

**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, 1 OCTOBER 2003,
COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 3 September 2003

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 3 September 2003, as circulated, be taken as read and now be confirmed.



3 PRESENTATION - HENDERSON HUB PROJECT

Mayor Bob Harvey will be presenting to Massey Community Board a concept site plan for the proposed new Henderson Hub Project (previous known as the Civic Centre Project).



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 Chairperson at the beginning of the meeting; and
- (ii) The Chairperson 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.



5 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 Board 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.



6 CHAIRPERSON'S REPORT

My isn't the year flying by, already October. We will soon be talking of Christmas and 2004.

Congratulations again to Peter Chan and his helpers on presenting a great Moon Festival in New Lynn. The heavy rain did nothing to dampen the enthusiasm of the public or those wonderful people performing.

This month has been a continuing saga of further accidents at Waitemata and Luanda Drive. Even to the extent of accidents occurring at the top of Luanda by the new traffic island. I have made further requests that a full report be brought to the board with the hope that something worthwhile can be put in place to stop or curtail the problems occurring at these junctions. Another area for concern is outside of Massey Primary School, following the last board meeting we are trying to co ordinate a meeting with council staff and the Principal, Pam Lawrence to discuss possible measures that they and Council can put in place. The traffic along Don Buck Road is only going to increase so perhaps it is time for some lateral, or thinking outside of the square. Waitakere City is a great city to live in. and one appreciates this even more after returning from an overseas trip. But are we sure it will remain so.

Many cities overseas have fallen into the trap of everything for the tourist, for the road user, and for big business, forgetting that all of these things come at a price. High rise buildings and hotels on a beachfront with a seashore that no one dares visit because of the brown waves and the windblown aroma. Air so polluted that it looks like storm clouds on the horizon. Parks and street corners filled with homeless and destitute, living in, of all things, shopping trolleys.

Never happen here you say, well, I think we need to be very careful. The costs and effects of long term strategies need to be considered with some "what if's" scenarios. To insure that long term planning doesn't turn round and bite us in the bum. And with that I think I had better get off the soap box. Stay happy and healthy.

RECOMMENDATION









That the Chairperson's Report be received.

Robert Jessopp
CHAIRPERSON

7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
Retention of the Hose Tower, Herald Island	Mediation on the Hose Tower is still ongoing. The issue will be reported back to the Board as soon as practicable.	Roger Wilson ☎ 836 8000 Ext 8086
Community Garden, Ranui 7 May 2003 876/2003	<p>At the May 2003 meeting of the Board, Melody Shinnick spokesperson for the Ranui Community Garden Project requested that Council consider establishing a Community Garden and suggested Marinich Reserve, Marinich Drive Ranui as a suitable location.</p> <p>Council staff are working with a steering group from the local community to progress the proposal. Regular meetings are being held and a presentation on community gardens and how they operate in other communities and countries has been received. Contacts with existing community garden groups in New Zealand are being made.</p>	Chris Ferkins ☎ 836 8000 Ext 8508
Massey Community Church 2 July 2003 1368/2003	<p>The Board requested at its 2 July 2003 meeting that a report come back to the Board on the Massey Community Church. A full report will be brought back to the Board in November 2003. The following has taken place since the August 2003 meeting of the Board:</p> <ul style="list-style-type: none"> • The church has applied for a new consent for the parking area, Council is awaiting additional information at this stage. Once this information is supplied it will be circulated to the residents to keep them informed. This new application will alter the original consent conditions. • The church and its neighbours are slowly working through the fencing issues. 	Graeme McCarrison ☎ 836 8000 Ext 8631

Issue	Comments	Reporting Council Officer
<p>Waitakere Ranges Protection Project Chairperson Request</p>	<p>Over the past decades a number of methods have been employed to provide protection for the Waitakere Ranges and it surrounds. Nevertheless, there remains the feeling amongst some sectors of the community that these efforts are still not enough. In particular, questions have been asked about whether the many short-term actions over a period of decades will cumulatively result in suburbia in the hills.</p> <p>In response to this, and the wish of the Council to take a precautionary approach, the Council, in partnership with the Auckland Regional Council, Iwi and local Members of Parliament, has begun an investigation into the long-term protection of the Ranges. This involves:</p> <ul style="list-style-type: none"> • Investigating the health of the Ranges - a look at how they are currently managed and the main pressures they are under. • Undertaking a three-phase community process to take the findings to the community and discuss possible responses. • Working with partners and the community to decide actions for the long-term protection of the Ranges. <p>Phase one of the community consultation will begin in late September with approximately 14 workshops around the city. A copy of the schedule will be posted to all community board members.</p> <p>As part of the consultation it is suggested that Community Boards take display boards out to a community event/site (one each) much like the Long Term Council Community Plan consultation. This will ensure that hard to reach community members will get an opportunity to be informed and involved in the project. Times around mid October would best support this phase. Please contact Arlene Fredericks on phone 836 8000 extension 8401 to discuss dates and venues.</p>	<p>Kim Morresey ☎ 836 8000 Ext 8121</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Safety Crossing Outside St Paul's Primary School, 498 Don Buck Road, Massey	7 May 2003 877/2003	5 November 2003	Adam Moller  836 8000 Ext 8750
Intersection Luanda Drive and Waitemata Drive, Ranui	4 June 2003 1082/2003	5 November 2003	Adam Moller  836 8000 Ext 8750
Massey Community Church	2 July 2003 1368/2003	5 November 2003	Graeme McCarrison  836 8000 Ext 8631
Community Garden, Ranui	7 May 2003 876/2003	5 November 2003	Chris Ferkins  836 8000 Ext 8508
Retention of the Hose Tower, Herald Island	4 December 2002 3485/2002	5 November 2003	Roger Wilson  836 8000 Ext 8086
Lincoln Road Dairy Parking	3 September 2003 1842/2003	5 November 2003	Alan Hopkinson  836 8000 Ext 8742
Graffiti on Walkway 141 Central Park Drive	3 September 2003 1843/2003	5 November 2003	Grant Jennings  836 8000 Ext 8537
Footpath Outside Massey primary School	3 September 2003 1844/2003	5 November 2003	Adam Moller  836 8000 Ext 8750

RECOMMENDATION

That the information be received.

Report prepared by: Sharon Simiona, Committee Secretary



8 COMMUNITY WELLBEING FUND ALLOCATION 2003/2004

PURPOSE OF THE REPORT

The purpose of the report is to inform the Community Board on the process of assessing applications to the Community Wellbeing Fund.

BACKGROUND

At its meeting on 23 February 2000, Council resolved the following in relation to the allocation process of the Community Wellbeing Fund:

- “1. That Council delegate authority to the Community Facilities and Recreation Committee to consider all citywide applications to the Community Wellbeing Fund.
2. That the Community Wellbeing Fund be split by assigning \$40,000 to the Community Boards to allocate to local applications and \$40,000 be retained for allocation of city-wide and across ward boundary applications.
3. That the \$40,000 assigned to the Community Boards be distributed on a pro-rata population basis.
4. That Clause P of the Community Board’s Scope and Delegations be amended to read “Assess all applications for assistance, other than city wide applications, from the Community Wellbeing Fund and determine the allocations according to their eligibility and priorities for support.”

373/2000

Following the 2001 election, the delegated authority to consider and make allocations in respect of citywide applications to the Community Wellbeing Fund lies within the jurisdiction of the Finance and Operation Performance Committee, but any local application is heard before the appropriate Community Board. Each application can be made before only the one Community Board. Each application indicates that the majority of participants for their project/activity come from that local area.

STRATEGIC CONTEXT

The Community Wellbeing Fund aligns with Council’s Community Assistance Policy with the goal of the Policy being to help strengthen the ability of local community groups to create a strong social base for Waitakere City and to meet local needs. In the Community Wellbeing Fund an applicant must meet one or more of the objectives from the Community Assistance Policy, which helps achieve this strategic goal.

ASSESSMENT PROCESS

Eligibility

All applications have been screened for eligibility as per the Community Wellbeing Fund policy. All eligible applications have been put forward to the Community Board for consideration. Those applications that have been found to be not eligible have been contacted to discuss other funding options.

Priorities

Each application has been preliminarily assessed against the priorities outlined in the Community Wellbeing Fund policy.

Application Information

AI-A5

While the original applications are available for inspection prior to and at the meeting, as attached at pages A1 to A5 for a one-page summary outlining each application and request. All applications have been sorted from highest to lowest in terms of the number of priorities met. This assessment has been based on the information provided in the application. It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The Board may then wish to go back and revisit any allocation before coming to a final decision.

FUNDING AVAILABLE

Massey Community Board has a total of \$12,200 to allocate via this scheme. The Board has 5 applications to consider for financial assistance with the total amount requested being \$5,090.00. The recommendation is that the full amount requested be granted to each of the applicants and the unallocated portion of the fund be given to the Citywide allocation, as this fund is oversubscribed.

	Amount Applied For	Amount Recommended
Vineyard Community Trust	\$1,090	\$1,090
Ranui Baptist Church	\$1,000	\$1,000
Te Ukaipo Mercy Initiatives for Neighbourhood	\$1,000	\$1,000
Ranui Boys Study Support Centre	\$1,000	\$1,000
The Kurene Mission for Young People	\$1,000	\$1,000
TOTAL	\$5,090	\$5,090

CONCLUSION

The Community Assistance Administrator will be present at the meeting to answer questions and assist the Board in the allocation process.

RECOMMENDATIONS

1. That the information be received.
2. That the Massey Community Board considers applications to the Community Wellbeing Fund and allocates funding as per the process outlined in the report and the following recommended amounts:

Vineyard Community Trust	\$1,090
Ranui Baptist Church	\$1,000
Te Ukaipo Mercy Initiatives for Neighbourhood	\$1,000
Ranui Boys Study Support Centre	\$1,000
The Kurene Mission for Young People	\$1,000

3. That the balance of funding allocated to Massey Community Board to returned to the general citywide fund.

Report prepared by: Jan Brown, Community Assistance Administrator.



9 ADOPTION OF CODE OF CONDUCT FOR COMMUNITY BOARD MEMBERS

PURPOSE OF THE REPORT

The purpose of this report is for the Massey Community Board to adopt a Code of Conduct (the Code) as recommended by Council at its meeting of 14 July 2003.

BACKGROUND

Schedule 7 Clause 15 of the Local Government Act 2002 requires Local Authorities to adopt a Code of Conduct for Members of the Local Authority as soon as practicable after the date of commencement of the Act on 1 July 2003.

A draft Code of Conduct was circulated to Councillors and a workshop for Councillors to discuss the Code was held on 16 April 2003.

Council's Legal Services Manager subsequently re-drafted the Code in order to ensure full compliance with the Local Government Act 2002, while capturing all of the sentiments expressed at the Councillors workshop. This Code was then adopted with further amendments, by Council on 14 July (1471/2003), with the further recommendation that Henderson, Massey, New Lynn and Waitakere Community Boards adopt similar codes as soon as practicable. Section 54 of the Local Government Act 2002 specifically excludes Community Boards from the provisions of Schedule 7 Clause 15. Furthermore, the definition of Members of a Council, provided in Section 41 of the Local Government Act 2002, does not include Community Board Members. These exclusions mean that the Code is not automatically applicable to Community Boards. However, Community Boards may adopt a Code of Conduct on a voluntary basis and may use the Council's Code as a basis for their own.

The Council Code of Conduct was then tabled before the Massey Community Board at its meeting on 5 August 2003. The Board resolved that further work on the Code was required to fit it to the purposes of the Board:

- “2. *That the Council Code of Conduct be amended to suit the requirements of the Massey Community Board and an appropriate draft be tabled for formal adoption at the Board's next meeting.*
3. *That the resolution group comprise of three Community Board Members and one member of the community who has mediation skills.”*

1592/2003

A6-A30

Subsequently a workshop on the Code of Conduct was convened on Thursday, 28 August 2003. Eleven of the twenty-two Community Board Members were in attendance. The Code attached at pages A6 to A30 incorporates a number of amendments recommended at the workshop.

STRATEGIC CONTEXT

Active Democracy is one of the nine strategic platforms adopted by Council in the Long Term Council Community Plan. As originally articulated in the 1994 Greenprint, one of the principles of active Democracy is Accountability. By adopting a voluntary Code of Conduct for their Members, Community Boards will demonstrate their commitment to this principle.

Furthermore, Council has taken pride in taking the lead in the implementation of a number of aspects of the Local Government Act 2002. Council has continued this trend by adopting the required Code of Conduct, 14 days after the date of commencement of the Act. The Community Boards are encouraged to support Council's lead in establishing high standards of accountability and transparency.

ISSUES

As stated, there is absolutely no compulsion at present, for any Community Board to adopt a Code of Conduct. At the Community Board Members Workshop on the Code of Conduct, the consensus was that the Boards adopt an appropriate Code.

Furthermore the outcome of the Workshop was a "one size fits all" draft for all the four Waitakere City Community Boards. Each Community Board may wish to amend it further, to suit their own particular requirements.

RESOURCES

No additional resources will be required.

CONCLUSION

A6-A30 As the Massey Community Board has already affirmed its commitment in principle to adopting a Code of Conduct, it is recommended that it adopt the Code of Conduct attached at pages A6 to A30 with any further amendments that it may require.

RECOMMENDATIONS

1. That the information be received.
- A6-A30 2. That Massey Community Board adopt the Code of Conduct, as attached at pages A6 to A30.

Report prepared by: Charlie Inggs, Acting Senior Committee Secretary.



10 CENTRAL PARK DRIVE - NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

A31 The purpose of this report is to seek the approval to extend existing "No stopping at all times" markings outside properties 117 and 125 along the east kerb line Central Park Drive, as attached at page A31.

BACKGROUND

Mr AJ Gundy, a Director of Melba Investment Limited, who owns the properties 117 to 123 Central Park Drive raised the issue of obstruction and safety problems caused by vehicles parked along the east kerb line of Central Park Drive.

STRATEGIC CONTEXT

Helping communities to balance the need for transport against its social and environmental effects and encourage individual responsibility for safety and for protection of the environment is one of the principles of the integrated Transport and Communication Platform of the Long Term Council Community Plan.

ISSUES

Transport Assets Staff held a site meeting with the owners of the properties concerned to identify the issues.

The on-street parking outside these properties restricts sight distance for drivers exiting the property. The location of the vehicle crossing on the inside of a bend restricts sight distance more than would normally be the case on straight roads.

Installing "No stopping at all times" controls would result in a loss of four on-street parking spaces. However it will improve the safety for users of the off-street parking provided by the businesses in this area.

The owners of properties whose frontages are affected by the change have been consulted and are in agreement with the proposal.

RESOURCES

As the work involves a minimal cost, it can be accommodated within the road marking maintenance budget.

CONCLUSION

The proposal for the subject "No stopping at all times" control in Central Park Drive is desirable from a safety perspective and will have only a minor affect on the parking in the vicinity. The work can be accommodated in the 2003/2004 budget.

RECOMMENDATIONS

- 1 That the information be received.
2. That in relation to **CENTRAL PARK DRIVE - HENDERSON:**
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Central Park Drive 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 2002, 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 joining the existing no stopping at all times control outside 117 and 125 Central Park Drive, for a length of 32 metres, a new "**NO STOPPING AT ALL TIMES**" control be put in place;
 - And that the appropriate signage and /or markings, 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: Upali Ileperuma, Transport Engineer: Transport Assets.



11 **LUCKENS ROAD PARKING RESTRICTION**

PURPOSE OF THE REPORT

This purpose of this report is to inform the Massey Community Board of the results of a review of traffic conditions on Luckens Road, including the broken yellow lines marking the 'No Stopping At All Times' parking restriction opposite the shops at Moire Road.

BACKGROUND

On 2 April 2003, at the Public Forum section of its meeting, the Massey Community Board heard a submission from Angela Covich on traffic conditions in Luckens Road in the vicinity of the shops.

The Board resolved:

“That the Chief Executive be requested to bring back to the Massey Community Board a report on the traffic problems being experienced in the vicinity of the Luckens Road Shops including; parking, the speed of traffic and possible removal of the double yellow lines.”

665/2003

These matters were originally considered in detail when the matter was reported to the Massey Community Board on 6 December 2000 prior to the approval of the existing 'No Stopping At All Times' parking restriction and the flush median by the full Council on 20 December 2000.

Consultation

The key issues were discussed in detail at the Community Board meeting, and are recorded in the Minutes of that meeting. The site has been visited on a number of occasions to view the operation of the existing controls.

The matter has been discussed with Ross Hill, Service Manager: Transport Assets, who was the author of the original report on the existing 'No Stopping At All Times' parking restriction and the flush median, to ensure that the appropriate road safety and traffic management issues have been addressed.

No additional consultation has been carried out with the residents or shopkeepers.

STRATEGIC CONTEXT

This proposal conforms to Objective 3 “Access and Travel Choice” of the Urban Villages pathway to a sustainable city: *‘People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services’.*

In this context, it is important that there should be safe access to shops and private property along the main traffic routes in the City.

ISSUES

Council staff have reviewed the issues relating to the complaint and have found that operating speeds are generally not high, and that the existing parking restriction and flush median marking outside the shops are still necessary. It is therefore considered that action by the Community Board to remove the existing parking restriction is not warranted.

Slow Street Criteria

In respect of the request for lower traffic speeds, the Council has a set of criteria that are used to assess the merits of a 'Slow Street' treatment for streets within the City. These criteria include:

- the street has a known speeding problem (ie. 15% of vehicles travelling at over 65 km/h in a 50 km/h zone);
- the street is designated as a 'Local Street' in the District Plan;
- the street is generally not a bus route;
- the street has a known crash or safety problem (ie. at least two reported injury crashes in the last five years).

From the above criteria, it is clear that the 'Slow Streets' policy is designed to discourage the inappropriate use of local streets as through traffic routes. However, Luckens Road is designated in the District Plan as a 'District Arterial Road' between Hobsonville Road (State Highway 18) and Moire Road, and as a 'Collector Road' to the east of Moire Road. It is intended to be used by through traffic moving between the arterial road network (eg. State Highway 18) and the local streets in this area.

Traffic Speeds

A traffic volume survey was carried out on Luckens Road, between Lagoon Drive and Hobsonville Road (State Highway 18) in May 2003. During the seven days of the survey, a total of 50102 vehicles were counted for both directions of travel. The speeds of the vehicles were measured, with the average speed being 53.1 km/h, the 85th percentile speed being 61.5 km/h, and 9.6% of the vehicles exceeding 65 km/h.

Traffic Crashes

For the period 1998 to date, the Land Transport Safety Authority's Traffic Crash Database has records of 1 injury crash and 6 non-injury crashes in this area. The injury crash and two of the non-injury crashes involved vehicle movements related to the shops, and three of the other non-injury crashes involved vehicles turning right out of Moire Road.

No crashes have been recorded of a collision with a parked vehicle in the area covered by the 'No Stopping At All Times' restriction.

Of the reported crashes, 1 non-injury crash occurred of the type that the flush median was installed to prevent (rear end and right turn crossing crashes), despite a 70% increase in traffic volumes over the five year period. The flush median must remain, and hence the 'No Stopping At All Times' restriction must remain as far as 68 Luckens Road

Existing Parking Restriction

The location of the existing parking restriction is shown on the aerial photograph.



New Development

Many of the houses on the north-eastern side of the street have been built after the broken yellow lines were marked on the roadway. Although on-street parking will often be available for residents living on many of the streets in the City, there are also many areas where, because of high traffic flows or narrow streets, on-street parking has been restricted or prohibited.

Where restrictions do exist, property owners need to allow for this in the design of their on-site parking arrangements to ensure that they are able to provide for their actual parking needs – not just the requirements of the District Plan. This is particularly important where home occupations are being carried out.

Summary

The traffic volume survey confirms that Luckens Road carries a significant volume of through traffic and is appropriately designated as a District Arterial Road. It is therefore important that the strategic transportation function of Luckens Road is taken into account when traffic control measures are being considered for this street.

The crash records reflect the conflict between the through traffic and vehicles accessing side roads, shops and private properties along the street. A flush median remains one of the most effective traffic control devices available for improving the safety of side road and property access, and it is considered that the flush median on this section of Luckens Road should remain, as supported by the crash analysis.

With the flush median in this location, there is not enough roadway width to provide for parking on the north-eastern side of the road opposite the shops, and it is essential to retain the 'No Stopping At All Times' restriction to ensure that the through traffic lane is not blocked by parked vehicles.

If additional parking is to be provided, then one option is to provide indented parking bays opposite the shops. Funding is provided for indented parking bays, but in view of the crash analysis, this location has a low priority, and parking bays would not be funded in this area in the foreseeable future.

CONCLUSION

This review has confirmed the value of retaining the flush median on Luckens Road outside the shops in the vicinity of Moire Road, and the need to retain the 'No Stopping At All Times' parking restriction. The 'No Stopping At All Times' restriction is an essential adjunct to the flush median, and would have been apparent to any developer of any property fronting onto this section of the roadway.

RECOMMENDATIONS

1. That the information be received.
2. That the existing flush median and 'No Stopping At All Times' restriction on Luckens Road in the vicinity of the shops be retained.

Report prepared by: Alan Hopkinson, Transport Engineer.



12 LONGVIEW RISE PARKING RESTRICTION

PURPOSE OF THE REPORT

This purpose of this report is to seek the approval of the Massey Community Board for a 'No Stopping At All Times' parking restriction in Longview Rise, Massey.

BACKGROUND

On 7 May 2003, at the Public Forum section of its meeting, the Massey Community Board received a petition, signed by 36 of the residents of Longview Rise, requesting the Council to reduce speeds on Longview Rise.

The Board resolved:

"That the petition containing 36 signatures from the residents of Longview Rise requesting reduced speed in Longview Rise be received."

880/2003

Council staff have assessed the issues relating to the complaint and have found that operating speeds are generally not high, but that the narrow roadway, limited sight distances, and some on-street parking can create an unsafe traffic environment. It is therefore considered that action by the Community Board is warranted.

At present, parked vehicles can narrow the roadway to a single lane, severely restricting two way traffic movement in the street. In addition, drivers can have difficulty seeing approaching traffic when there are other vehicles parked on the blind bends on the southern side of the street.

Consultation

The issues were discussed in detail at the Community Board meeting, and have been discussed further within the Transport Assets Section. The site has been visited on two occasions - firstly to identify the problems, and later to check the likely benefits of the proposed restriction.

In addition, the proposed measures have been discussed with Mr W Paki, one of the residents who presented the item at the Public Forum. Arising from that discussion, a warning sign will be installed near the top of the street, and a centreline will be marked around the curves.

STRATEGIC CONTEXT

This proposal conforms to Objective 3 "Access and Travel Choice" of the Urban Villages pathway to a sustainable city: *'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'*.

In this context, streets should be able to provide safely for two way traffic movement, and motorists need to have sufficient clear visibility along a street to be able to ensure the way is clear before passing parked vehicles.

ISSUES

In respect of the request for lower traffic speeds, the Council has a set of criteria that are used to assess the merits of a 'slow street' treatment for streets within the City.

These criteria include:

- the street has a known speeding problem (ie. 15% of vehicles travelling at over 65 km/h in a 50 km/h zone);
- the street has a known crash or safety problem (ie. at least two reported injury crashes in the last 5 years);
- the street is not a cul-de-sac (unless it accesses high volume facilities, such as a park).

In this case, speeds of even 50 km/h appear fast, and there is no indication that speeds of over 65 km/h are achieved. There are no records of any crashes – injury or non-injury, and the street is a cul-de-sac. The criteria for a 'slow street' treatment are therefore not met.

However, an inspection of the street has shown that there are retaining walls close to the southern edge of the road way which restrict visibility along the roadway. Although there is little regular parking on this section of Longview Rise at the moment, any vehicles that do park in this area can limit visibility along the road.

Longview Rise in this area is about 5.5 metres wide. This width is sufficient for two lanes of traffic, or for one lane of traffic and kerbside parking. There are 3 parking bays along the road, each just able to accommodate 2 vehicles. Any additional parking must take place on the roadway. In all, there is capacity for about 8 visitor cars in the street, a reasonable provision for 19 households.

Proposed Treatment

The proposed solution is for a 'No Stopping At All Times' restriction to be imposed on the southern side of Longview Rise from a point 2 metres west of the western boundary of 1 Longview Rise to a point 20 metres east of the western boundary of 5 Longview Rise.

This restriction will assist in keeping parked vehicles away from the worst section of the roadway without unduly limiting the ability of drivers to park on the roadway where sight distances are reasonable.

The location of the proposed restriction is shown in the aerial photograph.



RESOURCES

Once a 'No Stopping At All Times' restriction has been resolved by the Community Board, the extent of the restriction can be indicated by parking signs or marked by broken yellow lines under Regulation 108 of the Traffic Regulations 1976. It is proposed that these restrictions be marked by broken yellow lines which can be funded from the Road Marking Maintenance Budget.

CONCLUSION

The proposed 'No Stopping At All Times' restrictions on parking on Longview Rise will be the most effective and efficient way of improving traffic safety on this road, without too severe an effect on visitor parking.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **LONGVIEW RISE, MASSEY:**
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Longview Rise, Massey, 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 limitations and restrictions be now specified and imposed namely:
 - on Longview Rise, Massey, a **"NO STOPPING AT ALL TIMES"** restriction be imposed on the southern side of the roadway from a point 2 metres west of the western boundary of 1 Longview Rise to a point 20 metres east of the western boundary of 5 Longview Rise.
- 3 That the appropriate markings, in accordance with Regulation 108 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: Alan Hopkinson, Transport Engineer.



13 BOARD MEMBERS' REPORTS

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

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	Peter Chan
Massey Citizens Advice Bureau	Peter Chan
Massey Community House Committee	Karen Perri
Massey Leisure Centre Community Liaison Group	Jean Webster
Ranui Action Plan Project	Cr Nash
Ranui Community Centre Committee	Cr Nash
Henderson Creek Reserve Management Plan	Cr Hoskin
Harbourview People's Park Working Party	Andrew Good
Moire Road Community Hall	Cr Nash
Safe Waitakere	Peter Chan
Westpark Marina Working Group	Andrew Good
COUNCIL COMMITTEES	
Hearings Committee	Jean Webster Karen Perri
Community Sports Fund Allocation Subcommittee	Warren Flaunty
WORKING GROUPS	
Wai Care Programme	Peter Chan
Project Twin Streams	Bob Jessopp

