



NOTICE OF ORDINARY MEETING

NEW LYNN COMMUNITY BOARD

I hereby give notice that an Ordinary Meeting of the New Lynn Community Board will be held on:-

DATE: **Monday, 3 February 2003** **TIME:** **7.30 pm**

VENUE: **New Lynn Community Centre, 45 Totara Avenue, New Lynn, Waitakere City**

to consider the business as set out herein and to take any necessary action connected therewith.

11 March 2003

Audrey Chan
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8603

MEMBERSHIP:

Mrs	EG	Francke (Chairperson)
Mr	P	van der Voort, JP (Deputy Chairperson)
Cr	JM	Clews, QSO, JP
Mr	R	Kernaghan
Ms	GPJ	Marshall
Mr	BJ	Peters
Cr	GB	Presland

(Quorum 4 members)

★★★★★★★★★★

(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR AN ORDINARY MEETING OF THE NEW LYNN COMMUNITY BOARD
TO BE HELD IN THE NEW LYNN COMMUNITY CENTRE, 45 TOTARA AVENUE,
NEW LYNN, WAITAKERE CITY, ON MONDAY, 3 FEBRUARY 2003,
COMMENCING AT 7.30 PM.**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PUBLIC FORUM	2
5	CHAIRPERSON'S REPORT	2
6	COMMITTEE SECRETARY'S REPORT	3
7	CRUM PARK LIGHTING UPGRADE	8
8	GOLF ROAD - NO STOPPING AT ALL TIMES CONTROL	9
9	GOLF ROAD/PORTAGE ROAD - PROPOSED ROUNDABOUT	11
10	TODD TRIANGLE RESERVE DEVELOPMENT CONCEPT PLAN	13
11	OTITORI BAY ROAD – NO STOPPING RESTRICTIONS	16
12	BOARD MEMBERS' REPORTS	18

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NEW LYNN, WAITAKERE CITY, ON MONDAY, 3 FEBRUARY 2003,
COMMENCING AT 7.30 PM.**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 2 December 2002

RECOMMENDATION

That the minutes of the Ordinary Meeting of the New Lynn Community Board held on Monday, 2 December 2002, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

- (i) the item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



4 PUBLIC FORUM

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) Members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairperson at the beginning of the meeting; and
- (ii) the Chairperson shall determine the order of speakers, and allow five minutes for speaking time.
- (iii) Questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

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



5 CHAIRPERSON'S REPORT


There is no written report from the Chairperson. However, provision is made on the agenda for the Chairperson to update members on activities undertaken after printing of the agenda.



6 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>1. Foreshore Erosion Report on Paturoa Road - potential of using boulders as suggested by the Paturoa Ratepayers and Residents Association</p>	<p>An investigation into the foreshore erosion at Paturoa Bay will be carried out in February 2003. The purpose of the investigation will be to determine the extent of the foreshore erosion problem at Paturoa Bay, to identify the range of options available for solving the problem and to establish the costs and resource consent requirements associated with each of the options. The Paturoa Ratepayers and Residents Association have suggested the use of boulders to prevent erosion and whilst this may be a feasible option, other options will need to be considered in order to determine the most appropriate solution. A full report will be provided to the Board once the investigations have been completed.</p>	<p>Peter Sewell ☎ 836 8000 Ext 8759</p>
<p>2. Totara Avenue Loading Zone - Change of five - minute parking restriction to five-minute loading zone</p>	<p>The change of the 5-minute parking restriction at the transport station in Totara Avenue to a five - minute loading zone, as approved by the Board on 4 November 2002, has been effected.</p>	<p>Alan Hopkinson ☎ 836 8000 Ext 8742</p>
<p>3. Godley Road Side Road Controls - 'Give Way' Controls</p>	<p>The "Give Way" control on the intersections of Godley Road with Bishop Street, Cleve Road, and Harrybrook Road, as approved by the Board on 4 November 2002, is expected to be in place by the end of January 2003.</p>	<p>Alan Hopkinson ☎ 836 8000 Ext 8742</p>

Issue	Comments	Reporting Council Officer
<p>4. Project Twin Streams Steering Group</p>	<p>The Environmental Management Committee at its meeting on 9 July 2002 considered a progress report on Project Twin streams and resolved:</p> <p><i>“That a copy of the Project Twin Streams - Community Participation report be forwarded to the Henderson, Massey, New Lynn and Waitakere Community Boards, Te Taumata Runanga, the Eco Matters Environment Trust, all iwi groups and the wider outer community to seek appointment of a voluntary representative to the Project Twin Streams Steering Group.”</i></p> <p style="text-align: right;">2291/2002</p> <p>Accordingly, the Board at its meeting held on 5 August 2002 noted the report and nominated Pim van der Voort to the Project Twin Streams Steering Group (2490/2002).</p> <p>However, Mr van der Voort advised at the Board meeting on 2 December 2002 in his Member's Report that he would like to relinquish the position as the Steering Group's monthly meetings clash with most of his other commitments.</p> <p>The Board is therefore requested to nominate a replacement representative to the Steering Group.</p>	<p>Christine Henley ☎ 021 748 457</p>
<p>5. Additional Directional Parking Signs for New Lynn</p>	<p>Parking directional signs cannot be attended to until February 2003 owing to other priorities including preparation of submissions to Transfund by 31 January 2003 for 2003/2004 subsidies.</p>	<p>Ross Hill ☎ 836 8000 Ext 8737</p>

Issue	Comments	Reporting Council Officer
<p>6. Titirangi Parking and Traffic</p>	<p>Titirangi Parking and Traffic is a special topic in the Southern Strategic Corridor Study. A report to the City Development Committee (November 2002) titled 'Road Widening: Strategic Corridor Studies' deals with how the Corridor Studies are processed. In regard to communication and consultation, the report to the City Development Committee says:</p> <p><i>“Communication and Consultation:</i></p> <p><i>The studies produce a large amount of information for ongoing technical application by Council staff, and this is not generally suitable for direct distribution to stakeholders.</i></p> <p><i>The procedure proposed for dealing with the study results is as follows:</i></p> <ol style="list-style-type: none"> <i>1. the results would be reviewed by the Transport Assets Section for technical acceptability, and for the appropriateness of any proposed capital improvement;</i> <i>2. the results with Transport Assets Section comment would be communicated to Council’s Strategic Unit for its consideration;</i> <i>3. some new alternatives might be developed and assessed and/or detailed triple bottom line accounting undertaken;</i> <i>4. the City Services and Strategic Units would hold informal Councillor workshops on agreed pertinent outcomes;</i> <i>5. a joint report summarising pertinent proposals would be presented to the City Development Committee recommending communication and consultation with the Community Boards and other relevant Stakeholders;</i> <i>6. a final report would be put to the full Council with recommendations for projects to be included in the Long Term City Community Plan.”</i> 	<p>Ross Hill  836 8000 Ext 8737</p>

Issue	Comments	Reporting Council Officer
6. Titirangi Parking and Traffic (continued)	<p>The basis for this approach is that the issues are complex and need to be debated on the basis of a sound technical and design information if progress is to be made.</p> <p>Owing to the high interest in the Titirangi results it has been planned to report to the February meeting of the City Development Committee in accordance with the accepted procedure. The report would then be referred by the City Development Committee to the Community Boards and other stakeholders for their input.</p>	<p>Ross Hill ☎ 836 8000 Ext 8737</p>

REPORTS PENDING			
SUBJECT	DATE REQUESTED	REPORT DUE	REPORTING OFFICER
1. Proposed Walkways Network - Avondale and New Lynn	2 September 2002	31 March 2003	<p>Ross Hill ☎ 836 8000 Ext 8737</p>
2. The Glen Eden Community House - Cars Blocking Access Enforcement Process	Arising from installation of Yellow Lines road Markings in November 2002	3 March 2003	<p>Grant Jennings ☎ 836 8000 Ext 8537</p>
3. Top end of Golf Road - Parking on Southern Side of the Road only.	Raised at Open Forum on 4 November 2002	3 March 2003 (During the first round of consultations, some residents were opposed to the original proposal of imposing "No Stopping At All Times" control on the northern side of the road. Transport Assets is now investigating other options to address the problem and will go through a second round of consultations. The report will be then forwarded to the Community Board meeting in March.)	<p>Upali Ileperuma ☎ 836 8000 Ext 8716</p>

REPORTS PENDING			
SUBJECT	DATE REQUESTED	REPORT DUE	REPORTING OFFICER
4. Implications of the Painted Apple Moth Programme on Council's Obligations under the Health Act 1956	2 December 2003	Council officers are currently investigating Council's obligations under the Health Act 1956. The legal issues are complex as there are conflicting arguments for and against. A full report will be presented to the full council meeting.	Kerry Bodmin ☎ 836 8000 Ext 8777
5. New Footpath Construction - Final Priority List	2 December 2002	31 March 2003	Reg Cuthers ☎ 836 8000 Ext 8740
6. Resealing Council Roads: Special Issues related to Golf Road - Comparison Tests for Noise Level	1 July 2002	Transport Assets will perform noise level tests on roads that are to be resealed in 2002/2003. These tests will be done at the same location on each road before and after resealing. The comparison report will then be forwarded to the New Lynn Community Board. Resealing for 2002/2003 would be carried out mainly from February 2003 to March 2003 and the above report will be completed after this period. The wider issue of chip seal versus hot mix will be reported to the City Development Committee at its February 2003 meeting as a major policy issue because of the financial implications and complexities of changing the current practice.	Upali Ileperuma ☎ 836 8000 Ext 8716

RECOMMENDATIONS

1. That the information be received.
2. That the New Lynn Community Board is requested to nominate a representative to the Project Twin Streams Steering Group on a voluntary basis to replace Mr Pim van der Voort.

Report prepared by: Audrey Chan, Committee Secretary.



7 CRUM PARK LIGHTING UPGRADE

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Board (subject to issue of the necessary resource consent) for the upgrade of floodlighting at Crum Park by the Bay Olympic Sports and Soccer Association.

BACKGROUND

Crum Park is a local multi-use park located in Titirangi. There are three sports fields and a designated training area on the park, which are predominantly used by the Bay Olympic Sports and Soccer Association. Fields 1 and 2 are currently floodlit and used on weekday evenings for training. Field 3 is not floodlit and is therefore not currently available for training on weekday evenings.

Bay Olympic Sports and Soccer Association propose to upgrade the existing floodlighting on fields 1 and 2 and install new floodlighting on Field 3 to enhance the training activities on the park.

STRATEGIC CONTEXT

The Crum Park Management Plan was adopted by the New Lynn Community Board in September 1998. Section 6.9 of the Plan reads as follows:

6.9 Floodlighting

The designated training area and the tennis courts have floodlighting. Any further floodlighting proposals are subject to a resource consent. The Management Plan does not allow specifically for further floodlighting unless resource consent approval is obtained.

As outlined in the above policy, there is allowance within the management plan for further floodlighting on the park subject to the necessary resource consent being approved, which will require consultation and landowner approval.

ISSUES

The proposed lighting upgrade works are designed to enhance the training activities on Crum Park. It is proposed to continue the use of the park for weekday evening practices but apart from increased practices, no new activities are proposed.

The upgrading of the lighting on Fields 1 and 2 will not increase the usage of those fields, however, lighting Field 3 will mean that 10 extra teams will be able to train during the week.

A1 - A3

The new lights will be mounted on 12 metre poles. The poles will have either 2 or 4 luminaries mounted on them, depending on the area they are intended to light. The location of the poles for each field is shown on the plans attached as A1 - A3.

A resource consent application for the lighting proposal has been lodged with Waitakere City Council. This application has been publicly notified and the submission period for the consent closed on 20 January 2003. A verbal update on the submissions received can be provided to the Board at the February meeting.

Assuming that the resource consent is issued for the lighting, the conditions imposed on the resource consent will avoid or mitigate any adverse environmental effects that may be generated by the lighting.

Parks will impose conditions on the resource consent to ensure that Council's interests are protected. These conditions will ensure that Bay Olympic Sports and Soccer Association are responsible for the ongoing cost and safety of the lighting and also provide for hire of the facilities by other clubs when Bay Olympic Sports and Soccer Association are not using them.

RESOURCES

Bay Olympic Sports and Soccer Association will meet the cost of the lighting upgrade project so no Council resources are required for the project.

CONCLUSION

The proposed lighting upgrade works will enhance the training activities on Crum Park. There is allowance in the management plan for further floodlighting subject to issue of the necessary resource consent. The conditions imposed on the resource consent will avoid or mitigate any adverse environmental effects that may be generated by the lighting and ensure that Council's interest are protected.

RECOMMENDATIONS

1. That the information be received.
2. That, subject to the necessary resource consents being issued, the New Lynn Community Board provide approval for the upgrade of floodlighting at Crum Park by Bay Olympic Soccer Club.

Report prepared by: Peter Sewell, Parks Asset and Contracts Engineer.



8 GOLF ROAD - NO STOPPING AT ALL TIMES CONTROL

(NOTE: This issue was deferred at the Board's meeting held on 4 November 2002 to allow Mr Brent Peters to discuss options with local residents and the Transport Assets Section. Following the advice of the Transport Assets Section, the matter is now presented to the Board for a decision. Mr Peters' consultation with the local residents has been completed.)

PURPOSE OF THE REPORT

A4

To seek approval to extend "NO STOPPING AT ALL TIMES" markings in front of 220 Golf Road to a length of 57m towards Hilling Street, along the south kerb line (Refer to the diagram attached at page A4).

BACKGROUND

Residents of house no 218 to 226 Golf Road have raised the issue of obstruction and safety problems caused by vehicles parked in the vicinity of their access way.

STRATEGIC CONTEXT

Road safety is an Urban Village objective and contributes to Council's overall goal of a sustainable city. "**NO STOPPING AT ALL TIMES**" controls can contribute to traffic safety by preventing visibility blocks caused by parked vehicles.

ISSUES

Access way to houses 218 to 226 Golf Road is situated in such a way that the drivers exiting these properties have to be extremely vigilant before entering into Golf Road. Vehicles parked along the south kerb line of the road obstruct sight lines of the drivers.

Hence it is desirable from a safety perspective to extend "No stopping at all times" controls for a length of 57 metres on the south side kerb line.

Each of the three kerb side lengths falling within this proposal are less than 6m which is the standard length for parallel parking, so this should theoretically mean no loss of parking spaces. All the residents have off-street parking facilities.

All the affected residents were advised that this proposal would be presented to the New Lynn Community Board for its approval.

RESOURCES

As the work involves only painting of lines, it can be accommodated within the annual maintenance budget.

CONCLUSION

The proposal for the subject **NO STOPPING AT ALL TIMES** control in Golf Road is desirable from a safety perspective and will not have any significant affect on the parking in the vicinity. The work can be accommodated in the 2002/2003 maintenance budget.

RECOMMENDATIONS

1. That the information be received.
2. (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Golf Road imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:

NO STOPPING AT ALL TIMES controls along south kerb line in front of property No 220, Golf Road is extended to a length of 57m to east.

3. That the appropriate signage and /or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Upali Ileperuma, Transport Engineer, Transport Assets.



9 GOLF ROAD/PORTAGE ROAD - PROPOSED ROUNDABOUT

PURPOSE OF THE REPORT

This report seeks the New Lynn Community Board's approval to establish Give Way and No Stopping At All Times parking controls as part of the implementation of a new roundabout at the intersection of Golf Road and Portage Road in New Lynn.

BACKGROUND

This project was approved through the Annual Plan and forms part of Transfund's approved programme for the 2002/2003 financial year. The intersection is a "T" junction with a Give Way control on Golf Road. High accident rate, delays during the peak period and high speed through the intersection have necessitated the need for improvements. A single lane roundabout is provided for.

STRATEGIC CONTEXT

Safety for pedestrians and vehicles is a key objective under the Urban Villages Strategy. This is reiterated within the Transport Strategy and provision is made for safety improvements in accordance with this.

ISSUES

A5

The proposed physical works will consist of implementing a roundabout at the intersection of Golf Road and Portage Road along with a three traffic islands on each approach as shown on page A5. The purpose of the roundabout is to smooth and channel the traffic flow, address the issue of crashes at this intersection and make the right turn from Golf Road safer and easier.

As part of its delegated authority the Community Board needs to approve the necessary traffic controls, which includes broken yellow No Stopping lines to be installed along the approach and departure kerblines and Give Way controls will be required for each approach.

RESOURCES

The funds for this project have been provided for in the 2002/2003 Annual Budget with 48% approved for subsidy from Transfund New Zealand.

CONCLUSION

The proposed improvements will reduce the high accident rate, the delay during peak periods and control the high speed along this section of Portage Road, but associated Give Way and No Stopping controls are required and need to be resolved by the Community Board.

RECOMMENDATIONS

1. That the information be received.
2. That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Golf Road and Portage Road, New Lynn imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issues 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.
3. That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely - **No Stopping At All Times** parking controls be put in the following places:
 - **Golf Road**, on the north side of Golf Road extending west from the western kerbline of Portage Road for a distance of 51.0 metres;
 - **Golf Road**, on the south side of Golf Road extending west from the western kerbline of Portage Road for a distance of 48.0 metres;
 - **Portage Road**, on the west side of Portage Road extending north from the northern kerbline of Golf Road for a distance of 34.0 metres;
 - **Portage Road**, on the west side of Portage Road extending south from the southern kerbline of Golf Road for a distance of 74.0 metres;
 - **Portage Road**, on the east side of Portage Road extending north from the northern kerbline of Golf Road for a distance of 44.0 metres;
 - **Portage Road**, on the east side of Portage Road extending south from the northern kerbline of Golf road for a distance of 88.0 metres.
4. That by virtue of the local Government Act 1974 and the Transport Act 1962, and that the appropriate signs and markings in accordance with the Traffic Regulation 1976, the following priority controls be now resolved to be specified and imposed namely - **GIVE WAY** controls be put in the following places:
 - **Golf Road**, on the west side of its intersection with Portage Road;
 - **Portage Road**, on the north side of its intersection with Golf Road;
 - **Portage Road**, on the south side of its intersection with Golf Road.

Report prepared by: Hussam Abdul-Rassol, Transportation Engineer.



10 TODD TRIANGLE RESERVE DEVELOPMENT CONCEPT PLAN

PURPOSE OF THE REPORT

The purpose of this report is seek the Board's approval for the draft concept plan for Todd Triangle Reserve Development and to reclassify Todd Avenue as a pedestrian mall as shown in the draft concept plan.

BACKGROUND

Waitakere City Council has a well established practice of arts/design collaboration in public place projects. This has artists and design professionals working together to create spaces where art and design meet and integrate in ways that enhance and reveal something of the history and culture of the particular site. Such an opportunity has arisen in the New Lynn Township.

A6

Todd Triangle Reserve is at the intersection of Great North Road and Todd Ave, as shown on the location map attached at page A6. Todd Triangle Reserve contains some very dated brick shelter walls and seating, a clock tower and some large and significant trees and is a traffic island in the centre of a busy intersection. The Reserve is used by a significant number of local residents and workers for casual meeting, sitting and eating. The clock tower was donated by the New Lynn Rotary in 1960 and was the first pre-stressed brick column in the world. This tower is worthy of preservation as a historic monument in New Lynn to reflect the brick history and character of the area.

Through the 2001/2002 Community Board Discretionary fund, money was allocated by the Board to the Todd Triangle Reserve Development project and an initial concept plan was developed.

The 2002/2003 Annual Budget includes \$50,000 for the continued professional detailed design and development of Todd Triangle Reserve.

A separate report is also being put forward to the New Lynn Street Events Subcommittee February 2003 Meeting, regarding the New Lynn Village Organic Market. The report outlines a request from the New Lynn Village Business Association to establish an organic market on the carriageway of Todd Avenue on the second and fourth Saturday of each month and seeks the New Lynn Street Events Subcommittee approval to close Todd Avenue on those days. The proposed road closure is an interim measure to allow the market to operate in the period prior to the redevelopment of Todd Triangle Reserve.

STRATEGIC CONTEXT

Todd Triangle is a town centre park in Waitakere City. The Parks Strategy identifies a town centre park as being a park which provides an open gathering area, landscape plantings, park furniture and path linkages.

The Council's Strategic Plan is to join and improve the city's parks, bush and streams to form a link throughout town centres. The Urban Villages Pathway is about making the town centres a vibrant, fun place to live, giving people choices about recreation in their town centres. It is also about making sure pedestrians can get around town centres easily by improving pedestrian links, while looking after the natural environment.

Waitakere City Council recognises that local business, which care for the environment are essential to the City's development and creating sustainable business to strengthen the local economy.

The draft concept plan for Todd Triangle Reserve addresses these requirements of the Council and Park's Strategy.

ISSUES

A draft concept plan for Todd Triangle Reserve development was widely circulated to local residents and businesses and a public meeting was held at the New Lynn Community Centre in August 2002. The concerns raised during the first public meeting were based around the following:

- Market Place-Shelter;
- Road closure/Parking;
- Trees;
- Wind Protection;
- Maintenance;
- Parks as focal point/attraction of town;
- Clock Tower- Art design.

At the same time there were a number of separate workshops held with the New Lynn Village Business Association to discuss the Todd Triangle development project to determine how it could contribute to sustainable business in New Lynn and in context with the overall strategic direction of New Lynn Town centre as a whole.

A second public meeting was held in November 2002 and at the meeting agreement was reached on the changes necessary to the plan. Changes have been made to the plan and reissued to the residents who attended the meeting along with the project timelines for any further feedback. The Todd Triangle Concept plan was also advertised in the Western Leader in January 2003.

A7

A copy of the revised draft concept plan is attached at A7.

The main features of the plan are:

- The inclusion of a shade structure for informal seating and market place;
- That Todd Avenue will become part of the park and be for pedestrian use only as a link back to the Civic area. The avenue will be reclassified as a pedestrian mall instead of a road;
- Retention of the brick clock tower and kept separate from the art sculpture;
- The inclusion of two performance areas, encompassing a stage and a platform;
- The inclusion of car parks with manoeuvring space alongside Great North Road and Totara Avenue;
- The provision of sheltered seating;
- The Roses/colour theme retained;
- The provision of ramps and paths to allow all abilities access;
- A Kiosk (lease and sales arrangements yet to be confirmed);
- The provision of bollards- safety barrier;
- Retention of healthy specimen trees or transplanted (Totara removed);
- Waitakere City Council Roading will continue to monitor traffic flows in this area.

The Board will be given a verbal update on any recent submissions and any new issues regarding the revised concept plan at the February Community Board Meeting.

Physical works are intended to commence in 2003/2004 subject to Annual Plan approval of funding.

Legal issues- Todd Ave

It is considered that the best way to prohibit traffic from Todd Avenue is to declare it to be a pedestrian mall under Section 336 of the Local Government Act 1974 and to install removable bollards.

Such action does not remove the status of road and therefore the properties on the eastern side of the avenue retain legal access to a road frontage.

In order to reclassify Todd Avenue as a pedestrian mall the following process must be followed:

- Community Board recommends to Council that Todd Avenue be declared a pedestrian mall;
- Council passes special resolution declaring that Todd Avenue is now to be a pedestrian mall;
- Public notification carried out in the New Zealand Herald and in Council buildings and libraries of Council's intention to confirm its special resolution at a future Council meeting and inviting submissions and objections from members of the public;
- Council meeting held to consider and hear in person objectors and submitters. Depending on the meeting outcome Council may confirm the resolution to make Todd Avenue a pedestrian mall and this takes effect forthwith.

It is suggested that the appropriate wording for the Special Order is as follows:

Declaration that Todd Avenue, New Lynn shall be a pedestrian mall

The Waitakere City Council acting in pursuance of its powers contained in Section 336 of the Local Government Act 1974 and all other powers in any way enabling it HEREBY RESOLVES BY SPECIAL ORDER as follows:

1. *That Todd Avenue, New Lynn as defined on the diagram annexed hereto is declared to be a pedestrian mall.*
2. *That the driving, riding or parking of any vehicle or the riding of any animal on any part of the pedestrian mall shall be prohibited.*

RESOURCES

Funding of \$50,000 has been included in the 2002/2003 Annual Budget for the Todd Triangle Reserve design and commencement of development. The estimated cost for this project for 2003/2004 is \$250,000 with an anticipated additional maintenance cost of \$12,000 per year. This funding will be considered in the draft Annual Plan.

CONCLUSION

The draft concept plan for Todd Triangle Reserve Development has taken into consideration the preferences and needs of the local business community and has been accepted by the local community. The plan allows for the reclassification of Todd Avenue as a pedestrian mall. In order to re-classify the avenue a Special Order of Council needs to be resolved.

RECOMMENDATIONS

A8

1. That the information be received.
2. That the draft concept plan for Todd Triangle Reserve Development be approved.
3. That the Board recommend to Council that Todd Avenue, New Lynn as defined in the diagram attached at page A8 be declared to be a pedestrian mall by Special Order under Section 336 of the Local Government Act 1974.

Report prepared by: Katharine Slack, Parks Project Manager.



11 OTITORI BAY ROAD – NO STOPPING RESTRICTIONS

PURPOSE OF THE REPORT

To seek a decision from the New Lynn Community Board on whether to mark formal No Stopping controls in Otitori Bay Road, South Titirangi.

BACKGROUND

Concerns have been raised by residents over dangerous parking occurring occasionally near blind corners on Otitori Bay Road. While the residents acknowledge that this occurs infrequently it does pose a hazard to other road users who must cross on to the wrong side of the road very close to a blind corner if they wish to proceed along the road. Because dangerous parking occurs infrequently and traffic volumes on Otitori Road are relatively low the probability of a crash occurring is minimal. A check of the Land Transport Safety Authority's crash database showed no reported crashes in Otitori Bay Road in which parked vehicles were a contributing factor to the crash.

STRATEGIC CONTEXT

Road safety and access along roads is part of Objective 3 "Access and Travel Choice" of the Urban Villages pathway to a sustainable city: 'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle and businesses can efficiently move their goods and services'.

ISSUES

Control of Dangerous Parking

The Transport Regulations 1976, prohibit the parking of vehicles in dangerous locations. Specifically section 35 subclause 2 contains the following,

“(2) *No person, being the driver or in charge of any vehicle, shall stop, stand or park that vehicle on a road, whether attended or unattended-*

(d) In any part of a roadway so close to any corner, bend, rise, dip traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle proceeding towards that corner, bend, rise, dip, traffic island, or intersection, or within 6m of an intersection, or on any part of a roadway where the controlling authority has marked a broken yellow line parallel to and at a distance of not more than 1m from the edge of the roadway.”

(Traffic Regulations 1976 Section 35 subclause (2) paragraph (d))

As such it is already illegal to park in the locations in Otitori Bay Road that are causing concern. Broken yellow No Stopping lines are not required to enforce the parking prohibition in this location but may have some limited benefit in achieving better compliance with the Traffic Regulations by visually indicating the areas of the road where vehicles should not be stopped or parked.

A9 The attached plan attached at page A9 shows the extent of the possible No Stopping markings that could be implemented.

Precedent for No Stopping Controls

There are many other roads in Waitakere Ranges where No Stopping lines are not provided in locations that have potential for dangerous parking and instead the provisions of the Traffic Regulations 1976 are relied on to prohibit dangerous parking. In considering the justification for marking of No Stopping lines in Otitori Bay Road the Community Board needs to keep in mind that the same justification would apply to a large number of roads in Waitakere City.

Consultation

A10 Since it is already illegal to park where the No Stopping controls have been requested the controls would have no impact on the resident's legal use of the road, and consequently further comment on the proposal has not been sought. The initial requests received from residents requested No Stopping lines only on three specific corners along Otitori Bay Road. Treating only the three corners requested could displace dangerous parking into other dangerous locations along Otitori Bay Road. The extent of No Stopping controls shown on page A10 is the minimum required to achieve a safe and consistent treatment of the dangerous portions of the road. The attachment considers only the portion of Otitori Bay Road between Park Road and Wood Bay Road, being the part of Otitori Bay Road that is designated as a collector road and carries the greatest volumes of traffic.

RESOURCES

When considered in isolation the marking of No Stopping lines in Otitori Bay Road has a minimal impact on the road marking maintenance budget, generating additional annual maintenance costs of approximately \$400. However, as a precedent for a more widespread programme of additional marking in locations where dangerous parking is already illegal it could generate substantial additional maintenance costs.

CONCLUSIONS

The marking of No Stopping lines in Otitori Bay Road could slightly improve traffic safety in this road by discouraging dangerous parking. However, dangerous parking is already illegal and formal No Stopping markings here could set a precedent for widespread use of No Stopping markings in other dangerous parking areas. It is concluded that the implementation of No Stopping lines is not desirable.

RECOMMENDATIONS

1. That the information be received.
2. That No Stopping Controls in Otitori Bay Road, Titirangi not be implemented.

Report prepared by: Adam Moller, Transport Engineer



12 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.

Pim van der Voort

Welcome back to our second year on the New Lynn Community Board, another challenging year lies ahead.

My wish is to have quicker response on matters of concern and issues that require action, and I am sure you share the same view.

The forthcoming 2003-2004 annual plan budgeting and preparation:

Some years ago the Community Boards used to have an early input into this process. Usually before the Christmas break, the Boards were asked for their projects, particularly in the parks and roading budgeting. It would be of benefit to see this reinstated.

Posters and billboards are again being plastered over street furniture, bus shelters and walls. Some years ago Council instigated a clean-up of this problem. Could we please have a blitz on this. Further information regarding Council policies on this would be helpful to the Board.

Titirangi Developments:

On 18 December 2002, the Council Hearings Committee met to hear a proposal for an office development behind Toby's Restaurant on their car park site. There was a short fall of 15 car parking spaces, over development of the site, and the issue of removal of trees. The application was turned down. I was very pleased with this outcome. I ask the Board to fully endorse the previous Community Board's resolution:

"That the Manager: Consent Services be requested to ensure that planning consents for development and use proposals in the village be self-sufficient in parking in accordance with the prescription of the Proposed District Plan."

4522/99

Proposed Higher Salary Commission report has been received - right before Christmas. This has been circulated to all members and requires reply before 10 March 2003. At this stage I am unable to report on progress.

Deputy Chairperson
Pim van der Voort, J.P.



