

**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, 4 AUGUST 2004,
COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - Wednesday, 7 August 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 7 August 2004, as circulated, be taken as read and now be confirmed.



3 PRESENTATION - WESTGATE

At the request of the Chairperson the "Westgate Presentation" made to Councillors and Council Officers on Friday, 2 July 2004, will be presented to the Massey Community Board. Allan McGregor, Director: URBANPartnerships Limited and Steve Wilcox, Project Manager: Strategy and Development will be in attendance at the meeting to present the Westgate Presentation to the Board.

RECOMMENDATION

That the Westgate Presentation be received,

Report prepared by: Sharon Simiona, Democracy Support and Sister Cities Officer.



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

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

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

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



6 CHAIRPERSON'S REPORT

Well this has been the month to end all months trotting backwards and forwards to hospital with my mother etc ... In between times there has not been a lot of business to attend too.

A letter was sent to the Mayor regarding "children's safety in Don Buck Road", this correspondence once again reiterated concerns that the Board have already brought verbally, physically and in our annual submissions, to the attention of Council Officers to look into. I understand that a report will be coming to the September meeting of the Board that will address some of the concerns.

There has also been concern expressed regarding graffiti and youth congregating at Westgate Park both are receiving Council Officer attention and hopefully we will be able to keep on top of the situation.

It seems amazing that the years have flown by and here we are almost at the end of our term of office. It would be nice at the next meeting if each Board Member could present a final report to the Board on their own particular appointed positions. This would hopefully help those that might be stepping into our shoes next time around, and it would also keep us up to speed with what has been happening.

Stay well and healthy.

Visit a gym ... maybe the new Momentum Fitness Centre at the "Trust Stadium".

RECOMMENDATION


That the Chairperson's Report be received.



Robert Jessopp
CHAIRPERSON



7 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Community Board Projects 2004/2005	This update is to inform the Board that information and submission forms have been sent to the relevant Community Groups for Community Board Projects on Parks for 2004/2005. The submission forms are to be returned to the Council by Friday, 6 August 2004.	Toni Grogan ☎ 836 8000 Ext 8969
Footpath Outside Massey Primary School 3 September 2003 Resolution 1844/2003	A design concept has been agreed and Transport Assets are currently preparing the design for reporting back to the September meeting of the Board.	Adam Moller ☎ 836 8000 Ext 8750

Issue	Comments	Reporting Council Officer
Westpark Marina - Various Issues 3 April 2002 Resolution 660/2002	Westpark Marina changed ownership in October 2003. The new owner is developing a concept plan detailing future marina development. Council is continuing discussions with Westpark Marina Limited to try and secure solutions to the various issues at the Marina, most pressing of which is trailer-boat parking.	Ross McLeod  836 8000 Ext 8675

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Hobsonville Primary School monitoring of parking in the cul de sac opposite the school. Resolution 631/2004 no. 4	7 April 2004	1 September 2004	Adam Moller  836 8000 Ext 8750
Traffic Management Te Pai Netball Courts Resolution 953/2004	2 June 2004	1 September 2004	Adam Moller  836 8000 Ext 8750

RECOMMENDATION

That the Committee Secretary's Report be received.

Report prepared by: Sharon Simiona, Democracy Support and Sister Cities Officer.



8 LEASE OF MOIRE ROAD CRÈCHE

PURPOSE OF THE REPORT

The purpose of this report is to consider extending the area leased to Leataata O Le Lumana'i Samoa Trust on Moire Park.

BACKGROUND

Moire Park is a 33 hectare park located in Massey East. It is bounded by Lawsons Creek to the north, Granville Drive to the south and Moire Road to the west.

On Moire Park at 91 Moire Road, there are two buildings: a small prefab style hall managed on behalf of the community by the Leataata O Le Lumana'i Samoa Trust and, at the rear of the hall, an activity room occupied and also run by the trust as a Samoan language nest. This area has been refurbished and converted into a modern crèche facility.

The area occupied by the hall and crèche is classified as a local purpose community buildings reserve under the Reserves Act 1977 and is shown as open space under the District Plan.

A1 A plan attached at page A1 shows the area currently leased to the group and the extra areas that the group have requested be added to their lease.

STRATEGIC CONTEXT

The Community Leases Policy states that "priority will be given to groups undertaking activities that will make a significant contribution to ... improving access to health, leisure and other services essential to mental and physical wellbeing". This policy was adopted in 1998.

Through the adoption of First Call For Children, Council also stated its commitment to proactively supporting children, young people and their families in Waitakere City.

Waitakere City supports a wide range of groups in the community, who provide local services and activities on a voluntary or "not for profit" basis. This Samoan Preschool provides a valuable child education and language nest in Massey, which is a growth area for the Pacific Island Community.

ISSUES

In 1998 a five year lease was granted to the Samoan Language nest operating under the name of Sosaiete Aoga Amata Faa-Samoa Aotearoa (2319/98). That group has now been succeeded by Leataata O Le Lumana'i Samoa which is a charitable trust.

The preschool group's aim is to assist parents in giving their children a head start in readiness for school and to further the children's knowledge of their native tongues - Samoan, Tongan and Tuvaluan. The crèche currently caters for about 30 children and 20 families but is now encountering increased demand for its services and wishes to add an additional area to allow it to cater for 40 - 45 children.

In September 2001 the trust completed a substantial renovation of the crèche at a cost of \$190,000. Their building was increased in size to 100 square metres, including a large play area, disabled facilities, a kitchen, sleeping area, wash area, secure store, office and also a fully fenced sandpit and playground.

One of the conditions of the funding for these renovations was that the Trust have a current lease for at least five years. In December 2001, this Board granted the Trust a further lease of this term (2769/2001).

In December 2003 the City Development Committee approved the preschool trust managing the Moire Road Hall (4274/2003) after the Moire Road Hall Society advised Council that it was no longer able to do so.

Because of the trust's desire to cater for a larger number of children and meet Ministry of Education requirements, it has now applied to extend the area they lease. They wish to add to the area they already lease by building:

- An extra room of 93 square metres which will include an extended activity area, a meeting room, a further office and a resource room;
- A 50 square metre deck to the south of the building in between the crèche and the hall; and
- A play area of some 520 square metres beneath the deck and extension.

In addition, as part of this project, the trust intends to add a handicapped toilet and a craft store onto the rear of the hall. These areas will not be included in the trust's lease, though they will be managed by them as part of their management contract for the hall.

Council's community lease policy provides for a standard five year term and it is proposed that a lease of this term should be granted with a right of renewal at Council's option for a further five years. This is recommended in view of the trust's extensive investment on the site, the high standard of pre school education being delivered to the Pacific Island community and the fact that the site is not known to be required for any other purpose.

CONCLUSION

It is recommended that following on from the Trust's desire to increase its substantial investment in the Moire Road crèche building, that this Board grant the Trust a further lease for an extended area with a right of renewal in order to increase the provision of much needed preschool education for Samoan, Tuvaluan and Tokelauan infants.

RECOMMENDATIONS

1. That the Lease of Moire Road Crèche report be received.
2. That the Chief Executive be given authority to negotiate and conclude a new lease with Leataata O Le Lumana'i Samoa Trust for the extended Moire Road crèche and its grounds on Moire Park (part Lot 241, Deposited Plan 83562) under Section 61 of the Reserves Act and the lease be executed as negotiated.

Report prepared by: Alastair Dougal, Solicitor, Legal Services.



9 RANUI RAIL STATION LANDSCAPE IMPROVEMENTS

PURPOSE OF THE REPORT

This report seeks Massey Community Board's approval for a concept plan to carry out improvements in the vicinity of the Ranui Rail Station as outlined in the "Issues" section of this report.

BACKGROUND AND STRATEGIC CONTEXT

A Council-led community consultation process took place in late 1999, which led to concept designs for Ranui Village and surrounding areas. This process was called "Ranui: Planning to Stay", and involved key stakeholders in producing a comprehensive vision of local aspirations for Ranui Village. This vision included aspirations such as:

- 'a community "heart" at the upgraded Community Centre/Library',
- 'an enhanced railway station',
- 'a safer Ranui Domain', and
- 'slower traffic through Ranui Village'.

These aspirations have been strongly reinforced by the Ranui Action Project in subsequent visioning exercises. Council responded with a staged work programme of capital projects to meet the community's desires. These projects have included:

- a new community house and library on the corner of Swanson Road and Ranui Station Road.
- a traffic calming scheme on Swanson Road and Ranui Station Road,
- upgraded street lighting,
- repaired footpaths
- new paving at Ranui shops
- new plantings on Swanson Road
- new Ranui entrance and exit signs on Swanson Road
- new seating and other facilities around the Ranui shops, and
- a pedestrian shelter on Ranui Station Road.

Ranui Rail Station

A major strategic aim of the works programme was to reinforce pedestrian linkages to the Ranui rail station. In order for the Council to respond to the community's desire for 'an enhanced railway station', Council budgeted for landscape improvements to be undertaken in the station environs.

Initially this upgrade was intended to occur in 2003. However the Auckland Regional Transport Network Limited identified Ranui as one of three 'signature' stations that would be developed in the Auckland region to showcase the new rail infrastructure. It was therefore necessary to delay the landscaping works until after Auckland Regional Transport Network Limited's station re-development. After community consultation a station design was approved and construction began, for completion in February 2004. However delays in the construction programme meant that the station is currently due for completion in August 2004. This has had a flow on effect on the timing of Council's own works.

ISSUES

Concept Design

In February 2004 Council contracted Studio of Urban Landscape to develop the concept design for improvements to the station environs. This concept design has been circulated separately to the Agenda.

The aim of the concept design as described in Council's brief to the consultants was:

To develop a landscape concept design for Ranui Rail Station environs in collaboration with Waitakere City Council and Auckland Regional Transport Network Limited that adds to the amenity, safety, and usability of the rail station. The landscape concept should integrate well with existing and proposed buildings, broader landscape features, and other major elements in the immediate vicinity. The concept should be easily and inexpensively maintainable after construction.

The area is to include land surrounding Ranui rail station and enclosed by Metcalfe Road, Pook's Road, Ranui Station Road, and Carla's Way. Most of the area is undeveloped and in a 'wild' state. Some of the area has been affected by earthworks associated with constructing the new station. The total area to be landscaped amounts to almost one hectare.

The landscape design needs to be responsive to the other major elements in the immediate vicinity:

- The new rail station.
- The railway line.
- The existence of housing developments in close proximity to the rail line.
- Footpaths, pedestrian linkages and proposed cycle ways.
- A community garden with public toilet and drinking fountain.
- The need for a 24 hour safe environment around the station.
- The roading network around the station including parking and drop-off areas.

The features of the final concept design are:

- A “sun” motif to be installed in hard surfaces in the community space that will provide multiple access points to the station walkways. The motif reflects the Ranui “big sun” themes adopted to date in other community artworks.
- A shelter and seating to be installed in the community space.
- A toilet, drinking fountain and telephone to be installed in the community space.
- Extended planting in the area between the station and Ranui Station Road.
- Grassing all peripheral areas.

It should be noted that these works are additional to those being installed by Auckland Regional Transport Network Limited as part of the station development. The intention is that both Auckland Regional Transport Network Limited’s and Council’s designs should be complementary, and installation of the Council design should proceed as quickly as possible after Auckland Regional Transport Network Limited re-instate the site.

Consultation

A series of meetings have been held since 2002 with the Ranui community to determine their views of both the Auckland Regional Transport Network Limited station design and the landscaping works. The major results of these consultation sessions were that:

- The community had a number of comments on the actual design of the station, in particular the design of the roof. These have been incorporated in the built design.
- The community desired that an open space be provided in front of the station as green amenity and community meeting space. This was endorsed by Council in that it also aided visibility of the station and safety in its vicinity. Council therefore bought two properties that were being developed for housing in order to provide this open space.
- The community requested that a toilet, drinking fountain, and public telephone be installed in the community space.
- The community requested minimal installation of fixed assets in the community space in order that it could be reconverted to parking or park & ride facilities in the future.

A2-A5

On 17 May at a meeting of the Ranui Action Project Society, the concept design was approved by a majority vote of the Society. The minutes of the meeting are attached at pages A2 to A5.

Parks Design Review

Council’s Parks Design Team has reviewed and approved the concept. A major point of discussion was the location of the toilet, with a number of views being expressed as to the best location. In general the location preferred by the community has been respected in the design.

RESOURCES

Council has approved budgets of \$250,000 for capital works in the vicinity of Ranui station in the 2003/2004 year. These budgets have been carried forward to 2004/2005 because delays to the station construction meant that they could not be expended in 2003/2004.

CONCLUSION

The concept design produced by the Studio of Urban Landscape for the area around Ranui station meets the criteria set by Council, and is highly responsive to the suggestions made by the Ranui community.

RECOMMENDATIONS

1. That the Ranui Rail Station Landscape Improvements report be received.
2. That the proposed concept design for the Ranui Rail Station Landscape Improvements be approved.

Report prepared by: Steve Wilcox, Project Manager: Strategy and Development.



10 124 DON BUCK ROAD - PROPOSED 'NO STOPPING AT ALL TIMES' CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval to install 'No Stopping At All Times' control at 124 Don Buck Road, Massey.

BACKGROUND

Don Buck Primary School has requested the Massey Community Board and the Council to install 'No Stopping At All Times' controls outside the school's main entrance at 124 Don Buck Road. The school is concerned that the school patrol cannot guide the children across the road safely, because the sightlines of on-coming traffic are impeded by vehicles parking next to the existing pedestrian crossing.

STRATEGIC CONTEXT

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

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

ISSUES

The existing pedestrian crossing outside Don Buck Primary School has no stopping restrictions at the school's entrance and also on the eastern side of Don Buck Road. Vehicles that park on the south-west side (school side) of the pedestrian crossing are impeding the sightlines of on-coming traffic when school children are trying to cross Don Buck Road.

A6

A 15 metres section of 'No Stopping' line is proposed to be installed on the south-west side (school side) of the pedestrian crossing, so the school children can have a clear unobstructed vision of on-coming traffic when crossing the road. A plan showing the extent of the proposed new restriction is shown as attached at page A6.

RESOURCES

This work can be accommodated within 2004/2005 Annual Plan road marking budget.

CONCLUSION

The proposed 'No Stopping At All Times' control at 124 Don Buck Road are recommended for installation based on a safety perspective for school children and pedestrians crossing the road. The work can be accommodated within 2004/2005 Road Marking Budget.

RECOMMENDATIONS

1. That the 124 Don Buck Road - Proposed 'No Stopping At All Times' Controls report be 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 controls be now resolved to be specified and imposed, namely,
 - (i) On the west kerb line of Don Buck Road, a start point from 15 metres north of the school entrance at 124 Don Buck Road to an end point 15 metres further north, a '**NO STOPPING AT ALL TIMES**' control be put in place.
3. 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: Vinh Bui, Transport Engineer: Transport Assets.



11 **DON BUCK ROAD PEDESTRIAN REFUGE ISLAND AND RELATED PARKING RESTRICTIONS**

PURPOSE OF THE REPORT

The purpose of this report is to update the Massey Community Board on the proposed pedestrian refuge island at 505 Don Buck Road, Massey North. The report also seeks the Board's approval of associated 'No Stopping At All Times' controls on Don Buck Road.

BACKGROUND

St. Paul's Primary School (at 498 Don Buck Road) and its Board of Trustees have requested the Council to install a pedestrian refuge island at 505 Don Buck Road to provide a safe place for children to cross the road.

Don Buck Road is a district arterial road with a traffic volume of 21,000 vehicles per day.

STRATEGIC CONTEXT

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

A pedestrian refuge island provides a safe place for pedestrians to cross the road. 'No stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

St. Paul's Primary School has 296 children on its enrolment list and about 15 children cross Don Buck Road every afternoon. The school and the parents are very concerned about the safety of the children and have requested the establishment of a pedestrian refuge island.

The project comprises construction of a pedestrian refuge island located within the existing flush median to provide a safer location for school children and pedestrians to cross the road.

A7 No stopping controls are recommended at the location of the refuge island to maintain clear visibility for pedestrians crossing the road and also to ensure adequate lateral clearance for through traffic. A plan showing the extent of the proposed new restrictions is shown as attached at page A7.

The design and the location of the refuge island have been consulted with the school and a copy of the final drawing has been forwarded to the school's Principal. The school's Principal is happy with the design.

The owners of the properties whose frontages are affected by the proposed refuge island and associated no stopping restrictions have been consulted in writing. The owners at 506 Don Buck Road support the proposed works. The owners at 504 Don Buck Road opposed the proposed works and suggested that the refuge island should be positioned on the south side of the school's driveway at 494/496 Don Buck Road. Their reasoning is that the island will be closer to the existing bus stop and away from most of the vehicle traffic coming from the school heading north towards the proposed refuge island. The school's Principal has been advised of the residents concerned and said that the location of the proposed refuge island as shown on the attached drawing gives better sight distance of on-coming traffic. The residents at 504 Don Buck Road and their supporters wish to attend the Community Board meeting, opposing the proposed works.

RESOURCES

The Don Buck Road pedestrian refuge island and 'No Stopping At All Times' controls have been included in the 2004/2005 Safe Routes to Schools budget.

CONCLUSION

The proposed pedestrian refuge island and 'No Stopping At All Times' controls on Don Buck Road are recommended for construction based on a safety perspective for school children and pedestrians crossing the road. Funding is allocated for this project in the 2004/2005 Safe Routes to Schools budget.

RECOMMENDATIONS

1. That the Don Buck Road Pedestrian Refuge Island and Related Parking Restrictions report be received.
2. That in relation to **DON BUCK ROAD, MASSEY NORTH:**
 - (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 controls be now resolved to be specified and imposed, namely,
 - (i) On the west kerb line of Don Buck Road, a start point from the north side of vehicle crossing at 504 Don Buck Road to an end point 40 metres further north, a '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) On the east kerb line of Don Buck Road, a start point from the south side of vehicle crossing at 505 Don Buck Road to an end point 40 metres further north, a '**NO STOPPING AT ALL TIMES**' control be put in place.
3. 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: Vinh Bui, Transport Engineer, Transport Assets.



12 **WOODFORD AVENUE - NO STOPPING AT ALL TIMES CONTROL**

PURPOSE OF THE REPORT

This report seeks the approval of the Massey Community Board for a 'No Stopping At All Times' parking restriction on Woodford Avenue, Henderson.

BACKGROUND

Concerns were raised by the members of the Massey Community Board that there should be broken yellow no stopping lines on Woodford Road between Lincoln Road and the Waitakere Hospital entrance. It is found that vehicles are parked on both sides of Woodford Avenue, restricting traffic to travelling in one direction at a time, and there is also a small potential for head-on crashes.

STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety. Parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Woodford Avenue is a local road, 7.9 metres wide. Residential properties are located each side of the road. There is a hospice, dental centre, Plunket Centre and Medical Centre on Woodford Avenue. There is also a minor entrance leading to Waitakere Hospital. Several site visits were carried out (morning and afternoon), cars were parked on both sides of Woodford Avenue, upsetting traffic flow, and this is worse nearer to Lincoln Road.

At mid May 2004, a vehicle count was taken on Woodford Avenue west and east of the hospital entrance; there are 2760 and 1490 vehicles per day respectively in the vicinity. The result indicates a high proportion of traffic turning into the hospital using Woodford Avenue (about 1270 vehicles per day).

The most effective solution to this problem is to provide "No Stopping At All Times" restrictions on the hospital side of Woodford Avenue between Lincoln Road and the hospital entrance. This would result in a smaller amount of parking being eliminated, as there is on-street parking further down the road, there is still adequate parking in the vicinity.

A8 The location and extent of the proposed restriction is attachment at page A8.

In the short term, parkers would have to carry out a three point turn using vehicle crossings to return to Lincoln Road, and in the long term, turn left into the proposed Waipareira Avenue extension.

In addition, a short no stopping restriction to the east of the entrance would assist visibility, and is also proposed.

RESOURCES

Road marking for the proposed change can be implemented under the maintenance contracts for markings and signs, within funding available in the 2004/2005 Annual Plan.

CONCLUSION

The proposal for a 'No Stopping At All Times' parking restriction in Woodford Avenue is desirable from a safety perspective, and would have minimal effect on parking as there is on-street parking further down the road. The work can be funded from the annual maintenance budget.

RECOMMENDATIONS

1. That the Woodford Avenue - No Stopping At All Times Control report be received.
2. That in relation to **WOODFORD AVENUE, HENDERSON**:
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to **WOODFORD AVENUE** 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:
 - (i) On the south kerb line of **WOODFORD AVENUE** from the intersection of **LINCOLN ROAD / WOODFORD AVENUE** to an end point 111 metres further east, a '**NO STOPPING AT ALL TIMES**' parking restriction be imposed.
 - (ii) On the south kerb line of Woodford Avenue from the **WOODFORD AVENUE / HOSPITAL ENTRANCE** to an end point 23 metres further east, a '**NO STOPPING AT ALL TIMES**' parking restriction be imposed.
3. 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: Honwin Shen, Transport Engineer, Transport Assets.



13 **NORVAL AVENUE - NEW P2 AND NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

PURPOSE OF THE REPORT

This report seeks the Massey Community Board's approval for a new 'P2 parking restriction' in Norval Avenue, Henderson.

BACKGROUND

Henderson North Primary School contacted Council requesting that Council officers review the area outside the school's main entrance for possible road safety improvements.

STRATEGIC CONTEXT

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

Appropriate time restrictions for parking allow for the most effective utilisation of parking, best allowing for the essential needs of parking users. Shorter time limits ensure turnover, stimulating business activity, but if they are too short, business cannot be concluded without the prospect of infringing restrictions and consequential fines.

'No Stopping at All Times' controls can be applied to ensure efficient, safe movement on roads and improve child safety around schools by keeping traffic lanes and visibility lines clear.

ISSUES

Transport Assets staff met with the principal and members of the board of trustees of Henderson North School to discuss children's road safety outside the school. A number of parking restrictions have already been installed around the school to ensure an orderly flow of traffic before and after school. However the school noted that not all drivers were complying with the restrictions and asked if something could be done to prevent this. Although enforcement by Council's parking enforcement officers will help in this situation, a P2 parking zone may also be used to help encourage drivers to comply with the existing restrictions.

The creation of a P2 parking zone very close to Henderson North School would allow for a quick drop off and pick up zone which could be used by parents dropping off or picking up children without leaving their vehicle. Currently much of the parking closest the school is used by parents who leave their vehicles to walk with their children to the classroom. By creating a quick drop off and pick up zone it is intended that parents who are not leaving their cars will use this drop off zone rather than parking in restricted areas.

The proposed 'P2 parking restriction' covers about six parking spaces and would be in force between the hours of 8.00 am - 9.00 am and 2.30 pm - 3.30 pm Monday to Friday only.

It is also desirable to extend the existing 'No Stopping' line on the east side of Norval Avenue from the intersection with Lincoln Road further west along Norval Avenue to prevent cars parked close to the intersection with Lincoln Road becoming a hazard to vehicles turning into Lincoln Road.

A consultation letter outlining the proposed changes was sent to the properties near the proposed new parking control. No responses were received.

A9 The location of the proposed parking controls are marked on the aerial photograph as attached at page A9.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

CONCLUSION

The proposed parking restrictions in Norval Avenue are desirable to improve road user safety during before and after school periods.

RECOMMENDATIONS

1. That the Norval Avenue - New P2 and No Stopping At All Times Parking Restrictions report be received.
2. That in relation to **NORVAL AVENUE, HENDERSON:**
 - (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 controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **NORVAL AVENUE** starting from the west corner of property number 8 and extending to a point a further 54 metres east a new '**P2 PARKING RESTRICTION OPERATING BETWEEN THE HOURS OF 8.00 AM - 9.00 AM AND 2.30 PM - 3.30 PM MONDAY TO FRIDAY ONLY**' be put in place.
 - (ii) on the south kerb line of **NORVAL AVENUE** starting from the intersection with **LINCOLN ROAD** and extending to a point a further 23 metres west a new '**NO STOPPING AT ALL TIMES**' restriction be put in place.
3. 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: Paul Schischka, Transport Engineer.



14 **HOYA COURT / JUBAEA PLACE - NEW NO STOPPING CONTROL**

PURPOSE OF THE REPORT

This report seeks the Massey Community Board's approval for a new 'No Stopping At All Times' control in Hoya Court and Jubaea Place, Henderson.

BACKGROUND

A local resident has contacted Council requesting that a new 'No Stopping' control be installed in Hoya Court and Jubaea Place. The resident has stated that cars often park both sides of these streets blocking access to residents' properties.

STRATEGIC CONTEXT

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

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

ISSUES

Hoya Court is 5.5 metres wide and Jubaea Place is 5.4 metres wide north of its intersection with Hoya Court. When cars park on both sides of roads of this width simultaneously the remaining clear carriageway is insufficient to allow passenger cars or wider vehicles to pass.

A10 It is proposed to install "No Stopping At All Times" lines along the entire western side of Hoya Court and along the western side of the northernmost portion of Jubaea Place is attached at page A10. This will prevent vehicles parking on both sides of the street at the same time.

A consultation letter outlining the proposed changes was sent to the 37 properties in both streets. 23 responses were received, of which 19 approved of the installation of "No Stopping At All Times" lines.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

CONCLUSION

The proposed changes to parking restrictions in Hoya Court and Jubaea Place are desirable to allow residents' easy access to their properties at all times.

RECOMMENDATIONS

1. That the **HOYA COURT / JUBAEA PLACE - NEW NO STOPPING CONTROL** report be received.
2. That in relation to **HOYA COURT, HENDERSON:**
 - (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 controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **HOYA COURT** starting from the intersection with **JUBAEA PLACE** and extending to a point 60 metres further south a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That in relation to **JUBAEA PLACE, HENDERSON:**
 - (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 controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **JUBAEA PLACE** starting from the intersection with **HOYA COURT** and extending to a point 8 metres further west a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) on the north kerb line of **JUBAEA PLACE** starting from a point 46 metres east of the intersection with **BUSCOMB AVENUE** and extending to a point 122 metres further northeast a new '**NO STOPPING AT ALL TIMES**' control be put in place.
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: Paul Schischka, Transport Engineer.



15 **CLARK ROAD - NEW NO STOPPING CONTROL**

PURPOSE OF THE REPORT

This report seeks the Massey Community Board's approval for a new 'No Stopping At All Times' control in Clark Road, Hobsonville.

BACKGROUND

A local resident has contacted Council requesting that new 'No Stopping' controls be installed in Clark Road near the intersection with Scott Road. The resident is concerned that parked cars are causing a hazard to motorists at this intersection.

STRATEGIC CONTEXT

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

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

ISSUES

When vehicles are parked on the north side of Clark Road other vehicles travelling east along Clark Road are forced to move partially over the centreline. When vehicles travelling west turn out of Scott Road into Clark Road there is potential for these vehicles to come into conflict with vehicles travelling east which are partially over the centreline.

This would not normally be a problem at an intersection, however Scott Road meets Clark Road at an angle significantly below ninety degrees. This allows vehicles to leave Scott Road at higher than usual speeds. The 100km/h speed zone in the east end of Scott Road also contributes to high speeds at the intersection with many vehicles not slowing down sufficiently when entering into the 50km/h zone at the west end of the road.

A11 It is proposed to install the new 'No Stopping' lines in Clark Road and Scott Road as shown in the annotated aerial photograph is attached at page A11.

A consultation letter outlining the proposed changes was sent to the properties in Clark Road adjacent to the proposed change. Two favourable responses were received.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

CONCLUSION

The proposed changes to parking restrictions in Clark Road and Scott Road are desirable to improve road user safety.

RECOMMENDATIONS

1. That the **CLARK ROAD - NEW NO STOPPING CONTROL** report be received.
2. That in relation to '**CLARK ROAD, HOBSONVILLE**':
 - (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 controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **CLARK ROAD** starting a point where the kerb meets **SCOTT ROAD** to a point a further 65 metres west, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) on the south kerb line of **CLARK ROAD** starting a point where the kerb meets **SCOTT ROAD** to a point a further 10 metres east, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (iii) on the north kerb line of **CLARK ROAD** starting a point opposite the centre line of **SCOTT ROAD** to a point a further 21 metres east, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (iv) on the north kerb line of **CLARK ROAD** starting a point opposite the centre line of **SCOTT ROAD** to a point a further 89 metres west, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That in relation to **SCOTT ROAD, HOBSONVILLE**:
 - (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 controls be now resolved to be specified and imposed, namely,
 - (i) on the south west kerb line of **SCOTT ROAD** starting a point where the kerb meets **CLARK ROAD** to a point a further 18 metres south east, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) on the north east kerb line of **SCOTT ROAD** starting a point where the kerb meets **CLARK ROAD** to a point a further 6 metres south east, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
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: Paul Schischka, Transport Engineer.



16 **TRIG ROAD, WEST HARBOUR - NEW NO STOPPING CONTROL**

PURPOSE OF THE REPORT

This report seeks the Massey Community Board's approval for a new 'No Stopping At All Times' control in Trig Road, West Harbour.

BACKGROUND

A local resident has contacted Council requesting that a new 'No Stopping' control be installed at the south end of Trig Road. A new real estate agent's office has opened on the corner of Trig Road and Hobsonville Road and vehicles have begun to park on Trig Road close to the intersection. The resident is concerned that these cars are causing a hazard to motorists. The resource consent for the new real estate agent's office was granted as a non-complying activity. The parking requirement for the site was accessed as 18 parking spaces and the same number were provided. Similar types of development in a community environment would require 14 parking spaces.

STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety. 'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Trig Road is approximately 7.2 metres wide near its southern end slightly north of the intersection with Hobsonville Road. With a road of this width vehicles must move partially over the road's centre line when passing a parked vehicle. This is acceptable provided that vehicles travelling in opposite directions can see each other approaching a sufficient distance away to allow them to adjust their position on the road or stop.

Vehicles turning into Trig Road from Hobsonville Road are able to turn at higher than usual speeds due to the high radius of the corner and the turning lane provided in Hobsonville Road for left turning vehicles. Many vehicles travelling south are also travelling at speeds in excess of the 50km/h speed limit in this area as they have failed to slow down sufficiently after leaving the 100km/h speed zone further north. These high vehicle speeds mean that an extended 'No Stopping At All Times' line on the west side of Trig Road is justified to allow drivers time to identify oncoming vehicles and react before a conflict occurs.

A12 It is proposed to extend the existing 'No Stopping At All Times' line on the western corner of the intersection of Trig Road and Hobsonville Road northward along the west kerb line to the southern edge of the driveway of number 6 Trig Road. This will allow sufficient carriageway clear of parked vehicles close to Hobsonville Road to allow vehicles entering Trig Road to move clear of the intersection before they must cross the road's centre line to avoid parked vehicles. Details of the location of this proposal is attached at page A12.

A consultation letter outlining the proposed changes was sent to the properties in Trig Road close to the proposed change. Two responses were received. One respondent requested a parking bay be constructed. Although funds are allocated in the Annual Plan for the construction of parking bays these funds are limited and projects must be prioritised. At this time the majority of available funds are being spent on new parking bays in busy roads either outside schools or within commercial districts and construction of a parking bay in Trig Road is not warranted.

Another respondent requested that the parking restriction be extended further north along Trig Road. This is not necessary as the proposed 'No Stopping At All Times' line will create sufficient clear carriageway at the entrance to Trig Road to allow drivers to see oncoming vehicles in advance and take action before a conflict occurs.

The real estate agent's car park is clearly visible to drivers from Trig Road. Eliminating on street parking directly outside this business will encourage drivers to use their car park rather than park close to the intersection with Hobsonville Road. Monitoring of the parking situation in this area will be necessary to ensure that vehicles parked further north on Trig Road are not causing problems.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 maintenance budgets.

CONCLUSION

The proposed changes to parking restrictions in Trig Road are desirable to improve road user safety.

RECOMMENDATIONS

1. That the **TRIG ROAD, WEST HARBOUR - NEW NO STOPPING CONTROL** report be received.
2. That in relation to **TRIG ROAD, WEST HARBOUR**:
 - (a) That all existing parking restrictions or limitations currently applicable to **TRIG ROAD** imposed by any prior resolution including resolutions 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 authorized 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 controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **TRIG ROAD** starting from the intersection with **HOBSONVILLE ROAD** and extending north to a point adjacent to the south corner of property number 6 a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate 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 restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



17 **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
Far North and 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
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
Council / Police Liaison Committee	Cr Russell DJ Webster and MFP Chan

