

RECOMMENDATION

That the Community Houses Six Monthly Report July - December 2005 be received.

Report prepared by: Kimberly Rees, Community Resources Project Leader, Leisure Services.

12 UPDATE ON THE MCLAREN PARK COMMUNITY PROJECT

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on the progress of the McLaren Park Community Project (MPCP) over the past six months.

BACKGROUND

The McLaren Park Community Project is aimed at strengthening community services for the Henderson South / McLaren Park area. The project was established after a report was presented to the City Development Committee on 13 May 2002 outlining significant unmet community needs in the McLaren Park Community Project area. The McLaren Park Community Project area is one of the most disadvantaged communities in Waitakere in terms of socio-economic status and access to services and as such, a project similar to the Ranui Action Project was established in September 2002.

A McLaren Park Community Project Coordinator has been contracted by Leisure Services from January 2003 as a part time community worker to strengthen community services in the Henderson South / McLaren Park area. The Coordinator has been based at the Bruce McLaren Intermediate School and encourages participation and interest from the community and existing service providers in the area and also partnerships between Council, schools, and communities.

McLaren Park Community Project became a legal entity in May 2004 and the McLaren Park Community Project Management Committee was established in June 2004.

The McLaren Park Community Project achieved all of their objectives as set by Council for 2004/2005 and achieved some major milestones including the completion of their three year strategic plan, the annual action plan, and the establishment of a school holiday programme.

Objectives for the McLaren Park Community Project in 2005/2006 include:

- Progressing and actioning the McLaren Park Community Project action plan including work on governance, policies and procedures and ongoing development of a strong and diverse McLaren Park Community Project Management Committee;
- Stronger provision of community services in the area including an after school care programme, and homework centre;
- Ongoing youth development including growing the school holiday programme, youth training and continuing growth and support of the McLaren Park Community Project youth group 'Young Believers Club';
- Ongoing assessment of local needs and community visioning for the future;
- Increased community wellbeing and ownership of decision making; and
- Ongoing partnerships in community initiatives between schools, residents, businesses and service providers, Council, and central Government.

STRATEGIC CONTEXT

The McLaren Park Community Project contributes to Council's Strong Communities, Urban and Rural Villages strategic platforms by helping provide networks of appropriate and accessible public buildings as key community focal points and through a wide range of low cost, low impact community activities.

Council's role in the McLaren Park Community Project is also in keeping with its facilitative role in relation to City Wellbeing and its support for community led initiatives in the area of social development.

ISSUES

During the first six months of this contract year, there has been considerable development on the McLaren Park Community Project's policies and procedures. This work has aided in the up-skilling of the McLaren Park Community Project Management Committee as they prepared to take on a more active role in both the recruitment and oversight of the new McLaren Park Community Project Coordinator.

The McLaren Park Community Project School Holiday Programme has been a huge success and received an increased enrolment for the September school holidays. The programme has achieved 'Child Youth & Family approval' status. Caregivers are now able to receive subsidies from Work & Income New Zealand (WINZ) for their children attending the programme.

A robust recruitment process took place in November 2005 which resulted in the employment of a new McLaren Park Community Project Coordinator who started with the project in early December. The McLaren Park Community Project Coordinator is employed under contract via Council's Leisure Services until 30 June 2006. The remaining funds of approximately \$5,000 (out of a total of \$40,000 for the project) for this financial year will provide the McLaren Park Community Project with administration support / assistance until 30 June 2006.

A holiday issue of the McLaren Park Community Project newsletter (titled *The Community Informer*) was created and distributed before Christmas to the local schools, businesses and approximately 1,700 homes in the area.

The weekly 'Young Believers Club' (YBC) youth group continues to do well and is flourishing. The club has approximately 35 youth enrolled between the ages of 12 and 20, with a core group of approximately 25 youth regularly attending each week. During the past six months, the Young Believers Club held a number of successful events for local youth including; a series of art production workshops, a Halloween trick or treat party, a picnic / day out at the Long Bay Beach Reserve, and an end of year Christmas party.

The McLaren Park Community Project Youth Coordinator who has run the weekly Young Believers Club youth group for the past three years, has recently resigned. Fortunately for the project, two fully qualified individuals who have been working with the McLaren Park Community Project School Holiday Programme have accepted the position of McLaren Park Community Project Youth Coordinator on a job sharing basis, temporarily, until the recruitment process for a new McLaren Park Community Project Youth Coordinator is complete.

The McLaren Park Community Project has created a detailed work plan which will take the project up until the end of the financial year. The work plan includes; production of funding applications and fundraising activities, an initiative around cleaning-up and beautification of the area, establishing links with other services providers and identifying key partnerships, and supporting a local health / public safety initiative. A key focus area of the McLaren Park Community Project over the next six months is to develop a distinct community identity of Henderson South / McLaren Park by beautifying the area and integrating cultural heritage icons / identifiers which will evoke pride in members of the community.

McLaren Park Community Project's need for new facility

The McLaren Park Community Project has operated out of a small room at the back of the Bruce McLaren Intermediate School without public access or visibility for the past two years. The project has outgrown this space and is in need of a more accessible place for the public which will assist in raising the project's status and visibility in the community to help facilitate greater community initiatives. In the December 6, 2005 Waitakere Community Board meeting, a request was made of Council to;

'..... provide a feasibility study on the relocation of the Kiwi Trikers building and the establishment of a community house, using one of the EcoWater Houses, on the Council owned Corban Green in Corban Avenue'

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Funding has been earmarked in Leisure Services' 2007/2008 preliminary budget for the planning and development of a community house facility for the Henderson South / McLaren Park area where the McLaren Park Community Project could operate from. In the meantime, the McLaren Park Community Project has an immediate need for a new venue to operate from so it can more effectively accomplish its goals and objectives.

The McLaren Park Community Project has recently applied to the Waitakere Licensing Trust (WLT) to fund accommodation and venue expenses. This resulted in successfully gaining a \$12,000 grant. It is expected that this grant will support the accommodation needs of McLaren Park Community Project for approximately six months. Council officers have met with the McLaren Park Community Project Coordinator to provide support and guidance regarding additional fundraising avenues for the project. It is acknowledged that the Waitakere Licensing Trust grant provides a temporary solution to the accommodation needs of the McLaren Park Community Project and that the project needs a 'community facility type' of venue in which to operate if it is to reach its community outcome goals and be successfully sustainable.

RESOURCES

A total funding of \$40,000 is available from Council's Leisure Services department for the financial year of 2005/2006 for community development initiatives and provision of community services in the Henderson South / McLaren Park area.

Council staff resources are provided for project and coordinator support within current work programmes.

CONCLUSION

Although there have been significant changes regarding key staff for the project, as well as a resulting shift in the roles and responsibilities of the Management Committee over the past six months, the McLaren Park Community Project continues to flourish and do well in meeting its objectives for this contract year.

A number of successes have been achieved over the past six months including;

- Further development of McLaren Park Community Project's policies and procedures;
- Successful provision of the McLaren Park Community Project School Holiday Programme;
- Continued development of the 'Young Believers Club' (YBC) youth group with many popular events held in the past six months (such as ; a series of art production workshops, a Halloween trick or treat party, a picnic / day out at the Long Bay Beach Reserve, and an end of year Christmas party);
- Securing a \$12,000 grant from the Waitakere Licensing Trust;
- A new McLaren Park Community Project Coordinator employed;
- A detailed Work Plan developed.

The McLaren Park Community Project has outgrown its current operating space at the Bruce McLaren Intermediate School and is in need of a more accessible place for the public so the project can evolve from its current identity; as being associated with an individual Coordinator, to more of a collaborative community status / identity which the project wishes to achieve. Funding (specifically targeted for the rental of premises) has been recently received from the Waitakere Licensing Trust at a total of \$12,000 which the McLaren Park Community Project will use towards this purpose. It is expected that this grant will support the accommodation needs of McLaren Park Community Project for approximately six months.

It is acknowledged that the Waitakere Licensing Trust grant provides a temporary solution to the accommodation needs of the McLaren Park Community Project and that the project needs a 'community facility type' of venue in which to operate if it is to reach its community outcome goals and be successfully sustainable.

RECOMMENDATION

That the Update on the McLaren Park Community Project report be received.

Report prepared by: Kimberly Rees, Project Leader: Community Resources.





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9 FREESTONE PLACE ROAD CLOSURE

PURPOSE OF THE REPORT

The purpose of this report is to recommend to the Waitakere Community that the link road at the end of Freestone Place, Waitakere be closed.

BACKGROUND

Members of the community have expressed concerns with regard to traffic and pedestrian safety due to the configuration of this link road. As well a number of meetings have been held with residents to identify the issues and mitigation measures.

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 for 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 permanent.

ISSUES

Given the concerns expressed by the community, the key issues to be addressed are as follows:

- Traffic and pedestrian safety; and
- Providing road linkages

To address the above, three options have been considered, as follows:

- Status quo; this does not address safety issues;
- Modify the existing link road; this option mitigates safety issues, but does not totally ensure public safety; and
- Close the link road; this is the only option that achieves the safety objectives.

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A detailed technical report is attached at pages A2 to A15.

RESOURCES

The necessary road closure can be implemented from the existing Road Maintenance budget.

CONCLUSION

In view of the concerns expressed by residents, it is recommended that the Waitakere Community Board recommends to Council that the link road at the end of Freestone Place be closed, in accordance with the procedure set out in the Local Government Act.

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RECOMMENDATIONS

1. That the Freestone Place Road Closure report be received.
2. That it be recommended to Council that the link road at the end of Freestone Place, Waitakere be closed, in accordance with the procedures set out in the Local Government Act.

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

  

10 DRAFT ROLE DESCRIPTION FOR COMMUNITY BOARD MEMBERS

PURPOSE OF THE REPORT

The purpose of this report is to give Community Board members an opportunity to review and comment on the Community Board Members draft role description, as formulated at the Regional Community Boards Conference in February 2004.

BACKGROUND

The Auckland Region and Far North Community Boards Association held their Conference at the Waitakere City Council Civic Centre on Saturday, 22 February 2004 and Sunday, 23 February 2004. This Conference included a number of workshops facilitated by Yvonne Palmer, the Community board representative on Local Government New Zealand. One of the outcomes of the Conference was a draft role description for Community Board members.

This draft role description is now being presented to all four Community Boards in Waitakere City. This is intended to give all Community Board members in Waitakere City the opportunity to provide feedback as to its acceptability, and suggest any amendments or changes. Community Board Members will be given the opportunity to discuss the draft, and to finalise any suggested changes, at the Waitakere City Community Board Informal Meeting to be held on Friday, 23 April 2004. These will then be forwarded to Yvonne Palmer, who will incorporate the Waitakere City Community Board Members responses into her final submission to the New Zealand Community Boards Executive Committee, for sign off on Tuesday, 4 May 2004.

STRATEGIC CONTEXT

Active Democracy is one of the nine Strategic Platforms incorporated into the current Waitakere City Long Term Council Community Plan. 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 communities' own ways of interacting with the Council. Community Boards play a vital role in this process, as the first point of interaction between the Community and Elected Local Government. The draft Community Board Members role description will go a long way towards quantifying the pivotal role played by Community Board members in Active Democracy.

FREESTONE PLACE: CONNECTION TO SUMMERLAND DRIVE
(Waitakere Community Board, 6 April 2004)

PURPOSE OF THE REPORT

This report is the technical appendix to the Agenda Report 'Freestone Place Road Closure'

BACKGROUND

Freestone Place is local road connecting Hillwell Drive and Summerland Drive. The carriageway width is generally 8 m but is reduced to 3.5 m near Summerland Drive. Further east there is a central traffic island providing angled parking space. The existing situation, referred to as Option 1, is illustrated in Appendix 1.

The narrow 'link' is about 60 m long and 6 m wide. The land is vested in Council as road; vestment was completed on 8 October 2001. Confirmation of this is provided by a Memorandum from the Acting Legal Services Manager in Appendix 6.

The infrastructure consists of grass verges of varying width, a standard plain concrete footpath (running along most of the southern side just proud of the carriageway,), and an exposed-aggregate concrete carriageway in 3 distinct parts:

1. the middle is 1 lane wide and about 25 m long, to be shared by traffic going each way
2. the Summerland Drive end is 2 lanes wide and about 20 m long
3. the Freestone Place end is 2 lanes wide and about 15 m long

13 and 20 Freestone Place, and 81 and 83 Summerland Drive border the link and have high wooden fences on the boundary over the middle part of the link. With the exception of 20 Freestone Place the properties are not fenced at the ends.

In September/October 2003 Mr Lawford of 13 Freestone Place communicated with Council staff over the safety of the walkway between Checkerbury Place and Freestone Place, and of the subject link with Summerland Drive.

Prior to Mr Lawford's becoming owner and resident of 13 Freestone Place a car had been driven illegally up the walkway from Checkerbury Place, crashing into the letterbox and high fence of number 13, before departing via the Freestone Place link into Summerland Drive. In response to this the Council installed wooden bollards to prevent any motor vehicle from illegally using the Checkberry walkway. A photograph of these bollards is provided in Appendix 7.

In regard to the link to Summerland Drive Mr Lawford was advised that it could not simply be closed as he had suggested, but that the safety issues would be considered in terms of a minor safety improvement project. The issues raised by Mr Lawford included traffic speed, child pedestrians, traffic going the wrong way around the central traffic island in order to get a faster approach speed into the narrow section, and conflicts between opposing drivers on the shared single lane.

On 19 December 2003 Council received a complaint [RFS 270770] from Sgt Maude of the New Zealand Police to the effect that the 'walkway was being used as a short cut for traffic'

In consultation with the Chair, Waitakere Community Board, action was then taken to mitigate the safety concerns, in a temporary way, prior to the Christmas New Year holiday period. A circular was delivered to some 100 households in the vicinity to explain the apparent need for the measures taken, and Sgt Maude was also informed in writing. The measures taken were:

1. Road markings to delineate the passing bays each end and the shared lane in the middle.
2. Shared-lane priority control signs each end to assist drivers giving way to highlight the nature of the roadway.
3. Road-marking arrows and arrow signs centreline marking to direct drivers left around the central parking island.
4. Relocation and double-siding of an existing slow down sign to ensure its visibility from each direction.
5. No-stopping lines at the Summerland Drive intersection to preserve visibility lines at that end.

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On 19 January 2004 Council received an 'Urgent Notification of Road Hazard' notice from Sgt Maude of the New Zealand Police. Salient points made were that:

1. The link appears to be single lane right of way drive.
2. The signs erected in no way alleviate the problem.
3. Vehicles are still going through at reportedly no less than 40 km/hr,...., which is idiotic.
4. There still exists the very likely car versus pedestrian or cyclist collision.
5. The high fences on both sides preclude any reasonable visibility.
6. The ONLY sensible thing to do is to close the link entirely.
7. Failure to undertake immediate action ... could result in blame being levelled at Council.

On 20 January 2004 the Service Manager: Transport Assets replied to the New Zealand Police. Salient points made were:

1. There are further improvements that can be made to more strongly restrain traffic speed and distinguish between the footpath and carriageway... and (these) will be raised at a site meeting with Mr Lawford.
2. Parts of the police notification appear emotive and exaggerated.
3. The New Zealand Police would continue to be kept fully up to date.

On 28 January 2004 a meeting was held at the 13 Freestone Place with Sgt Maude and Mr Lawford. The Chair of the Waitakere Community Board and 3 staff represented the Council. Mr Lawford played a video showing cars arriving from the wrong side of the circular traffic island, and at apparently high speeds for the conditions. Solutions were discussed, including the use of humps, or bollards along the traffic lane edge, to slow cars down, and of low fences along the unfenced frontages to stop running across the carriageway. Humps could be noisy, and it was agreed that the bollards-and-fences is option should be pursued.

Council staff (traffic engineers and a landscape architect) immediately started the development of the agreed concept. Traffic surveys were undertaken to find the actual numbers and speeds of cars, and numbers and types of pedestrians using the link.

The results of this work were distributed to the owners of the 4 fronting properties a week prior to a meeting with them held on 1 March 2004. The landscape architect's illustrations are produced in Appendix 4 at pagexxx. Of the 4 parties, 3 attended, whilst a letter was received from the fourth thanking the Council for its efforts and supporting the proposed scheme.

At the meeting further issues were raised including the safety of parking in the central traffic island, effect of traffic signs on property value, noise from vehicles crossings, safety of the Checkerberry crossing, and questions were raised about the validity of Council's work, including it's advise that the link was road vested to Council. It was decided to implement the proposed scheme and report to the following meeting of the Waitakere Community Board. However, Mr Lawford expressed considerable dissatisfaction, and his intention to confront the Council in court if there was a fatality.

Shortly, following that meeting the Chief Executive instructed 'a temporary road closure of Freestone Place and that a report be submitted to the April 2004 meeting of the Waitakere Community Board recommending its permanent closure, depending on community feedback'.

Following the erection on site, of the required information signs advising the public of the Council's intentions, users of the link called for a meeting opposing the closure. This was attended by some 12 parties, the chairs of the Waitakere Community Board and the local branch of the Residents and Ratepayers Association, and Councillor Yates. Representatives of the objectors are to make a presentation to the Community Board at it's April 2004 meeting.

STRATEGIC CONTEXT

The Council has established 9 strategic platforms for the support of a sustainable future. The 2 platforms relevant to the consideration of the Freestone Place Link are:

1. *Integrated Transport and Communication*, for which the vision includes that 'travel demonstrates integrated, environmentally responsible, innovative design'

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2. *Strong Communities*, for which the vision includes that 'people feel safe and connected to others'.

As far as Waitakere City is concerned, minor road links have long been regarded as conducive to integrated transport; travel distances are reduced, and alternative routes provide additional capacity that can be used in busy periods.

Likewise, in regard to strong communities minor road links are advocated, since cul-de-sacs discourage interaction between places that are actually close together. Minor road links also improve personal security through encouraging some traffic through places that would otherwise be isolated; this facilitates the informal surveillance of these places by passing drivers, and is deterrence to crime.

These advantages accrue for Freestone Place through the existence of its minor connection with Summerland Drive. However, in regard to the strategic platforms, Council's actions need to ensure that road design supports pedestrian friendly environments for all ages, and safe routes to school for all children. The safety of the existing facility has been called into question and safety is the prime issue for resolution.

ISSUES

Residents Issues

Safety issues raised by the residents of the 4 properties fronting the link are:

1. High traffic speeds (over 50 km/hour alleged).
2. Danger to children, and in particular those coming from the Checkerberry Place walkway.
3. Pedestrians walking on the carriageway rather than the footpath.
4. Danger to themselves when mowing verges, also private lawns.
5. Narrowness of the carriageway.
6. Traffic from the east going the wrong way around the traffic island.
7. A hazard of 'un-parking' from the central traffic island owing to lack of visibility to through traffic.

Other issues raised by the residents of the 4 properties fronting the link are:

1. Arguments between drivers having to give way to each other.
2. Loss of visual amenity owing to the erection of traffic control signs
3. Noise of traffic going over the vehicle crossings at each end.
4. Rainwater ponding on the carriageway.
5. Too much traffic will use the link after the Paremuka Stream bridge is opened.

Actual Use of the Link

To provide factual information on the use of the link Council has carried out traffic and pedestrian surveys for the morning and evening rush periods, the before and after school periods, the mid-day period and a late night period. Pertinent results are:

1. Traffic Volume
 - The maximum observed was 13 veh/hour, occurring 8-9 am, and 5-6 pm.
 - The minimum observed was 0 veh/hour, occurring 11-12 pm.
 - The typical daytime volume is 5 veh/hour approximately, equivalent to 1 car per 12 minutes.
 - The weekday volume is 80 veh/day approximately.
2. Traffic Speed (maximum speed reached by each vehicle observed)
 - The average observed was 22 km/hour for the 63 cases measured.
 - 27% of the speeds exceeded 25 km/hour.
 - The maximum observed was 36 km/hour, occurring in 6% of cases.
 - The minimum observed was 9 km/hour, occurring in 6% of cases.
3. Traffic Island and Single Lane Section
 - of the 65 vehicles observed, 1 went the wrong way round the traffic island but this was from a property fronting the northern side of the island

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- there is ample width in the roadway to create a safety zone for drivers un-parking
- no conflicts were observed between vehicles using the single traffic lane in the middle of the link

4. Pedestrians

- 53 groups were observed.
- The maximum volume observed was 8 groups/hour, occurring 8-9 am.
- The minimum volume observed was 1 group/hour, occurring 10.30-11.30 am and 12.30-1.30 pm (apart from 10-12 pm when no pedestrians were observed).
- 36% of groups observed walked on the carriageway; of these most were adolescents.
- 75% of groups included at least 1 adult.

It appears that driver behaviour has improved relative to advice from the New Zealand Police and Mr Lawford as a result of the measures taken by Council prior to Christmas.

Link Layout

To enable confirmation of the safety of visibility lines Council has carried out a topographical survey of the link; features such as fences, driveways, markings and kerb lines have been accurately located.

Option 1: Current Situation

This option is illustrated in Appendix 1.

The current design is clearly consistent with the Integrated Transport and Strong Community platforms through contributing to connectivity and security, and indeed would have been required by Council on that basis. The one lane section for 2-directional traffic has the potential to engender lower traffic speeds and greater driver alertness than a comparable minor 2-lane connection. Indeed it can be regarded as an elongated slow point and could be developed as such.

However, from the measured data the existing upper speed range is high for the conditions. Even though the probability of such an event is very small, Council has the concern that a child could run out unexpectedly from 81 Summerland Drive or from 13 Freestone Place, just as a car is approaching the end of the high fences. The high fences partially block drivers' visibility of the unfenced part of these properties. For the same reasons Council is also concerned about the cross-route for pedestrians at the eastern end of the link. In this case cars parked in the traffic island could also partially block visibility on the approach from the east.

Option 2: Option 1 with Additional Low Fences, Carriageway-edge Bollards, Traffic Island Edge and Planting

This option is illustrated in Appendix 2.

The proposed 600 mm high fences will actually prevent any child running heedlessly across the link, and will not obstruct drivers' sight lines.

The proposed 150 mm square, 800 mm high, wooden bollards will generally be in pairs 2.6 m apart, with zero clearance to the painted edge lines of the single traffic lane. This separation is sufficient for continuance with the present rubbish collection route.

It is well known that obstructions, with zero clearance each side of 2 narrow traffic lanes, reduce capacity by in the order of 40%. The highest speeds measured (about 35 km/hr) will be very substantially reduced (to in the order of 25 km/hr or less) owing to drivers' concern to not scrape the close-by, solid, wooden bollards.

Furthermore, the lateral position of the traffic lane can be adjusted to increase the clearance of the edge of the traffic lane from the northern boundary to about 1.2 m, 0.5 m more than before the existing improvements were implemented. This extra clearance and the protection provided by the bollards themselves will improve edge safety along the northern side. Bollards are also proposed on the edge s of the 2-lane parts of the link in response to residents concerns about those parts.

The proposed new edge line for the central traffic island will increase the deflection of the vehicle path around the island into the Summerland connection, and this will marginally reduce traffic speed and increase safety.

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The planting proposed has been selected for its hardiness and minimal maintenance. It is offered to soften the visual impact of the wooden safety fences referred to above, see illustrations in Appendix 4

Further in regard to aesthetics, the existing single-lane priority control signs each end could be removed. The adverse visual impact of these signs is a concern of the residents. The justification for removal of the signs is 3-fold:

1. The low traffic volumes
2. The low traffic speeds anticipated
3. The interpretation of the minor link as a slow point

It is proposed to complete the footpath on the southern side of the link to encourage walking on the footpath rather than the carriageway, and to properly complete the network with Checkerberry Place.

The gross cost of Option 2 is estimated as \$5000. It is expected that 48% will be recovered from Transfund New Zealand in terms of its policy supporting minor safety projects.

Safety Assessment of Options 1 and 2: Traffic Movement

The safety of Option 1 and of Option 2, have been assessed quantitatively, through analyses of possible conflicts between a car coming-through or going-into the link and a young child running heedlessly across the link from the side. This is a severe test and a conservative combination of parameter values has been used for the calculations. The driver needs a sufficient view to see the child in time to stop the car before the potential collision point. The view could be blocked by, for example, a high fence, or a parked car.

The test is that the driver can see the child from the safe stopping distance [S] when child is at the running distance [s] that would result in a collision. Details of the analyses are produced in Appendix 5.

1. Car from west, child from north on public footpath past 13 Freestone Place
2. Car from east, child from north on public footpath past 13 Freestone Place
3. Car from west, child from north of driveway of 13 Freestone Place
4. Car from west, child from north on front yard of 13 Freestone Place 2m east of high fence

In situations 1, 3 and 4 the potential obstruction to visibility is the high fence on the boundary to 13 Freestone Place. In situation 2 the potential obstruction to visibility is a vehicle parked in the western-most parking space of the central traffic island.

Option 2 proposes the use of bollards along the edge of the traffic lane to control speed, increase awareness, improving the safe stopping distance; also, the use of low fences to prevent headless running across the traffic lane; also a new edge line for the traffic island to constrain the approach to the link from Freestone Place. The conclusions from the analyses are:

1. The proposed bollards would make the intersection of the public footpath and eastern end of the link safe. The available stopping and visible running distances would be greater than those required by the test.
2. The proposed bollards would make the intersection of the driveway of 13 Freestone Place and the link safe. The available stopping and visible running distance would be greater than or equal to those required by the test.
3. The proposed low fence would make the frontage to 13 Freestone Place safe. The fence would prevent a young child from running heedlessly onto the link from 'behind' the high fence. Notwithstanding conclusion 2 above, a gate for the driveway would a further desirable improvement, to go with the fence.
4. The proposed new island edge is desirable to improve the safety of the western approach.

Safety Assessment of options 1 and 2: Parking

The proposed new edge line round the central traffic island in Freestone Place would significantly improve the efficiency and safety of movements from parking spaces on the island. Council's experience with the safety of angle parking at the Rangiwai Road shops in Titirangi Village is that a safety zone of 1.5 ~ 2.0 m behind parked vehicles is effective, and acceptable to the public.

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Option 3: Closure of Summerland Connection to Motor-vehicles by Barriers

This option is illustrated in Appendix 3.

In light of Council's ability to make the connection safe at low cost, a decision to close the connection to motor vehicles would be contrary to Council's strategic direction, as indicated above through the Integrated Transport and Strong Communities platforms. Furthermore, the reaction of existing users to the temporary closure is an indication that the link is fulfilling its intended functions.

If a decision is made to proceed with permanent closure of the connection to motor-vehicles the following will be required pursuant to the Local Government Act:

1. A explanation for the closure will be prepared
2. Plans of the existing and proposed alternative route will be prepared.
3. These will be available at Council offices for inspection.
4. No less than 2 public notices, not less than 7 days apart, will be advertised.
5. Objections will be taken in writing, over a period of 40 days following the first public notice.
6. Detailed Information signs will be maintained for the period at each end of the link.
7. If no objections are received Council can publish that the road is stopped.
8. If objections are received the objections and full details of the proposals will be sent to the Environment Court.
9. The Environmental Court will rule on the objections and Council's explanations and the Court's decisions will be final and conclusive.
10. If the Court reverses the Council's decision the matter will not be advanced again for at least 2 years.
11. If the Court supports the Council's decision the necessary legal processes will be completed.

The removal of the public's right to use a vested road is clearly a very significant event.

Should the Summerland connection be successfully stopped, appropriate permanent and safe barriers will need to be erected at each end. Council will need to consider refurbishing the area if the area is to be respected and not to become a trouble spot. The cost of physical works could vary between a few to several thousand dollars depending on what the Council decides is appropriate.

CONCLUSION

In making its determination the Waitakere Community Board needs to weigh the important over-riding issues of 'safety' and 'removal of the public's right to use a vested road', and in full consideration of Council's Strategic Integrated Transport and Strong community Platforms which support the principle of providing safe network connectivity.

The evidence presented suggests that measures already taken to improve safety have been partially effective, and that further significant improvements to the existing situation can be readily and quickly made at low cost. These safety improvements satisfy the critical test devised for their evaluation. Furthermore, amenity improvement, a concern of the affected residents, is also allowed for through provision for landscape planting in the cost estimate.

Option 1 should not be recommended.

END

Prepared by:

Ross Hill **Service Manager: Transport Assets**

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