



**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN  
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON WEDNESDAY, 2 NOVEMBER 2005, COMMENCING AT 7.30 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Wednesday, 5 October 2005

**RECOMMENDATION**

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 5 October 2005, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

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

- (i) the Board by resolution so decides; and
- (ii) the 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.



**4 PRESENTATION**

Provision has been made on this Agenda for a representative from the New Zealand Police to update the Board on matters in the Massey Ward.



**5**

## **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 Officer.



## **6 CHAIRPERSON'S REPORT**

The start of the month started with a flurry of meetings and it was great to see a good turnout from the Massey Board Members at the various workshops and meetings held.

At the Levels of Service and 10 Year Works Prioritisation Focus Group there was a lot of information to absorb in a short period of time, however we now have all the information in one place to make some real decisions on the Boards priorities for the Massey Ward over the coming years. This is an ongoing process and more meetings will be held over the coming months.

The Mayor at the September Council meeting expressed his concern at the number of minor issues such as road markings, parking restrictions, etc appearing on the Community Boards Agenda. As we all know these items are part of the delegations given to us by Council and also being at the coalface with the community we are the first point of contact for such issues. The Board should request that Council provide us with the delegations and budgets needed to really get stuck in to some of the major issues out there in the community.

Another representation review workshop was held in October which produced a consensus amongst the Community Boards supporting three wards for the city with seven Community Board members in each ward. This is a reduction of one member from the status quo, and I would urge all Massey Ward Councillors to support the Community Boards proposal.

Lastly, the big issue in Council this month was the rejection of a separate Maori Ward/s for Council. The Council is to hold a workshop to consider the appointment of two representatives from Te Taumata Runanga to several Standing Committees and I am concerned that this is undemocratic. The Mayor in his October report states that “as a result of the general election and the Maori Party’s success, that strong and prolific Maori representation is very rightly the future”. Let us not forget that this was through the democratic election process! Without any mandate I urge councillors to carefully consider the workshop outcomes and perhaps a first priority, like the Far North District Council has done, is to appoint Community Board representatives as full voting members to Council’s Standing Committees.


**RECOMMENDATIONS**

1. That the Chairperson’s Report be received.
2. The Massey Community Board requests that Council hold a workshop to explore the opportunity for Community Board members to be appointed as full voting members on Council’s standing committees as per the Far North District Council’s governance model.

Andrew Good  
**CHAIRPERSON**







**7 COMMITTEE SECRETARY’S REPORT**

Issue	Comments	Reporting Council Officer
<p>Westpark Marina - Various Issues 3 April 2002 660/2002 10 November 2004 1964/2004 Resolution of the Council: 28 September 2005 1825/2005</p>	<p><u>General Background</u> Council officers have been meeting with Westpark Marina shareholder representatives regularly over the last 12 months. Council have entered into a Memorandum of Understanding with Westpark Marina Limited to record their intention to work together in a constructive manner to address issues of concern and interest. This document was signed by both parties in October 2005.</p> <p><u>Parking Arrangements</u> Council has entered into a sublease of part Lot 7 to accommodate a combination of trailer parking on weekends and public holidays, and park ‘n ride parking on weekdays. Council has resolved that it will charge for trailer parking on weekends and public holidays. Council has also agreed to sublease Lot 2 and form the access / manoeuvring area behind the boat ramp in an attempt to improve the amenity of the area around the ramp.</p> <p>The car park over part Lot 7 and the area</p>	<p>Rochelle Edwards  839 0893</p>

Issue	Comments	Reporting Council Officer
	<p>behind the boat ramp on Lot 2 will be formed and sealed before the end of November 2005. Council are also continuing with actions to compulsorily acquire Lots 45 and 49 in order to provide for a long term trailer parking solution. A report on proposed parking restrictions around the boat ramp and the marina precinct will be taken back to the Massey Community Board in December 2005. It is hoped that this comprehensive list of actions will resolve the trailer parking and park 'n ride parking issues in the immediate and long term.</p> <p><u>Dredging</u></p> <p>The shareholders in Westpark Marina Limited have advised that they have met with the Berth Holder Association appointed contractor to undertake dredging of the marina. The shareholders have advised Council that they are willing to negotiate with this party but have also continued negotiations with a second party in the event that the berth holder appointed representative is unable to meet the conditions of contract to undertake dredging of 20,000m<sup>3</sup> of material before 31 March 2006.</p> <p><u>Future Development</u></p> <p>Westpark Marina Limited have signalled that they would now like to work closely with Council officers to investigate options for future development and expansion of the marina.</p>	

Issue	Comments	Reporting Council Officer
<p>Rush Creek, Westgate 1 December 2004 2205/2004</p>	<p>As a result of a fatality on the North Western Motorway at the Westgate Intersection on 20 October 2004, Community Board Members of the Transit SH16 Overbridge Project Committee along with the Council's Road Safety Coordinator and the Crime Prevention Projects Leader, have been holding discussions with Transit New Zealand regarding the possibility of a pedestrian overpass bridge being installed, grilling of the drain that is used as a pedestrian 'tunnel', and adequately fencing specific sections of the motorway, at Westgate, at the earliest opportunity.</p> <p>Transit New Zealand has now completed draft design proposals for the pedestrian overpass bridge. Transit New Zealand will be making these available for public submission after consultation with Waitakere City Council. It is proposed this will take place in October 2005.</p> <p>The results of the submissions will be made available to Massey Community Board.</p> <p>The Service Manager: Transport Assets, will be present at the meeting to update Board Members on the issue.</p>	<p>Kitch Cuthbert  836 8000 Ext 8873</p>
<p>Munroe Bridge Project 'Paremuka Bridge'</p>	<p>As the Munroe Bridge Project is on the border of Massey and Waitakere Wards the following is an update for information of Massey Community Board Members.</p> <p>The design of the Paremuka Bridge was carried out during 2001 to 2004 by Connell Wagner. The design was reviewed by GHD Limited. Fulton Hogan was awarded the contract and site construction started in September 2004.</p> <p>Construction work has progressed according to programme. It is anticipated that construction will be complete by end of October 2005.</p> <p>The art work has not been cast and will not be ready for installation at the completion of the construction work. Temporary hand rails will be installed to open the bridge with the art work to be installed at a later stage.</p> <p>The opening of the bridge is still planned for November / December 2005.</p>	<p>Edwin Dearham  836 8000 Ext 8736</p>

<b>REPORTS PENDING</b>			
<b>Subject</b>	<b>Date Requested</b>	<b>Report Due</b>	<b>Reporting Officer</b>
Status of All Unsealed Roads in Massey Ward	June 2005 997/2005	7 December 2005	Adam Moller  836 8000 Ext 8750
Royal Road School Pedestrian Safety	August 2005 1457/2005	7 December 2005	Paul Schischka  836 8000 Ext 8742
Project Twin Streams Four Monthly Progress Report	August 2005 1468/2005	7 December 2005	Tony Miguel  836 8000 Ext 8294
Student Pedestrian Safety, Rathgar Road and Edwards Avenue	September 2005 1642/2005	7 December 2005	Paul Schischka  836 8000 Ext 8742

### **RECOMMENDATION**

That the Committee Secretary's Report for 2 November 2005 be received.

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



## **8 REPRESENTATION REVIEW - DRAFT INITIAL PROPOSAL ON BASIS OF ELECTION**

### **PURPOSE OF THE REPORT**

The purpose of this report is to inform the Massey Community Board of the contents of the draft Initial Proposal on the Basis of Election, to enable the Massey Community Board to provide advice to the Finance and Operational Performance Committee on the Draft Initial Proposal.

### **BACKGROUND**

One of the reforms introduced by the Local Electoral Act 2001 was to reduce the frequency of reviews of the basis of elections by local authorities from every three years to at least one every six years. Only 23 out of 86 local authorities in New Zealand conducted Reviews in 2003, with all others therefore required to undertake these in 2006. The Local Government Commission has advised that its workload to deal with any appeals and objections when considering Final Proposals from territorial authorities and regional councils is likely to be substantial and that if a local authority is able to make its determination ahead of the statutory deadlines then it is much more likely that local hearings will be possible. Because the Council chose not to undertake a review in 2003 it must do so in the 2006 year.

It was considered inappropriate to consider those aspects of the review that had to be undertaken during the 2005 year (Maori Wards and Electoral System) in isolation from those aspects for which decisions do not have to be made until 2006 (Boundaries and Representation).

The Council has therefore determined that it will continue the process through 2005 and on to 2006 seamlessly, so that it makes a determination well ahead of the statutory time lines, and as soon as possible after robust consultation with the community.

## STRATEGIC CONTEXT

Active Democracy is one of the Council's nine strategic platforms identified in its Long Term Council Community Plan and Annual Plan 2005/2006. This platform supports the involvement of citizens in the Council's decision-making process through education, removing barriers, developing partnerships, improving information flows and supporting the communities' own ways of interacting with the Council.

The Council measures its success in meeting active democracy targets by conducting regular household surveys. Although the public's perception of engagement in the Council's decision-making processes has improved since 2001/2002, (partly due to this Council's extensive community consultation processes), the voter turnout for Council elections remains low. Voter turnout was only 35.68% at the last election. The electoral representation review process will assist the Council in determining why this is so by addressing issues around Communities of Interest and how to structure a system that is more conducive to active voter participation.

## ISSUES

The Representation Review is required to determine the method of election of the Council and of its Community Boards, in order to provide for fair and effective representation, as defined in the Local Electoral Act 2001.

The Electoral Officer started this process for Council by preparing a Discussion Document for Elected Members, which was presented to Councillors in a workshop held on 15 June 2005, and was the subject of reports to all four Community Boards in August 2005. Concurrently the Electoral Officer commissioned a consultant to undertake a study identifying Communities of Interest which report was presented to a workshop of Councillors and Community Board Chairs on 17 August 2005. This workshop identified areas for further investigation. A revised report was presented to a workshop for Community Board Members on 27 September 2005 and then to a workshop for Councillors and Community Board Chairs on 4 October 2005.

A1-A8

At the workshop of 4 October 2005, the consensus of Councillors present was in favour of a three Ward model, with 14 Councillors, all elected by Ward, plus the Mayor. It was further suggested that there be three Community Boards (one for each proposed Ward), with six elected Community Board Members, elected at large from within the Community, for each. These discussions form the basis of the draft Initial Proposal is attached at pages A1 to A8. This Proposal represents a significant departure from existing arrangements, which, at least for Council, could no longer be retained due to changed statutory provisions.

A further workshop, on 14 October 2005, which was attended by 16 out of the 22 Community Board Members, together with five Councillors, including the Deputy Mayor, considered the draft Initial Proposal. The consensus this workshop was in favour of supporting the draft Initial Proposal with the increase of the number of elected Community Board Members to seven per Board.

Feedback from the Community Board is now sought by Council. Once Council has made a decision on the proposal, it will be released for public consultation. The issues of the System of Election and of Maori Ward/s have already been reported on separately to the Board.

## RESOURCES

Provision has been made in the draft Annual Plan 2005/2006 to resource the Representation Review. No additional resources are required.

## CONCLUSION

This report is brought to the Massey Community Board to enable the Massey Community Board to provide advice to the Finance and Operational Performance Committee on the draft Initial Proposal.

## RECOMMENDATIONS

1. That the Triennial Representation Review (Draft Initial Proposal on Basis of Election) report be received.
2. That Massey Community Board make recommendations to the Finance and Operational Performance Committee for onward transmission to Council on the subject of the draft Initial Proposal on Basis of Election.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



## 9 WISELEY ROAD, WEST HARBOUR SPEED CONTROL

### PURPOSE OF THE REPORT

The purpose of this report is to recommend to the Massey Community Board that it resolve speed control issues in Wiseley Road, West Harbour.

### BACKGROUND

Wiseley Road has been on the slow streets priority list for a number of years and was identified as the top citywide priority for implementation. Wiseley Road is a 50 kilometres per hour area, however recent traffic counts indicate the 85<sup>th</sup> percentile speed (the speed exceeded by 15 percent of vehicles) is 62.5 kilometres per hour. The average daily traffic in Wiseley Road is 4,268 vehicles. The recorded crash history for Wiseley Road (last five years) as recorded in the Land Transport New Zealand crash database includes one serious, six minor and six non-injury crashes.

A report was submitted to the Massey Community Board's meeting of 1 June 2005, with an officer's recommendation to construct speed humps in Wiseley Road.

At that meeting, the Massey Community Board resolved as follows:

*"That the proposed construction of speed humps in Wiseley Road, West Harbour not be endorsed."*

1003/2005

A further report presented to the Board at its 7 September 2005 meeting advised the Board that members of the community had again raised concerns with the Council regarding traffic speeds in Wiseley Road. This report recommended that the Board hold a 'community drop in day' to listen to the community's views and suggestions to control speed in Wiseley Road, West Harbour.

- “1. That the Wiseley Road, West Harbour Speed Control report be received.
2. That Council officers be authorised to install speed humps from Clark Road, Hobsonville to Suncrest Drive, West Harbour.
3. That the speed humps be monitored for a trial period of six months and that the community and bus companies be consulted as to the effectiveness of the trial with reporting back to the Massey Community Board.
4. That the New Zealand Police be requested to carry out additional speed enforcement patrols in the Wiseley road area.”

1645/2005

However, a review of this resolution for compliance with Standing Orders has established that this resolution is invalid as due notice to rescind resolution 1003/2005 was not contained in the report.

## **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.

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

## **ISSUES**

### **Compliance with Standing Orders**

The report to the 7 September 2005 meeting of the Massey Community Board did not propose to revoke or alter all or part of the resolution passed at the 1 June 2005 meeting. Standing Order 27.18 provides that on the basis of a report from the Chairperson or the Chief Executive Officer that does propose to revoke or alter all or part of a resolution previously passed at a meeting, the Board may revoke or alter any previous resolution.

As the Board did not have a report from the Chairperson or the Chief Executive Officer before it proposed to revoke or alter all or part of the resolution passed on the 1 June 2005 then the Board could not alter that resolution. Secondly, without the revocation of the resolution on 1 June 2005 the resolution of 7 September 2005 is not valid.

The proposal to hold a community meeting is not recommended by Council officers as it was clear from the public present at the 7 September 2005 meeting that there would be no benefit in holding a community meeting. The real issue is that the community is concerned about traffic speed and safety and the Massey Community Board should consider this issue again.

### Traffic Speeds

Anecdotal evidence from the New Zealand Police confirms that there is a speed problem in Wiseley Road, as evidenced by the following unofficial statistics:

- In one day 39 traffic speed infringement notices were issued, including a bus travelling at 82 kilometres per hour and a car travelling at 102 kilometres per hour (in a 50 kilometre per hour zone).
- In another day, 21 traffic speed infringement notices were issued.

### Traffic Safety and Speed Humps

Some 3 years ago residents presented Council with a petition requesting Council to take action to reduce speeds in Wiseley Road.

The work programme planned by Council to address this issue included the following:

- Construction of road deviation and a round-a-bout at the Williams Road intersection; and
- Installation of speed humps in 2004/2005, although this was not approved.

Consultation letters were circulated to the 233 residential properties in Wiseley Road and side streets with voting sheets asking residents to indicate whether they were in favour of, or opposed to, the installation of speed humps. A total of 140 responses were received from residents with 104 responses (74%) supporting the installation of speed humps and 36 responses (26%) opposing the installation of speed humps.

As the main bus operator in the area, a representative of Ritchies Coachlines was also consulted. Following clarification regarding the height of the proposed speed humps and the spacing between humps they advised that while not enthusiastic about the proposal they did not feel it would create a significant adverse effect on their bus services.

A9-A10

The proposed locations and design of the humps are shown attached at pages A9 to A10. The proposed construction of the speed humps is asphalt. The implementation will also include road marking to define that position of the humps and warning signs at the start and end of the road.

### RESOURCES

The 2005/2006 Annual Plan provided \$50,000 for slow streets implementation and this is expected to be sufficient to carry out the proposed works in Wiseley Road.

### CONCLUSION

The accident history, the record of speeding vehicles and the level of community concern all point for the need to take action to control traffic speed in Wiseley Road.

The proposal to install speed humps in Wiseley Road was supported by the majority of respondents to the consultation and the project should proceed.

## **RECOMMENDATIONS**

1. That the Wiseley Road, West Harbour Speed Control report be received.
2. That pursuant to Standing Order 27.18 the following resolution be rescinded:

*“That the proposed construction of speed humps in Wiseley Road, West Harbour not be endorsed.”*

1003/2005

3. That after considering the information in this report regarding community concerns, traffic speed and accident history, the Massey Community Board now affirms resolution 1645/2005 as follows:

*“1. That the Wiseley Road, West Harbour Speed Control report be received.*

*2. That Council officers be authorised to install speed humps from Clark Road, Hobsonville to Suncrest Drive, West Harbour.*

*3. That the speed humps be monitored for a trial period of six months and that the community and bus companies be consulted as to the effectiveness of the trial with reporting back to the Massey Community Board.*

*4. That the New Zealand Police be requested to carry out additional speed enforcement patrols in the Wiseley Road area.”*

1645/2005

Report prepared by: Tony Miguel, Group Manager: Asset Management.



## **10 WAITEMATA HARBOUR FORESHORE RESERVES MANAGEMENT PLAN**

### **PURPOSE OF THE REPORT**

The purpose of this report is to bring before the Community Board the proposed reserves to be included in the Waitemata Harbour Foreshore Reserves Management Plan, to seek approval to publicly notify the intention to prepare a draft Management Plan for the Waitemata Harbour Foreshore Reserves that lie within Waitakere City, and to request that the Community Board establish and elect two representatives to a Joint Subcommittee with delegated authority to oversee the passage of the Management Plan.

### **BACKGROUND**

The management of all reserves is governed by the Reserves Act 1977 (the Act). Under this Act, Council is required to prepare Reserve Management Plans for all reserves vested in its care. The process for preparing a Reserve Management Plan, including the requirement for consultation, is clearly set down in the Act. The purpose of a Reserve Management Plan is to guide the use and development of the reserves included in the Plan and, while Plans may require to be amended due to changing circumstances, they are otherwise expected to have a life expectancy of ten years.

The Parks Planning section of Waitakere City Council are responsible for the preparation of Reserve Management Plans. Funding is allocated every year through the Annual Plan for the preparation of Reserve Management Plans. The Parks Reserve Management Plan Programme allows for two Reserve Management Plans to be undertaken every financial year. The Reserves Management Plan Programme requires that, of these two Plans; one is a comprehensive Plan for a cluster of related *Local* or *Green Network* reserves, and one is an individual Plan for a single *City-wide* reserve. Reserve Management Plans for *City-wide* reserves are governed by the City Development Committee while collective Plans for *Local* reserves are overseen by the appropriate Community Board.

## STRATEGIC CONTEXT

The Reserve Management Plans will promote the Green Network, which is an approach to integrate native ecosystems on private and public land, by recreating a vegetated link between the Waitakere Ranges and the sea. The goals of the Green Network are to: provide ecosystem protection, form ecological corridors, enhance the landscape, enhance public access to natural areas, mitigate hazards and protect water quality.

The Waitemata Harbour Foreshore Reserves Management Plan will be prepared in the context of the Parks Strategy which provides guidelines on the management of parks within the City. The objectives and policies outlined in the draft Plan will fall under the objectives of the Parks Strategy which aims to improve the quality of parks and provide parks services in a fair and equitable way for Waitakere people within financial constraints. The Parks Strategy categorises all reserves into *City-wide*, *Neighbourhood* and *Local* reserves according to their values, their function and user group.

The objectives and policies and any concept plans developed as part of the Reserve Management Plans will be in accord with the Waitakere City Council Leisure Strategy, draft Heritage Strategy and the Long Term Council Community Plan.

## ISSUES

There are 80 local and esplanade reserves along the shoreline of the Waitemata Harbour that are proposed to be included in this comprehensive Reserve Management Plan. Collectively they span the shoreline from Whenuapai in the north to New Lynn in the south east and cross three Wards; Massey, Henderson and New Lynn.

The delegated authority to oversee and adopt Management Plans for Local reserves lies with Community Boards. The Waitemata Harbour Foreshore Reserves Management Plan includes Local esplanade reserves and spans three Wards, requiring input from three Community Boards. In addition, the foreshore reserves are identified as potential sites of considerable significance to iwi, and collectively form a City-wide Green Network corridor, requiring input from the City Development Committee.

All reserves (other than local purpose reserves) are required under the Act, to have a current Reserve Management Plan. The process of developing a Reserve Management Plan is set down in the Act and includes a public consultation process, including two rounds of public submissions. The second round of submissions is to a draft Plan and, at this stage, submitters have the opportunity to speak at a hearing where the Community Board or Council committee then deliberates on proposed amendments to the draft Management Plan and pending amendments, adopts the Plan.

### Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee

The hearing for submissions to the Plan would involve three Community Boards. Under Sec 120 (1) (c) of the Reserves Act, Council, as the administering body, is authorised to appoint a special committee to hear the submissions.

As the Waitemata Harbour Foreshore Reserves Management Plan spans the Massey, Henderson and New Lynn Wards and is a City-wide Green Network corridor, it is proposed that three Community Boards establish a Joint Subcommittee with delegated authority to oversee the passage of the Plan, including the hearing of submissions to the draft Plan and make recommendations on amendments and the subsequent adoption of the Plan.

While input to this Joint Subcommittee will be at the discretion of the Community Boards, it is recommended that due to the consideration of other issues, the City Development Committee and Te Taumata Runanga are both represented by one Member on this Joint Subcommittee.

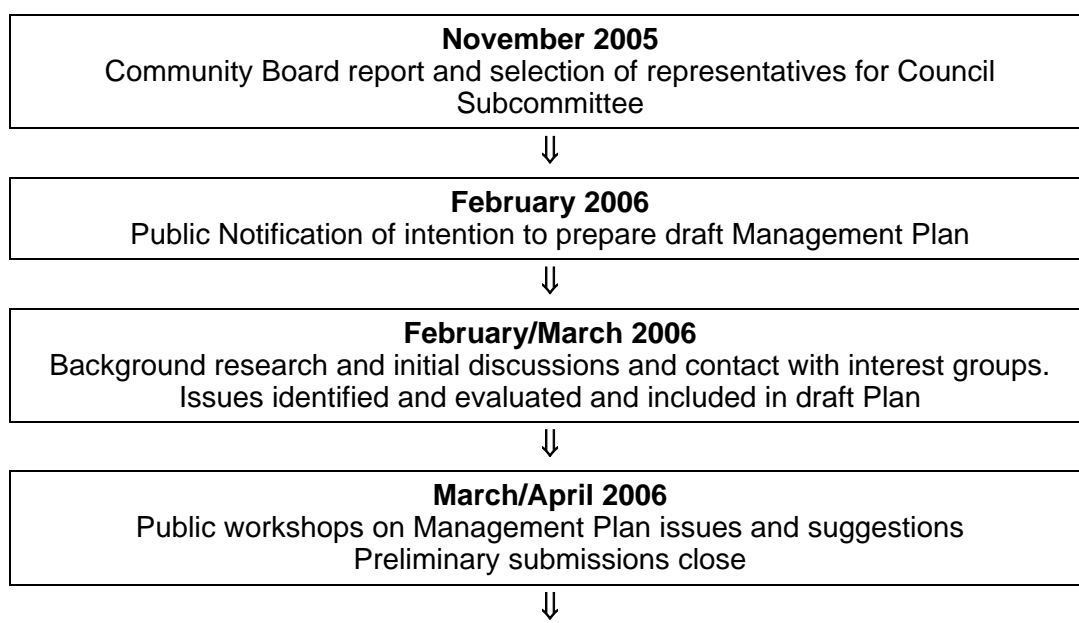
The Waitemata Harbour Foreshore Reserves are generally undeveloped but have high cultural, recreational and environmental values. Their cultural values lie in their historical use and spiritual significance, their recreation values are in providing public access to the coastline and waterways - a matter of national importance under the Resource Management Act, and passive recreation opportunities. Their ecological values are in providing opportunities for the restoration of the margins of the coastline and its tributaries. By outlining a range of policies that cover all the reserves, as well including specific details for particular reserves, a management approach can be adopted to ensure consistency throughout the Waitemata Harbour Foreshore Reserves.

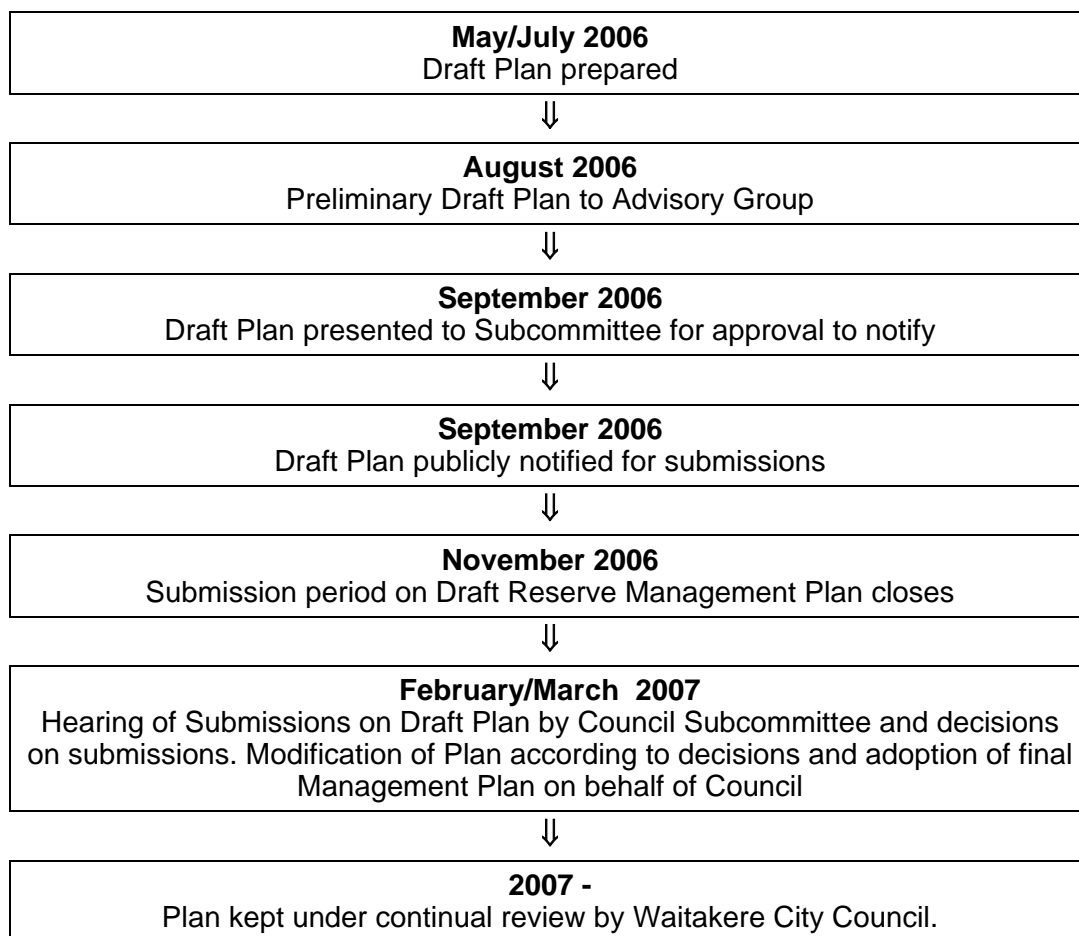
The Waitemata Harbour Foreshore Reserves Management Plan does not include the Local 'inland' reserves of the three Wards. These reserves are different from the reserves along the foreshore in both their values and functions and will be the subject of separate Management Plans, Massey Ward Local Reserves Management Plan currently being underway.

A11-A12

Attached at pages A11 to A12 is a list of all the reserves to be included in the Management Plan.

The preliminary programme for the development of this Reserve Management Plan is outlined in the following chart:





## RESOURCES

Work on the Waitemata Harbour Foreshore Reserves Management Plan will be undertaken by the Parks Planning Section of Waitakere City Council.

Funding has been allocated from the 2005/2006 Annual Plan to undertake this and other Management Plans. A budget of \$70,000 has been allocated from that funding to produce this Reserve Management Plan.

The process for preparing Reserve Management Plans allows for the creation of an Advisory Group to oversee the processing of a Plan. An Advisory Group will consist of members from the Community Board, relevant Council officers and representatives of the community and other interested parties. It is recommended that such an Advisory Group be established by the Subcommittee in order to consider the ideas and suggestions which have been raised for the development of the parks and the wide range of issues around these reserves and to guide development of the Waitemata Harbour Foreshore Reserves Management Plan.

## CONCLUSION

The Waitemata Harbour Foreshore Reserves Management Plan is made up of the reserves that lie along the foreshore of the Waitemata Harbour between Hobsonville and New Lynn and spans three Wards. Combined, the reserves are a City-wide Green Network asset.

Community Boards have delegated authority to approve Reserve Management Plans and exercise the powers of the Council under the Act relating to local parks and reserves. The City Development Committee has delegated authority over all other matters pertaining to reserves, as well as walkways, recreation and leisure. Under the Act, the administering body are authorised to establish a Joint Subcommittee with authority to hear submissions on the draft Reserves Management Plan and make recommendations as appropriate. In view of the range of responsibilities of the various delegations involved in the preparation of this Plan, it is suggested that a Joint Subcommittee be established including two representatives from each of the Massey, Waitakere and Henderson Community Boards and one from the City Development Committee and one from Te Taumata Runanga. A Chairperson should be appointed by the Joint Subcommittee from its membership in order to oversee the entire passage of this Plan.

The development of an integrated Reserve Management Plan for all the Local esplanade reserves along the foreshore of the Waitemata Harbour within Waitakere City will ensure community involvement in the development and management of these reserves. The Reserve Management Plan will also enable a prioritisation of capital works projects for the Waitemata Harbour Foreshore Reserves to be considered through the Long Term Council Community Plan 2007/2008 development process.

### **RECOMMENDATIONS**

1. That the Waitemata Harbour Foreshore Reserves Management Plan report be received.
2. That the Massey Community Board, in conjunction with the Henderson and New Lynn Community Boards, establish the Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee and appoint two representatives to the Waitemata Harbour Foreshore Reserves Management Joint Subcommittee to oversee the preparation of the Waitemata Harbour Foreshore Reserves Management Plan with the scope of delegation as follows:

The Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee shall report to the Massey, Henderson and New Lynn Community Boards. Where the Subcommittee is not empowered to act it shall report to the Community Boards and make recommendations as necessary.

### **FIELD OF ACTIVITY**

To prepare and recommend the preparation of the Waitemata Harbour Foreshore Reserves Management Plan, including preparing the consultation plan and programme and the hearing of submissions to the draft Plan, and to make recommendations to the Massey, Henderson and New Lynn Community Boards regarding the adoption of the Waitemata Harbour Foreshore Reserves Management Plan.

### **MEMBERSHIP**

The Joint Subcommittee shall comprise:

2 Members appointed by the Henderson Community Board  
2 Members appointed by the Massey Community Board  
2 Members appointed by the New Lynn Community Board  
1 Member of the City Development Committee  
1 Member appointed by Te Taumata Runanga  
The Mayor (ex officio)

**Quorum:** 3 Members

## DELEGATED POWERS

1. Authority to prepare and recommend the preparation of the Waitemata Harbour Foreshore Reserves Management Plan, including the adoption of the draft Plan.
  2. Authority to hear the submissions to the draft Reserves Management Plan and make recommendations to the Henderson, Massey and New Lynn Community Boards regarding the adoption of the Waitemata Harbour Reserves Management Plan.
  3. Authority to classify or reclassify *Local* parks included in the Management Plan as recommended by the draft Plan and required by the Reserves Act 1977.
3. That public notification of the intent to prepare a draft Waitemata Harbour Foreshore Reserves Management Plan be undertaken in February 2006.
  4. That a report be brought to the first meeting of the Subcommittee outlining a detailed programme for the management plan process and requesting nomination of representatives to be on an internal Advisory Group for the Waitemata Harbour Foreshore Reserves Management Plan.

Report prepared by: Mandy McMullin, Parks Planning.



## 11 TE PAI PARK RESERVE MANAGEMENT PLAN

### PURPOSE OF THE REPORT

The purpose of this report is to outline to the Community Board the proposal to prepare a Reserve Management Plan for Te Pai Park and to request that the Community Board appoint a representative to sit on an Advisory Group to be established to give advice and make recommendations to Te Pai Park Reserve Management Plan.

### BACKGROUND

The management of all reserves is governed by the Reserves Act 1977 (the Act). Under the Act, Council is required to prepare Reserve Management Plans for all reserves vested in its care. The process for preparing a Reserve Management Plan, including the requirement for consultation, is clearly set down in the Act. The purpose of a Reserve Management Plan is to guide the use and development of the reserves included in the Reserve Management Plan and, while Reserve Management Plans may require to be amended due to changing circumstances, they are otherwise expected to have a life expectancy of ten years.

The Parks Planning section of Waitakere City Council are responsible for the preparation of Reserve Management Plans. Funding is allocated every year through the Annual Plan for the preparation of Reserve Management Plans. The Parks Reserve Management Plan programme allows for two Reserve Management Plans to be undertaken every financial year. The Reserves Management Plan Programme requires that, of these two Plans; one is a comprehensive Plan for a cluster of related *Local* or *Green Network* reserves, and one is an individual Plan for a single *City-wide* reserve. Reserve Management Plans for *City-wide* reserves are governed by the City Development Committee while group Plans for *Local* reserves are overseen by the appropriate Community Board.

## STRATEGIC CONTEXT

The Reserve Management Plan will promote the Green Network, which is an approach to integrate native ecosystems on private and public land, by recreating a vegetated link between the Waitakere Ranges and the sea. The goals of the Green Network are to: provide ecosystem protection, form ecological corridors, enhance the landscape, enhance public access to natural areas, mitigate hazards and protect water quality.

The Te Pai Park Reserve Management Plan will be prepared in the context of the Parks Strategy which provides guidelines on the management of parks within the City. The objectives and policies outlined in the draft Reserve Management Plan will fall under the objectives of the Parks Strategy which aims to improve the quality of parks and provide parks services in a fair and equitable way for Waitakere people within financial constraints. The Parks Strategy categorises all reserves into City-wide, Neighbourhood and Local reserves according to their values, their function and user group.

The objectives and policies and any concept plans developed as part of the draft Te Pai Park Reserve Management Plan will be in accord with the Waitakere City Council Leisure Strategy, draft Heritage Strategy and the Long Term Council Community Plan.

## ISSUES

Te Pai Park is a City-wide park. It is the principal skate park for the City and also serves a City-wide function as a regional centre for netball and tennis. The park is the home of Netball Waitakere and the Te Pai Tennis Club and provides tennis and netball courts for these codes as well as a children's playground and public toilet. It has recently undergone a major upgrade and is well-utilised by a range of user groups. Issues likely to be addressed in the Te Pai Park Reserve Management Plan are the allocation of space, car parking, lighting and the future upgrading and extension of existing facilities and safety.

A13 The map attached at page A13 shows the location of the park.

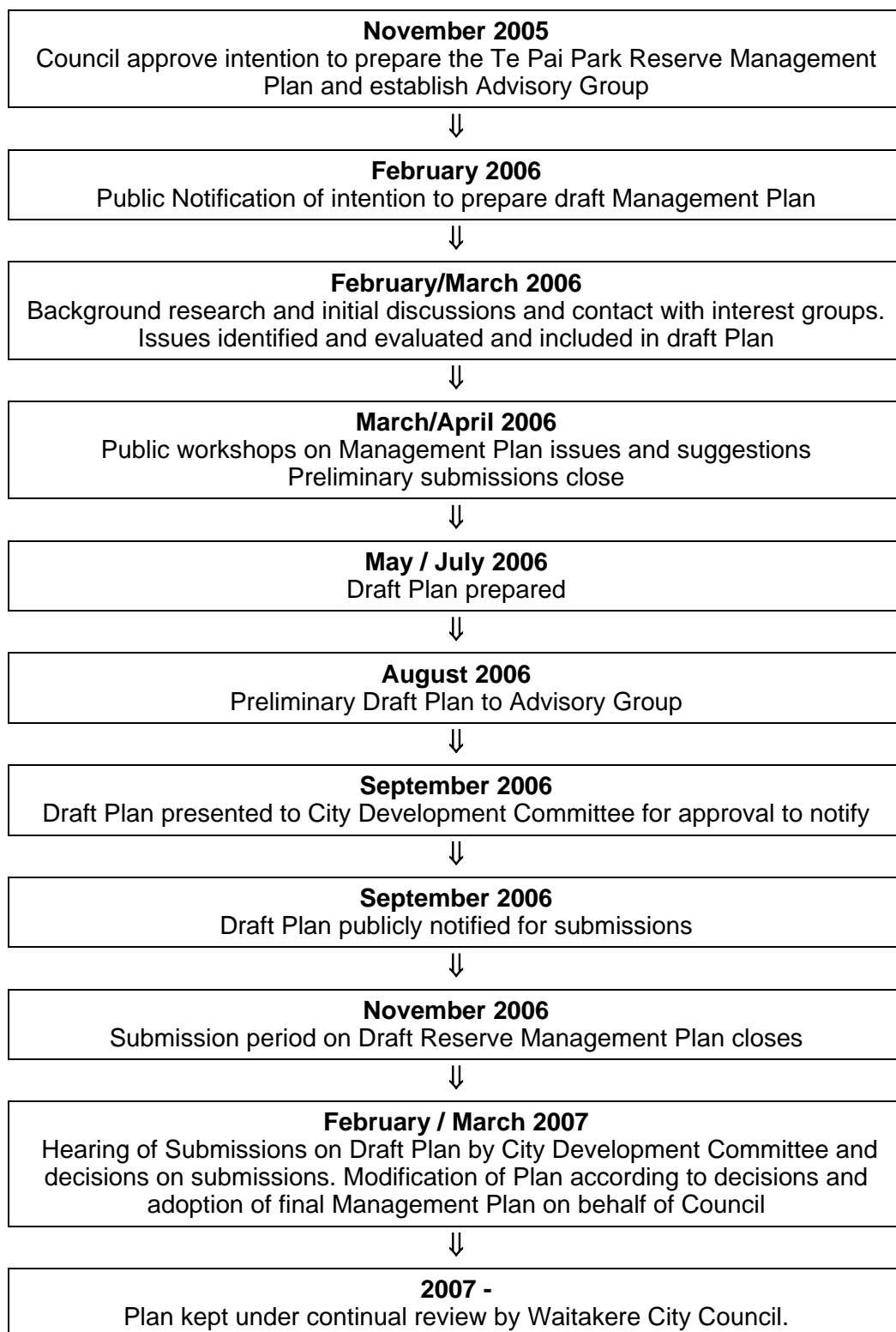
As a *City-wide* park, the delegated authority for this Reserve Management Plan lies with the City Development Committee.

The process for preparing Reserve Management Plans allows for the creation of an Advisory Group to oversee the processing of a Plan. The Advisory Group will meet in order to consider the ideas and suggestions raised in a preliminary draft Plan and to guide the overall development of the Reserves Management Plan. The Advisory Group will consist of a Member of the appropriate Community Board, a Member of the City Development Committee (for City wide reserves), relevant Council officers and representatives of the community and other interested parties.

In the case of the Te Pai Park Reserves Management Plan, it is recommended that such an Advisory Group be formed. It is recommended that this Advisory Group have a member from the Massey Community Board and that the representative be nominated at this meeting.

There is no operative Reserve Management Plan for this reserve.

The preliminary programme for the development of this Management Plan is outlined in the following chart:



## RESOURCES

Funding has been allocated from the 2005/2006 Annual Plan to undertake this and other Management Plans. A budget of \$30,000 has been allocated from that funding to produce this Reserve Management Plan.

## CONCLUSION

The Parks Reserve Management Plan Programme allows for the development of one City-wide plan and one comprehensive *Local* or Green Network plan each financial year. It is proposed that in the 2005/2006 financial year, a Reserve Management Plan be prepared for Te Pai Park, a *City-wide* Sports Park in the Massey Ward.

Community Boards have delegated authority to approve Reserve Management Plans and exercise the powers of the Council under the Act relating to *Local* parks and reserves. The City Development Committee have delegated authority over all other matters pertaining to reserves and to exercise the powers of council relating to *City-wide* reserves.

It is recommended that the Massey Community Board appoint a representative to an Advisory Board to oversee the passage of the Te Pai Park Reserve Management Plan.

## RECOMMENDATIONS

1. That the Te PAI Park Reserve Management Plan report be received.
2. That the Massey Community Board appoint a representative to be on an Advisory Group to oversee the preparation of the Te Pai Park Reserve Management Plan.

Report prepared by: Mandy McMullin, Parks Planning.



## 12 APPROVAL TO STOP A LEGAL ROAD, SCOTT ROAD, HOBSONVILLE

### PURPOSE OF THE REPORT

The purpose of this report is to seek a recommendation from the Massey Community Board to Council, to close approximately 65 metres of Scott Rd, between numbers 22 and 23 Scott Road, in line with schedule 10, Local Government Act 1974.

### BACKGROUND

Scott Road, Hobsonville, is a no exit road that finishes as a cul de sac outside 22 Scott Road. Between numbers 22 and 23 Scott Road the road is not formed and continues as grass to the foreshore on the Upper Waitemata Harbour.

### ISSUES

In order to maintain safe public access, it is proposed to re-classify approximately 65 metres of Scott Road as local purpose esplanade reserve, and install bollards and chain that will restrict vehicle access on it.

A14-A15 Attached at pages A14 to A15 outlines proposed plans and a photo of the proposed reserve.

Schedule 10 of the Local Government Act 1974, outlines clear procedures on the stopping of roads, which includes advertising the intention to stop the road and a 40 day period for objection. The road stopping process also requires that Council advise the property owners adjoining the section of road proposed to be stopped. The legal process will be commenced once Council has resolved to stop the road.

## STRATEGIC CONTEXT

The proposal to stop the road contributes to the Green Network strategic platform by designating this reserve to protect this part of the harbour edge while still providing public access.

## RESOURCES

The cost of implementing the road stopping process, the re-designation of the stopped road as esplanade reserve, the installation of bollards and chain, and relevant parks signage has been included in the 2005/2006 Annual Plan Parks and Open Space operational budget. A sum of \$3,200 will be budgeted in the Parks minor works programme for the manufacture and installation of bollards and chain and a parks sign.

## CONCLUSION

The section of Scott Road between numbers 22 and 23, which is not a formed road, is currently in grass and allows access to the foreshore. There is no intention to form a road here in the immediate future, and it is recommended that approximately 65 metres of road between 22 and 23 Scott Road be vested as local purpose esplanade reserve.

## RECOMMENDATIONS

1. That the Approval to Stop a Legal Road, Scott Road, Hobsonville report be received.
2. That the Massey Community Board recommend to Council, to stop approximately 65 metres of road between numbers 22 and 23 Scott Road, Hobsonville in accordance with schedule 10 of the Local Government Act 1974.

Report prepared by: Warren Ogilvie, Operations Manager: Special Projects, Parks and Open Space.



## 13 APPROVAL TO STOP A LEGAL ROAD, RIVERLEA ROAD, WHENUAPAI

### PURPOSE OF THE REPORT

The purpose of this report is to seek a recommendation from the Massey Community Board to Council to stop approximately 120 metres of Riverlea Road, prior to the cul-de-sac, in line with schedule 10, Local Government Act 1974.

### BACKGROUND

Riverlea Road, Whenuapai, is a no exit road that finishes as a cul de sac on the Upper Waitemata Harbour.

There have been regular complaints to Council of rubbish dumping, noise and delinquent behaviour from the occupants of cars parked at the no exit end of Riverlea Road, during the hours of darkness. Since 2001, the Council have received 21 complaints of dumped rubbish in Riverlea Road and the adjacent foreshore. There has been numerous other rubbish dumping that has been removed by contractors as part of their regular surveillance of the area.

## ISSUES

The proposal is to re classify approximately 120 metres prior to the cul de sac, at the northern end of Riverlea Road as local purpose esplanade reserve, install gates, and institute a locking schedule similar to other parks in the city. The Parks locking schedule is 9.00 pm - 7.00 am in summer, and 7.00 pm - 7.00 am in winter.

Vehicle access to private property will not be affected.

A16

Attached at page A16 outlines proposed plans.

Schedule 10 of the Local Government Act 1974, outlines clear procedures on the stopping of roads, which includes advertising the intention to stop the road and a 40 day period for objection. The road stopping process also requires that Council advise the property owners adjoining the section of road proposed to be stopped. The legal process will be commenced once Council has resolved to stop the road.

## STRATEGIC CONTEXT

The proposal to stop the road contributes to the Green Network strategic platform by designating this reserve to protect this part of the harbour edge while still providing public access.

## RESOURCES

The cost of implementing the road stopping process, the re-designation of the stopped road as esplanade reserve, the manufacture and installation of gates, the relevant road signage on Riverlea Road, and the cost of locking the gates on a daily basis has been included in the 2005/2006 Annual Plan Parks and Open Space operational budget in this current financial year. A sum of \$4,400 will be budgeted in the Parks minor works programme for the manufacture and installation of gates, with relevant signage. The cost of locking and unlocking the gates on a daily basis is \$2,070 per annum.

## CONCLUSION

The cul de sac end of Riverlea Road is a place that experiences regular illegal rubbish dumping and delinquent behaviour after dark. In order to minimise these occurrences, it is proposed to install a barrier approximately 120m prior to the end of the road, introduce a locking schedule that restricts access after dark, and vest the land as local purpose esplanade reserve.

## RECOMMENDATIONS

1. That the Approval to Stop a Legal Road, Riverlea Road, Whenuapai report be received.
2. That the Massey Community Board recommend to Council, to stop approximately 120 metres of Riverlea Road, Whenuapai prior to the cul de sac end, in accordance with schedule 10 of the Local Government Act 1974.

Report prepared by: Warren Ogilvie, Operations Manager: Special Projects, Parks and Open Space.



## **PARAMOUNT DRIVE, LINCOLN - NEW NO STOPPING CONTROL**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval for a new 'No Stopping' parking control in Paramount Drive.

### **BACKGROUND**

The operators of two businesses located at 10 Paramount Drive, Lincoln, have requested that Council consider installing parking restrictions adjacent to their vehicle crossing. They are concerned that when vehicles are parked both adjacent to and opposite their vehicle crossing that the crossing cannot be accessed by semi-trailer trucks that deliver shipping containers to businesses on the site.

### **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**

A Council officer met with one of the business owners on site to discuss the requested change.

Paramount Drive is 10 metres wide and parking is currently permitted both adjacent to and opposite the vehicle crossing of number 10 Paramount Drive. When vehicles are parked in both these locations trucks of semi-trailer size capable of carrying a 40 foot shipping container are unable to manoeuvre around the parked vehicles and into the vehicle crossing of number 10 Paramount Drive. In industrial areas allowing businesses reasonable access to their sites for heavy vehicles must take precedence over provision of on street parking.

A check with a swept path turning template for a semi-trailer shows that to allow these vehicles access parking restrictions are required adjacent to the vehicle crossing. It is proposed that a 6 metre long 'no stopping' parking restriction be installed adjacent to both sides of the vehicle crossing.

The proposed change will result in the loss of two on street parking spaces. Eliminating parking on the opposite side of Paramount Drive would be a viable alternative to eliminating parking adjacent to the vehicle crossing but would result in the loss of more spaces on the north side of the road.

The occupants of nearby properties were consulted by letter. No replies were received.

A17 The location of the proposed new parking control is shown on the aerial photograph attached at page A17.

### **RESOURCES**

The proposed markings changes can be implemented under the 2005/2006 Annual Plan road maintenance budgets.

## CONCLUSION

The proposed new 'No Stopping' controls in Paramount Drive are recommended to ensure that heavy vehicle access to number 10 Paramount Drive is not obstructed by parked vehicles.

## RECOMMENDATIONS

1. That the Paramount Drive, Lincoln - New No Stopping Controls report be received.
2. That in relation to **PARAMOUNT DRIVE, LINCOLN**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **PARAMOUNT DRIVE** starting from a point 3 metres west along the kerb line from a point adjacent to the property boundary between numbers 10 and 6 **PARAMOUNT DRIVE** and extending to a point a further 6 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
    - (ii) on the south kerb line of **PARAMOUNT DRIVE** starting from a point 16 metres west along the kerb line from a point adjacent to the property boundary between numbers 10 and 6 **PARAMOUNT DRIVE** and extending to a point a further 6 metres west along the kerb line a new **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 Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 15 MUNROE ROAD BRIDGE - NEW ROAD MARKINGS

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for new flush medians and a 'no overtaking' centre line marking on the Munroe (Paremuka) Bridge and the roads approaching the bridge.

### BACKGROUND

The Munroe Bridge linking Summerland Drive in Western Heights and Munroe Road in Ranui is currently under construction. In anticipation of the bridge opening the Massey Community Board's approval for suitable road markings on and near the bridge is required.

## STRATEGIC CONTEXT

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

Under the Local Government Act, Council has a responsibility to provide for the well being of its community in terms of social, cultural, economic and environmental outcomes. In this context, ensuring public safety is of paramount importance.

## ISSUES

In order to provide for traffic safety and in accordance with traffic regulations; it is proposed that the following markings be installed:

- A flush median in Summerland Drive starting at the western end of the existing flush median in the road and terminating 5 metres east of the eastern end of the bridge. This marking will be tapered to provide a smooth transition from the existing flush median in Summerland Drive to the 'no overtaking' marking at the bridge.
- A 'no overtaking' marking starting from a point 5 metres east of the bridge to a point 25 metres west of the bridge. The bridge is narrower than the carriageways of Summerland Drive and Munroe Road and a flush median cannot be accommodated. A 'no overtaking' restriction is recommended to remind drivers that the bridge is an unsuitable place to overtake.
- A flush median in Munroe Road starting from a point 25 metres west of the bridge to a point 215 metres further west along Munroe Road. This flush median will be tapered at each end and will incorporate a right turn pocket in the intersection with Charlene Close. This median will help prevent nose to tail type accidents involving turning vehicles at this intersection.

A18 The location of the proposed new road markings are shown on the plan as attached at page A18.

## RESOURCES

The proposed markings changes can be implemented under the Munroe Road (Paremuka) Bridge 2005/2006 Annual Plan funding.

## CONCLUSION

The proposed new flush medians and 'no overtaking' road markings on the Munroe Bridge and roads approaching the bridge are recommended to provide for the safety of road users.

### RECOMMENDATIONS

1. That the Munroe Road Bridge - New Road Markings report be received.
2. That in relation to **MUNROE ROAD, RANUI:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) along of the centre of the carriageway of **MUNROE ROAD** starting from a point 25 metres west of the west abutment of the **MUNROE BRIDGE** and extending to a point a further 215 metres west a new **FLUSH MEDIAN** be put in place.
3. That in relation to **SUMMERLAND DRIVE, WESTERN HEIGHTS:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) along of the centre of the carriageway of **SUMMERLAND DRIVE** starting from a point 5 metres east along of the east abutment of the **MUNROE BRIDGE** and extending to a point a further 45 metres east a new **FLUSH MEDIAN** be put in place.
4. That in relation to **SUMMERLAND DRIVE, WESTERN HEIGHTS, THE MUNROE BRIDGE AND MUNROE ROAD, RANUI:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) along the centre of the carriageway starting from a location in **MUNROE ROAD** 25 metres west of the west abutment of the **MUNROE BRIDGE** extending east across the **MUNROE BRIDGE** into **SUMMERLAND DRIVE** to a position 5 metres east of the east abutment of the **MUNROE BRIDGE** a new **NO OVERTAKING LINE** be put in place.
5. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.

## **ROYAL ROAD, MASSEY - NEW NO STOPPING CONTROL**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval for new 'No Stopping' parking control in Royal Road.

### **BACKGROUND**

A representative of the residents committee at the Royale Vista Retirement Village located at 197 Royal Road has contacted Council requesting that Council consider installing a 'No Stopping' line adjacent to the east side of the vehicle crossing to the village. The representative is concerned that when a vehicle is parked in this location that there is insufficient remaining clear carriageway to adequately provide for both turning vehicles and through traffic.

Royal Road in the vicinity of the village is classified as a collector road with an estimated daily traffic of 9,300 vehicles per day. There are 43 units within the village. The traffic volume entering and leaving the village's vehicle crossing is significantly in excess of a normal residential property.

### **STRATEGIC CONTEXT**

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

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

### **ISSUES**

A Council officer met with two members of the residents committee on site to discuss the requested change.

When a vehicle is parked on the east side of the vehicle crossing to the retirement village and another vehicle is stopped on the central median waiting to turn there is insufficient remaining clearance between the parked vehicle and the turning vehicle for east bound traffic to pass between them.

Due to the high traffic volume in Royal Road, and the number of vehicles turning into the village, a 10 metre long 'no stopping' line is recommended immediately adjacent to the east side of the village's vehicle crossing to ensure the flow of east bound traffic is not obstructed. Alternative parking is available to the east of the proposed restriction and to the west of the village's vehicle crossing.

There is a curve in Royal Road outside the village. Vehicles parked on the inside of this curve present a safety hazard to west bound traffic as they cannot be easily seen by approaching traffic. A 'no stopping' line is recommended on this corner from the vehicle crossing of number 148 to the western vehicle crossing of the rest home at number 152.

The occupants of the 43 units within the Royale Vista Retirement Village, the occupants of the residential properties adjacent to the proposed changes and the operator of the rest home located at 154 Royal Road were consulted by letter. One reply was received from a resident of the retirement village. This person did not comment on the proposed changes but requested that a pedestrian crossing be installed outside the village for the use of residents. Officers do not consider that a crossing in this location would be suitable from a safety prospective due to the presence of a curve in the road directly outside the village and the general poor accident record of this type of facility.

A19 The location of the proposed new parking control is shown on the aerial photograph as attached at page A19.

## RESOURCES

The proposed markings changes can be implemented under the 2005/2006 Annual Plan maintenance budgets.

## CONCLUSION

The proposed new 'No Stopping' control in Royal Road are recommended to improve road user safety at the curve in the road outside the Royal Vista Retirement Village and to ensure that the west bound traffic lane is not obstructed by turning and parked vehicles.

## RECOMMENDATIONS

1. That the Royal Road, Massey - New No Stopping Control report be received.
2. That in relation to **ROYAL ROAD, MASSEY**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **ROYAL ROAD** starting from a point 41 metres east of where the kerb line meets the east kerb line of **BENCHMARK DRIVE** and extending to a point a further 10 metres east along the kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
    - (ii) on the north kerb line of **ROYAL ROAD** starting from a point adjacent to the property boundary between numbers 152 and 154 **ROYAL ROAD** and extending to a point a further 80 metres west along the kerb line a new **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 Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## **RATHGAR ROAD, LINCOLN - EXTENSION OF NO STOPPING CONTROL**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval for the extension of an existing 'No Stopping' parking control in Rathgar Road.

### **BACKGROUND**

A representative of Waitakere College has contacted Council with concerns that cars parked on the east side of Rathgar Road, between the pedestrian crossing outside the school and the intersection with Edwards Avenue, restrict sight lines between pedestrians waiting to cross and approaching traffic. The school has requested that Council consider prohibiting parking in this location.

### **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**

Land Transport New Zealand's Manual of Traffic Signs and Markings recommends that parking be prohibited within the area 15 metres in advance of a pedestrian crossing to ensure sight lines between pedestrians and traffic are kept clear of parked vehicles. There are no parking restrictions on the east side of Rathgar Road within 15 metres of the crossing and vehicles are currently able to park as close as 5 metres from the crossing.

There is currently a 'No Stopping' line on the east side of Rathgar Road extending from the intersection with Edwards Avenue to a point 18 metres south of the intersection. It is proposed that this line be extended south to the edge of the kerb projection adjacent to the pedestrian crossing.

The occupants of the residential properties adjacent to the proposed change were consulted by letter. No replies were received.

A20 The location of the proposed new parking control is shown on the aerial photograph as attached at page A20.

### **RESOURCES**

The proposed markings changes can be implemented under the 2005/2006 Annual Plan road maintenance budgets.

### **CONCLUSION**

The proposed extension of an existing 'no stopping' line in Rathgar Road is recommended to improve road user safety at the crossing by ensuring that sightlines between pedestrians and approaching traffic are kept clear of parked vehicles.

### RECOMMENDATIONS

1. That the Rathgar Road, Lincoln - Extension of No Stopping Control report be received.
2. That in relation to **RATHGAR ROAD, LINCOLN**:
  - (a) That all existing parking restrictions or limitations currently applicable to **RATHGAR ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, 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 Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **RATHGAR ROAD** starting from the point where the kerb line meets the south kerb line of **EDWARDS AVENUE** and extending to a point a further 36 metres south a new **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 Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.

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## 18 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**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	John Riddell Bob Jessopp
Massey Citizens Advice Bureau	Cr Linda Cooper
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	John Riddell Bob Jessopp
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
Massey Community House Committee	Cr Linda Cooper
COUNCIL COMMITTEES	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard Andrew Good
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Gayleen Maurice Bob Jessopp

