



**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT  
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,  
WAITAKERE, ON WEDNESDAY, 30 JANUARY 2008,  
COMMENCING AT 7.00 PM**

---

**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	<b>APOLOGIES</b>	<b>1</b>
2	<b>CONFIRMATION OF MINUTES</b>	<b>1</b>
3	<b>URGENT BUSINESS</b>	<b>1</b>
4	<b>PRESENTATIONS</b>	<b>1</b>
	<b>A LIMEBURNERS BAY</b>	<b>1</b>
	<b>B NEW ZEALAND POLICE</b>	<b>1</b>
5	<b>PUBLIC FORUM</b>	<b>2</b>
6	<b>CHAIRMAN'S REPORT</b>	<b>2</b>
7	<b>COMMITTEE SECRETARY'S REPORT</b>	<b>3</b>
8	<b>CLEARWATER COVE, WEST HARBOUR - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION</b>	<b>8</b>
9	<b>HURUHURU ROAD AND TAITAPU STREET, MASSEY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS</b>	<b>9</b>
10	<b>LUANDA DRIVE, MASSEY - NEW BUS STOP RESTRICTION</b>	<b>11</b>
11	<b>LUCKENS ROAD, WEST HARBOUR - EXTENSION OF NO STOPPING AT ALL TIMES PARKING RESTRICTION</b>	<b>13</b>
12	<b>PROJECT TWIN STREAMS UPDATE</b>	<b>14</b>
13	<b>SUNNYVALE ROAD / RED HILLS ROAD, MASSEY - NEW STOP CONTROL</b>	<b>23</b>
14	<b>SWANSON ROAD BETWEEN METCALFE ROAD AND UNIVERSAL DRIVE, MASSEY - NEW TRAFFIC IMPROVEMENTS</b>	<b>24</b>
15	<b>DON BUCK ROAD, MASSEY - TRAFFIC MANAGEMENT</b>	<b>27</b>
16	<b>BOARD MEMBERS' REPORTS</b>	<b>29</b>

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT  
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,  
WAITAKERE, ON WEDNESDAY, 30 JANUARY 2008,  
COMMENCING AT 7.00 PM**

---

**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 5 December 2007

**RECOMMENDATION**

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 5 December 2007, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

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

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

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

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



**4 PRESENTATIONS**

**A LIMEBURNERS BAY**

The Principal Advisor: Heritage will make a presentation updating the Board on the Limeburners Bay matters.

**B NEW ZEALAND POLICE**

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 Chairman at the beginning of the meeting; and
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time;
- (iii) questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive Officer.



## 6 CHAIRMAN'S REPORT

I trust every one had a pleasant Christmas and New Year break.

It never ceases to amaze me the number of activities that take place in the Massey Ward. In my December 2007 report, I talked about two events that Board Members were invited to. There was the Model Railway Club at the Birdwood Winery Estate in Ranui and the Church Service at the Anglican Church in Moire Road. It should be remembered that the Massey Ward extends from Babich Road in the West to Herald Island in the East and Universal Drive in the South to Brigham's Creek in the North. There were two specific events Board Members were invited to during December 2007. One was the opening of stage one of the new motorway linking State Highways 18 and 20 and ultimately Auckland Airport and quite possibly a second airport at Whenuapai. I did not manage to get to this event which was hosted by Transit NZ, however the occasion is significant for our Ward and will provide residents with better motorway access throughout the Auckland Region. The other event was the re-launch and opening of the upgraded KFC at Westgate. KFC provides employment for many young people on a part-time basis. The event signifies faith in the commercial viability of the Westgate shopping centre and the future prospects of the Massey Ward through the investment that KFC has made at this branch. I was unable to attend the ceremony however Community Board Members Judy Fletcher and Cr Peter Chan were in attendance.

There were also several Community run events, held in December which I visited including the Ranui Market held at the Ranui Community Centre, the Massey Market held at the Massey Community House and the Whenuapai Village Market.

There are two community newsletters published within the Massey Ward. The Causeway that covers Herald Island and Whenuapai and the Massey & Birdwood Settlers Association newsletter that covers Woodside Road through to the end of Royal Road and is circulated to around 5000 households. Both newsletters have received positive comment from the residents.

I was unable to attend the Herald Island Christmas Day parade or the Market Day on Boxing Day but I am sure they were fun. There was also the West Harbour Rotary Santa Parade held in West Harbour. All were good events and most importantly, they were community driven. One of the Community Board's specific responsibilities is to keep in contact with the local community, special interest groups, residents and businesses within the community. Attendance at the activities I have outlined, helps Board Members keep in contact with their local community. The Board has received a letter from the Deputy Mayor Penny Hulse asking for a strategy to build on the strengths of Community Boards and to promote them within the Community. The strategy calls for us as Board Members, collectively and individually, to be talking, walking, playing, promoting and working with the local community and taking on board the communities issues and concerns.

It is also important for the community to ensure that we, as Board Members, work for our pennies so to speak, and for the community to bring issues to the Public Forum held at the beginning of our Community Board meetings. This provides people with the opportunity to air their thoughts and to contact us individually on the condition of their footpaths, or to report the latest boy racer incident, or to report how the rubbish collection did not take place and other similar concerns.



### **RECOMMENDATION**

That the Chairman's Report be received.

JG Riddell  
**CHAIRMAN**



## 7 **COMMITTEE SECRETARY'S REPORT**

	<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
1.	Westpark Marina - Various Issues  Community Board Requests  3 April 2002  Resolution No. 660/2002  10 November 2004  Resolution No. 1964/2004  Council  28 September 2005  Resolution No. 1825/2005	<p><b>Trailer Parking</b></p> <p>The design of the new boat trailer car park has been completed and consultation is occurring with neighbouring landowners. It is anticipated that the car park will be completed in May 2008.</p> <p><b>Dredging Update</b></p> <p>Westpark Marina Limited is continuing to undertake dredging of the Marina in accordance with their agreement with the Council. Progress, and their ability to obtain resource consents to dispose of fill material, is being carefully monitored by the Council.</p>	Fraser Henderson  836 8000 Extn: 8286
2.	Herald Island Wharf Public Toilet  Officer's Report	Resource and building consent applications have been lodged and are currently being processed. Tenders are planned to be advertised in February 2008. Physical works are planned to commence in April 2008 once consents have been granted.	Talitha Gibbons  836 8000 Extn: 8303

	Issue	Comments	Reporting Council Officer
3.	Makora Car Park Development Officer's Report	<p>The Makora car park construction work has been completed. Some minor defects are still outstanding and will be rectified before practical completion is granted, which is expected in January 2007.</p> <p>Badminton Waitakere's building contractor has been progressing the construction work on the extension of the playing courts.</p>	<p>Andreas Lilley ☎ 836 8000 Extn: 8553</p>
4.	Toilet Block Removal – Riverpark Reserve and Duke Park Officer's Report	<p>Riverpark Reserve and Duke Park toilet blocks were scheduled for removal. These toilet blocks are not currently being used or maintained and do not meet the strategic plan criteria.</p> <p>Riverpark Reserve toilet block was demolished in December 2007.</p> <p>The Duke Park toilet block will be the responsibility of Transit New Zealand to demolish, as part of the Upper Harbour Highway widening project.</p>	<p>Andreas Lilley ☎ 836 8000 Extn: 8553</p>
5.	Triangle Park Playground Upgrade Officer's Report	<p>As part of Council's ongoing playground renewal programme, the playground at Triangle Park is being upgraded in 2008.</p> <p>The Massey Community Board approved the concept design for the Triangle Park Playground Upgrade at its September 2007 meeting. Following this meeting a final mail drop to update the community was undertaken in October 2007.</p> <p>Consents have been lodged and are currently being processed.</p> <p>Physical works are planned to be carried out from March 2008.</p>	<p>Tracey Hamilton ☎ 836 8000 Extn: 8969</p>
6.	Taitapu Park Playground Upgrade Officer's Report	<p>As part of Council's ongoing playground renewal programme, the playground at Taitapu Park is being upgraded in 2008.</p> <p>A mail drop of the proposed playground design was undertaken to the local community in October 2007.</p> <p>Consents have been lodged and are currently being processed.</p> <p>Physical works are planned to be carried out from late February 2008.</p>	<p>Tracey Hamilton ☎ 836 8000 Extn: 8969</p>

	Issue	Comments	Reporting Council Officer
7.	Marina View Reserve Playground Upgrade  Officer's Report	<p>As part of Council's ongoing playground renewal programme, the playground at Marina View Reserve is being upgraded in 2008.</p> <p>A mail drop of the proposed playground design was undertaken to the local community in October 2007.</p> <p>Consents have been lodged and are currently being processed.</p> <p>Physical works are planned to be carried out from late February 2008.</p> <p>A few minutes walk from Marina View Reserve is Wiseley Reserve playground. This playground contains a slide and a seesaw and are currently in poor condition. It is intended that the playground at Wiseley Reserve will be removed and not replaced because the playground at Marina View Reserve is sufficient under the provision of levels of the draft 2005 Parks and Open Space Strategy.</p>	Tracey Hamilton ☎ 836 8000 Extn: 8969
8.	Mayfair Place and Clover Drive, Ranui - Traffic Management Device  Resolution no: 3180/2007 1 August 2007	During September 2007, public consultation was undertaken for a new raised speed platform on Clover Avenue in the vicinity of the intersection with Mayfair Place. No feedback was received, and the platform is currently scheduled for construction this financial year.	Sue Liddell ☎ 836 8000 Extn: 8736
9.	Riverpark Reserve Car park Upgrade  Officers Report	The car park at Riverpark Reserve is being upgraded. Works commenced in January 2008 and are expected to be completed by March 2008. Works involve the reduction in car park area and the removal of one of the two entrances to improve safety, new kerb and channel, the resurfacing of the car park with a new chip seal surface, line marking, and bollards.	Andreas Lilley ☎ 836 8000 Ext: 8553
10.	Moire Park Rat and Possum Control  Officer's Report	During October and November 2007 rat and possum control was carried out in the bush area of Moire Park. In a four week period the following numbers of pest animals were controlled: 49 rats, seven mice and 30 possums. Traps were used, no poison was laid, and signage was posted at entry points to the park. Further trapping will be carried out during late summer and autumn.	Helen Biffin ☎ 836 8000 Ext: 8758

	Issue	Comments	Reporting Council Officer
11.	Armada Reserve Officer's Report	A large area of Arundo Donax will be removed from Armada Reserve during January and February 2008.	Helen Biffin ☎ 836 8000 Ext: 8758
12.	Riverpark Reserve Footbridge Upgrade Officer's Report	The Riverpark Reserve Footbridge is being upgraded in 2008. Works include replacement of the exiting handrail and decking, cleaning and treatment of existing steel "I" beams and the construction of new bridge abutments.  Consent applications have been lodged and are currently being processed. Physical works were tendered in January 2008, closing in early February 2008. Subject to receiving a suitable tender physical works are planned to be carried out from March 2008.	Talitha Gibbons ☎ 836 8000 Extn: 8303
13.	Realm Esplanade Footbridge Upgrade Officer's Report	The Realm Esplanade Footbridge is being upgraded in 2008. Works include the removal and replacement of the existing footbridge.  Consent applications have been lodged and are currently being processed. Physical works were tendered in January, closing in early February 2008. Subject to receiving a suitable tender, physical works are planned to be carried out from March 2008.	Talitha Gibbons ☎ 836 8000 Extn: 8303
14.	Sunline Park Footbridge Upgrade Officer's Report	The Sunline Park Footbridge is being upgraded in 2008. Works include the removal and replacement of the existing footbridge.  Consent applications have been lodged and are currently being processed. Physical works were tendered in January 2008, closing in early February 2008. Subject to receiving a suitable tender, physical works are planned to be carried out from March 2008.	Talitha Gibbons ☎ 836 8000 Extn: 8303
15.	Rush Creek Reserve Footbridge Upgrade Officer's Report	The Rush Creek Reserve Footbridge is being upgraded in 2008. Works include replacement of the exiting handrail, the installation of carbon fibre rods on under side of bridge for extra structural support and the resurfacing of the bridge deck.  Consent applications have been lodged and are currently being processed. Physical works were tendered in January 2008, closing in early February 2008. Subject to receiving a suitable tender, physical works are planned to be carried out from March 2008.	Talitha Gibbons ☎ 836 8000 Extn: 8303

	Issue	Comments	Reporting Council Officer
16.	Hillwell Drive – Trial of Water Filled Barriers Outside Paremuka Reserve  Officer's Report	A quote has been obtained for the physical work of returning two existing parking bays back to grass berm, footpath, kerb and channel, in keeping with the existing Paremuka Reserve. The work will be done this financial year and the finalised design will be presented to a future Massey Community Board meeting.	Sue Liddell ☎ 836 8000 Extn: 8736
17.	Birdwood Road/Glen Road/Waiemata Drive West, Ranui  Public Forum  5 December 2008	At the Public Forum of the Massey Community Board meeting held on 5 December 2007 a resident spoke on various safety issues regarding the intersection of Birdwood Road / Glen Road and Waitemata Drive West, Ranui. The following is in response to these issues:  At present, Waitemata Drive West at the intersection with Glen Road and Birdwood Road is a short section of road and a cul-de-sac serving 16 houses. The volumes of traffic generated from this road is low. When the link connection of Waitemata Drive West across the stream, linking to Swanson Road becomes imminent, an appropriate priority control with suitable geometrics for the intersection of Waitemata Drive West/Glen Road/Birdwood Road would have to be considered. The design for the intersection would have to consider the resultant and predicted traffic flows and the sight distances appropriate for the conditions. There is currently no programme for this link to be constructed.	Sue Liddell ☎ 836 8000 Extn: 8736

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Marina View Drive, West Harbour - New Bus Stand Restriction	July 2007  Resolution No. 2048/2007	6 February 2008	Tony Miguel ☎ 836 8000 Extn: 8294

### **RECOMMENDATION**

That the Committee Secretary's Report for 30 January 2008 be received.

Report prepared by: Desiree Tukutama, Committee Secretary.



**8 CLEARWATER COVE, WEST HARBOUR - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval for a new No Stopping At All Times parking restriction on Clearwater Cove, West Harbour.

**BACKGROUND**

A request has been received from a member of the public who uses this road frequently to install a No Stopping At All Times parking restriction around the bend on Clearwater Cove outside property number 11K.

**STRATEGIC CONTEXT**

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

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

**ISSUES**

Clearwater Cove is a local road. It is a mix of residential, commercial and industrial and runs from Wiseley Road to the West Harbour Marina. This road has a high usage with vehicles towing boats/trailers as the boat ramp is at the end of this street.

Recently vehicles have started parking on the corner in Clearwater Cove, which leads towards the boat ramp. This is proving difficult for drivers towing trailers who have to swing wide to get around the vehicles parked on the corner. Council Officers have been advised that there have been a couple of near misses where a boat trailer has nearly struck a parked vehicle.

Council staff have observed that this is a safety issue and it is proposed to install the new No Stopping At All Times parking restriction on the bend of Clearwater Cove outside number 11K.

A1 The location of the new No Stopping At All Times parking restriction is shown on the aerial photograph at page A1.

**Decision Making**

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

**RESOURCES**

The new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budget.

## CONCLUSION

The new No Stopping At All Times parking restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing traffic flows or sightlines of drivers.

## RECOMMENDATIONS

1. That the Clearwater Cove, West Harbour - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **CLEARWATER COVE, WEST HARBOUR:**
  - (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 restriction be now resolved to be specified and imposed, namely,
    - (i) on **CLEARWATER COVE** starting from the last angle car park on the western side of Clearwater Cove, and extending north then west around the corner for a distance of approximately 9 metres, a **NO STOPPING AT ALL TIMES** parking restriction 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 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



## 9 HURUHURU ROAD AND TAITAPU STREET, MASSEY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for new No Stopping At All Times parking restrictions on Huruhuru Road and Taitapu Street, Massey.

### BACKGROUND

A resident of Huruhuru Road has requested No Stopping At All Times parking restrictions be installed outside and opposite his property on Taitapu Street and Huruhuru Road.

### STRATEGIC CONTEXT

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

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

## ISSUES

Council officers visited the area and agree that No Stopping At All Times parking restrictions are appropriate in this location as it is not a suitable location for vehicles to park. The customer's driveway is located 30 metres from the intersection of Huruhuru Road and Taitapu Street. There is a sharp bend travelling from Taitapu Street into Huruhuru Road and due to property fencing and tree growth, visibility when exiting the driveway is not good. If a vehicle is parked legally against the kerb, this compounds the visibility issues. Opposite the customer's property is a reserve that is also on a sharp bend. It is therefore requested to install a No Stopping At All Times parking restriction around this bend.

Consultation was verbally conducted with the resident who initiated the request and with Council's Parks Department for the section outside the reserve. The property at number 33 Taitapu Street will not be directly affected as their driveway and accessible street frontage is on Huruhuru Road.

A2 The location of the proposed changes are indicated at page A2.

## Decision Making

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

## RESOURCES

The new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2007/2008 road maintenance budgets.

## CONCLUSION

The proposal for the new No Stopping At All Times parking restrictions in Huruhuru Road and Taitapu Street are recommended to ensure vehicles park in a defined area without obstructing the flow of traffic.

## RECOMMENDATIONS

1. That the Huruhuru Road and Taitapu Street, Massey - New No Stopping At All Times Parking Restrictions report be received.
2. That in relation to **HURUHURU 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 restrictions be now resolved to be specified and imposed, namely,
    - (i) on the west kerb line of **HURUHURU ROAD** from the intersection with **TAITAPU STREET** extending north for a distance of 27 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the north east kerb line of **HURUHURU ROAD** from the intersection with **TAITAPU STREET** extending east for a distance of 34 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

3. That in relation to **TAITAPU STREET, 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 restriction be now resolved to be specified and imposed, namely,
    - (i) on the north west kerb line of **TAITAPU ROAD** from the intersection with **HURUHURU ROAD** extending south for a distance of 43 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule, Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jane Harris, Transport Technician.



## 10 LUANDA DRIVE, MASSEY - NEW BUS STOP RESTRICTION

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new bus stop restriction on Luanda Drive, Massey.

### BACKGROUND

A request has been received from a resident of Luanda Drive requesting a new bus stop be installed. Since receiving the request a review of the bus stop locations in Luanda Drive has been done and it has been identified that there is no formalised outbound bus stop in Luanda Drive.

### STRATEGIC CONTEXT

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

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

### ISSUES

Currently Luanda Drive has two south bound bus stops outside properties number 4 and 20 and there are no formalised north bound bus stops on Luanda Drive between Armada Drive and Swanson Road. This means there is a distance of approximately 680 metres between bus stops. Ideally for the ease of use for bus patrons, bus stops are sited approximately 400 metres apart. Currently buses stop outside 23 Luanda Drive to pick up and drop off patrons. It is therefore suggested in this report to formalise this location as a bus stop.

Consultation has been carried out with affected properties and any feedback received will be brought to the Board meeting.

A3

The location of the new bus stop is indicated at page A3.

### **DECISION MAKING**

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

### **RESOURCES**

The new bus stop can be implemented under the Annual Plan 2007/2008 road maintenance budget.

### **CONCLUSION**

The proposal to formalise a new bus stop in Luanda Drive is recommended to allow continuity of public transport services and to maintain the Council and regional standard of an average of 400 metre spacing between bus stops.

### **RECOMMENDATIONS**

1. That the Luanda Drive, Massey - New Bus Stop Restriction report be received.
2. That in relation to **LUANDA DRIVE, 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 restriction be now resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **LUANDA DRIVE** outside property number 23 a **BUS STOP** restriction 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 bus stop restriction.

Report prepared by: Jane Harris, Transport Technician.



11 **LUCKENS ROAD, WEST HARBOUR - EXTENSION OF NO STOPPING AT ALL TIMES PARKING RESTRICTION**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval to extend the No Stopping At All Times parking restriction on Luckens Road, West Harbour.

**BACKGROUND**

A resident of Bernleigh Terrace has requested that the No Stopping At All Times parking restriction be extended on the corner of Luckens Road and Bernleigh Terrace, West Harbour.

**STRATEGIC CONTEXT**

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

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

**ISSUES**

Council officers visited the area and agree that an extension to the No Stopping At All Times parking restriction is appropriate as it is not a suitable location for vehicles to park. The existing No Stopping At All Times parking restriction does not extend enough around the corner on Luckens Road. At the moment vehicles can park up to the corner, making it difficult for vehicles exiting Bernleigh Terrace and turning right into Luckens Road. Visibility is completely obscured.

Consultation was verbally conducted with the residents who will be directly affected by the proposed change and to date one response has been received in favour of the proposal.

A4 The location of the proposed extension is indicated at page A4.

**DECISION MAKING**

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

**RESOURCES**

The proposed extension to the No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 road maintenance budgets.

**CONCLUSION**

The proposal for the extended No Stopping At All Times parking restriction in Luckens Road is recommended to ensure vehicles park in a defined area without obstructing the traffic flow and sight lines.

## RECOMMENDATIONS

1. That the Luckens Road, West Harbour - Extension of No Stopping At All Times Parking Restriction report be received.
2. That in relation to **LUCKENS ROAD, WEST HARBOUR**:
  - (a) That all existing parking restrictions or limitations currently applicable to **LUCKENS 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 restriction be now resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **LUCKENS ROAD** from a point where the existing no stopping line finishes and extending north for a distance of 12 metres a **NO STOPPING AT ALL TIMES** parking restriction 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 limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



## 12 PROJECT TWIN STREAMS UPDATE

### **GLOSSARY**

Auckland Regional Council (ARC)

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide the Massey Community Board with an update of Project Twin Streams outcomes to January 2008.

### **BACKGROUND**

New approaches to dealing with waste and water are fundamental to Waitakere becoming an Eco City. In line with this, in 1997 Waitakere City Council commissioned studies to explore the effects of stormwater on the Oratia and Opanuku Streams. These stormwater studies led to the creation of Project Twin Streams, with successful funding applications to Infrastructure Auckland (now Auckland Regional Holdings) for \$38.2 million over a ten year period from 2003-2012. The project broadly aims to avoid, remedy and mitigate adverse stormwater effects in ways that also achieve social, cultural and economic outcomes. A further \$5.2 million was received to build 14 km of new cycle and walkways alongside three of the streams in the Project Twin Streams catchment.

Project Twin Streams is an innovative multi-faceted project that focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruhuru Creek catchments. This project weaves together the issues of integrated stormwater management and the restoration of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams, with a sustainable community development approach. The Project Twin Streams catchment has a population of 103,000 people and covers 10,000 hectares.

The purpose or kaupapa for Project Twin Streams is:

*"Working together for healthy streams and strong communities: creating a sustainable future."*

The point of difference of Project Twin Streams from other environmental projects is that it takes a sustainable community development approach. The assumptions underpinning this approach are:

- People are more likely to make changes in behaviour when they understand the problem and are part of identifying the solutions;
- Local communities know the most appropriate and effective methods to engage local people;
- Each community has its own diverse characteristics. Programmes need to be adapted to harness the diverse strengths of communities. A one sized solution is not effective;
- Creative learning methods that engage with people's hearts and minds are more effective than simply distributing written information in creating meaningful and long-term behaviour change;
- Local organisations can be more effective than Council in engaging their own communities in the sustainability journey but need to be adequately resourced and supported to do so;
- A partnership approach between communities; local, regional and central government, non-government organisations and local people will be a very effective way of achieving long-term change towards sustainability.

From 2004-2007 Project Twin Streams was a demonstration project for Sustainable Communities - a workstrand of Sustainable Auckland and part of government's Sustainable Development Programme of Action. Sustainable Communities has had a significant role in supporting and resourcing the quadruple bottom line aspects of Project Twin Streams. By June 2007 it had invested in excess of \$280,000, and aligned expertise and resources from the Auckland Regional Council (ARC) and Department of Internal Affairs to ensure consideration is given to the social, economic and cultural potential in the project. The environmental outcomes of the project are funded by Auckland Regional Holdings.

## STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's major projects and is contributing to the implementation of the vision of Waitakere as an Eco City through all Council's strategic objectives and platforms and its contribution to Community Outcomes - Green Network, Strong Communities, Sustainable Environment, Strong Economies, Waiora (Environmental Projection, Whaiora (Participation in society). The Community Outcome priorities strongly identify Project Twin Streams as a project for enabling the achievement of a number of community outcome priorities.

In particular Project Twin Streams supports the Council strategic platforms of:

- **Strong Communities** - people are active, healthy and content;
- **Active Democracy** - people feel they can make a difference. There are high levels of community participation and respect for each others' views;

- **Green Network** - caring for natural areas. Protection and enhancement is on both public and private land; community involvement is encouraged, as is the protection of landscapes, native plants, wildlife and ecosystems;
- **Three Waters** - stream restoration and resolving stormwater management issues.

Project Twin Streams also demonstrates the integration of Council's Quadruple Bottom Line approach in programme development and implementation as required by the Local Government Act 2002.

## OUTCOMES

### Planting & Maintenance Programme

The Project Twin Streams - Swanson, Waimoko, Momutu, Opanuku, Oratia, Waikumete and Bishop Streams and Henderson Creek are showing evidence of extensive planting of eco sourced native plants forming a riparian margin of around 15 metres. There are now significant sections of the stream banks that form continuous new planting.

#### Highlights from 2007

- A total of 113,364 plants have been planted of which 62 percent (68,545) have been planted by local communities. In total over 300,000 plants have been planted since the project began. Commercial contractors are brought in to plant the areas that are too dangerous for volunteers to do;
- Approximately 33 percent of the Project Twin Streams Area has been cleared of environmentally damaging weeds;
- 5,944 volunteers have been involved in planting, site preparation, weeding and maintenance activities. Since 2003 a total of 13,171 volunteers have participated in Project Twin Streams;
- Nine successful community planting days have occurred in Ranui, Opanuku, Oratia, Glen Eden and Henderson with events being well-attended by local residents;
- There are 29 groups now adopting sections of the stream banks. These groups range from schools, mental health and disability groups, youth and youth at risk groups, church groups, alternative education groups and whānau groups;
- Eleven local schools are actively engaged in Project Twin Streams - both in site preparation and planting and related educational and arts activities to raise awareness of the issues facing the streams.

### Community Contracts & Community Engagement

A key goal of Project Twin Streams is to build community ownership of the Project in ways that are inclusive and meaningful for local neighbourhood communities and communities of interest. This is being achieved through contracts with community-based organisations to deliver Project Twin Streams in their communities. This means that local organisations with local knowledge are the driving force of the project.

With five fully operative community contract organisations now on board increased community engagement is being facilitated across the six communities within the Project Twin Streams catchment. This is reflected in the statistics which show a significant rise in stream restoration activities being undertaken by communities. Community organisations are reporting that as a result of Project Twin Streams more and more people are becoming aware of the streams, using the streams and their surrounds for recreational purpose and becoming guardians of their area. However along with this increased awareness is also an awareness that just undertaking stream side planting is only going part of the way to restore streams to a healthy state and more sustainable communities. A number of the community contract organisations have advocated for implementing programmes in their neighbourhoods that go beyond stream restoration. They have also been involved in visioning what is required for a sustainable catchment.

In November 2007 a 12 minute DVD on the community voices from Project Twin Streams was released. This DVD was funded and produced by Sustainable Communities. It captures the magic of Project Twin Streams in ways that are often difficult to articulate, including the great satisfaction that comes from making a difference.

The following is a brief update of some of the achievements from each of the contract areas.

- **Ranui-Massey** - This project is being delivered by **Te Ūkaipō Mercy Initiatives for Rangatahi** in association with the Ranui Action Project and covers the Swanson, Waimoko and Momutu Streams from Birdwood Road to Huruhuru Creek. This is the longest running Project Twin Streams community contract and has now achieved 100 percent adoption of public areas along the stream banks by ten local groups including three schools - this includes taking responsibility for site preparation, planting and maintenance. A focus for Te Ukaipo has been successfully engaging a number of youth at risk groups in stream restoration activities. Their successful community engagement has stimulated interest from private property owners in the area who want to be involved in the revitalisation of their streamside areas.
- **Henderson - Community Waitakere** (formerly West Auckland District Council of Social Services) are actively engaging residents and groups in the Henderson area to restore Henderson Creek. Great progress was made last year in engaging with Pak'nSave to not only participate in planting the stream bank near their store, but also to develop a plan for managing the rubbish that is continually a problem in this area. Community Waitakere now have twelve community groups working regularly on the stream, as well as four schools.
- **Henderson Valley - Corban Estate Arts Centre** is delivering this contract in association with Waitakere Pacific Arts & Cultural Trust to restore the Lower Opanuku Stream as far as Border Road. An impressive amount of work has been undertaken by local groups, schools, Community Corrections along with artists and workers from the Corban Estate Art Centre to restore the streamside areas of the Corban Estate. The stream in this area is now a great showcase for what communities can achieve. As well as engaging twelve groups to adopt areas on the Opanuku streamside, 2007 has seen the development of the Friends of Opanuku group. This is a group of local residents, passionate about their stream, who meet regularly for plantings, workshops and to support the coordinator and the project in various ways.

A very successful, although small in numbers, planting day was organised for Council staff on the Opanuku stream. It is hoped there will be on-going involvement in the adoption by Council of the section of the stream adjacent to the Opanuku Reserve opposite Waitakere Central.

- **Glen Eden** - covering Waikumete and Bishop Streams. This community contract is being delivered by **EcoMatters Environment Trust** in partnership with Glen Eden Primary School. In the first year of this contract the focus has been on involving the schools in this area, several of whom have now formally adopted sites and others have participated in other ways. Nine community groups and local businesses are actively engaged in the stream restoration work including a whanau group of parents, pre-schoolers and home-schoolers, and the Glen Eden Picnic Site Group. A local community reference group has been formed to support and advise the coordinator and to participate in planning the implementation of the project in Glen Eden. Glen Eden has also now developed their own logo with the vision "Our streams, our dreams".

- **McLaren Park** - is being delivered by **McLaren Park Henderson South Community Initiative** and covers the lower Oratia stream. Their coordinator known locally as Green Jon has really made his mark in the last year with two highly successful planting days attracting between one and two hundred people each time. The local community has planted almost 9,000 plants in the first year of their contract. A community edible garden is being established beside the stream off Millbrook Road as a novel way of engaging the local community while educating about healthy eating, composting, worm farming, and general organic gardening methods. This is one of the many innovative ways that Project Twin Streams community coordinators use to get people down to the streams, enjoying the environment and the company of their neighbours.
- **Swanson** - In Swanson a local resident is contracted to engage Swanson residents in the restoration of Swanson Stream. All the public areas have now been planted and the challenge is now to restore the stream banks running alongside the Redwood Park Golf Club. A good relationship has been established over 2007 with the Golf Club and Swanson School continues to participate in a regular planting and maintenance programme.

This community development model is proving extremely successful in facilitating diverse and significant community engagement in Project Twin Streams. Project Twin Streams has reached a 'tipping point' where local communities are now actively committed and engaged in stream restoration activities and claiming the streams as the heart of their neighbourhoods.

### **Creative Processes**

Using creative methods to engage people's hearts and minds in reconnecting with their natural environment and healing the planet is proving to be an essential tool in the success of the stream restoration programme of Project Twin Streams. It also provides a tangible and fun way for people, particularly children to engage in activities to strengthen their connection to sense of place and the special significance of the Waitakere waterways as they flow from the Ranges to the sea.

#### Creative Highlights from 2007

- Pupils at Henderson South School completed a beautiful mural depicting the children taking care of the Opanuku Stream;
- A fabulous ten metre long eel sculpture was unveiled in the Pasifika area at Corban Estate. The concrete sculpture has been covered in over 300 Maori and Pacific tiles which were designed and made by local groups - Liston College, Henderson High School, Mother of Divine Mercy Community Group, Beautiful Daughters (an alternative education school group for teenage girls) and the Pacific Mamas;
- Six tiled posts, made by pupils from Henderson High School have been placed alongside the Opanuku Stream to mark the school's adopted area of the stream. Each student painted their own tile to identify the area and to mark their relationship to the stream;
- In Glen Eden a Project Twin Streams Celebration Arts Performance 'Our Streams Our Dreams' with over 120 young performers from Kaurilands, Glen Eden, Konini Primary Schools and Kelston Girls College was a great success;
- Flanshaw Road Primary School put on a magical and inspiring musical production on what it means to be guardians for Henderson Creek. Every child in the school took part in the production.

## Walk and Cycleways

One of the key projects for 2007 was significant progress on the construction of the Project Twin Streams walk/cycleways. When completed, the six pathways, totalling fourteen kilometres will connect people with each other and their natural environment and include art tiles depicting local flora, fauna, cultural and iwi stories together with educational signs and a demonstration area for permeable paving.

Finding creative opportunities to connect people to their natural environment and the streams is key to Project Twin Streams. Including art in the walk/cycleways also is an opportunity to celebrate the diversity of Waitakere and provide a sense of community ownership and an incentive for people to use them. Many of the art initiatives involve collaborations with key stakeholders in Project Twin Streams including Te Kawarau a Maki, Ngāti Whatua and the local schools and communities.

In 2004 an application was approved by Auckland Regional Holdings for \$5.2 million to construct walk and cycleways along the Opanuku, Oratia and Waikumete Streams. An additional subsidy of \$3.1 million from Land Transport New Zealand has also been approved.

### Update on Construction

- The Oratia segment from Parrs Cross Road to Millbrook Road complete and practical completion has been issued;
- The Lower Opanuku segment extending from Alderman Drive over the Great North Road intersection and through Corban Estate up to Border Road is completed;
- The Lower Waikumete segment from Seymour Road, through a purpose-built wetland to intersect with the Oratia section is complete apart from signage. Wetland completion has been delayed due to wet weather and is expected at the end of January 2008;
- The design for the Upper Opanuku segment from Border Road onto Henderson Valley Road is nearing completion. Construction is planned for October 2008;
- The design for the Upper Waikumete segment from Ceramco Park to Savoy Road is complete and is awaiting resource and building consent approvals before tendering for construction in January 2008;
- Construction has begun on the three bridges over the Oratia stream and completion is expected by the end of May 2008;
- Applications for funding for lighting the walk/cycleways has been made to LTNZ and the Energy Commission. If the applications are successful, the design for lighting will be completed by the end of June 2008 and construction planned for October 2008.

## Property Buy Outs

Following approvals from the Finance and Operational Performance Committee, Project Twin Streams commenced buying properties in the Serwayne Place, Millbrook Road area (2003), in Henderson Valley (2004) and Glen Eden (2005) for stormwater management and riparian margin development. To date settlement has been reached on 77 out of 90 properties with the remainder under negotiation.

Part purchases and easements are also progressing well for the Cycle and Walkways and resolutions are expected on all properties.

This property purchase process has been highly successful. This has meant that it has not been necessary for Council to resort to using the Public Works Act to acquire properties and be engaged in negative publicity.

### **Working with Private Properties**

To date the majority of stream restoration work has taken place on public land. Planning is now underway to begin working with private property owners whose properties border streams in the Project Twin Streams area for riparian planting to provide continuous planting along the stream banks. In order to secure access for maintenance down all the streams, this process will involve, where possible, Council securing long-term access to the plantings through either part purchase of a small strip of land on individual properties or through covenants. The process being designed builds on the success of the property buy-out process.

### **Relationship with Manawhenua & Iwi**

There continues to be strong support from both Te Kawerau a Maki and Ngati Whatua for Project Twin Streams:

- Both iwi have been involved in designing art works for the walk/cycleways representing their connection to the land;
- Discussions are underway with Ngati Whatua who is interested in demonstrating their restoration practices on one of the Project Twin Streams tributaries;
- A Pa Harakeke (native flax garden) site along the Opanuku Stream is currently being designed. The initial funding for this project was from Sustainable Communities and is being lead by Project Twin Streams Opanuku in consultation with Te Kawarau a Maki, UNITEC, Manaaki Whenua and local weavers;
- A manawhenua workshop was organised by the Project Twin Streams Community Contract Organisations for their local communities. This workshop was an outstanding success and was attended by over 50 people. Te Warena Taua gave a superb presentation on the history of Manawhenua in the Waitakere. Riki Bennett, a ranger with the ARC, led a walk around the cascades talking about Maori traditional uses of the forest. This was followed by a shared barbecue and picnic lunch in the park area. Feedback from the workshop has been extremely positive and it is hoped that it will become an Project Twin Streams annual event.

Both Te Kawerau a Maki and Ngati Whatua have expressed their interest in being part of the discussions and planning on the future governance of Project Twin Streams.

### **Progressing Project Twin Streams Economic Goals**

There are a number of exciting opportunities arising from Project Twin Streams for local community economic development and skills training. One of the challenges in progressing community economic development opportunities is that, to date, this aspect of work has not been incorporated into national, regional and local strategic frameworks and therefore there is limited resources and skills to support this. Project Twin Streams will continue working towards maximising these opportunities.

Te Ūkaipō Mercy Initiatives for Rangatahi (the contract holder for Project Twin Streams Ranui-Massey) are working with Unitec to develop appropriate unit standards so that youth at risk groups working regularly on stream restoration have the opportunity to develop skill recognition for their work.

A Sustainable Products and Services Steering Group led by Sustainable Business Network and comprising Council, Beacon Pathways and EcoMatters Trust, was established in 2006 with the goal of making sustainable goods and services mainstream for households and businesses in the Project Twin Streams Catchment. A database has been compiled of local suppliers of sustainable goods and services and an action plan produced providing recommendations for future actions. This work will be developed through alignment of work programmes of council's economic development programme and those of other external partners such as Beacon and Sustainable Business Network.

## **Visit to Project Twin Streams by the Minister for Climate Change**

Minister for Climate Change, the Honourable David Parker, visited Project Twin Streams in November. The visit started with a powhiri at Birdwood Road School followed by a streambank walk through the schools adopted area and also met with rangatahi (youth) from Te Piataata Trust. He then visited a local resident's house to witness the fitting of a local flow showerhead and cylinder rap by EcoMatters Trust as part of their energy and water retrofitting programme. The visit ended with the launch of the Project Twin Streams Sustainable Household-Sustainable Living Demonstration Programme (see below) at Ranui Action Project House. The Minister was impressed with the integrated approach of Project Twin Streams and stated the importance of healthy streams and waterways as being central to healthy and strong communities.

## **NEW DIRECTIONS FOR PROJECT TWIN STREAMS**

### **Governance and Strategic Management of Project Twin Streams**

From 2012 the funding for the stream restoration from the Auckland Regional Holdings grant will have finished. The Project Twin Streams Community Organisations and others are committed to seeing the work of Project Twin Streams continue to grow and develop over the long term. It has always been an objective of the project to develop a governance structure and funding mechanisms to ensure this can happen. Work has begun on identifying a governance structure to take the project beyond 2012. Two core key steps to progressing this have been:

1. Developing a partnership with the ARC for collaborative governance of Project Twin Streams.
2. Establishing a Cross-Council Steering Group for the internal Council strategic management of Project Twin Streams.

Over 2008 there will be consultation with manawhenua, community and other key stakeholders to progress this.

### Partnership with the ARC for Governance of Project Twin Streams

In November a Memorandum of Understanding was signed between ARC and Council for the Project Twin Streams Sustainable Catchment. This partnership builds on the Sustainable Communities relationship established three years ago. The purpose of the Memorandum is to:

- Develop a shared understanding of what a sustainable catchment is and identify opportunities to enable this to be pursued;
- Develop a long term strategic plan, business plan and governance structure for Project Twin Streams including responsibilities of all parties;
- To explore and align existing resource for Project Twin Streams.

This partnership aims to support the sustainable development and management of the Project Twin Streams catchment using a collaborative governance model.

### Council Strategic Management of Project Twin Streams

A Cross-Council Steering Group has also been established to provide strategic management and internal alignment of Project Twin Streams with work programmes from other areas of the council. Work is underway to identify key priorities for incorporation in the next Long Term Council Community Plan.

## **Project Twin Streams Sustainable Household-Sustainable Living Demonstration Programme**

Changing people's behaviour to live more sustainably over the long-term has always been an overarching goal of Project Twin Streams. A key focus of Council is ensuring households adopt more sustainable living practices. The purpose of the Sustainable Household-Sustainable Living Demonstration Project will be to trial the Project Twin Streams community development model to assist Council in meeting its key sustainability objectives through working with households to identify and implement actions to live more sustainably. In particular it will aim towards significant reduction of water and energy usage, waste production and encourage people to use their cars less. If it is successful, learnings from the model could be expanded across the Project Twin Streams catchment and other areas of Waitakere.

The vision for the Sustainable Living Sustainable Household Demonstration Programme is *"Sustainable households driven by local communities who influence others to create a sustainable catchment"*.

The project is being delivered in three Project Twin Streams communities - Glen Eden, Ranui and Swanson via the currently contracted Project Twin Streams community organisations and working in partnership with EcoMatters Environment Trust. In total 200 households will take part in the project from January - June 2008. Participating households will receive a free water and energy check and a water audit. Forty five eligible houses will also receive an energy retrofit.

It is envisaged that by working with local communities to develop the programme from the grassroots, creative ideas will evolve that will support households and neighbourhoods to leave a lighter footprint on the earth in ways that strengthen communities and bring better health benefits for families.

The demonstration project also has the support of the ARC and will build links with other key stakeholders to ensure a comprehensive programme is developed.

### **RESOURCES**

There are no resource implications arising from this report.

### **CONCLUSION**

Project Twin Streams now has systems and processes in place to ensure the project is well placed to successfully achieve its contractual obligations with Auckland Regional Holdings by 2012. The ways of delivering this project through a community development model using creative processes to engage local communities is proving overwhelmingly successful. This has created a strong base to extend the project to working with individual households through the Sustainable Household-Sustainable Living Demonstration Project.

The project has also acted as a catalyst for engaging communities in wider issues of how to create a sustainable catchment through learning how to live more sustainably and integrated catchment management planning. With the partnership with the ARC being confirmed through a Memorandum of Understanding and a Strategic Cross Council Steering Group in place, Project Twin Streams has a wider support base to fulfil its potential.

### **RECOMMENDATION**

That the Project Twin Streams Update report be received.

Report prepared by: Jenny Chilcott, Strategic Advisor, Sustainable Catchments.



### 13 SUNNYVALE ROAD / RED HILLS ROAD, MASSEY - NEW STOP CONTROL

#### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval for a new Stop control to be installed at the intersection of Sunnyvale Road and Red Hills Road, Massey.

#### **BACKGROUND**

The Sunnyvale Road intersection is located immediately to the west of a right hand curve on Red Hills Road. Although approaching drivers from Sunnyvale Road have good visibility of oncoming west bound traffic on Red Hills Road, turning accidents are still occurring at the intersection. Therefore, a new Stop control is recommended to require drivers on Sunnyvale Road to stop and look out for westbound vehicles.

#### **STRATEGIC CONTEXT**

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

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

#### **ISSUES**

A search of the Land Transport New Zealand database shows that in the past five years there have been five reported accidents including two injuries. All involved vehicles turning right out of Sunnyvale Road being struck by westbound vehicles on Red Hills Road. A review of the accident reports did not provide any obvious reasons why the accidents are occurring. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

It is proposed to install a new Stop control so that drivers will be required to stop and look out for traffic on Red Hills Road before turning.

A5 The new Stop control is shown at page A5.

#### **Decision Making**

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

#### **RESOURCES**

The proposed works can be funded from the Annual Plan 2007/2008 maintenance budget.

#### **CONCLUSION**

A new Stop control at the intersection of Sunnyvale Road and Red Hills Road is recommended to enhance traffic safety.

## **RECOMMENDATIONS**

1. That the Sunnyvale Road / Red Hills Road, Massey - New Stop Control report be received.
2. That in relation to **RED HILLS 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 control be now resolved to be specified and imposed, namely,
    - (i) that a new **STOP** intersection priority control be put in place on **SUNNYVALE ROAD** where it intersects with **RED HILLS ROAD**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority control.

Report prepared by: Kong Jin Png, Senior Transport Engineer.



## **14 SWANSON ROAD BETWEEN METCALFE ROAD AND UNIVERSAL DRIVE, MASSEY - NEW TRAFFIC IMPROVEMENTS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval for a new traffic island, extension of No Stopping At All Times parking restrictions and relocation of an existing bus stop on Swanson Road between Universal Drive and Metcalfe Road, Massey.

### **BACKGROUND**

It has been identified that evening peak congestion on northbound Swanson Road can be alleviated at the Universal Drive roundabout by the provision of two straight through northbound traffic lanes from Swanson Road to Don Buck Road. In addition, a request has been received by a member of the public to improve pedestrian safety as pedestrians cross Swanson Road, between Universal Drive and Metcalfe Road. This will also help to prevent vehicles overtaking on the flush median.

### **STRATEGIC CONTEXT**

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

Provision of traffic islands improves road user safety by slowing vehicles to ensure safe movement of vehicles on roads. No Stopping at All Times parking restriction will enable intersection efficiency.

## ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there have been 10 reported accidents between the Universal Drive and Metcalfe Road roundabouts. These accidents did not involve pedestrians. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

It is proposed to reconfigure the Swanson Road / Universal Drive roundabout to allow for two straight through northbound traffic lanes to Don Buck Road from Swanson Road. This will include some localised road widening on Don Buck Road to allow for these two lanes to merge (not shown on the attached plan).

It is also proposed to install a traffic island opposite Number 269 Swanson Road, which will give some protection to pedestrians crossing Swanson Road, between Universal Drive and Metcalfe Road. This would discourage vehicles overtaking on the flush median. The bus stop currently outside Number 306 Swanson Road needs to be shifted north, away from the location of the new island, so as not to impede northbound traffic flow when buses stop there. New No Stopping at All Times parking restrictions between the Universal Drive and Metcalfe Road roundabouts will allow for unrestricted traffic flow in all periods.

Adjacent residents were consulted in December 2007 and no objections were received.

A6 The proposed traffic improvements are shown on at page A6.

## Decision Making

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

## RESOURCES

The proposed works can be funded from the Annual Plan 2007/2008 minor safety budget.

## CONCLUSION

The new No Parking at All Times parking restrictions along with reconfigured lane arrangement for the Universal Drive / Swanson Road intersection will improve traffic flow. A new traffic island opposite Number 269 Swanson Road will discourage vehicles overtaking on the flush median.

## RECOMMENDATIONS

1. That the Swanson Road Between Metcalfe Road and Universal Drive, Massey - New Traffic Improvements report be received.
2. That the installation of a new **TRAFFIC ISLAND** on **SWANSON ROAD** as delineated on plan number 2007/ 50-4 attached to the Agenda report be approved.

3. That in relation to **SWANSON ROAD, MASSEY**:
- (a) That all existing parking restrictions or limitations currently applicable to **SWANSON 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 restrictions be now resolved to be specified and imposed, namely,
    - (i) on the west kerb line of **SWANSON ROAD, MASSEY** starting from the north kerblines of Metcalfe Road and extending north for approximately 78 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (ii) on the west kerb line of **SWANSON ROAD, MASSEY** starting from a point approximately 91 metres north of the north kerblines of Metcalfe Road and extending north for approximately 57 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (iii) on the east kerb line of **SWANSON ROAD, MASSEY** starting from the north kerblines of Metcalfe Road and extending north for approximately 70 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (iv) on the east kerb line of **SWANSON ROAD, MASSEY** starting from a point approximately 100 metres north of the north kerblines of Metcalfe Road and extending north for approximately 42 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (v) on the west kerb line of **SWANSON ROAD, MASSEY** starting from a point approximately 78 metres north of the north kerblines of Metcalfe Road and extending north for approximately 13 metres a new **BUS STOP** restriction be put in place.
    - (vi) on the east kerb line of **SWANSON ROAD, MASSEY** starting from a point approximately 70 metres north of the north kerblines of Metcalfe Road and extending north for approximately 30 metres a new **BUS STOP** restriction be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking restrictions and limitations.

Report prepared by: Kong Jin Png, Senior Transport Engineer.



## 15 DON BUCK ROAD, MASSEY - TRAFFIC MANAGEMENT

### PURPOSE OF THE REPORT

The purpose of this report is to update the Massey Community Board with regard to traffic generation by the new subdivisions on Don Buck Road, Massey.

### BACKGROUND

At the Massey Community Board's meeting held on 5 September 2007, the Board resolved as follows:

*"That a further report be submitted to the Massey Community Board in December 2007, on the traffic management on Don Buck Road that projects traffic volumes in the future once the four subdivision sites on Don Buck Road, currently under construction, have been completed and on recommending priorities for traffic safety improvements in Don Buck Road, Massey for implementation in 2008/2009 and 2009/2010."*

803/2007

### 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.

The Council has a responsibility to promote 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

#### Capacity

There are four subdivisions on Don Buck Road currently under construction:

- Gordon Stanley Drive - proposed 50 lots in subdivision;
- Tiriwa Drive - proposed 59 lots in subdivision;
- 140A Don Buck Road - proposed 35 lots in subdivision;
- 252A Don Buck Road - proposed 74 lots in subdivision.

There are a total of 218 lots off Don Buck Road currently under construction. All the subdivisions have a right turning lane from Don Buck Road into the new subdivision.

The traffic generated by these subdivisions is 1,308 vehicles per day. This assumption is based on a generation rate of six vehicles per day per dwelling from the Waitakere City Council Code of Practices for City Infrastructure and Land Development.

Traffic counts have been taken on an annual basis on Don Buck Road at the following two locations:

- 150 metres south of Westgate Drive (outside number 496 Don Buck Road);
- 120 metres north of Woodside Road (outside number 35 Don Buck Road).

Traffic counts outside number 35 Don Buck Road taken in March 2007 was 18,200 vehicles per day, compared with March 2006 when there were 17,895 vehicles per day.

Traffic counts outside number 496 Don Buck Road taken June 2007 was 21,680 vehicles per day compared with May 2006 when there were 21,300 vehicles per day.

Don Buck Road is a two-lane road with flush median; the estimated capacity is approximately 30,000 vehicles per day.

Therefore the proposed extra traffic is still within the estimated capacity, and the provision of installing right turn pockets on Don Buck Road, will provide safe manoeuvring into the new subdivisions.

### Traffic Safety Improvements

An updated list of traffic safety improvements for Don Buck Road which was presented to the Board on 5 September 2007 is set out below showing the timeframes.

Location	Schemes Description	Status
Intersection Don Buck Road / Red Hills Road	<ul style="list-style-type: none"> <li>Conversion of the priority intersection to a roundabout.</li> </ul>	<ul style="list-style-type: none"> <li>Tender closed on 15 January</li> <li>Physical Works to commence in February</li> </ul>
Intersection Swanson Road / Don Buck Road/Universal Drive	<ul style="list-style-type: none"> <li>Two north bound through lanes from Swanson Road to Don Buck Road.</li> <li>Road widening on the northbound exit on Don Buck Road.</li> </ul>	<ul style="list-style-type: none"> <li>Detailed Design completed.</li> <li>Resolution at February 2008 meeting</li> <li>Physical Works 2<sup>nd</sup> Quarter 2008</li> </ul>
Beauchamp Drive	<ul style="list-style-type: none"> <li>Right turn pocket lane on Don Buck Road turning into Beauchamp Drive.</li> <li>Give Way priority on Beauchamp Drive.</li> </ul>	<ul style="list-style-type: none"> <li>Design requires consultation</li> <li>To be resolved at April 2008 meeting</li> <li>Physical Works in April/May 2008</li> </ul>
Intersection of Don Buck Road/Glen Road/Woodside Road	<ul style="list-style-type: none"> <li>Changing the give way control on Glen Road to a stop control.</li> <li>Additional warning signs.</li> <li>Installing a high friction grip road surfacing on the southern Don Buck Road approach to the intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Currently being designed</li> <li>Physical Works in 3<sup>rd</sup> or 4<sup>th</sup> Quarter 2008</li> </ul>
Swanson Road and Waimumu Road	<ul style="list-style-type: none"> <li>Extending the existing flush median.</li> <li>Improving delineation by installing edge-lines, raised reflectorised pavement markers (RRPM) and additional curve warning signage.</li> </ul>	<ul style="list-style-type: none"> <li>Currently being designed.</li> <li>Physical Works in 3<sup>rd</sup> Quarter 2008</li> </ul>

### RESOURCES

The traffic safety improvements will be carried out under the 2007/2008 and draft 2008/2009 Annual Minor Safety Budget.

## CONCLUSION

The increase in traffic generated by the subdivisions will have a minimal change to the current traffic situation on Don Buck Road.

## RECOMMENDATION

That the Don Buck Road, Massey - Traffic Management report be received.

Report prepared by: Honwin Shen, Senior Transport Engineer.

## 16 BOARD MEMBERS' REPORTS

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

### MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	John Riddell
City Safety Action Group	Michael Neeson John Carrodus (alternate)
Keep Waitakere Beautiful Trust	John Riddell Judith Fletcher (alternate)
Massey Community House Committee	TBA
Massey West Cluster School Travel Plan	John Carrodus Judith Fletcher John Riddell (alternate)
Ranui Community Centre Committee	Judith Fletcher
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Judith Fletcher Michael Neeson (alternate)
Waitakere Road Safety Steering Group	Michael Neeson John Riddell (alternate)
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Judith Fletcher John Carrodus (alternate)
Community Sports Fund Allocation Subcommittee	John Carrodus Allen Davies (alternate)
Long Term Council Community Plan and Annual Plan Special Committee	John Riddell Allen Davies
Street Events Subcommittee - Massey Ward	Allen Davies