



Waitakere City Council  
*Te Taiao o Waitakere*

## NOTICE OF MEETING OF THE 2004-2007

### NEW LYNN COMMUNITY BOARD

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

**DATE:**        Monday,        29 November 2004        **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.

16 November 2004

Audrey Chan  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8603

#### MEMBERSHIP:

Mr	P	van der Voort, JP (Chairperson)
Ms	SL	Taylor, JP (Deputy Chairperson)
Mr	WD	Buchanan
Cr	JM	Clews, QSO, JP
Cr	RI	Clow
Mrs	EG	Francke
Ms	GPJ	Marshall

(Quorum 4 members)

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(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 A 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, 29 NOVEMBER 2004,  
COMMENCING AT 7.30 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

First Meeting Minutes - - Monday, 8 November 2004

**RECOMMENDATION**

That the minutes of the First Meeting of the 2004-2007 New Lynn Community Board held on Monday, 8 November 2004, as circulated with this agenda, 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 Committee by resolution so decides; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee 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 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**

Mayor Bob Harvey's encouragement in his address to the inaugural meeting of the Board earlier this month on issues in New Lynn and other town centres, and his vision of the future need to be taken on board by us, otherwise our Ward will be left behind. Some Councillors and Board Members have also expressed similar views.

The previous 3 years have been a bit of a lull. Now we must work towards a vibrant New Lynn and other local shopping centres such as Glen Eden, Green Bay and Titirangi. The building of the new New Lynn library is about to happen and the Todd Triangle is programmed for 2005. However, there is an urgent need to encourage developers, land owners and Council to redevelop, rezone and take any other action that is required to remove the eyesores in the area. A new cinema in New Lynn should be a high priority as a drawcard for the people. A presentation of the New Lynn projects is being arranged to inform us all as to where we are with these.

Under the Committee Secretary's report is an item on the Walking School Bus project for the Fruitvale School. This is only one of two pilot projects in conjunction with the Auckland Regional Council chosen for our city. I would like to congratulate the people working towards this, and I hope to see many more projects to follow.

I suggest that the Board undertake a Ward tour early in the New Year to familiarize themselves and point out the various issues. Please supply a list (small), of your particular concerns to Audrey Chan, by 14 January 2005.

I wish you all an enjoyable Christmas and a great New Year. Have a happy holiday.

### **RECOMMENDATION**




That the Chairperson's Report be received.






Pim van der Voort, JP








**CHAIRPERSON**









6 **COMMITTEE SECRETARY'S REPORT**





	<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
1	<p>Parking Situation in Claridge Street and Rock Parade, Glen Eden - Proposed Parking Spaces</p> <p>5 May 2003 and 1 September 2003</p> <p>Public Forum</p> <p>(Resolution 849/2003 and 1783/2003)</p>	<p>The proposed works for the improvements of Claridge St Common Reserve will be undertaken this financial year and be funded from the budgets of Parks, Transport Assets and Ecowater. Works include the concreting of the pathway through the reserve, drainage work in the reserve, grassing the reserve, installation of bollards and chain on parts of the reserve frontage, construction of kerb and channel at the end of the road, with the development of 2 car park spaces, additional drainage cesspits, and additional pedestrian footpath linking the reserve footpath.</p> <p>A contract has been awarded. The work will be commenced in two months' time.</p>	<p>Warren Ogilvie</p> <p> 836 8000</p> <p>Ext 8561</p>
2	<p>Anti-Speed Device for Vardon Road</p> <p>1 December 2003</p> <p>Public Forum</p>	<p>It is proposed to realign the kerb lines at the intersection of Vardon Road and Cliff View Drive in order to reduce the high speeds of vehicles turning left from Cliff View Drive into Vardon Road. This work is already on the minor safety projects list and will be programmed for construction during the summer of 2004/2005. Following the completion of this work, the speeds and traffic volumes in Vardon Road and Cliff View Drive will be surveyed and considered for inclusion in the slow streets programme if further works are required.</p> <p>The Board will be advised of the survey results which are expected to be available in March 2005.</p>	<p>Adam Moller</p> <p> 836 8000</p> <p>Ext 8750</p>
3	<p>Gardner Avenue - Street Calming Measures</p> <p>2 February 2004</p> <p>Public Forum</p>	<p>A traffic count to survey vehicle speeds and volumes has been completed. The survey results showed speeds that are not unusually high for a residential street. Gardner Avenue has therefore been allocated a priority ranking of 'BB' on the slow streets priority list, which makes it currently the 9<sup>th</sup> street on the list. It is also noted that traffic-calming Gardner Avenue would likely to have a flow-on effect by displacing traffic onto other residential streets such as Willerton Avenue or Parker Avenue, so any calming scheme for Gardner Avenue needs to be implemented as part of a wider plan for the streets in that area.</p> <p>The resident who brought the matter to public forum has been kept informed.</p>	<p>Adam Moller</p> <p> 836 8000</p> <p>Ext 8750</p>

	Issue	Comments	Reporting Council Officer
4	Speeding at Pokapu 5 April 2004 Public Forum (Resolution 533/2004)	An information pack containing guidelines, process and an application form for a slow-street was sent to the resident who brought the matter to public forum.  Transport Assets staff are still awaiting a response from the resident.  If no response is received by the next meeting, this item will be deleted.	Adam Moller  836 8000 Ext 8750
5	Proposed Pedestrian Crossing at Titirangi Road near Godley Road 5 April 2004 Public Forum (Resolution 533/2004)	This site does not meet a warrant for a formal pedestrian crossing due to the very low numbers of pedestrians. The possibility of installing a pedestrian refuge island has been considered. However, the constraints of the site make this impractical at present because of the high volumes of turning traffic at Godley Road and the limited lane widths. The request for improved pedestrian facilities has been noted and will be considered as part of any future upgrading of the intersection, as approved by any future Annual Plan.	Adam Moller  836 8000 Ext 8750
6	Bus Shelters on Great North Road 3 May 2004 Public Forum (Resolution 667/2004)	These sites have been referred to Adshel Company for them to consider the possibility of installing commercially funded advertising shelters.	Ross Hill  836 8000 Ext 8793
7	Glen Eden Citizens Advisory Bureau Storage and Tea-making Facilities 2 August 2004 (Resolution 1367/2004)	In response to the Board's recommendations, Council at its meeting held on 29 September 2004 approved that meeting room kitchenette facilities be provided for the Glen Eden Citizens Advice Bureau, following completion of the main construction contract, that the work be funded from unspent contingency at the completion of the contract, and that if there is insufficient contingency Council provide additional funding up to approximately \$7,000.  The work is programmed for early 2005.	Peter Sewell  836 8000 Ext 8759
8	Parking Control Alterations - Memorial Drive, New Lynn 2 August 2004 (Resolution 1376/2004)	The required parking control alterations were put in place in September 2004.	Paul Schischka  836 8000 Ext 8742

	Issue	Comments	Reporting Council Officer
9	Alterations to Parking Restrictions – New Lynn Community Centre Car Park 2 August 2004 (Resolution 1378/2004)	The required parking control alterations were put in place in September 2004.	Paul Schischka  836 8000 Ext 8742
10	Hutchinson Avenue - Bus Stops 2 August 2004 (Resolution 1379/2004)	The required bus stop controls were put in place in September 2004.	Paul Schischka  836 8000 Ext 8742
11	Seabrook Avenue - New No Stopping Control 2 August 2004 (Resolution 1380/2004)	The required 'No Stopping At All Times' Controls were put in place in September 2004.	Paul Schischka  836 8000 Ext 8742
12	Rosier Road - New Parking Restriction 2 August 2004 (Resolution 1376/2004)	The required new parking restriction was put in place in September 2004.	Paul Schischka  836 8000 Ext 8742
13	Great North Road - No Stopping Control 2 August 2004 (Resolution 1376/2004)	The required 'No Stopping At All Times' Control was put in place in September 2004.	Paul Schischka  836 8000 Ext 8742
14	Bus Stop Sign 684 in New Lynn August 2004 Member's Referral	The contractor has been instructed to re-install the missing bus stop. The residents have been informed.	Paul Schischka  836 8000 Ext 8742
15	82/84 Otitori Bay Road Titirangi Driveway Damage August 2004 Member's Referral	The resident concerned has been advised that the driveway does not meet Council standard and Council therefore has no responsibility. However, an offer has been made to the resident that Council will undertake the repair provided that the cost is shared.  Council has not received a positive response to date.	Tony Miguel  836 8000 Ext 8294

	Issue	Comments	Reporting Council Officer
16	Clearway and No Stopping Controls - West Coast Road 30 August 2004 (Resolution 1588/2004)	The required works have been completed.	Paul Schischka  836 8000 Ext 8742
17	Glenview Road Flush Median and Related Parking Restrictions 30 August 2004 (Resolution 1589/2004)	The required works have been completed.	Vinh Bui  836 8000 Ext 8793
18	Rail Crossing Road Markings – New Lynn Ward 30 August 2004 (Resolution 1590/2004)	The required works have been completed.	Paul Schischka  836 8000 Ext 8742
19	Tahi Terrace - New No Stopping Lines 30 August 2004 (Resolution 1593/2004)	The required works have been completed.	Paul Schischka  836 8000 Ext 8742
20	Bamboo Grove - New No Stopping Control 30 August 2004 (Resolution 1594/2004)	The required works have been completed.	Paul Schischka  836 8000 Ext 8742
21	Community Board Minor Park Projects 30 August 2004 (Resolution 1583/2004)	Council on 29 September 2004 approved the New Lynn Community Board's recommendation to supply and install swings in Onedin Green at a cost of \$15,000.  The swings and the seats in Onedin Green are expected to be in place before Christmas 2004.	Katharine Slack  836 8000 Ext 8779

	Issue	Comments	Reporting Council Officer
A1	22 Community Board Appointments	<p><u>New Lynn Citizens Advice Bureau</u></p> <p>A letter has been sent to the Chairperson of the New Lynn Citizens Advice Bureau, seeking their response to the Board's resolution for the Board to appoint representatives to their Bureau as had been done previously (1919/2004).</p> <p>The Bureau is expected to consider the matter at their meeting in December 2004.</p> <p><u>Steering Group on Shopping Trolleys in Streams</u></p> <p>The Board is requested to appoint a representative to the following ad hoc group:</p> <ul style="list-style-type: none"> <li>Steering Group on Shopping Trolleys in Streams.</li> </ul> <p>A profile of the group is attached at page A1.</p>	<p>Audrey Chan ☎ 836 8000 Ext 8603</p>
A2-A19	23 Fruitvale School Travel Plan Chairperson's Referral	<p>The Auckland Regional Council is seeking the Board's feedback on the draft School Travel Plan for the Fruitvale School and a representative from the Board to be a signatory to the Fruitvale School Travel Plan and attend the launch of the Plan. (The Auckland Regional Council documents sent to the Chairperson are attached at pages A2 to A19.)</p>	<p>Audrey Chan ☎ 836 8000 Ext 8603</p> <p>Rachel Sander ☎ 836 8000 Ext 8531</p>
A20-A26		<p>Council at its meeting on 6 October 2004 considered a report on the School Travel Plan Programme Expansion (attached at pages A20 to A26) and resolved, inter-alia, that the Chief Executive be delegated authority to commit the Council to infrastructure priorities arising from the development of the Fruitvale School and Henderson South Primary School travel plans and to approve expenditure from the implementation budget to infrastructure associated with those priorities. A copy of the relevant minutes is attached at pages A27.</p>	
A27			

REPORTS PENDING				
	Subject	Date Requested	Report Due	Reporting Officer
1	Paturoa Foreshore Erosion - Results of Coastline Survey	5 July 2004 (Resolution 1182/2004)  2 December 2001 Public Forum  (Resolutions 343/2003 and 642/2003)	June 2005	Harish Singh  836 8000 Ext 8953
2	Fast traffic on Castleford Street, Green Bay	August 2004 Member's Referral	7 February 2005	Paul Schischka  836 8000 Ext 8742
3	J. Hubscher's Submission at Public Forum on various issues, including footpaths, public toilets, bus shelters, etc.	8 November 2004 1921/2004	7 February 2005	Tony Miguel  836 8000 Ext 8294
4	Car Parking Space for Disabled outside Glen Eden Library	8 November 2004 Public Forum 1922/2004	7 February 2005	Ross Hill  836 8000 Ext 8793

### **RECOMMENDATIONS**

1. That the Committee Secretary's Report be received.
2. That the New Lynn Community Board appoints a representative to the Steering Group on Shopping Trolleys in Streams.
3. That the New Lynn Community Board appoints a representative to be a signatory to the Fruitvale School Travel Plan and attend the launch of the Plan.

Report prepared by: Audrey Chan, Committee Secretary.



## 7 COMMUNITY BOARD BRIEFINGS

### PURPOSE OF THE REPORT

Community Boards are the level of local government closest to the communities that they serve. Community Boards have certain roles prescribed by legislation and additional functions delegated to them by the Council. This report provides the opportunity for Community Board Members to be briefed on the functions and decision-making powers that they have in law or have been delegated, the context for the exercise of those functions and powers, and the overall strategic framework of the Council within which those powers that have been delegated must be exercised.

### BACKGROUND

The Local Government Act 2002 determines that Community Boards can be established as part of the local governance of communities in New Zealand. The status of Community Boards is described in section 51 as follows:

“A community board—

- (a) is an unincorporated body; and
- (b) is not a local authority; and
- (c) is not a committee of the relevant territorial authority.”

The role of Community Boards is described in section 52 as follows:

“The role of a community board is to—

- (a) represent, and act as an advocate for, the interests of its community; and
- (b) consider and report on all matters referred to it by the territorial authority, or any matter of interest or concern to the community board; and
- (c) maintain an overview of services provided by the territorial authority within the community; and
- (d) prepare an annual submission to the territorial authority for expenditure within the community; and
- (e) communicate with community organisations and special interest groups within the community; and
- (f) undertake any other responsibilities that are delegated to it by the territorial authority.”

The powers of Community Boards are described in section 53 as follows:

“Powers of community boards

- (1) A community board has the powers that are—
  - (a) delegated to it by the relevant territorial authority in accordance with clause 32 of Schedule 7; or
  - (b) prescribed by the Order in Council constituting its community.
- (2) The powers of a community board prescribed by Order in Council expire at the close of 6 years after the order comes into force.
- (3) Despite subsection (1), a community board may not—
  - (a) acquire, hold, or dispose of property; or
  - (b) appoint, suspend, or remove staff.”

In addition, Part 2 of Schedule 7 and Part 1 of Schedule 7 of the Act (excluding clauses 15 and 33 to 36) applies to Community Boards, with all necessary modifications, as if they were local authorities.

Section 38 of Schedule 7 provides for the Council to provide the necessary administrative and other facilities for the Community Board. Section 39 provides for expenses to be met as follows:

“Expenses of community boards

- (1) The expenses of the performance and exercise by a community board of its responsibilities, duties, and powers must be paid by the territorial authority within whose district the community is situated out of the general revenues of the district.
- (2) The territorial authority may fix a limit within which expenditure may be incurred under subclause (1), and no community board may incur expenditure in excess of any limit so fixed without the prior approval of the territorial authority.
- (3) This clause does not apply in respect of any expenditure for which any rate has been made and levied within the community.”

The functions, duties and powers delegated by the Council are contained in the Delegations to Committees and Community Boards which were adopted by Council at its inaugural Meeting on 28 October 2004. A copy of the Delegations has been circulated to all Board Members. The powers delegated by Council must be exercised within the policy framework set by the Council.

## **STRATEGIC CONTEXT**

The Waitakere City Council views Community Boards as an important part of its democratic structure. The Council has delegated to Community Boards decision making powers for those decisions and aspects of its operations that it considers are best dealt with at the local level. It also provides for Community Boards to input into annual and strategic planning processes on behalf of the Wards they represent and to raise specific Ward issues through regular monthly reporting to the full Council Meeting. The Public Forum section of each Community Board meeting enables the public to raise local issues which can then be dealt with by the Board and/or fed into Council's operational processes for attention.

These roles all contribute to community engagement and local participation in local government and assist the Council in having another avenue with which it can communicate with its communities. The presence of appointed Council Members on each Community Board assists with this linkage.

## **ISSUES**

A briefing was provided at a workshop for all Community Board Members held on 3 November 2004 and at the First meeting of the 2004-2007 Board covering the following issues:

Statutory Briefing and Legal Overview  
Governance (Relationship with the Council)  
Local Government Act as it pertains to Community Boards  
Standing Orders and Order of Business  
Code of Conduct  
Delegations  
Meeting Schedule  
Appointments to Committees, and Ad Hoc External Organisations  
Role of the Call Centre  
Staff support for Community Boards

## RESOURCES

Support for the Board's work is drawn from across Council's staff organisation. Direct support for the Board, is provided by the Board Manager who is the Chief Executive's representative and Committee Secretary who have particular responsibilities to the Board.

The Community Board's work programme is derived from three main sources. Many of the issues and reports coming before the Community Board are part of the implementation of the Annual Plan, arising from the functions and duties delegated to the Community Board by Council. The other components of the Board's work programme come from Board generated issues that arise either from Board Members themselves or through the Public Forum part of each month's meeting.

### Decision Making

Standing Orders provide that Board Members are not able to make substantive decisions on issues raised during Public Forum, but are able to refer issues to the Chief Executive either for direct attention, or for a report to come back to the Board as part of its work programme. This provides for the Board to receive detailed information on particular issues so that it can make an informed decision.

This provision of Standing Orders is designed to ensure that the competing interests of all the Board's stakeholders are considered prior to a decision being made. It also ensures that no decisions are made without members of the public, who may be affected by any decision of the Board, having the opportunity to see the advice being provided to the Board, to witness the decision and to make representations to the Board if they so wish.

Board Members will also be aware that as well as needing to balance the competing interests of different stakeholders many requests from the Public Forum will have resource implications and the Board in its decision making will often need to make choices between what may be desirable and what is affordable.

Preparing reports for formal decisions by the Board can also impose substantial resource requirements on particular sections of Council and many minor matters can be more expeditiously dealt with on the Board's behalf by Council staff responding directly to the individuals concerned. Part of the Committee Secretary's role in supporting the Board is to ensure that any issue the Board wishes followed up is dealt with appropriately. Board Members have the ability through a Notice of Motion to bring an issue back to the Board in the event that they believe the informal staff response was inadequate or inappropriate.

The Council, at its First meeting on 28 October 2004, confirmed the delegations to Community Boards. These have been circulated separately. The Community Board is required to act within those delegations and, where it is not empowered to act in relation to a delegation or any other matter referred to it, to report to the Council with appropriate recommendations. The Board should exercise their delegations to the fullest extent, but must do so within the framework provided by the Council's Strategic Direction, the Long Term Council Community Plan, Annual plan, and all other Council Policies.

Board Members' reports on the agenda fulfil a different role. The opportunity is provided on the agenda for Board Members to report on their activities on behalf of the Community Board during the preceding month. The report can cover activities or events, or meetings attended on behalf of the Board. They are not opportunities to make political statements or to challenge a decision by the Council. The report can either be given orally at the meeting, or if Board Members so wish, it can be included as a written report in the agenda. To meet the requirements of the Local Government Official Information and Meetings Act a written Board Members Report must be provided to the Committee Secretary by the Friday two weeks preceding the meeting.

## CONCLUSION

The Community Board's contribution to the operation of Council on behalf of the community is invaluable. The briefings are designed to provide new Board Members with necessary background information on current issues and to help them in their decision making over the term of the Board. A range of assistance is also provided on behalf of the Chief Executive to support Board Members in their work on behalf of the community.

## RECOMMENDATION

That the Community Board Briefings report be received.

Report prepared by: Darryl Griffin, Group Manager: Democracy and Support Services.



## 8 LOCAL GOVERNMENT NEW ZEALAND – NEW ZEALAND COMMUNITY BOARDS' EXECUTIVE COMMITTEE

### PURPOSE OF THE REPORT

The purpose of this report is to advise of the role of the New Zealand Community Boards' Executive Committee of Local Government New Zealand and to recommend support for the appointment of Community Board member Mike Cohen, Chairperson of the Devonport Community Board, North Shore City, as the Zone 1 representative on the New Zealand Community Boards Executive Committee for the ensuing three year term.

### BACKGROUND

The Executive Committee of the New Zealand Community Boards' Association is made up of six representatives – one for each of the six geographic zones of member authorities of Local Government New Zealand.

The Executive Committee meets four times a year, usually in Wellington. Local Government New Zealand meets the travel costs incurred by members but there are no meeting fees payable.

Since 2002 a Memorandum of Understanding between the Executive Committee and Local Government New Zealand has given the Executive Committee the status of an advisory committee to the National Council.

### ISSUES

The purpose of the Executive Committee is to:

- provide advice on all matters involving Community Boards;
- liaise between Local Government New Zealand and Community Boards to gather information on issues and matters of national interest;
- keep the National Council informed of current and future issues of concern to Community Boards that may have implications for local government generally; and
- advise on training needs of Community Boards and their members that might be included in a national capacity building strategy.

Nominations for the representatives and deputies on the New Zealand Community Boards Executive Committee are required by Friday 17 December 2004 and should be accompanied by a brief curriculum vitae. Should an election be necessary, voting papers and supporting information about the candidates will be sent to all Community Board Chairs in mid-January and will be due back by Wednesday 23 February 2005.

Christine Shepherd, Chair of the Waitakere Community Board advises that she will be seeking the Waitakere Community Board's support to nominate Mike Cohen, Chairperson of the Devonport Community Board, North Shore City to be the Zone 1 representative on the Executive Committee of the New Zealand Community Boards' Association. The Waitakere Board will also be seeking support from one of the other Community Boards in Waitakere City for that nomination. Mike Cohen was the representative during the last term and is also the Chairperson of the Auckland Region and Far North Community Boards Association.

### **CONCLUSION**

Nominations for the representatives and deputies on the New Zealand Community Boards Executive Committee are required by 5.00 p.m. on Friday, 17 December 2004.

Mike Cohen, Chairperson of the Devonport Community Board, North Shore City is available to be the Zone 1 representative on the Executive Committee of the New Zealand Community Boards' Association. The Waitakere Community Board will be considering nominating him and seeking support from one of the other Community Boards in Waitakere City for that nomination.

### **RECOMMENDATIONS**

1. That the Local Government New Zealand – New Zealand Community Boards' Executive Committee report be received.
2. That the New Lynn Community Board consider whether it wishes to support the nomination of Mike Cohen, Chairperson of the Devonport Community Board, North Shore City, to be the Zone 1 representative on the Executive Committee of the New Zealand Community Boards' Association for the ensuing three-year term.

Report prepared by: Darryl Griffin, Group Manager: Democracy and Support Services



## **9 LOCAL GOVERNMENT (USE OF COMMUNITY BOARDS') AMENDMENT BILL**

### **PURPOSE OF THE REPORT**

The purpose of this report is to advise of the letter from Murray Smith MP representing United Future, who has sought the views of Community Boards throughout New Zealand on his draft Member's Bill, entitled Local Government (Use of Community Boards') Amendment Bill.

### **BACKGROUND**

In August 2004, Murray Smith MP wrote to the Chairpersons of each Community Board in New Zealand seeking the Board's views on a draft Member's Bill that he has prepared for consideration by Parliament.

The Bill only affects a few local authorities in New Zealand and is to prevent a local authority creating 'Ward Committees' instead of creating Community Boards.

## ISSUES

The Local Electoral Act requires local authorities to periodically review representation to provide for fair and effective representation.

Murray Smith MP contends that a small number of local authorities are avoiding the intent of the legislation by establishing Ward Committees to represent communities of interest instead of Community Boards. The authorities named are: Hutt City; Hurunui District; Selwyn District; and Timaru District. Such committees are generally appointed rather than separately elected by the voters of the community.

The draft Member's Bill would prohibit the creation of such committees thereby requiring any territorial authority wishing to provide for representation by a community of interest to establish a Community Board.

This is not an issue that has been considered by Waitakere City's Council or Community Boards previously. However, it is noted that the effect of such a Bill may prevent community Committees being used as a 'stepping stone' for the creation of Community Boards such as has occurred in Selwyn District.

## CONCLUSION

The proposed Bill only affects a few local authority areas in New Zealand and in one of those areas the establishment of a Ward Committee led to the establishment of a Community Board through the representation review process, albeit aided by a decision of the Local Government Commission.

## RECOMMENDATIONS

1. That the Local Government (Use of Community Boards') Amendment Bill report be received.
2. That the Board provide guidance on whether it wishes to provide views to Murray Smith MP on his draft Bill.

Report prepared by: Darryl Griffin, Group Manager: Democracy and Support Services



## 10 TODD TRIANGLE UPDATE

### PURPOSE OF THE REPORT

The purpose of the report is to update the New Lynn Community Board on progress with the creation of a pedestrian mall at Todd Triangle, New Lynn, and proposes a resolution to proceed with the creation of a pedestrian mall and progress the development of the reserve into an attractive, high-amenity area.

## BACKGROUND

A landscape concept was developed for Todd Reserve, and adopted by the New Lynn Community Board in November 2002. Subsequent to adoption of the plan, roading investigations were undertaken to address a number of issues and problems in New Lynn with a view to finding solutions with improved outcomes.

The emphasis on the roading investigation work was to cater for predicted increased traffic flows, especially prior to linking with State Highway 20, to reduce traffic congestion on Great North Road and Totara Avenue. Improved intersections and pedestrian access around the town centre are also priorities, to fit with the Council's strategy of creating 'pedestrian friendly' town centres. The overall scope of the roading investigation work was reported to the City Development Committee's July 2003 meeting, and received.

The impact of these studies were to propose a future road that would affect the layout of Todd Triangle. Further design work was therefore commissioned to ensure that construction work was sympathetic to the possibility of future redevelopment.

At its meeting of 3 November 2003, the Board approved the strategic approach regarding modifying the Todd Reserve landscape concept and sought the approval of Council to create a pedestrian mall.

At its 26 May 2004 meeting, Council resolved, under Minute 854/2004, to proceed with the creation of a pedestrian mall by way of a Special Order under Section 336 of the Local Government Act 1974. Council further resolved, under Minute 854/2004, to receive any submissions through the Hearings Committee.

The Local Government Act 2002 did not repeal all of the legislation comprised within the Local Government Act 1974. Section 336 of the 1974 Act, which relates to the creation of pedestrian malls, is a part of the Roading sections of the Act, which have not been repealed. Section 336 incorporates a requirement to follow the Special Order process under Section 716B of the 1974 Act. That section was repealed but it is recognised as acceptable practice (see, now, Section 289A of the Local Government Act 2002) to follow a process which emulated the former process.

The notification requirements of Section 716B created a very tight timeframe within which to consult with the community about the proposal. Overarching the process was a requirement for Council to confirm the first resolution made under that process within 70 days from the date that Council resolved to commence that process.

## Advertising Process

Subsequent to Council's resolution to proceed with the Special Order process at its Meeting of 26 May 2004, a number of steps were taken including the following:

- on 4 June 2004, letters were posted to the owners of properties along Todd Avenue, backgrounding the process, and informing owners of the advertisement to be placed in the New Zealand Herald;
- on 8 June 2004, Council officers hand-delivered similar letters to all tenants along Todd Avenue, from the Police Station (at the Great North end) to The Hub furniture store (at the Totara Avenue end);
- on 9 June 2004, advertising took place in the New Zealand Herald in accordance with the requirements of Section 336 of the Local Government Act, giving details of the proposal, calling for submissions, notifying the date of the Hearing as being 6 July 2004, and notifying the date of the Council meeting as being 28 July 2004.

As a result of Council's consultation, two submissions were received:

### **Vault Investments Submission**

Vault Investments (who own four street addresses on two properties) made an objection relating to two matters:

1. The company objected to the loss of some 19 car-parking spaces immediately adjacent to the properties under its ownership, as part of the creation of the pedestrian mall. It believed the loss of such car parking spaces will have a negative effect on the value of these properties, and the company's ability to lease them.
2. The creation of the pedestrian mall would, in the company's opinion, limit the visibility of its properties, negatively affecting the commercial viability of these properties, and the company's ability to lease them.

The submission requested that Council provide at least eight car parking spaces to replace some of the spaces that will be removed by the creation of the pedestrian mall.

At the Hearing, the company also confirmed its objection to the Council's removal of parking spaces, at a time when its own Resource Consent application process to expand the floor area of one property indicates a requirement for additional car parking to be provided.

### **Acacia Café Submission**

The owner of the Acacia Café (business) also objected to the proposal, primarily as a result of a concern over the removal of car parks from outside the front of the café. Her concern was that the creation of a pedestrian mall might detract from business, by preventing vehicles from parking directly outside.

### **Hearing**

The Hearing Committee met to discuss the proposed creation of a Pedestrian Mall on 6 July 2004, and heard the objections of both submitters.

Officers proposed an alternative concept, which incorporated the inclusion of eight car spaces along the Great North Rd edge of the enlarged Todd Triangle.

The submitters suggested that they might withdraw their submission if a mutually-agreeable concept could be achieved. Consequently, the Hearing Committee deferred a specific resolution on the proposal, while officers met with the submitters. Consequently, the Committee resolved "*...that the hearing be adjourned to allow further discussion between staff and the objectors, in order to explore whether the objectors' concern can be resolved to their satisfaction*".

### **Subsequent Meeting with Submitters**

Officers negotiated with the two submitters at two clarification meetings, and proposed modifications to the proposal in an effort to resolve the submitters' concerns.

Subsequently, the Hearings Committee met on 26 July 2004, to discuss the outcome of negotiations between Council and the two submitters. This decision was in turn reported to the Council meeting of 28 July 2004, at which the following resolutions were passed:

- “1. That the Todd Triangle - Creation Of Pedestrian Mall report be received.
2. That the concept plan for the Todd Triangle development be modified to include no fewer than 10 car parking spaces within the overall development.
3. That the Council’s decision, resolution 854/2004 passed on 26 May 2004, to declare Todd Avenue a pedestrian mall in accordance with section 336 of the Local Government Act 1974 (in the form it existed at the date of that resolution) be confirmed.
4. That written notice of this decision be given to the submitters and that public notice of the decision be given in the same manner as if the Local Government Act 1974 Amendment Act 2004 had not been passed.
5. That the New Lynn Community Board consider the following amendments as part of the Todd Triangle concept plan:
  - a) Additional parking along Totara Avenue, New Lynn adjacent to the pedestrian crossing;
  - b) All parking adjacent to the Triangle be 90-minute parking.
6. That the following issues be considered and discussed with the submitters as part of the detailed design process for Todd Triangle:
  - Use flexibility of the central Triangle area;
  - Layout of stalls on market days;
  - Spacing and variety of trees, subject to Council’s arboricultural and landscape architectural advice;
  - Lighting layout.
7. That staff work with the submitters in relation to the following matters:
  - New Lynn public toilets.
  - Pedestrian connections and lighting between Todd Avenue and the Council car park behind the shops, including liaison with the police station.
  - The potential for allocated and/or leased staff parking in Council-owned car parks.
  - The timeline and outcomes from the Council-commissioned New Lynn parking study.”

1344/2004

## STRATEGIC CONTEXT

New Lynn is one of Waitakere’s three major town centres, along with Henderson and Westgate. Sitting astride the rail line, with a significant employment and retail base, a surrounding residential community and keen developer interest, New Lynn’s continuing success is vital to attaining a sustainable future for the whole city. New Lynn also forms a critical part of the Council’s Local Government (Auckland) Amendment Act 2004 strategic package to move the city forward under the Regional Growth Strategy framework of intensification and high-quality design.

Improved mechanisms for moving people around New Lynn, both by vehicle and by foot is critical to achieving a vibrant and successful town centre. Equally important is people’s experience of New Lynn, as a pedestrian and as a visitor. All these factors in combination have the potential to encourage prosperity, investment, and development.

The creation of a pedestrian mall at Todd Triangle relates to the following Strategic Platforms:

- Urban and Rural Villages;
- Integrated Transport and Communication;
- Strong Innovative Economy; and
- Strong Communities.

An ongoing challenge to improving amenity and access in the New Lynn Town Centre is the domination of vehicles. The town centre is intersected by busy streets carrying high numbers of cars. Todd Triangle Reserve is particularly problematic, being a small reserve, bounded by busy roads on three sides. It is currently little more than a traffic island, and it is difficult for the community to use as a recreational space. Nevertheless, it is used by a significant number of local residents and workers for casual sitting, eating and meeting people.

Improving pedestrian links to the reserve and shopping area, and increasing foot traffic to the western edge of the town centre through improving the quality of the reserve has the potential to enhance business in the town centre.

## ISSUES

### Appeal

Subsequent to the above resolutions, staff notified the submitters in writing and publicly notified the decision. However, Vault Investments has subsequently lodged an appeal, based on the initial concerns lodged with Council. They have also informally advised Council that there was only one remaining outstanding issue that needed to be addressed (refer item 4 under Concept Development), and they would then be prepared to consider withdrawing the appeal. This would then allow Council to proceed with developing Todd Triangle as proposed in the latest revised Concept Plan.

### Todd Reserve Concept

Todd Reserve is in a pivotal position within the town centre, and has an important amenity role in the signalling of New Lynn, as well as in linking the different components of the town centre.

Funding is programmed in the current financial year for construction of the landscape concept. Detailed design work is being commissioned to progress the project promptly, pending the Board's decision.

### Concept Development

The Todd Triangle concept has responded to concerns raised by the submitters. The submitters have been in agreement that the proposal for the Triangle offers opportunities, but they desired reassurance on the detailed execution of the particular aspects. Attached are drawings illustrating the concept's development:

- A28
1. Existing situation attached at page A28.
    - Todd Avenue has 19 parking spaces, Totara Avenue 5 spaces (total 24)
- A29
2. Preliminary draft concept plan attached at page A29.
    - Todd Avenue closed, Totara Avenue 6 spaces (total 6 spaces)
    - Pedestrian crossing in existing position
    - Promontory surrounded by trees with one opening to lower area
    - Stage in lower area, separated from promontory

- A30
3. Revised sketch A attached at page A30.
- Todd Avenue closed, Totara Avenue 8 spaces- P90, Great North Road 11 spaces – P90 (total 19)
  - Pedestrian crossing relocated to accommodate parking spaces
  - Promontory with more strategic spacing of trees
  - Demonstration of “market plaza” potential
  - Set of steps to accommodate desire line between promontory and crossing, with footpath ramped at North and South end of wall
  - Reworked wall to accommodate informal stage space
- A31
4. Revised sketch B attached at page A31.
- As above, with widened ramp access at southern end of wall (This is identified as Vault Investments remaining outstanding issues prior to considering withdrawal of the appeal.)

A32

Attached at page A32 is a copy of a letter sent to Vault Investments proposing an agreement based on the above amendments. This would allow Council to proceed with approaching the Environment Court, and then proceeding with the development, in a timely fashion, but in no way seeks to pre-empt the Board’s decision. It is hoped a response from the appellant will be available for the Board meeting for a verbal update.

Lighting design is part of the detailed design process, and can be discussed once there is sign-off for the Concept Plan.

Other issues, such as the New Lynn toilets, are not part of the Todd Triangle development, and staff are willing to work alongside Vault Investments and other interested parties as those projects are initiated, to ensure a constructive relationship is maintained.

### **Implementation**

The design would be implemented in two components: the pedestrian area and an urban plaza, adjacent to the existing shops, will be created initially and is planned to commence in March 2005 with the green area developed to a lower level as an interim measure until certainty on the intersection issues has been confirmed.

### **RESOURCES**

The Project Manager: City Development Projects will continue to ensure strategic coordination of the Todd Triangle project. Funding is provided in the current financial year for design and construction work in relation to amenity and pedestrian improvements. The design has been undertaken with maintenance costs as a significant consideration, and the current high maintenance flower beds are being replaced by lower maintenance shrubberies and tree planting. Maintenance costs are therefore estimated at \$25,000 annually. Because of the high usage of town centre streetscape and urban spaces the area will be depreciated over 10 years, at a cost of \$30,000 per annum.

### **CONCLUSION**

In working with the submitters, it has been possible to achieve a quality design that meets the strategic and operational needs of Council, the wider community, and the parties immediately affected. It is therefore proposed that Revised Sketch B be adopted as the basis for development. It is also recommended that an ongoing relationship be maintained throughout the detailed design and development process to address the other issues as recognised at the Hearings Committee meeting.

## RECOMMENDATIONS

1. That the Todd Triangle Update report be received.
2. That the Board approve Todd Triangle Revised Sketch B, as described in the report above, as the basis for development.
3. That in relation to **TOTARA AVENUE AND GREAT NORTH ROAD, NEW LYNN:**
  - (a) That all existing parking restrictions or limitations currently applicable to Totara Avenue and Great North Road, New Lynn 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 Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely
    - (i) On the North Kerbline of **TOTARA AVENUE**, from a point 20 metres east of the limit lines at the intersection of **GREAT NORTH ROAD**, to a point 65 metres further east, a **P90, NINETY MINUTE MAXIMUM TIME LIMIT PARKING RESTRICTION** be established.
    - (ii) On The South Kerbline of Great North Road, from a point 20 metres east of the limit lines at the intersection of Totara Avenue, to a point 90 metres further east, a **P90, NINETY MINUTE MAXIMUM TIME LIMIT PARKING RESTRICTION** be established.
4. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.
5. That the New Lynn Community Board note that in accordance with Council resolution 1344/2004, staff will work with submitters to the special order process on the following matters:
  - Lighting layout.
  - New Lynn public toilets.
  - Pedestrian connections and lighting between Todd Avenue and the Council car park behind the shops, including liaison with the police station.
  - The potential for allocated and/or leased staff parking in Council-owned car parks.
  - The timeline and outcomes from the Council-commissioned New Lynn parking study.

Report prepared by: Lois Easton, Group Manager: City Development Projects



## 11 **KAURILANDS ROAD - SCHOOL BUS STOP**

### **PURPOSE OF THE REPORT**

This report seeks the New Lynn Community Board's approval for alterations to the existing school bus stop restriction outside Glen Eden Intermediate in Kaurilands Road to allow the bus bay to be used as a drop off area for children during the before school period.

### **BACKGROUND**

Glen Eden intermediate staff have requested changes to the bus stop parking restriction in the bus bay outside the school to allow this area to be used as a drop off zone.

### **STRATEGIC CONTEXT**

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

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**

The bus bay outside Glen Eden Intermediate School is used only for school buses and normally only during the after school time period. In the morning before school time this area is not used by buses at all but at present any driver who stops in the bus bay risks receiving an infringement notice from Council's parking enforcement staff. The School has requested that Council alter the parking restrictions in this area to allow parents to drop their children off in the morning in this location. This report recommends changing the existing parking restriction to parents to stop for up to two minutes while their children alight from the vehicle.

A33 The location of the proposed bus stop is marked on the attached aerial photograph at page A33.

### **RESOURCES**

The proposed markings and signage changes can be implemented under the 2004/2005 maintenance budgets.

### **CONCLUSION**

The proposed changes to the bus stop parking restrictions in Kaurilands Road outside Glen Eden Intermediate are desirable to allow the best possible utilisation of the bus bay outside the school.

### **RECOMMENDATIONS**

1. That the Kaurilands Road – School Bus Stop report be received.

2. That in relation to **KAURILANDS ROAD, GLEN EDEN:**
  - (a) That all existing parking restrictions or limitations currently applicable to **KAURILANDS 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 Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the northeast side of **KAURILANDS ROAD** starting from a point 9 metres northwest along the road from the point where the northeast side of the road meets the west kerb line of **SUNRAY AVENUE** and extending to a point a further 35 metres northwest along the road a new '**P2 TWO MINUTE PARKING RESTRICTION 8AM TO 9AM ONLY, BUS STOP ALL OTHER TIMES**' parking control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 CAJERO PLACE AND LA ROSA ROAD- NEW 'NO STOPPING' CONTROLS

### PURPOSE OF THE REPORT

This report seeks the New Lynn Community Board's approval for new 'No Stopping' controls in Cajero Place, Green Bay.

### BACKGROUND

Council's Parking Services staff have raised concerns regarding problems caused by vehicles parked in Cajero Place during after school periods.

### STRATEGIC CONTEXT

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

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

## ISSUES

Cajero Place is a short residential cul de sac off La Rosa Road in Green Bay. A walkway provides access between Cajero Place and Green Bay Primary School. Cajero Place is 5.5 metres wide near the entrance to the street. Vehicles cannot park on both sides of a road this wide simultaneously without totally blocking the traffic lanes in the street. Parking Services staff have observed vehicles parked in locations where they are blocking the carriageway during after school periods. Vehicles have also been observed parked on the footpath. This should be discouraged as it damages the footpath and limits the passage of pedestrians.

It is recommended that a 'No Stopping 2.45pm to 3.15pm, Monday to Friday Only' parking restriction be imposed on the north side of Cajero Place.

It is also recommended that a 'No Stopping at All Times' control be installed around the edge of the head of the cul de sac. The large number of vehicle crossings in this location mean that parking cannot occur here without blocking access to at least one property, so a parking restriction in this location would not reduce the number of legal on-street car parks but the marking would serve to remind drivers that they may not stop over a driveway. 'No Stopping at All Times' controls should also be installed around the intersection with La Rosa Road to prevent vehicles parking within the intersection.

The residents that live in close proximity to the proposed changes have been consulted by letter. No replies were received.

A34

The location and extent of the proposed parking restrictions are indicated at pages A34.

## RESOURCES

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

## CONCLUSION

The proposal to install new parking restrictions in Cajero Place is desirable to ensure orderly parking in this street before, during and after school periods.

## RECOMMENDATIONS:

1. That the Cajero Place And La Rosa Road New 'No Stopping' Controls report be received.
2. That in relation to **CAJERO PLACE**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the north kerb line of **CAJERO PLACE** starting from the point 6 metres west of the east kerb line of **LA ROSA ROAD** and extending to a point a further 81 metres west along the kerb line, a new '**NO STOPPING BETWEEN THE HOURS OF 2.45PM AND 3.15PM MONDAY TO FRIDAY ONLY**' control be put in place.

- (ii) on the north kerb line of **CAJERO PLACE** starting from a point on the kerb line adjacent to the boundary between property numbers 6 and 8 and extending around the cul-de-sac head to the west to a point on the opposite side of **CAJERO PLACE** a new '**NO STOPPING AT ALL TIMES**' control be put in place.
  - (iii) on the north kerb line of **CAJERO PLACE** starting from the point where the kerb line of **CAJERO PLACE** meets the west kerb line of **LA ROSA ROAD** and extending to a point a further 6 metres west along the kerb line, a new '**NO STOPPING BETWEEN AT ALL TIMES**' control be put in place.
  - (iv) on the south kerb line of **CAJERO PLACE** starting from the point where the kerb line of **CAJERO PLACE** meets the west kerb line of **LA ROSA ROAD** and extending to a point a further 6 metres west along the kerb line, a new '**NO STOPPING BETWEEN AT ALL TIMES**' control be put in place.
3. That in relation to **LA ROSA ROAD**:
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the west kerb line of **LA ROSA ROAD** starting from the point where the kerb line of **LA ROSA ROAD** meets the north kerb line of **CAJERO PLACE** and extending to a point a further 6 metres north along the kerb line, a new '**NO STOPPING BETWEEN AT ALL TIMES**' control be put in place.
    - (ii) on the west kerb line of **LA ROSA ROAD** starting from the point where the kerb line of **LA ROSA ROAD** meets the south kerb line of **CAJERO PLACE** and extending to a point a further 6 metres south along the kerb line, a new '**NO STOPPING BETWEEN AT ALL TIMES**' control be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 13 MELVIEW PLACE - NEW 'NO STOPPING' CONTROL

### PURPOSE OF THE REPORT

This report seeks the New Lynn Community Board's approval for a new 'No Stopping' control in Melview Place, New Lynn.

## **BACKGROUND**

The Body Corporate Secretary for the apartments located at 1 Melview Road, New Lynn has raised concerns with Council regarding parked vehicles blocking Melview Road. The secretary has requested that 'No Stopping' controls be installed along one side of the road.

## **STRATEGIC CONTEXT**

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

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

## **ISSUES**

Melview Place is 5.4 metres wide kerb to kerb. A parked car will take 2.1 metres of roadway width when parked. With cars parked both sides the remaining 1.4 metres of clear roadway will not allow a typical car which is 1.8 metres wide to pass.

Although it is illegal to park a vehicle in a location that would block the carriageway regardless whether a 'No Stopping' control is present or not, it is usually not possible for Parking Services to enforce this situation. Where two vehicles are parked opposite each other it is difficult to determine which of the two vehicles created an infraction by parking opposite an already parked vehicle and thereby blocking the carriageway.

It is proposed to install a new 'No Stopping' control along the south side of Melview Place from the entrance to the street to a point 64 metres west of the west end of the street to ensure that sufficient clear carriageway is available at all times to allow vehicles to pass.

The residents that live in close proximity to the proposed changes have been consulted by letter. One reply was received, requesting that the parking restriction be extended to the west end of the street. This is unnecessary as the presence of a parking bay and two vehicle crossings on the north side of Melview Place in this location create a situation where parked cars are unlikely to completely block the carriageway.

A35

The location and extent of the proposed 'No Stopping' control is indicated on the attachment at page 35.

## **RESOURCES**

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

## **CONCLUSION**

The proposal to install a new 'No Stopping' control in Melview Place is desirable to allow unimpeded road access to the properties at 1 Melview Place.

## **RECOMMENDATIONS**

1. That the Melview Place – New 'No Stopping' Control report be received.

2. That in relation to **MELVIEW PLACE**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) On the south kerb control of **MELVIEW PLACE** starting from the intersection with **AMBRICO PLACE** and extending west to a point 64 metres west of the west kerb line of **AMBRICO PLACE** a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 14 **NORTHALL ROAD - NEW 'NO STOPPING' CONTROLS**

### **PURPOSE OF THE REPORT**

This report seeks the New Lynn Community Board's approval for a new 'No Stopping' control in Northall Road, New Lynn.

### **BACKGROUND**

A local resident has contacted Council concerned that cars are parking too close to the pedestrian refuge island outside number 19 Northall Road, New Lynn and are restricting traffic lanes. The resident has requested that Council install 'No Stopping' controls in this location.

### **STRATEGIC CONTEXT**

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

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

### **ISSUES**

In Northall Road, New Lynn there is a pedestrian refuge island located outside number 19. This island was originally installed to provide a safe crossing point for children attending Fruitvale School. It has been reported that sometimes, especially during weekends when sports events are held at Northall Reserve, vehicles have been observed parking close to this island in locations that block the traffic lane around the island on one side.

It is proposed that 'No Stopping' controls be installed on both sides of the road near this island to prohibit vehicles from parking in these locations.

It is proposed that the new parking control on the east side of Northall Road be installed between the driveways of numbers 19 and 21. On the west side of the road the 'No Stopping' control should be installed from a point two metres north of a point adjacent to the boundary between numbers 18 and 20 and a point one metre north of the north edge of the driveway of number 20.

A consultation letter proposing more extensive parking restrictions was sent to the residents that dwell in close proximity to the traffic island. However, three residents were unhappy with the extent of the proposed change and requested that a smaller area of parking restriction be considered. In response to these requests a second consultation letter proposing a reduced area of parking restriction was sent to the residents that dwell in close proximity to the traffic island. No objections were received. The restrictions proposed in the second consultation letter are recommended in this report.

A36 The location and extent of the proposed 'No Stopping' controls are indicated at pages Axx to A36.

## RESOURCES

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

## CONCLUSION

The proposal to install new 'No Stopping' controls in Northall Road is desirable to keep traffic lanes around the pedestrian refuge island outside number 19 clear of parked vehicles.

## RECOMMENDATIONS

1. That the Northall Road – New 'No Stopping' control report be received.
2. That in relation to **NORTHALL ROAD**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) along the southwest kerb line of **NORTHALL ROAD** starting from a point a 21 metres northwest of the point where the kerb line meets the kerb line of **WESTALL ROAD** to a point a further 20 metres northwest a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
    - (ii) along the northeast kerb line of **NORTHALL ROAD** starting from a point a 28 metres northwest of the point where the kerb line meets the kerb line of **WESTALL ROAD** to a point a further 11 metres northwest a '**NO STOPPING AT ALL TIMES**' parking control be put in place.

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

Report prepared by: Paul Schischka, Transport Engineer.



## 15 WILLERTON AVENUE - NEW 'NO STOPPING' CONTROL

### PURPOSE OF THE REPORT

This report seeks the New Lynn Community Board's approval for a new 'No Stopping' control in Willerton Avenue, New Lynn.

### BACKGROUND

A resident at 87 Willerton Avenue, New Lynn contacted Council concerned that vehicles parked adjacent to her driveway are restricting access to her property. The resident has requested that a short length of 'No Stopping' line be installed next to her driveway.

### STRATEGIC CONTEXT

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

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

### ISSUES

The driveway for 87 Willerton Avenue is located at the end of a cul-de-sac. According to the resident two cars habitually park between the driveways of numbers 87 and 85 during the evenings. Due to the shape of the cul-de-sac it is difficult to access 87 Willerton Avenue if a vehicle is parked adjacent to the property's driveway. It is therefore proposed to install a short 'No Stopping' control in this location to ensure a parked vehicle does not impede access.

There are negligible negative effects on any affected party that would result from the installation of this new parking control. The new control covers a small area; there is ample alternative nearby parking and low overall local on-street parking demand. For this reason public consultation is not required for this new control.

A37

The location and extent of the proposed 'No Stopping' control and centre line are indicated on the attachment at page A37.

### RESOURCES

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

## CONCLUSION

The proposal to install a centre line and a new 'No Stopping' control in Willerton Avenue is desirable to allow the residents of 87 Willerton Avenue unimpeded access to their property.

## RECOMMENDATIONS

1. That the Willerton Avenue – New 'No Stopping' Control report be received.
2. That in relation to **WILLERTON AVENUE**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the north kerb line of **WILLERTON AVENUE** starting from the north edge of the vehicle crossing to number 87 and extending to a point a further 5 metres north along the kerb line, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 16 SOUTH TITIRANGI ROAD – EXTENSION OF EXISTING 'NO STOPPING' CONTROL

### PURPOSE OF THE REPORT

This report seeks the New Lynn Community Board's approval for the extension of an existing 'No Stopping' control in South Titirangi Road, Titirangi.

### BACKGROUND

An Elected Member has requested that, for safety reasons, an existing 'No Stopping' control on the east side of South Titirangi Road outside number 554 be extended.

### STRATEGIC CONTEXT

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

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

## ISSUES

South Titirangi Road is a bus route, and outside number 554 South Titirangi Road there is sign posted bus stop in a recessed bus bay. On the outside of the bend in South Titirangi Road south of number 556 there is an existing 'No Stopping' control.

South Titirangi Road is quite narrow in this location and the existing 'No Stopping' line exists to prevent vehicles parking in locations where a vehicle passing them would be forced to move partially over the centre line of the road, thereby putting them into potential conflict with vehicles approaching in the opposite direction. On a straight portion of road this is not a significant safety hazard as the drivers of the potentially conflicting vehicles are able to observe each other approach and adjust their position on the road, but where there is a curve in the road which limits forward sight distance this is not always possible.

Heavy vehicles, in particular buses, are wider than passenger cars and will infringe further over the centre line of the road when passing a parked car. They are also less manoeuvrable. The Elected Member whose request initiated this report has observed situations where a south bound bus manoeuvring around parked vehicles outside number 554 South Titirangi Road has encountered a car headed northward around the bend in the road, and the drivers of both vehicles have had to take evasive action with very little warning to avoid an accident occurring.

The existing 'No Stopping' control extends only a short distance north of the boundary line of numbers 554 and 556 South Titirangi Road. To prevent these situations from occurring it is recommended that the existing parking control be extended so that it extends 29 metres north of the property boundary so that it terminates well in advance of the start of the curve.

There are negligible negative effects on any affected party that would result from the installation of this new parking control. The new control covers a small area; there is ample alternative nearby parking and low overall local on-street parking demand. For this reason public consultation is not required for this new control.

A38 The location and extent of the proposed changes are indicated on the attachment at page A38.

## RESOURCES

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

## CONCLUSION

The proposal to extend the existing 'No Stopping' control on the east side of South Titirangi Road along the frontage of number 554 is desirable to improve road user safety in this location.

## RECOMMENDATIONS

1. That the South Titirangi Road – Extension of Existing 'No Stopping' Control report be received.

2. That in relation to **SOUTH TITIRANGI ROAD**:
  - (a) That all existing parking restrictions or limitations currently applicable to **SOUTH TITIRANGI ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or super 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 Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **SOUTH TITIRANGI ROAD** starting from a point adjacent to the property boundary between numbers **554 AND 556 SOUTH TITIRANGI ROAD** and extending to a point a further 29 metres north a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 17 TITIRANGI ROAD - NEW PARKING RESTRICTIONS

### PURPOSE OF THE REPORT

This report seeks the New Lynn Community Board's approval for a new parking control in Titirangi Road in the parking area outside numbers 335 to 351 Titirangi Road.

### BACKGROUND

A representative of the Titirangi Women's Institute addressed the New Lynn Community Board during the public forum portion of the Board meeting held on 30 August 2004. She spoke about parking issues in the Council owned parking area outside McAndrew Hall and requested a four hour time limit parking restriction be imposed on this area.

McAndrew Hall is located at 337 Titirangi Road and is owned by the Titirangi Women's Institute, which hires the hall out for private events and functions as well as for use by community groups. The Hall has no private on site parking and users of the hall must use the Council owned parking area outside numbers 335 to 351 Titirangi Road.

This parking area is often used by people wishing to display cars for sale. The majority of the parking in this area is often occupied by these vehicles which severely limits the availability of parking in this area for users of the hall and guests of nearby residents.

## STRATEGIC CONTEXT

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

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

## ISSUES

Demand for parking in the area outside McAndrew Hall exceeds supply and it is desirable that a parking control be installed to control the limited parking that is available. The restriction selected for this area should favour visitors to the nearby properties over other persons using the parking area to carry out commercial activities. It is therefore recommended that a four hour parking restriction be imposed on this parking area. This restriction will allow people sufficient time to visit nearby residents and McAndrew Hall, but will discourage the parking of cars for sale for several days or weeks at a time.

A consultation letter containing a proposal to create a four hour parking restriction over the entire off road parking area was sent to nearby properties. Two responses were received. One response was from a nearby resident who was in favour of the proposed change. Another was from a resident in Laingholm who regularly parks in this location and cycles to work in Auckland City. This person requested that some of the parking remain unrestricted in this area.

The restrictions recommended by this report differ from what was originally requested to incorporate this person's request. It is recommended that the entire area has a four hour parking restriction imposed on it with the exception of two car parking spaces at the north end of the parking area which should remain unrestricted. The Titirangi Women's Institute and nearby residents were made aware of this change to the originally proposed area of restriction in a second consultation letter. No objections to this change were received.

*A39 & A40*

The location and extent of the proposed parking restrictions are indicated at Pages A39; a photo of the parking area is also attached at page A40.

## RESOURCES

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

## CONCLUSION

The proposal to install new parking restrictions in and around the parking area outside numbers 335 to 351 Titirangi Road is desirable to ensure that parking is available for the nearby residential, business and community properties.

## RECOMMENDATIONS

1. That the Titirangi Road – New Parking Restrictions report be received.

2. That in relation to the **OFF ROAD PARKING AREA LOCATED OUTSIDE 335 TO 351 TITIRANGI ROAD**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) in the portion of the **OFF ROAD PARKING AREA LOCATED OUTSIDE 335 TO 351 TITIRANGI ROAD** that is more than 10 metres south of the point where the boundaries of property numbers **337 AND 337A** intersect with the edge of the legal road a new 'P240' parking control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 18 **WEST COAST ROAD - NEW PARKING RESTRICTIONS**

### **PURPOSE OF THE REPORT**

This report seeks the New Lynn Community Board's approval for new parking controls in West Coast Road.

### **BACKGROUND**

A local resident raised concerns regarding problems caused by vehicles parked in and around the sealed parking area outside numbers 302 to 312 West Coast Road.

### **STRATEGIC CONTEXT**

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

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

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

## ISSUES

Outside numbers 302 to 312 West Coast Road there is a sealed off-road parking area that was originally created when the road was realigned several years ago. The properties in this portion of West Coast Road access the carriageway through this parking area. Vehicles for sale are often parked in this area and local residents report that sometimes there are vehicles parked on the edge of the carriageway of West Coast Road when this area is full.

There is a medical practice located at 306 West Coast Road and a church located at 302 West Coast Road. Both sites have on site parking; however the users of the church building occasionally park off site during services and other events.

The resident who originally approached Council regarding this issue is concerned that vehicles parked either side of the entrance to the parking area block driver sight lines when exiting the parking area. Given the high vehicle volumes and speeds in West Coast Road it would be desirable if vehicles did not park in locations that block sight lines.

The residents and occupants of the properties that are located in close proximity to the sealed parking area were consulted by letter about the possibility of installing 'No Stopping' restrictions on both sides of the entrances to this area. Four responses were received to this proposal, all of them positive. Three of these responses also included requests for additional restrictions to what was originally proposed in this area. Two respondents requested that Council do something to prevent vehicles for sale being parked in the area outside their properties. Both these respondents reported that they believed that these vehicles belonged to unlicensed car dealers. They also both reported that they had experienced problems caused by people inspecting the for sale vehicles parking over their driveways and had been verbally harassed by people associated with the vehicles for sale.

It is recommended that a four hour time limit parking restriction be imposed on the sealed off road parking area. This will discourage people from parking for sale vehicles for long periods in this area while still allowing an adequate time for people visiting the church, medical practice or nearby houses.

Two of the respondents requested that Council install 'No Stopping at All Times' restrictions in additional locations. One requested restrictions in the narrow sealed area between the vehicle entrances outside 306 and 302, and another requested the proposed restriction east of the entrance outside 302 be extended slightly. Both these requests have been incorporated into the recommendations of this report.

After responses to the first consultation letter were considered a second consultation letter was sent asking for feedback on the parking restrictions recommended in this report. No responses were received.

A41 The location and extent of the proposed parking restrictions are attached at page A41.

## RESOURCES

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

## CONCLUSION

The proposal to install new parking restrictions in and around the parking area outside numbers 302 to 312 West Coast Road is desirable to improve road user safety in this area, and ensure that parking is available for the nearby residential, business and community properties.

## RECOMMENDATIONS

1. That the West Coast Road - New Parking Restrictions report be received.
2. That in relation to **WEST COAST ROAD**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **WEST COAST ROAD** starting from the point where the kerb line meets the east kerb line of **SWAN HILL DRIVE** and extending to a point 133 metres east along the kerb line a new '**NO STOPPING AT ALL TIMES**' control be put in place.
    - (ii) on the edges of all parts of the **SEALED OFF ROAD PARKING AREA OUTSIDE NUMBERS 302 TO 312 WEST COST ROAD** which are east of the east edge of the vehicle crossing of number **306 WEST COAST ROAD** a new '**NO STOPPING AT ALL TIMES**' control be put in place.
    - (iii) along the northern edge of the **SEALED OFF ROAD PARKING AREA OUTSIDE NUMBERS 302 TO 312 WEST COST ROAD** between the northwest corner of this parking area and a point a 43 metres along the northern edge of the sealed are further east a new '**P240**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 19 TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK - CHANGES TO PARKING RESTRICTIONS

### **PURPOSE OF THE REPORT**

This report seeks the New Lynn Community Board's approval for new 'No Stopping' restrictions and changes to the layout of three existing parking spaces in the car park of the Titirangi Library and Community Centre.

### **BACKGROUND**

An Elected Member contacted Transport Assets with concerns regarding vehicles parked close to the entrance to the car park of the Titirangi Library and Community Centre. While this matter was being investigated Library staff asked Transport Assets to look into ways to prevent cars backing into the bollards near the flag pole outside the War Memorial Hall.

## STRATEGIC CONTEXT

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

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

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

## ISSUES

The car park outside the Titirangi Library and Community House currently has 68 marked car parks, of these 44 are unrestricted, 11 are P360, 10 are P30, 2 are disability spaces and 1 is P30. Surrounding the car park are the Titirangi Community House, Titirangi Library, a Child Care centre and the Titirangi Community Centre, which incorporates the War Memorial Hall and Plunket offices.

Due to limited parking in the Titirangi town centre this parking area is used both by the surrounding facilities and also by people working elsewhere in central Titirangi. The parking in this area is almost fully utilised during business hours and vehicles occasionally park in informal car parking spaces near the entrance to the car park. Although the entrance is wide enough to allow access even while vehicles are parked, it is undesirable for vehicles to park here as they cannot be seen in this location by drivers turning left into the car park from South Titirangi Road due to dense vegetation to the north of the entrance.

It is recommended that 'No Stopping' controls be installed on both sides of the entrance to the car park. It is also recommended that a 'No Stopping' control be installed near the war memorial in the car park as parked vehicles in this location will block the circulation lane in this part of the car park.

A42

Outside the Titirangi War Memorial Hall there is a flag pole which is surrounded by bollards. West of these bollards there are three perpendicular car parking spaces. This location is shown in the attached photograph at page A42. One of these spaces is a P15 space, another is a disability space and the third is used as a loading zone for the inter-library courier.

The staff of the library reported that on a number of occasions vehicles attempting to back out of these spaces have struck the bollards immediately behind the spaces. Council's Code of Practice, Parking and Driveway Guideline, recommends that at least 6.5 metres of empty space be left as backing room behind perpendicular car parks. The clearance between the end of the south side of the middle P15 car park and the bollards is slightly over four metres.

The bollards were originally installed to prevent damage to a number of decorative tiles embedded in the path around the flag pole. If they were to be removed it is likely that these tiles would be damaged.

It is recommended that the car parks be re-orientated ninety degrees so that the fronts of the car parks run parallel to the kerb running between the Memorial Hall and the main entrance to the library. There is around nine metres of kerb in this location which is sufficient to allow these three parking spaces while allowing sufficient room behind the parking spaces for vehicles to back out of the spaces safely. The existing wheel stops will be relocated to accommodate the new parking arrangement.

There are negligible negative effects on any affected party that would result from the installation of this new parking control. The new control covers a small area; there is ample alternative nearby parking and low overall local on-street parking demand. For this reason public consultation is not required for this new control.

A43

The location of the proposed parking control is marked on the attached aerial photograph at page A43.

### RESOURCES

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

### CONCLUSION

The proposed changes to parking restrictions are desirable to allow the safe and un-congested flow of traffic in the car park of the South Titirangi Library and Community Centre, while maximising the number of available car parking spaces.

### RECOMMENDATIONS

1. That the Titirangi Library and Community Centre Car Park - Changes to Parking Restrictions report be received.
2. That in relation to **THE TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK**:
  - (a) That all existing parking restrictions or limitations currently applicable to **THE TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK** imposed by any prior resolution (including resolutions of any former authority), that are affected, or super 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 Transport Act 1962 and the Waitakere City Council By-law No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the north kerb line of entrance to **THE TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK** from a point 2 metres east of the east kerb line of **SOUTH TITIRANGI ROAD** to a point a further 16 metres east along the kerb line a '**NO PARKING AT ALL TIMES**' restriction be put in place.

- (ii) on the north kerb line of entrance to **THE TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK** from a point 30 metres east of the east kerb line of **SOUTH TITIRANGI ROAD** to a point a further 11 metres east along the kerb line a '**NO PARKING AT ALL TIMES**' restriction be put in place.
  - (iii) on the south kerb line of entrance to **THE TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK** from a point 4 metres east of the east kerb line of **SOUTH TITIRANGI ROAD** to a point a further 21 metres east along the kerb line a '**NO PARKING AT ALL TIMES**' restriction be put in place.
  - (iv) on the south kerb line of entrance to **THE TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK** from the southwest corner of the car park to a point a further 3 metres east along kerb line a '**P5 LOADING ZONE**' parking restriction be put in place.
  - (v) on the south kerb line of entrance to **THE TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK** from a point 3 metres east of the southwest corner of the car park to a point a further 3.5 metres east along kerb line a '**DISABILITY PARKING SPACE**' parking restriction be put in place.
  - (vi) on the south kerb line of entrance to **THE TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK** from a point 6.5 metres east of the southwest corner of the car park to a point a further 9 metres east along kerb line a '**P15**' parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 20 GLEN EDEN RAILWAY STATION PUBLIC CAR PARK – NEW 'NO STOPPING' CONTROL

### PURPOSE OF THE REPORT

This report seeks the New Lynn Community Board's approval for a new 'No Stopping' control in the public car park outside the Glen Eden Railway Station.

### BACKGROUND

Council's parking enforcement officers have observed a number of vehicles parked adjacent to the two sets of stairs at the front of the Glen Eden Railway Station. Vehicles parked in this location partially obstruct pedestrian access to the stairs as well as the flow of traffic in the car park.

## STRATEGIC CONTEXT

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

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

## ISSUES

It is proposed that 'No Stopping at All Times' controls be installed directly in front of the stairs to make parking in this location illegal.

A44

A photo of the location where the new parking restrictions would be located is attached at page A44. The stairs are visible as well as a vehicle parked in a location that would be restricted.

This car park is a public car park located on Council owned land that is part of the road reserve.

The operators of the Platform Café located in the station building have been consulted about the proposed changes and do not object.

## RESOURCES

The proposed parking controls can be implemented under the 2004/2005 maintenance budgets.

## CONCLUSION

The proposed parking controls in the Glen Eden Railway Station Public Car Park are desirable to ensure orderly parking in this car park and allow easy pedestrian access to the railway station.

## RECOMMENDATIONS

1. That the Glen Eden Railway Station Public Car Park – New 'No Stopping' Controls report be received.
2. That in relation to the **GLEN EDEN RAILWAY STATION PUBLIC CAR PARK** located on the east corner of **GLEN VIEW ROAD** and **WEST COAST ROAD**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) From a point 1.8 metres south-southwest of the south west corner of the **GLEN EDEN RAILWAY STATION BUILDING** to a point 7.5 metres east-southeast a new '**NO STOPPING AT ALL TIMES**' control be put in place.

- (ii) From a point 1.8 metres south-southwest of the south east corner of the **GLEN EDEN RAILWAY STATION BUILDING** to a point 7.5 metres west-southwest a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.

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21 **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.

**NEW LYNN COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Gayle Marshall Pim van der Voort (alternate)
Keep Waitakere Beautiful Committee	Elizabeth Francke
Glen Eden Citizens Advice Bureau	Gayle Marshall
Council/Police Liaison Group	Elizabeth Francke Sandra Taylor (alternate)
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Elizabeth Francke Sandra Taylor (alternate)
Community Sports Fund Allocation Subcommittee	William Buchanan Gayle Marshall (alternate)