. It was also stated that costs would not be increased by leaving action until we could put our contractors on the job.

With regard to Elizabeth Francke's request for support regarding putting a \$ deposit on glass drinking bottles to encourage consumers to return them rather than smash them in the street. I would like to make a recommendation that we support Elizabeth Francke's proposal and offer further support as and when required.

RECOMMENDATION

That the Chairperson's Report be received.

Robert Jessopp
CHAIRPERSON



6 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Te Rangi Hiroa/ Birdwood Winery Estate Management Plan	Te Rangi Hiroa/Birdwood Winery Estate Management Plan covers a number of reserves within the area which are closely linked including the following: <ul style="list-style-type: none"> • Te Rangi Hiroa Reserve; • Birdwood Winery Estate; • Starling Park; • Don Buck Corner; • Don Buck Primary School Reserve. A draft management plan for the reserves has been prepared, and a meeting of the advisory group is to be held in February to review the draft plan prior to being presented to the community board for public notification in March 2002.	Renee Lambert ☎ 836 8000 Ext: 8118
Westpark Marina Public Boat Ramp - Car Parking Issues	At the inaugural meeting of the Massey Community Board a working party was established to look into the car parking issue at the West Park Marina boat ramp. A report will be brought back to the Massey Community Board once the working party has been briefed on the issue.	Lesley Wears ☎ 836 8000 Ext: 8799
Massey High School - Cars Parking on Verge	Council Officers are still waiting for a response from Massey High School to the car parking plans submitted to them for comment.	Reg Cuthers ☎ 836 8000 Ext: 8740

Issue	Comments	Reporting Council Officer
Dangerous Footpath 9-13 Sturm Avenue, Massey	Reconstruction of the footpath was completed in the week prior to Christmas.	Mark Burns ☎ 836 8000 Ext: 8101
Community Board Appointments to Outside Organisations - Wai Care Programme	<p>The matter of appointments to outside organisations is brought forward to enable Board Members the opportunity of considering appointments on a voluntary basis to the Wai Care Programme.</p> <p>The Wai Care Programme is a regional programme established by the Auckland Regional Council and the Local Territorial Authorities for educational and data collecting purposes of the state of streams in their area, undertaken currently by community groups and schools.</p> <p>Community Board's are now being invited to nominate up to three members from each of the four Boards to participate on the Waitakere programme.</p>	Tony Miguel ☎ 835 0293

REPORTS PENDING

During consideration of 2001/2002 Annual Budget the question of staff resourcing to complete requested roading and traffic reports was raised. The lack of staff resources has meant that roading and traffic reports are not being progressed as quickly as desired. A recruitment process to bring Traffic Engineers numbers up to establishment is nearing completion.

Subject	Date Requested	Report Due	Reporting Officer
After-School Traffic Congestions at Edwards Avenue	1 August 2001	30 January 2002	Ross Hill ☎ 836 8000 Ext: 8737
Traffic issues at Woodford Road	6 September 2001	30 January 2002	Reg Cuthers ☎ 836 8000 Ext: 8740

RECOMMENDATIONS

1. That the information be received.
2. That the Board appoint up to three representatives on a voluntary basis to the Wai Care Programme.

Report prepared by: Sharon Simiona, Committee Secretary.



7 SWANSON ROAD - FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to update the Massey Community Board on the programmed implementation of the Swanson Road Flush Median that is scheduled for construction during the first quarter of 2002. The report also seeks the Board's endorsement to legalise alterations to the existing parking restrictions on Swanson Road.

BACKGROUND

A flush median is a central traffic line with diagonal stripes. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties. Flush medians include occasional physical traffic islands.

The Swanson Road Flush Median was approved for funding through the 2001/2002 Annual Budget. The project was evaluated for the purpose of obtaining a Transfund subsidy and is predicted to have benefits to the community of approximately eight times the cost of the project achieved through a reduction in the number and severity of crashes on the route.

STRATEGIC CONTEXT

Safety for pedestrians and vehicles is a key objective under the Urban Villages Strategy. This is reiterated within the Transport Strategy and provision is made for safety improvements in accordance with this.

ISSUES

The project comprises of 750 metres of new median markings between the existing median at Brick Street and the traffic signals at Rathgar Road. Also included are three groups of refuge islands located within the median to discourage overtaking on the median and provide safer locations for pedestrians to cross the road.

The median will also provide improved safety for vehicles to turn right from the centre of the road into roadside properties.

A1-A2

No stopping restrictions are recommended at the locations of the refuge islands to maintain clear visibility for pedestrians crossing the road. Under the traffic regulations the Community Board must approve associated no stopping controls. Plans showing the location and extent of the changes are attached at pages A1 to A2.

RESOURCES

This project has been provided for in the 2001/2002 Annual Budget (is 48% funded by Transfund) and will be implemented as part of the Accident Investigation Study Implementation Contract.

CONCLUSION

The Swanson Road Flush Median has been recommended for construction based on a project evaluation that shows high public benefit from crash reductions. Funding is allocated for this project in the 2001/2002 Annual Budget. Alterations to the existing parking restrictions are recommended to ensure adequate visibility at the new pedestrian refuges.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **SWANSON ROAD, HENDERSON:**
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Swanson Road, Henderson imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - On the east kerb line of Swanson Road from a start point at the south kerblines of Frank Evans Place to an end point 109 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the east kerb line of Swanson Road from a start point at the south edge of the vehicle crossing of 131A Swanson Road to an end point 15 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the east kerb line of Swanson Road from a start point at the south edge of the vehicle crossing of 113 Swanson Road to an end point 30 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the northeast kerb line of Swanson Road from a start point at the west kerblines of Rathgar Road to an end point 89 metres further northwest, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the west kerb line of Swanson Road from a start point at the north kerblines of Brick Street to an end point 56 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the west kerb line of Swanson Road from a start point at the south kerblines of Brick Street to an end point 63 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the west kerb line of Swanson Road from a start point 30 metres south of the south kerblines of the bus depot access road (170 Swanson Road) to an end point 65 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the west kerb line of Swanson Road from a start point opposite the southern edge of the vehicle crossing at 111 Swanson Road to an end point 36 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the west kerb line of Swanson Road from a start point 36 metres north of a point opposite the southern edge of the vehicle crossing at 111 Swanson Road to an end point 15 metres further north, a **BUS STOP** control be put in place.
 - On the southwest kerb line of Swanson Road from a start point opposite the western kerb line of Rathgar Road to an end point 64 metres further northwest, a **NO STOPPING AT ALL TIMES** parking control be put in place.

- On the southwest kerb line of Swanson Road from a start point 64 metres northwest of opposite the western kerb line of Rathgar Road to an end point 11 metres further northwest, a **BUS STOP** control be put in place.
 - On the southwest kerb line of Swanson Road from a start point 75 metres northwest off opposite the western kerb line of Rathgar Road to an end point 28 metres further northwest, a **NO STOPPING AT ALL TIMES** parking control be put in place.
3. That in relation to **BRICK STREET, HENDERSON**:
- (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Brick Street, Henderson imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
- On the south kerb line of Brick Street from a start point at the west kerblines of Swanson Road to an end point 15 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the north kerb line of Brick Street from a start point at the west kerblines of Swanson Road to an end point 15 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
4. That in relation to **FRANK EVANS PLACE, HENDERSON**:
- (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Frank Evans Place, Henderson imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
- On the south kerb line of Frank Evans Place from a start point at the east kerblines of Swanson Road to an end point 19 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place.
5. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Adam Moller, Transport Engineer.



8 UNIVERSAL DRIVE - FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to update the Massey Community Board on the programmed implementation of the Universal Drive Flush Median project that is scheduled for construction during the first quarter of 2002. The report also seeks the Board's endorsement of associated parking restrictions on Universal Drive.

BACKGROUND

A flush median is a central traffic line with diagonal stripes. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties. Flush medians include occasional physical traffic islands.

The Universal Drive Flush Median project was approved for funding through the 2001/2002 Annual Budget. The project was evaluated for the purpose of obtaining a Transfund subsidy and is predicted to have benefits to the community of approximately five times the cost of the project achieved through a reduction in the number and severity of crashes on the route.

STRATEGIC CONTEXT

Safety for pedestrians and vehicles is a key objective under the Urban Villages Strategy. This is reiterated within the Transport Strategy and provision is made for safety improvements in accordance with this.

ISSUES

The project comprises of 650 metres of new/upgraded median markings between the existing median at Rathgar Road and the traffic signals at Lincoln Road. Also included are a pair of refuge islands within the median to discourage overtaking on the median and provide a safer location for pedestrians to cross the road.

The median will also provide improved safety for vehicles to turn right from the centre of the road into roadside properties and side streets.

A3

No stopping restrictions are recommended at the locations of the refuge islands and around intersections to maintain clear visibility for pedestrians crossing the road and for traffic turning into and out of side roads. Under the traffic regulations the Community Board must approve associated no stopping controls. A plan showing the extent of the proposed new restrictions is attached at page A3.

RESOURCES

This project has been provided for in the 2001/2002 Annual Budget (the project is 48% funded by Transfund) and will be implemented as part of the Accident Investigation Study Implementation Contract.

CONCLUSION

The Universal Drive Flush Median has been recommended for construction based on a project evaluation that shows high public benefit from crash reductions. Funding is allocated for this project in the 2001/2002 Annual Budget. Alterations to the existing parking restrictions are recommended to ensure adequate visibility at the pedestrian refuge and at intersections along the route.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **UNIVERSAL DRIVE, LINCOLN**:
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Universal Drive, Lincoln imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - On the north kerb line of Universal Drive from a start point at the western edge of the vehicle crossing at 136 Universal Drive to an end point 59 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the north kerb line of Universal Drive from a start point at the west kerb line of Tudor Road to an end point 12 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the north kerb line of Universal Drive from a start point at the east kerb line of Tudor Road to an end point 12 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the north kerb line of Universal Drive from a start point at the western edge of the vehicle crossing at 190 Universal Drive to an end point 5 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the south kerb line of Universal Drive from a start point 65 metres west of the western edge of the vehicle crossing at 173 Universal Drive to an end point 50 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
3. That in relation to **TUDOR ROAD, LINCOLN**:
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Tudor Road, Lincoln imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
- On the west kerb line of Tudor Road from a start point at the north kerblines of Universal Drive to an end point 8 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the east kerb line of Tudor Road from a start point at the north kerblines of Universal Drive to an end point 8 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
4. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Adam Moller, Transport Engineer.



9 RANUI REVITALISATION PROJECT

PURPOSE OF THE REPORT

This report seeks the Massey Community Board's approval to carry out works in Ranui as outlined in the "Issues" section of this report.

BACKGROUND AND STRATEGIC CONTEXT

Since 1994, Council has been engaged in a staged programme of capital works to improve the appearance and amenity of the town centres of the City. The model that has been used is to develop concept plans for each town centre through a process of community consultation and workshops. The focus of the programme has been on urban design and linking the town centre concepts to wider initiatives, such as the transportation strategy and the green network programmes. (Green network programmes include protection of fauna habitat, significant vegetation, riparian margins and restoration areas).

A4-A5 A Council-led community consultation process took place in late 1999, which led to concept designs for Ranui Village. This process was called "Ranui: Planning to Stay", and involved key stakeholders in producing a comprehensive vision of local aspirations for Ranui Village. The result of this process has been to put in place a staged work programme of capital projects. A number of these projects were completed in 2000/2001, including a new community centre and library. It was envisaged that the remainder of the staged work programme would be carried out over the ensuing 1 - 3 years. The "Ranui: Planning to Stay" concept design is attached at pages A4 to A5.

A6 In November 2001 Council contracted Opus International Consultant's Limited to develop the concept design created as a result of the "Ranui: Planning to Stay" process into a developed design. This developed design specifies the works for which approval is sought, as attached at page A6.

Ranui Action Project

The Ranui Action Project has been funded by the Department of Child, Youth and Family and the Ministry of Health to improve the health and wellbeing of the Ranui community over a three-year period from 2001. The Ranui Action Project held a community visioning day in August 2001, which produced an action plan for Ranui. A number of these actions were related to the "Ranui: Planning to Stay" concepts, and the consultants have taken account of these in their recommendations. The Ranui Action Project is also currently developing a theme and logo to identify the area, and it is hoped to incorporate this into Council's capital works where appropriate.

ISSUES

The staged capital works programme for Ranui in 2001/2002 was intended to focus on upgrading the area around the shops and railway station with a particular emphasis on improving pedestrian safety on Swanson Road. This forms the major part of the expenditure budgeted for 2001/2002. In addressing these concerns, the consultant's proposals for Ranui fall into four major areas:

- 1. Swanson Road Between Luanda Drive and Waitemata Drive**
The community has a long-expressed desire to reduce traffic speeds and improve safety on the part of Swanson Road that runs through Ranui village. The proposals address this by recommending the installation of signage at entry and exit points; raised, planted or painted median strips at various points; grouped trees as pinch points and "frames"; and pedestrian refuge islands.
- 2. The Shopping Centre on Swanson Road**
The shopping centre on Swanson Road is located at a busy traffic junction as well as the major crossing point for pedestrians (including school children). The consultant's proposals include: providing central pedestrian refuge islands to slow traffic; paving across side roads; paving improvements around the shopping area; and providing planting beds and barrier fencing around the pedestrian crossing.
- 3. Ranui Station Road**
Ranui Station Road provides a link between Swanson Road and Ranui Station that is used by significant numbers of pedestrians as well as vehicular traffic. The consultant's proposals to improve the appearance and safety of the route include: adding extra lighting along the footpath; providing seats and shelters for pedestrians at points along the route; supplementing the existing tree plantings; and developing a pattern in the footpath to add interest to the route.
- 4. The Ranui Rail Station Environs**
At present the environs of the rail station have become untidy and unattractive, due in part to an uncompleted housing subdivision on land adjacent to the station. The objectives of the design are to improve the amenity of the area and provide better pedestrian facilities and more parking to cater for the future upgrade of the rail system. This will be accomplished by: tidying up the area generally; installing a pathway leading from Ranui Station Road to the station; grassing the area surrounding the pathway; providing angle parking on Ranui Station Road; and promoting the installation of seats, sculpture, and signage to improve the area.

RESOURCES

Council has approved budgets of \$100,000 for capital works in Ranui in the 2001/2002 year. This amount will be expended on the works outlined above.

CONCLUSION

The developed design recognises the outcomes of both the "Ranui: Planning to Stay" process and the draft Ranui Action Plan. A community open day will be held on 11 February to obtain views from the public. Subsequently designs will be modified to incorporate comments from this Board and the community open day. Thereafter capital works will commence in March and be completed by end June 2002.

RECOMMENDATIONS

1. That the information be received.
2. That the proposed capital works design be approved as a draft for public discussion.

Report prepared by: Steve Wilcox, Project Manager: Strategic Projects.



10 MASSEY SKATE FACILITY

PURPOSE OF THE REPORT

The purpose of this report is to seek direction from the Massey Community Board about progressing the development of a skate facility within the Massey Ward.

BACKGROUND

Funding to construct a skate facility within the Massey ward was allocated through the 2000/2001 Annual Budget. The proposed location for the skate facility was on land adjacent to the Massey Leisure Centre and the new library. Following community consultation about this proposed location, and the overwhelming opposition that was encountered, a skate facility at Massey Domain was investigated. Once again, overwhelming opposition was encountered so alternative options for the provision of skate facilities were investigated. These options included an indoor facility and various smaller facilities around the Massey Ward.

Public consultation was then carried out with residents living near Starling Park, Spargo Reserve and Royal Reserve. The Massey Community Board subsequently approved the construction of small skate facilities at Royal Reserve and Starling Park. The construction of the facilities was substantially completed by July 2001.

Soon after construction of the Royal Reserve skate facility had commenced, representatives from Fletcher Residential, which owns land adjacent to the Reserve, contacted Council officers and raised concerns about the behaviour of youths at the skate facility. The Community Board subsequently resolved to establish a working party incorporating representatives from Fletcher Residential, the Police, Council's parks staff and Community Board representatives to find solutions for the problems arising from the skate facility.

Fletcher Residential subsequently presented an offer to Council to remove the skate facility plus provide payment of \$30,000 for the relocation of the skate facility and, at 5 September 2001 Community Board meeting it was resolved:

“That the skate facility be removed in accordance with the proposed agreement with Fletcher Residential Limited.”

2035/2001

“That Spargo Park, Triangle Park and any other suitable parks be investigated for the relocation of the Royal Reserve skate facility and that the payment of \$30,000 by Fletcher Residential Limited not be allocated to other uses until a decision on the relocation of skate facilities has been made.”

2036/2001

The Finance Policy and Property Committee on 13 September 2001 resolved to accept the offer from Fletcher Residential.

“That the offer from Fletcher Residential Limited to remove the existing skate facility and regrass the present site to Council’s satisfaction plus provide immediate payment of \$30,000.00 for the relocation of the skate facility or for community needs, be accepted.”

2181/2001

The payment of \$30,000 from Fletcher Residential was received in September 2001 and the skate facility was removed subsequently.

The facility at Starling Park has been operating without any major incidences.

STRATEGIC CONTEXT

Provision of skate park facilities fits with the Council’s strategic direction, recognises Council’s commitment to “First Call for Children” and the Leisure Strategy’s emphasis that the City should make access for children and youth to leisure facilities and services.

The Parks Strategy identifies the need to provide further skate facilities for youth in the city. The provision of these facilities should be at large local parks or citywide parks. The Parks Strategy does not endorse the position of a skate facility at neighbourhood parks as it is intended that people travel to local or citywide parks for active sport.

Skating Plan

There is no skating strategy in place to give direction to the construction of new facilities although guidelines are used for the current facilities. The strategy is currently being worked on and completion is expected by June 2002.

ISSUES

Extensive work has been carried out in the past investigating options for skate facilities within the Massey Ward.

The conclusions reached were that an indoor facility is not considered feasible due to the lack of suitable premises and high cost.

Siting a medium/large skate facility on a park within the Massey ward is not considered feasible due to the lack of suitable parks and level of public opposition that will inevitably be encountered during the public consultation process.

The most suitable option for the provision of skate facilities within the ward was considered to be the construction of several small skate facilities at parks throughout the ward, however the problems encountered at Royal Reserve indicates that even small skate facilities can generate significant problems with tagging, noise, gatherings at the facility, drinking alcohol etc.

Spargo Reserve

Spargo Reserve has been investigated in the past and was identified as a possible site for a small skate facility. A flyer was sent to the residents living around the Reserve asking for feedback on a proposal to site a small facility at the Reserve and 23 responses were received. 16 of the submissions received were in support of the proposal whilst four of the submissions were opposed to the proposal. A report detailing the above was presented to 7 March 2001 meeting of the Community Board. The Board determined not to construct a facility at Spargo Reserve.

The park is surrounded by residential neighbours and is considered a neighbourhood reserve. There is road frontage along the majority of the reserve boundary and the surveillance over the reserve is good, however the road is not particularly busy and surveillance would be provided mainly by local residents. Following the problems that have been encountered at Royal Reserve the skate facility could pose problems with regards noise, gathering of people etc.

Triangle Park

Triangle Park has been investigated in the past as a possible site for a skate facility but was not considered suitable for a medium/large sized facility due to the lack of road frontage and surveillance. However, the Park may be suitable for a small skate facility which could be located between the existing library building and the service station where it is visible from the road, could be easily policed etc.

Other Parks

There are no other parks in the Massey ward considered suitable for the siting of a skate facility.

If either of the two sites are to be investigated further community consultation would need to be carried out in the form of a flyer drop and possible public meetings. There has been considerable publicity regarding the provision of a skate facility in Massey and the removal of the facilities at Royal Reserve. A high proportion of the public feedback has been on the negative aspects of skating and this publicity may influence any further options and public opinion at this time.

Another option for utilising the \$30,000 from Fletcher Residential could include spending the money on improving the skate facilities at Te Pai Park, which is the nearest large skate facility within the Massey ward. Whilst this option would not meet the need for a skate facility in the Massey North area, it would result in improving an already very popular facility for use not only by the Massey youth but youth of the city. This facility is operating very successfully with extremely high use. The location also meets the criteria for these type of facilities.

Future Options

Although a medium/large skate facility within the Massey ward is not considered feasible at this stage, the development of such a facility may be an option in the future. The area of land near Westgate on the Northern side of Hobsonville Road is earmarked for development into a commercial/industrial area and this may provide a good opportunity to establish a skate park in the heart of a busy, commercial area. The possibility of establishing a skate facility in this area will be investigated further by the relevant department of council as plans for the area develop.

Another future option is Te Rangi Hiroa Reserve, although the site is not considered suitable at present as there is very little surveillance of the area and this may pose a safety risk to park users. However, the Te Rangi Hiroa Reserve is likely to undergo significant development in the future and with the main BMX track for Waitakere City already situated next to the old depot site may prove a suitable site for a youth centre which incorporates a skate facility. Further investigation will be carried out as part of the Reserve Management Plan process.

RESOURCES

The funding for progressing this project including consultation would need to be charged against the \$30,000 received from Fletcher Residential as no staffing resources are available to be allocated to this project.

CONCLUSION

The options are:

1. Proceed with consultation to provide a skating facility at Spargo or Triangle Park.
2. Hold the funds while a possible indoor facility or other option is identified through the skating plan.
3. Allocate the funds to extend the facility at Te Pai Park using the salvaged skating equipment.

Based on previous experience and consultation in respect to neighbourhood park sites, and on the success of the Te Pai Park venue, it is recommended that the funds be applied to relocate equipment at Te Pai Park.

RECOMMENDATIONS

1. That the information be received.
2. That it be recommended to Council that the skate facility funds of \$30,000 received from Fletcher Residential, be allocated to an extension of the Te Pai Skate Park using the salvaged skating equipment.

Report prepared by: Peter Sewell, Parks Asset and Contract Engineer.



11 COMMUNITY GROUP CONTACTS

PURPOSE OF THE REPORT

This report requests that the Massey Community Board identifies the groups in its community which it has contact with, and identifies groups which do not have a contact person among their elected members.

BACKGROUND

At its 12 December 2001 Special meeting, the Council resolved to prepare a Community Council Plan including long term goals identified by the community.

The process for developing the Community Council Plan has not been finalised, but will involve consulting with a wide range of groups and organisations in the Waitakere City area. Community Board members will have an important role to play at all stages in the process, including this initial stage of identifying community groups.

STRATEGIC CONTEXT

In 2003, Waitakere will celebrate ten years of being an eco city. Many of the goals originally set in 1993 have been achieved, while others need to be reconsidered in the light of a fast changing world.

ISSUES

The Council plans to consult widely in the community about peoples goals and aspirations for Waitakere as part of the preparation of a Community Council Plan. Local community groups and networks will be an important focus of this consultation, which will also include government agencies, businesses and individuals.

Each elected member belongs to, or has contacts with, a range of community and local groups. These contacts are an important link for all elected members to understand and build on, especially at the beginning of a major consultation exercise.

It is also likely that some important groups in the community do not currently have good links with Community Boards and with Council. Again, identifying these groups is relevant to designing a successful consultation.

CONCLUSION

All elected members are asked to consider which groups they have contact with, as well as any other groups they are aware of which are important in the local community.

RECOMMENDATIONS

1. That the information be received.
2. That the Board Members advise Council staff of any groups or sections of the community they wish to be included in the Community Council Plan consultation process.

Report prepared by: Anna Percy, Strategic Planning and Monitoring Manager.



12 DON BUCK ROAD - TRIANGLE ROAD INTERSECTION UPGRADE

PURPOSE OF THE REPORT

This report seeks the Massey Community Board's approval to establish Give Way controls as part of the development of a multilane roundabout on Don Buck Road at its intersection with Triangle Road and a loading zone within the Massey North shop car park.

BACKGROUND

This project was approved through the Annual Plan and forms part of Transfund's approved programme for the 2001/2002 financial year. The intersection is currently a "T" junction with a Give Way control on Triangle Road. High accident rate, delays during the peak period and high speed through the intersection has necessitated the need for improvements. A multilane roundabout is proposed.

STRATEGIC CONTEXT

Safety for pedestrians and vehicles is a key objective under the Urban Villages Strategy. This is reiterated within the Transport Strategy and provision is made for safety improvements in accordance with this.

ISSUES

Three groups were consulted during the pre design process, which were:

- Don Buck/Triangle Road Upgrade Working Party (previous Community Board Members).
- Owners/shop operators for the Massey shops (northern shops only).
- Challenge Service Station and The Mad Butcher.

On 17 December 2001, the three groups were invited to a meeting to discuss and agree on the final design.

The following is proposed for the Don Buck/Triangle Road intersection.

- Establish a multilane roundabout with separate single lane designation for each approach.
- Establish a Give Way control on the north and south approach on Don Buck Road.
- Carry out road widening on the two corners.
- Restrict some right turns from properties by the use of traffic islands, in favour of safer routes via left turns and the roundabout.
- Establish a crash barrier on the corner in the vicinity of the Citizens Advice Bureau.
- Provide crossing points and facilities for pedestrians.
- Use of tactile pavers on Triangle Road and Don Buck Road for the visually impaired.
- Cut back the island outside Mobil Service Station to allow for the stacking of one car.
- Retain the Massey shop entry at its existing location with minor widening.
- The existing exit for the northern shops is closed with a new exit directly to the roundabout.
- Establish a loading zone in the northern car park (in the vicinity of the existing exit point).
- Reseal the northern car park.
- Provide a new entrance on Don Buck Road (left in/left out only) for the Challenge Service Station and The Mad Butcher.

A7

See attached at page A7.

As part of their delegated authority the Community Board needs to approve the necessary traffic controls.

RESOURCES

The funds for this project have been provided for in the 2001/2002 Annual Budget with 48% approved for subsidy from Transfund New Zealand.

CONCLUSION

The proposed improvements will reduce the high accident rate, the delay during peak periods and control the high speed along this section of Don Buck Road. Whilst the design has restricted some of the movements, it also results in greater use of the roundabout where right turns can be undertaken safely.

The consultation process has played an integral part in the final design. The requirements and the safety of the community and the shop owners are reflected in the design.

RECOMMENDATIONS

1. That the information is received.
2. That in relation to **DON BUCK ROAD, MASSEY**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - **Don Buck Road - South West Approach**
Give Way control be established at its intersection with Triangle Road.
 - **Don Buck Road - North East Approach**
Give Way control be established at its intersection with Triangle Road.
3. That in relation to **MASSEY SHOPS NORTHERN END CAR PARK, MASSEY**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - **Massey Shops - Northern End Car Park South East Kerb Line**
From a start point 66 metres north east of the north east kerb line entrance to the shops to an end point 17 metres north east, a **LOADING ZONE** be put in place.
4. That the appropriate signage and/or markings in accordance with the Traffic Regulation 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitation and Give Way controls.

Report prepared by: Reg Cuthers, Transportation Engineer: Asset Development.



13 **131 LINCOLN ROAD - AUTHORISED PARKING RESTRICTIONS AND NO STOPPING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to legally establish 33 'Authorised Vehicles Only', 13 'Waitakere City Council Staff Parking Only' and four 'Waitakere City Council Visitors Parking Only' parking spaces within the parking area of 131 Lincoln Road, Henderson (Lot 1 DP78440, Lot 2 DP118406, and Lot 11 DP62437), and to establish a legal 'No Stopping at All Times' restriction, by way of broken yellow lines, around the liquid petroleum gas tank installation at the rear of the 131 Lincoln Road building.

ISSUES

Council currently leases 50 car parking spaces in the 131 Lincoln Road car park - 15 at the front (north) of the building and 35 at the rear (south) of the building. It has become apparent over the last twelve months that there is a lack of designated parking spaces for Council owned vehicles, and with the recent addition of a Subway fast food outlet and a Physiotherapist/Gym in the building, there has been a significant increase in traffic loading within this parking area.

Around the liquid petroleum gas tank there is a dangerous goods requirement that vehicles park no closer than 5 metres to the installation. At present, if vehicles breach this requirement, the Dangerous Goods Officer must be called to deal with the offending vehicle. By installing broken yellow lines around the installation Parking Officers will also be able to enforce the "No Stopping" requirement.

A8

A plan of the car park showing the location of the different areas to be designated is attached at page A8. The areas are as follows:

- (a) At the rear of the building on the northern side of the car park, 33 metres from the Moselle Avenue kerb, for 42 metres west (13 car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction (shown as "a" on the attached plan).
- (b) At the rear of the building on the northern side of the car park, 117 metres from the Moselle Avenue kerb, for 12 metres west (four car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction (shown as "b" on the attached plan).
- (c) At the rear of the building on the southern side of the car park, 15 metres from the Moselle Avenue kerb, for 15 metres west (five car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction (shown as "c" on the attached plan).
- (d) At the rear of the building on the southern side of the car park, 63 metres from the Moselle Avenue kerb, for 39 metres west (13 car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction (shown as "d" on the attached plan).
- (e) At the front of the building 59 metres from the Moselle Avenue kerb to the rear of the car parking, 44 metres from the Lincoln road kerb for 18 metres south (six car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction (shown as "e" on the attached plan).
- (f) At the front of the building 71 metres from the Lincoln Road kerb to the rear of the car parking, 75 metres from the Moselle Avenue kerb for 15 metres west (five car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction (shown as "f" on the attached plan).

- (g) At the front of the building 59 metres from the Moselle Avenue kerb to the rear of the car parking, 77 metres from the Lincoln Road kerb for 12 metres four car parks be designated as **Visitor Only** parking (shown as “g” on the attached plan).
- (h) At the rear of the building on the southern side of the car park commencing 23 metres from the Moselle Avenue kerb, finishing 5 metres to the west of the installation a **No Stopping At All Times** parking restriction (shown as “h” on the attached plan).

CONCLUSION

It is necessary to upgrade parking signage at 131 Lincoln Road to allow legal enforcement of parking restrictions over Council's 50 leased car parks and the liquid petroleum installation as follows:

- Thirty three Waitakere Council Vehicles “Authorised Vehicles Only” parking spaces;
- Thirteen Waitakere City Council Staff Parking “Authorised Vehicles Only” parking spaces;
- Four Waitakere City Council “Visitor Parking Only” parking spaces;
- A “No Stopping At All Times” restriction by way of broken yellow lines around the liquid petroleum gas installation.

RECOMMENDATIONS

1. That the information be received.
2. That pursuant to Section 591 of the Local Government Act 1974 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following places be authorised, appointed and declared to be used as a parking place as defined by subsection (6) of the act namely:
 - Lot 11 DP 62473, Lot 2 DP 118406, Lot 1 DP 78440 and known as the 131 Lincoln Road car park.
3. That in relation to **131 LINCOLN ROAD CAR PARK**:
 - (a) That all existing parking restrictions (excluding resolution number 4545/99) or limitations affected, or superseded, or replaced by this resolution applicable to the 131 Lincoln Road car park area imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided, however, that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962, and the Waitakere City Bylaw No. 7, 1991 - Traffic, the following parking restrictions be now resolved to be specified and imposed, namely:
 - At the rear of the building on the northern side of the car park, 33 metres from the Moselle Avenue kerb, for 42 metres west (13 car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction.
 - At the rear of the building on the northern side of the car park, 117 metres from the Moselle Avenue kerb, for 12 metres west (four car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction.

- At the rear of the building on the southern side of the car park, 15 metres from the Moselle Avenue kerb, for 15 metres west (five car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction.
 - At the rear of the building on the southern side of the car park, 63 metres from the Moselle Avenue kerb, for 39 metres west (13 car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction.
 - At the front of the building 59 metres from the Moselle Avenue kerb to the rear of the car parking, 44 metres from the Lincoln road kerb for 18 metres south (six car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction.
 - At the front of the building 71 metres from the Lincoln Road kerb to the rear of the car parking, 75 metres from the Moselle Avenue kerb for 15 metres west (five car parks) a **No Stopping, 7.00 am to 6.00 pm Monday to Friday; Authorised Vehicles Only** parking restriction.
 - At the front of the building 59 metres from the Moselle Avenue kerb to the rear of the car parking, 77 metres from the Lincoln Road kerb for 12 metres four car parks be designated as **VISITOR ONLY** parking.
 - At the rear of the building on the southern side of the car park commencing 23 metres from the Moselle Avenue kerb, finishing 5 metres to the west of the installation a **NO STOPPING AT ALL TIMES** parking restriction.
4. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Bruce Page, Property Officer.

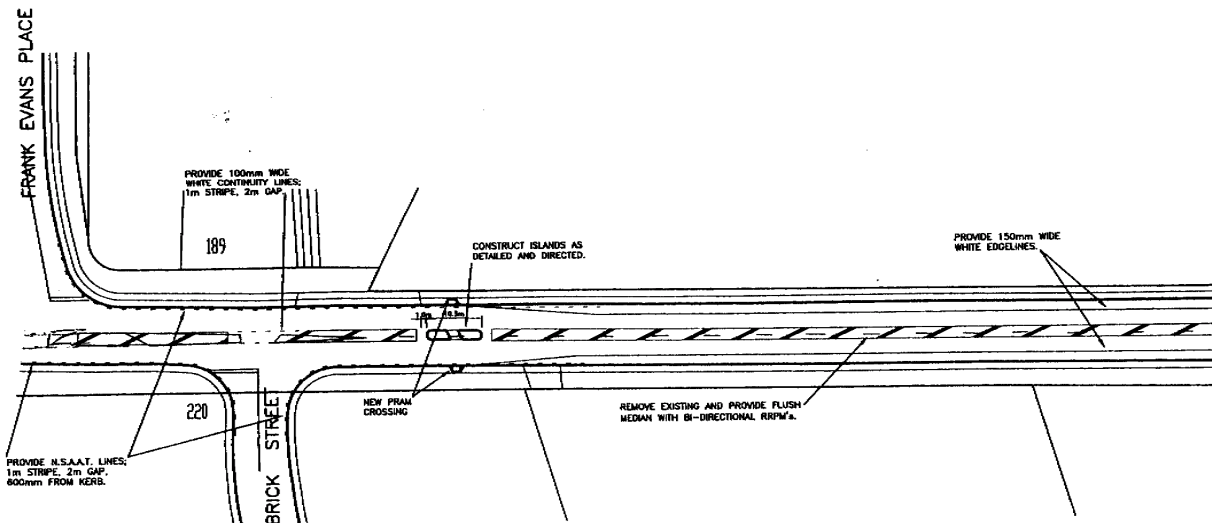
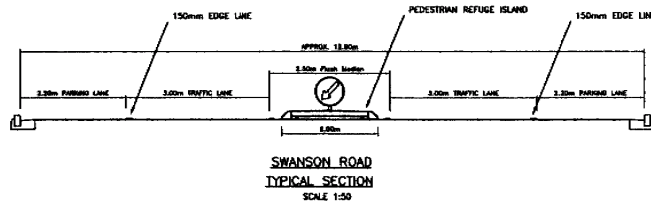
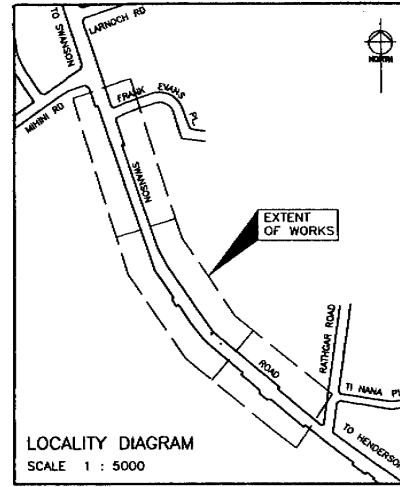
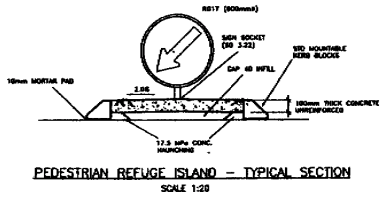
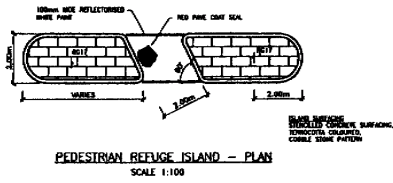


14 BOARD MEMBERS' REPORTS

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.



SWANSON ROAD FLUSH MEDIAN



the issues that concern you

green open space

Ranui Domain is regarded as unsafe for use except for organised sport, yet there is a lack of green space in the centre of Ranui and around Luanda Drive. How can we make the most of the space we have? With more people coming to live in Ranui, there will be even more need for good quality green areas. The green areas that run from Hamlyn through to Swanson Road need improving. The parks need improved lighting.

safety

Many people were concerned about being vulnerable in unsafe situations, such as slippery or no paths, bad lighting or dark lanes. Council has coordinated a safety survey to record where locals think the problems are. Suggestions for improvements include more street lighting through Luanda Drive and Ranui Station Road. Other ideas are included elsewhere in this leaflet. Thank you to all those who helped with the safety survey.

speeding cars and difficult intersections

Discussion focused on slowing cars and trucks down through the Ranui shops area on Swanson Road. There is particular concern about the way the Armada/ Swanson intersection operates. The main improvement to assist safety at the shops would be to develop a slow speed zone, which would also reduce pressure at the intersection. Another suggestion was to look into more parking behind the shops. If you would like to be involved call Reg Cuthers tel 836 8000 xtn: 8740.

Ranui Station

The number of people using the train station and bus stop is increasing. It was felt there should be marked improvements in safe access for pedestrians in this area, linked to a general upgrade of the station and shops.

community art

There was support for seeing more local art around Ranui, and particularly for involving local children in creating artworks. There was discussion about art being located on the corner outside the library and Community Centre, and along the lights and footpaths on Ranui Station Road, as well as a possible Railway Station feature. If you would like to be involved, call Gail Richards tel 836 8000 xtn: 8507.

shop upgrade

The idea was put forward of working with all the shopkeepers and the commercial landlords to cooperate on an upgrade and general tidy-up.

cleaning up

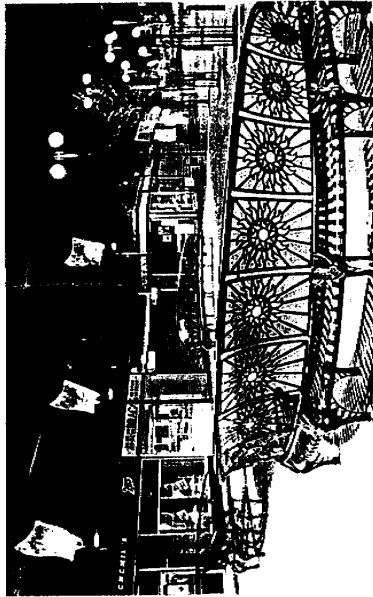
Suggestions for improvements included new rubbish bins in Ranui Station Road and community beautification projects, to help address the litter problem, along with regular graffiti paintouts. If you would like to be involved, call Gretchen Schubeck tel 836 8000 xtn: 8803.

community pride

With so many improvements going on, there will be a need to celebrate the new-look Ranui! It was suggested a "Ranui Pride Day" be organised in November 2000 to celebrate all the achievements over the year. Other comments indicate there is a lot happening and a lot of active groups in Ranui, but most are operating in isolation from each other, so a get-together would also be a celebration of all the good work going on all year round. If you would like to be involved, call Janet Cole tel 836 8000 xtn: 8145.

what happens now?

The various departments in the City Council will put forward projects based on your ideas to be included in the Council's Annual Plans. Once funding for these has been approved, projects will get underway.



community art incorporated in street furniture

Planning To Stay

"I've lived in Ranui for 20 years and I'd never live anywhere else. I love it."

"We've got everything here - hairdresser, schools, kindy, Cook Island house, doctors, railway station, buses, chemist, churches, library, community centre - all within five minutes' walk."

Where else do you get that?"

- local resident

feedback

If you want to provide more input, please contact:

Community Development and Planning
Private Bag 93-109
Henderson
09 836 8011
09 836 8011
09 836 8011

Drop in Post
Ranui Community Centre and Swanson Road, Ranui
Janet Cole, Waitakere City Council
Private Bag 93-109
Henderson

WAITAKERE CITY

09 836 8011

Email colej@waitakere.govt.nz

Thank you for your participation.

Now that plans are well on the way for the new Ranui Library and the Community Centre and Plunket upgrade, local people are working with Council staff to look further afield at the scope for local improvements. Safety has been top of the issues list, with suggestions including slowing traffic through the Swanson Road shops, and lighting improvements along the main streets, as well as in the parks and around the railway station.

Read through this newsletter to see the many good ideas put forward by you and your neighbours, and think about what else could be done.



green open space (inner block)

- ▶ review safety, access and ecological issues

slower speed Swanson Road

- ▶ neck down to reduce speeds on approaches to Ranui Station Road intersection
- ▶ Ranui Station Road / Swanson Road intersection as paved junction with good pedestrian crossing
- ▶ driver safety education programme
- ▶ roundabout planned for Swanson / Waitemata intersection



Future Interchange
at Ranui Station Road

Swanson Road improvements

A5

Ranui Station Road as neighbourhood 'spine'

- ▶ to improve visual character
- ▶ plant street trees
- ▶ maximise parking
- ▶ reduce vehicle speeds
- ▶ improve footpaths
- ▶ improve street lighting
- ▶ street art

promote a safer Domain

- ▶ investigate ways to get increased road frontage to improve park safety
- ▶ investigate rear lot development to provide views onto reserve for improved safety (access off Arney Road)
- ▶ increased lighting
- ▶ improved pathways for safe night use

enhanced Te Rangī Hiroa/Starling leisure precinct

- ▶ management plan process commencing this year to determine community needs and council priorities such as skateboarding, basketball and planting. For more information call 8339 0400.

the community "heart"

- ▶ a new library
- ▶ upgraded community centre
- ▶ major community art work

community art initiatives

- ▶ encourage major art works that reflect Ranui
- ▶ promote street art such as metal cut-outs on street lights, banners, designs and street furniture

street beautification

- ▶ planting in main streets



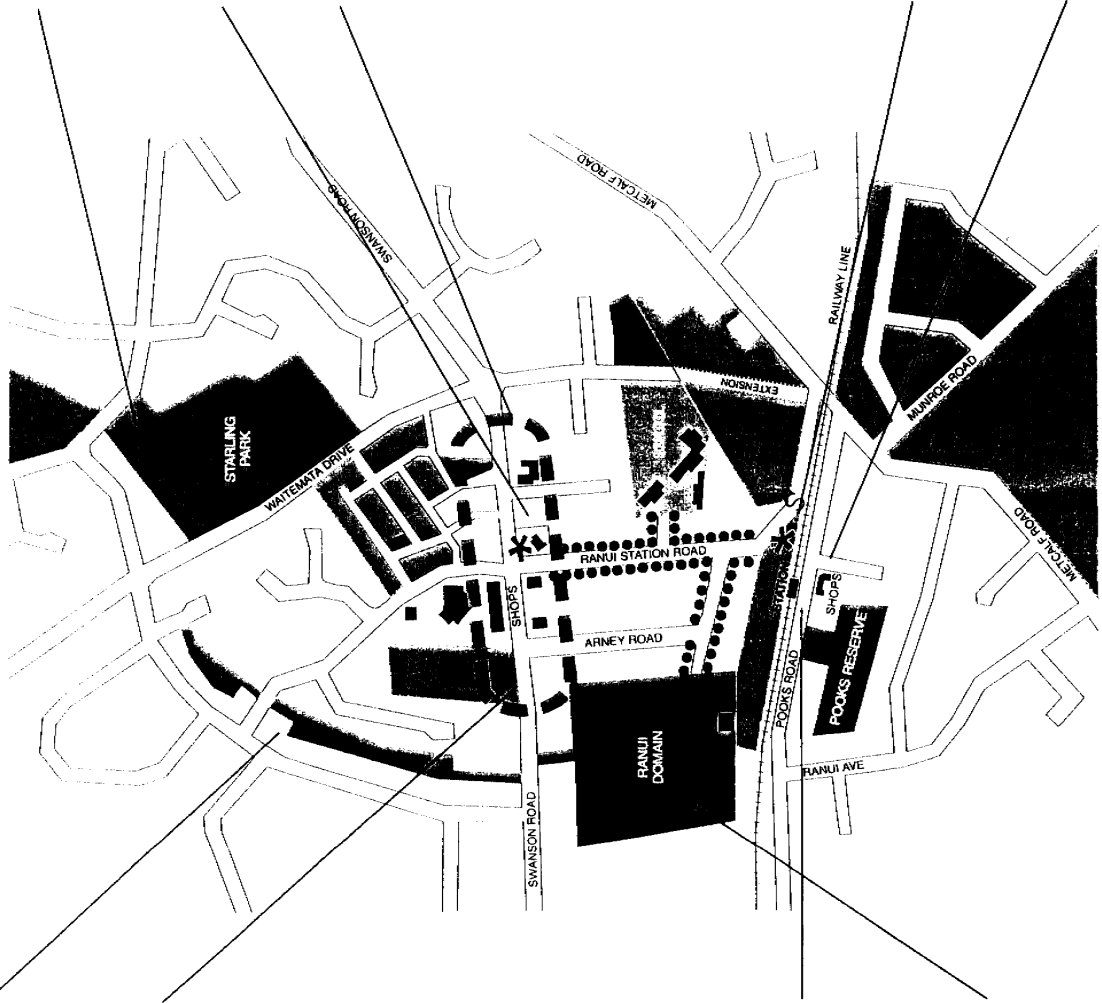
community mural
an example of community participation in an arts project

an enhanced station

- ▶ pedestrian access is maintained and safety improved
- ▶ presence of railway station announced with major art work
- ▶ surveillance of station improved by proximity of housing development

new toilet facilities

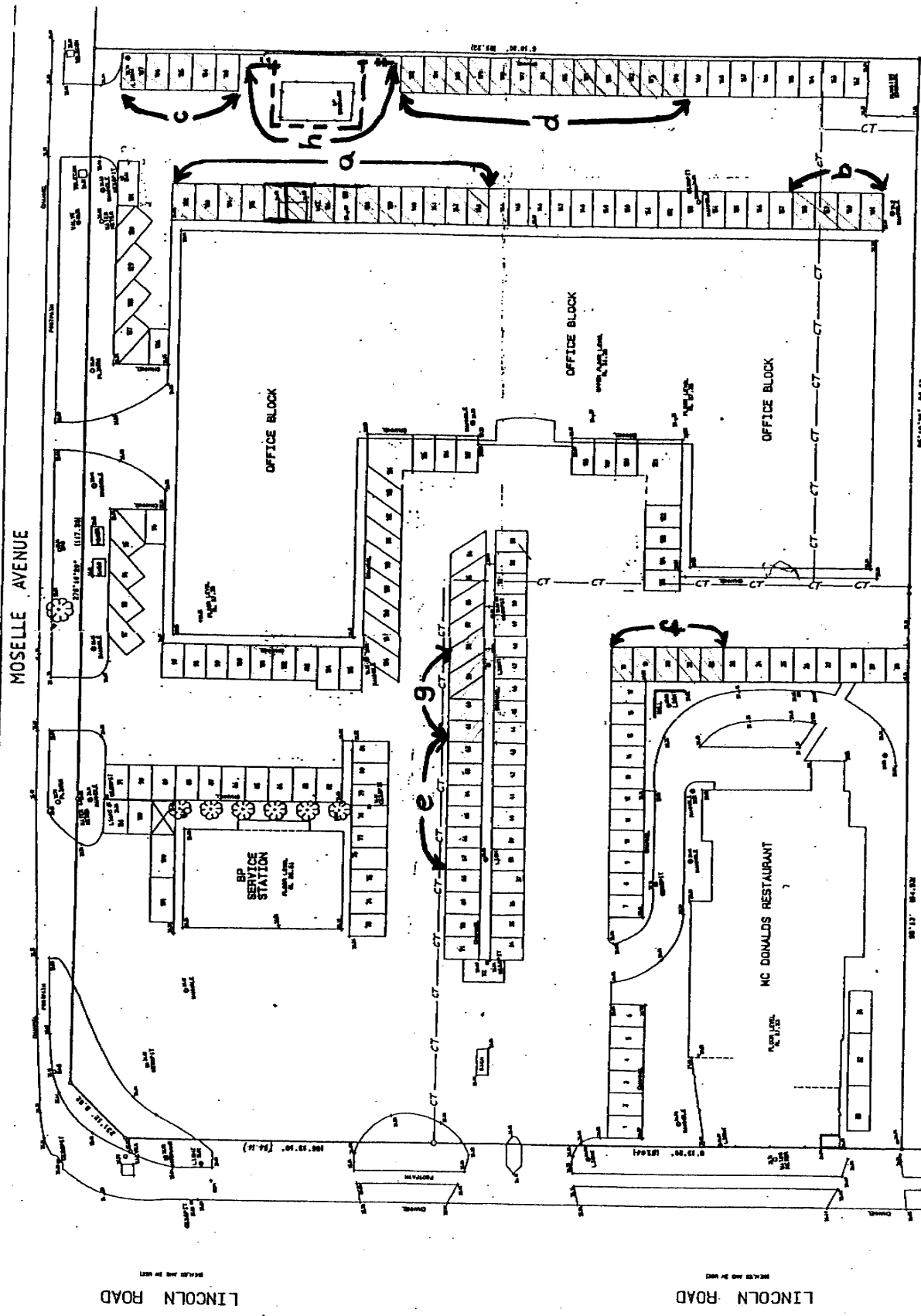
- ▶ possibly in association with station or shops



recent and future medium density housing



PLAN SHOWING PARKING OVER LOT 1 DP78440, LOT 2 DP118406
 LOT 11 DP62437 AND ALLOT 633 S050957



MOSELLE AVENUE

LINCOLN ROAD

LINCOLN ROAD

TOTAL AREA = 1.1506ha

LEVELS ARE IN LANDS AND SURVEY DATUM

131

DLN ROAD - PARKING LAYOUT

FILE NO. 41/10/100

DATE: 10/10/10

PLOT: 50/11/100

Telephone 1311100