



**AGENDA FOR AN ORDINARY MEETING OF THE NEW LYNN COMMUNITY BOARD  
TO BE HELD IN THE NEW LYNN COMMUNITY CENTRE, 45 TOTARA AVENUE,  
NEW LYNN, WAITAKERE CITY, ON MONDAY, 30 AUGUST 2004,  
COMMENCING AT 7.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - 2 August 2004

**RECOMMENDATION**

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



**3 URGENT BUSINESS**

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

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

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

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



**4 PRESENTATION NEW LYNN LIBRARY**

Craig Moller (CCM Architects) from Craig Craig Moller Architects will make a presentation to update the Board on the New Lynn Library.



## 5 PUBLIC FORUM

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

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

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



## 6 CHAIRPERSON'S REPORT

### **A Hard Question**

Our three years together end on a note of black sorrow. The tragic accident on Golf Road took three lives and will have destroyed a family that came to New Zealand to be safe and happy. Almost every month concerned citizens have come here to ask us to slow the traffic on their street "before someone is killed". And so it goes: no efforts of legislators, police, roading engineers, traffic engineers, planners, councils, community boards, WOF inspectors, driving instructors and careful drivers seem able to prevent an irreducible minimum of fatal or crippling accidents on our roads. Pouring money into the problem (at ten to fifteen thousand dollars per speed hump!) is only part of the answer. Cars are driven by people.

Most of us rode bikes as kids. Would we, could we, go back to pushbike and bus if we knew *for sure* that in a bus-and-bicycle culture those baby lives would not have been smashed? Would you? Would I?

### **...and now Goodbye**

I'm staring at the screen wondering how to express my appreciation for all the goodwill, kindness and hard work I have experienced and seen, from so many people, over our term of office.

I thank all those citizens who have come to our Public Form with their requests and suggestions. The processes are inevitably slow, but I can fairly say that we have done our best for them.

I regret that Councillor Janet Clews is not here for our goodbye: her experience, good sense and good humour have been invaluable to us. I regret that, though some of us may meet again here, Brent Peters will not be with us. He is a person one cannot think of without a smile. I hope that the next New Lynn Community Board will be fortunate enough to have our dear Audrey Chan as its Secretary.

No-one could have been more efficient and kind – or given us the regular pleasure of the ongoing Audrey Chan Hong Kong Fashion Show!

On behalf of this Board I thank the Council Officers for their never-failing patience, good humour and courtesy, and for the genuine commitment and concern for this city that one senses in all they write and do.

Speaking for myself, I thank all of you on this Board for the work you have done, the patience you have shown and the help you have given me.

I am going to stop writing now and ask you to bear with me for a few spoken words: I hope you will interrupt me; remind me of names or events I have forgotten and add your own voices to this Goodbye.

### **RECOMMENDATION**

That the Chairperson's Report be received.

Elizabeth Francke

**CHAIRPERSON**



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

	<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
1.	Parking Situation in Claridge Street and Roick Parade, Glen Eden - Proposed Parking Spaces  5 May 2003 and 1 September 2003 Public Forum (Resolution 849/2003 and 1783/2003)	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 involve 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.	Warren Ogilvie ☎ 836 8000 Ext 8561

2.	<p>Anti-Speed Device for Vardon Road</p> <p>1 December 2003 Public Forum</p>	<p>It is proposed to realign the kerb lines at the intersection of Vardon Road and Cliff View Drive 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 ☎ 836 8000 Ext 8750</p>
3.	<p>Development Update Plan on Titirangi Village</p> <p>January 2004 Elected Member</p>	<p>The development update plan on Titirangi for the Titirangi Library has been finished. It consists of an aerial photograph with an overlay that identifies the development sites by a number. A corresponding sheet provides an explanation and update on the development proposed on the particular sites that are identified.</p> <p>The plan was put up at the Library on 6 August 2004.</p>	<p>Philip Brown ☎ 836 8000 Ext 8042</p>
4.	<p>Gardner Avenue – Street Calming Measures</p> <p>2 February 2004 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>Adam Moller ☎ 836 8000 Ext 8750</p>

5.	<p>Speeding at Pokapu</p> <p>5 April 2004 Public Forum (Resolution 533/2004)</p>	<p>An information pack containing guidelines, process and an application form for a slow-street was sent to the resident.</p> <p>Transport Assets staff are still awaiting a response from the resident.</p>	<p>Upali Ileperuma ☎ 836 8000 Ext 8716</p>
6.	<p>Proposed Pedestrian Crossing at Titirangi Road near Godley Road</p> <p>5 April 2004 Public Forum (Resolution 533/2004)</p>	<p>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.</p>	<p>Adam Moller ☎ 836 8000 Ext 8750</p>
7.	<p>Bus Shelters on Great North Road</p> <p>3 May 2004 Public Forum (Resolution 667/2004)</p>	<p>These sites have been referred to Adshel Company for them to consider the possibility of installing commercially funded advertising shelters.</p>	<p>Ross Hill ☎ 836 8000 Ext 8793</p>
8.	<p>Titirangi Primary School Parking Issues</p> <p>5 July 2004 (Resolution 1183/2004)</p>	<p>The required 'No Stopping At All Times' control and road marking have been installed.</p>	<p>Upali Ileperuma ☎ 836 8000 Ext 8716</p>
9.	<p>Kelston Girls High School Traffic Safety Issues</p> <p>5 July 2004 (Resolution 1184/2004)</p>	<p>The Kea Crossing as recommended by the Board on 5 July 2004 was approved by Council at its meeting on 28 July 2004.</p>	<p>Vinh Bui ☎ 836 8000 Ext 8793</p>

10.	<p>Paturoa Community Hall</p> <p>2 August 2004 (Resolution 1367/2004)</p>	<p>Leisure Services staff have worked closely with the Paturoa Bay Residents and Ratepayers over the last six months to assist the group with plans to modernise the Paturoa Community Hall and increase future usage. This community-owned Hall is structurally sound but in a need of an upgrade to realise its full potential. The ratepayers are also seeking funds from relevant organisations to enable the repairs and renewal work to go ahead, which will in turn attract more users and promote longer term sustainability for this Hall. Council contractors are also working with the Ratepayers regarding tree maintenance around the Hall.</p>	<p>Polly O'Brien ☎ 836 8000 Ext 8559</p>
11.	<p>Glen Eden Citizens Advisory Bureau Storage and Tea-making Facilities</p> <p>2 August 2004 (Resolution 1367/2004)</p>	<p>The issues regarding storage and kitchen facilities for the Glen Eden Citizens Advice Bureau in the Glen Eden library complex can be partially resolved by sharing the stationary cupboard with the library, which will enable the Bureau to store excess brochures and files. A kitchenette can be built in the meeting room next to the Citizens Advice Bureau should the Bureau provide the funds. This would enable immediate access to kitchen facilities for staff and volunteers. A Council officer will liaise with the Glen Eden Citizens Advice Bureau to progress this.</p>	<p>Jo Brewster ☎ 838 1303 Ext 807</p>
12.	<p>Parking Control Alterations - Memorial Drive, New Lynn</p> <p>2 August 2004 (Resolution 1376/2004)</p>	<p>The required parking control alterations are expected to be in place in September 2004.</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>
13.	<p>Alterations to Parking Restrictions – New Lynn Community Centre Car Park</p> <p>2 August 2004 (Resolution 1378/2004)</p>	<p>The required parking restrictions are expected to be in place in September 2004.</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>

14.	Hutchinson Avenue - Bus Stops  2 August 2004 (Resolution 1379/2004)	The required bus stop controls are expected to be in place in September 2004.	Paul Schischka ☎ 836 8000 Ext 8742
15.	Seabrook Avenue - New No Stopping Control  2 August 2004 (Resolution 1380/2004)	The required 'No Stopping At All Times' Controls are expected to be in place in September 2004.	Paul Schischka ☎ 836 8000 Ext 8742
16.	Rosier Road - New Parking Restriction  2 August 2004 (Resolution 1376/2004)	The required new parking restriction is expected to be in place in September 2004.	Paul Schischka ☎ 836 8000 Ext 8742
17.	Great North Road - No Stopping Control  2 August 2004 (Resolution 1376/2004)	The required 'No Stopping At All Times' Control is expected to be in place in September 2004.	Paul Schischka ☎ 836 8000 Ext 8742
18.	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
19.	Annual Plan 2004/2005	A copy of the responses to the New Community Board submission (submission no. 124) to the Annual Plan 2004/2005 is attached for the Board's information and record purpose at pages A1 to A28.	Dick Guy ☎ 836 8000 Ext 8416

A1 to A28

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	First Ordinary Meeting after Triennial Election	Paul Schischka ☎ 836 8000 Ext 8742
3.	82/84 Otitori Bay Rd Titirangi Driveway Damage	August 2004 Member's Referral	First Ordinary Meeting after Triennial Election	Upali Ileperuma ☎ 836 8000 Ext 8716

### **RECOMMENDATIONS**

That the Committee Secretary's Report be received.

Report prepared by: Audrey Chan, Committee Secretary



## **8 COMMUNITY WELLBEING FUND ALLOCATION 2004/2005**

### **PURPOSE OF THE REPORT**

The purpose of the report is to inform the Community Board on the process of assessing applications to the Community Wellbeing Fund.

### **BACKGROUND**

In February 2000, Council resolved to provide an amount of \$80,000 to be allocated to support 'not for profit' community groups through the Community Wellbeing Fund. Half of the fund was to be allocated by the Finance and Operational Performance Committee for those applicants who provide services/projects on a city-wide basis. The balance is to be distributed on a pro-rata population basis by each of the Community Boards to applicants whose services/projects generally come from one Community Board area.

In May 2003 a workshop was held by Council and Community Board members, to consider the consistent oversubscription to the Community Wellbeing Fund. Up to this time each applicant was eligible to a maximum amount of \$5,000. It was generally agreed that being able to apply for up to \$5,000 gave community groups an unrealistic expectation of receiving more funding than was possible. As a result the maximum amounts that could be applied for were amended by the following Council resolution:

*“That the maximum amount any one applicant can apply for to the Community Wellbeing Fund, Citywide allocation should be \$3,000”;*

*“That in general, the maximum amount any one applicant receives from the Community Wellbeing Fund, Community Board allocation should be \$1,000”*

1024/2003

In the 2003/2004 Annual Plan process Council resolved to increase the amount of funding for the Community Wellbeing Fund to \$82,000, of which \$41,000 is allocated to city-wide projects by the Finance and Operational Performance Committee. The balance is allocated to each Community Board on a ward population basis of which the New Lynn Community Board has \$12,100 to allocate in the 2004/2005 round.

## **STRATEGIC CONTEXT**

The Community Wellbeing Fund aligns with Council's Community Assistance Policy with the goal of the Policy being to help strengthen the ability of local community groups to create a strong social base for Waitakere City and to meet local needs. In the Community Wellbeing Fund an applicant must meet one or more of the objectives from the Community Assistance Policy, which helps achieve this strategic goal.

## **ISSUES**

As a result of the changes to the maximum amounts eligible that any one community group can apply to from the Community Board allocation of the Community Wellbeing Fund, from \$5,000 in 2002 to \$1,000 in 2003, some of the Community Boards allocations have not been fully subscribed. New Lynn Community Board fund is undersubscribed this year by \$2,536. When an under subscription such as this happened in 2003 the unallocated portion was transferred to the Citywide fund which is always heavily oversubscribed.

The issues that have resulted in this change from oversubscription of Community Board applications to under subscription are several:

- Reduction in the maximum amount eligible, from \$5,000 per applicant to \$1,000.
- Greater awareness of other funding agencies to apply to, as a result of numerous funding workshops conducted across the city.
- Other funding agencies having considerably larger amounts of money to give out
- Many of these other funding agencies are open all year and assess applications on a monthly basis.

Promotion for this fund has been more extensive in the past two years than previously, with information this year being provided to the community by:

- Western Leader advertising.
- Waitakere City News advertising.
- Information in Community Assistance Newsletter which goes out to over 1000 community groups.

- 14 funding workshops.
- Internet information.
- Application forms in prominent positions at Council venues.

## ASSESSMENT PROCESS

### Eligibility

All applications have been screened for eligibility as per the Community Wellbeing Fund policy. All eligible applications have been put forward to the Community Board for consideration.

### Priorities

Each application has been preliminarily assessed against the priorities outlined in the Community Wellbeing Fund policy.

### Application Information

*A29 to A39* The original applications are available for inspection prior to and at the meeting. Attached at Appendix A29 to A39 is a one page summary.

It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The Board may then wish to go back and revisit any allocation before coming to a final decision.

## FUNDING AVAILABLE

New Lynn Community Board has a total of \$12,100 to allocate via this scheme. The Board has 10 applications to consider for financial assistance with the total amount requested being \$9,564.

The recommendation is that the full amount requested be granted to each of the applicants and the unallocated portion of the fund be given to the Citywide allocation, as this fund is oversubscribed.

Applicants	Amount applied for	Amount recommended
Glen Eden Community House	600	<b>600</b>
Glen Eden Community Protection Soc Inc.	1000	<b>1000</b>
Community Care Programme of the Friendship Centre Trust	1000	<b>1000</b>
The Salvation Army - Glen Eden	1000	<b>1000</b>
The Emergency Housing Programme of the Friendship Centre Trust	1000	<b>1000</b>
Titirangi Air Scout Group	1000	<b>1000</b>
Rosier Road Kindergarten	964	<b>964</b>
Te Whetu Marama Trust	1000	<b>1000</b>
Glen Eden Baptist Budgeting Service of the Friendship Centre Trust	1000	<b>1000</b>
West Auckland Community Toy Library	1000	<b>1000</b>
<b>TOTAL</b>	<b>\$9564</b>	<b>\$9564</b>

## CONCLUSION

There are 10 applications for financial assistance totalling \$9,564 with an amount to allocate of \$12,100. There is sufficient funding to allocate the full amount requested to each of the community groups. A decision needs to be taken in regard to the balance of \$2,536. It is recommended that this be transferred to the Citywide allocation which is oversubscribed.

## RECOMMENDATIONS

1. That the Community Wellbeing Fund Allocation report be received.
2. That the New Lynn Community Board consider applications to the Community Wellbeing Fund and allocate funding as per the process outlined in the report and the following recommended amounts:

Applicants	Amount applied for	Amount allocated
Glen Eden Community House	600	<b>600</b>
Glen Eden Community Protection Soc Inc.	1000	<b>1000</b>
Community Care Programme of the Friendship Centre Trust	1000	<b>1000</b>
The Salvation Army - Glen Eden	1000	<b>1000</b>
The Emergency Housing Programme of the Friendship Centre Trust	1000	<b>1000</b>
Titirangi Air Scout Group	1000	<b>1000</b>
Rosier Road Kindergarten	964	<b>964</b>
Te Whetu Marama Trust	1000	<b>1000</b>
Glen Eden Baptist Budgeting Service of the Friendship Centre Trust	1000	<b>1000</b>
West Auckland Community Toy Library	1000	<b>1000</b>
<b>TOTAL</b>	<b>\$9564</b>	<b>\$9564</b>

3. That the New Lynn Community Board recommend to the Finance and Operational Performance Committee, that the unallocated portion of \$2,536 be reallocated to the Citywide fund which is oversubscribed.

Report prepared by: Jan Brown, Community Assistance Administrator.



## 9 COMMUNITY BOARD MINOR PARK PROJECTS 2004/2005

### PURPOSE OF THE REPORT

The purpose of this report is to introduce the Community Board Minor Park Projects and to seek decisions from the New Lynn Community Board on the appropriate allocation of budget for the 2004/2005 Financial Year.

## BACKGROUND

The Community Facilities and Recreation Committee adopted the idea of a discretionary budget for allocation by the Community Boards for parks capital development projects in December 1999. In the Annual Plan for the 2003/2004 financial year, the Council has allocated a total of \$100,000 for this use, to be allocated to each ward on a needs basis. The needs have been calculated based on the current rate of population growth within the ward, and the current population within the ward as a proportion of the City. As a result the fund is to be allocated as follows:

Henderson Ward	\$24,000
Massey Ward	\$30,000
New Lynn Ward	\$29,000
Waitakere Ward	\$17,000

A Secretary's report was sent to all Community Board members in August. It was outlined to the Board that proposals had been requested from relevant community groups, which included Resident and Ratepayer groups and the Youth Council.

## STRATEGIC CONTEXT

The idea of a discretionary budget for capital projects arose as a result of the work in developing criteria for funding Parks capital works projects. This recognised that there are a number of projects, generally less than \$10,000 in cost, which are raised as possible projects through the Annual Plan submissions, Community Board Open Forum and other consultation processes. These projects generally are not able to compete in terms of the Parks Capital Project Criteria, as the current proposed capital programme contains over 100 large projects. Undertaking these small projects, is however an important means of meeting local needs within the community. It is recognised that Community Boards, being the main link between Council and the local community, are the best decision making body to determine the priority for meeting these local needs.

## ISSUES

The following principles provide the framework for decision-making regarding the funding of individual projects:

- The funds are to be used for Park Development projects – this does not include projects on community buildings, grants to community groups, maintenance or renewal items.
- A maximum of \$10,000 can be spent on any one project in each financial year.
- Projects put forward through the Annual Plan and other consultation processes will be ranked according to the Parks Capital Works Criteria; however, the decision as to final priority rests with the Community Board.

## POSSIBLE DEVELOPMENT PROJECTS

The discretionary budget allows for the allocation of funds to projects with a value of less than \$10,000. The following table outlines the approximate cost of standard park products. These costs are an average in order to give guidance to the Board, and do not take into account site-specific situations and variability.

<b>PROJECT TYPE</b>	<b>Approximate Cost Including consents, supply &amp; installation</b>
Basketball half court	\$12,500
Petanque court (single)	\$4,200 with Pavers to perimeter
Sealing an existing gravel car park 250m2	\$11,500 for 10 car parking spaces
10 metre length of path with Edging	\$750- gravel \$1125- concrete
Creating/extending a gravel car park	\$6000 for 10 car parking spaces
10 metre length of boardwalk	\$3800
Set of two swings with bark under surfacing, Scuff mats, new edging and local drainage (new stand alone park)	\$15000
Set of two swings with scuff mats in an existing playground	\$4500
Seesaw with bark under surfacing in an existing playground	\$3000
Small playground for children under 5 with bark under surfacing	\$17,000
Macrocarpa bench seat	\$1100
Macrocarpa picnic table	\$1700
Town Centre/Urban Seat	\$750
Town Centre/Urban picnic table	\$1800
Walkway light (near power supply)	Approx \$5500 Each installed – depends on distance of supply cable to each.
Information Sign	\$3000
Park Entrance Sign	\$1500
Electric BBQ	\$7000
Community Art Project	\$5000
Small skate ramp- on existing slab	\$10,000
Planting –specimen trees	\$175 per tree
Planting – shrubbery	\$700 for 10 m <sup>2</sup>
Barrier fencing	\$500 for 10 metres
Drinking Fountain (near water supply)	\$2500
Drainage	\$2000 for 10 metres
Standard Rubbish Bin	\$1000 per bin
Timber steps & handrail	\$4000 for 10 metres

A number of projects have been suggested through the 2004/2005 Annual Plan submissions, Community Board public forum and via written correspondence to Council. Projects have also been received from Residents and Ratepayer Groups and Community Board members. These projects are outlined below with their estimated costs. Any unallocated funds can be carried over for the new Community Board to allocate.

## PROJECT PROPSALS

### 1.0 Glen Eden Community House

<b>Project</b>	<b>Description</b>	<b>Preliminary Assessed Cost</b>
Prospect Park Drinking Fountains	Installation of 2 drinking Fountains	\$5,000

## 2.0 Sports Clubs

Project	Description	Preliminary Assessed Cost
Harold Moody Park Lighting	Supply & install under ground power for Training Lights	\$25,000
Ken Maunder Park Cricket Nets	Cricket Practice Nets	10,000

## 3.0 Rachel Collins

Project	Description	Preliminary Assessed Cost
Onedin Green	Supply & install set of swings	\$15,000
Onedin Green	Macrocarpa bench seat	\$1,100

## 4.0 Titirangi Potters Community Art Project

Project	Description	Preliminary Assessed Cost
Titirangi Community House	Install Potters Art Sign	\$4,000

## CONCLUSION

The Community Board has been granted a discretionary budget for park capital development projects for allocation towards projects of \$10,000 or less value in parks. This report puts forward and evaluates projects that have been raised through the Council's consultation processes. The decision on the priority for expenditure lies with the Community Board.

## RECOMMENDATIONS:

1. That the Community Board Minor Park Projects report be received.
2. That the Community Board determine the priority for expenditure of the 2003/2004 Community Board Minor Park Projects Budget.

Report prepared by Katharine Slack, Parks Project Manager



## 10 NOW HOME DEMONSTRATION PROJECT

### PURPOSE OF THE REPORT

The purpose of this report is to update the New Lynn Community Board about the Now Home Project at Olympic Park, New Lynn and to seek the Board's approval of a revised resolution with regard to the lease at Olympic Park for the project.

## BACKGROUND

Waitakere City Council, Forest Research Institute, Winstone Wallboards Limited, the Energy Efficiency Conservation Authority and the Building Research Association of New Zealand have collaborated on designing a research and demonstration house called a "Now" Home at Olympic Park, New Lynn.

The purpose of the Now Home is to show how far we can go towards achieving Kyoto and Climate Change goals using existing and affordable technologies. The end goal is to develop a sustainable house "brand" that consumers and industry can relate to and duplicate.

The House will be lived in for two years and monitored for its liveability, durability, effectiveness and savings associated with design etc. The House will be open to the public on certain days and times and will provide a link to the EcoMatters Trust Sustainable Living Centre - creating a cluster of buildings at Olympic Park that are focused on the built environment.

A Consortium comprising Waitakere City Council, Fletcher Building Limited, Building Research Association of New Zealand, Forest Research Institute has recently been formed as a limited liability company known as Beacon Pathway Limited (Beacon). Beacon will undertake a building and research programme over a period of approximately six years, with funding from the Foundation for Research Science and Technology.

The Energy Efficiency Conservation Authority and Climate Change Office are key stakeholders in the programme, which proposes to deliver a nationally recognised sustainability code of practice for the building industry and consumers, as well as demonstration housing projects. It is envisaged that most of the demonstration building projects will be located in Waitakere City.

Forest Research Institute was the project leader, owner and initiator of the Now Home project, which has now been transferred to Beacon. The Now Home project will form an integral part of Beacon's wider research programme.

## STRATEGIC CONTEXT

The Now Home Project is consistent with the social, economic, environmental and energy-related policies and strategies arising from the National Energy Efficiency and Conservation Strategy, Climate change project and Sustainable Development for New Zealand Programme of Action.

The project is also consistent with the Auckland regional growth strategy and the Auckland regional affordable housing strategy, both of which emphasise housing choice and affordability, urban amenity and safe, healthy communities.

The Council's Urban and Rural Villages' platform in the draft Long Term Council Community Plan indicates planning for actions such as:

- Advocate for and demonstrate innovative and best practice urban development.
- Work with private sector to identify and encourage innovative investments.
- Ensure planning processes support innovative, affordable housing provision.
- Work with key housing providers to support housing options in the city.

The Council's Green Network, Three Waters, Sustainable Energy and Zero Waste Strategies are also consistent with this project.

## ISSUES

The Resource and Building Consents for the Now Home are lodged with the Council and building is expected to commence in October.

The New Lynn Community Board's August 2003 resolution envisaged that EcoMatters Environment Trust would lease the land from the Council and that Forest Research Institute would take ownership of the building for two years. A Memorandum of Understanding between the parties was prepared, providing first option for EcoMatters Trust to purchase the building after two years to form part of a "cluster" of buildings focussed on environmental matters.

In August 2003 the New Lynn Community Board passed the following resolution:

*"That the Chief Executive be delegated authority to negotiate and execute under seal a lease under section 61 (2A) of the Reserves Act 1977 to EcoMatters Environment Trust Incorporated for a part of Olympic Park (part Allotment 5 of Section 1, Whau Town North, situated in Block III, Titirangi Survey District, S.O. Plan 20070)."*

1574/2003

Forest Research Institute has now passed its interest in the Now Home to Beacon. The Memorandum of Understanding between Forest Research, EcoMatters Trust and Waitakere City has been revised to reflect that change in ownership. As Beacon is prepared to bear all risks associated with the Now Home Project it seems more practical for the lease to be granted to Beacon. Under the Memorandum of Understanding EcoMatters Trust still retains first option to purchase the House after two years.

## RESOURCES

Staff time and input to the design of the Now Home is allocated in the current budget. The Now Home is a separate project, but will provide a link to the EcoMatters Environment Trust Sustainable Living Centre.

Any tenancy arrangement will be between the tenant and the owner of the Now Home and subject to requirements stipulated under standard tenancy agreements. The tenant will be made a park ranger whose activities will be managed according to current park ranger provisions.

If EcoMatters Environment Trust or some other entity agrees to purchase the home in two years time, the Council might be approached in two years time to assist with purchase and ongoing maintenance costs. Some costs might be offset by other sources of revenue, including Foundation for Research, Science and Technology funding, rental income, media coverage (television documentary etc).

## CONCLUSION

The ownership of the Now Home project has changed from Forest Research Institute to a consortium comprised of Waitakere City Council, Fletcher Building Limited, Forest Research Institute and Building Research Association of New Zealand Inc. The consortium is known as Beacon Pathway Limited.

As Beacon Pathway Limited has taken on all the risks associated with the project it makes sense for the lease to be granted to it rather than to EcoMatters Trust.

## **RECOMMENDATIONS**

1. That the Now Home Demonstration Project report be received.
2. That the Chief Executive be delegated authority to negotiate and execute under seal a lease under section 61 (2A) of the Reserves Act 1977 to Beacon Pathway Limited for a part of Olympic Park (part Allotment 5 of Section 1, Whau Town North, situated in Block III, Titirangi Survey District, S.O. Plan 20070).

Report prepared by Annika Lane: Senior Analyst: Governance & Infrastructure.



## 11 **'CLEARWAY' AND 'NO STOPPING AT ALL TIMES' CONTROLS – WEST COAST ROAD**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the approval of the New Lynn Community Board to install a new 'Clearway' control and to extend two existing 'No Stopping At All Times' controls in West Coast Road.

### **BACKGROUND**

New Zealand Police has expressed concerns over traffic congestion and safety problems caused by vehicles parked on West Coast Road between the intersections of West Coast Road/ Pleasant Road and West Coast Road/ Bowers 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.

'Clearway' and '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**

West Coast Road being a major arterial road serves a large area of the city. The average daily traffic of West Coast Road on the section between Pleasant Road and Glen Eden Town Centre is in the range of 20,000 to 27,000 vehicles per day. Westbound traffic on that section of the road intensifies with traffic merging from Rua Road and Pleasant Road especially during the evening peak hours. Vehicles parked on the southern side of the road completely block the outer lane causing queuing and increasing congestion. New Zealand Police has raised concerns for some time over this situation.

Council's Transport Assets and Parking Services staff jointly investigated this problem and drew up a concept plan consisting of new 'Clearway' and 'No Stopping At All Times' controls. The proposed changes along the southern kerb line of West Coast Road are as follows:

- The existing 'No Stopping At All times' control outside 1B Pleasant Road to be extended up to the bus stop outside 68 West Coast Road.
- A new 'Clearway control 4-6 PM Monday to Friday' from the bus stop outside 68 West Coast Road up to the bus stop outside 84 West Coast Road be imposed.
- A 'No stopping At All Times' control starting from the end of the existing 'Clear Way' control outside 110 West Coast Road and connecting to the existing 'No Stopping At All Times' control around the north western corner of West Coast and Bowers Roads be installed.

It is also proposed to improve the signage of existing 'Clearway' controls along both northern and southern kerb lines in this section of West Coast Road in conjunction with this project.

This proposal was discussed and agreed with the New Zealand Police at the Council's Police Liaison Meeting.

The residents whose premises are adjacent to the proposed new controls were sent a consultation letter regarding the proposed changes and no objections received. All the residents and the businesses affected by the proposed 'No Stopping At All Times' controls have off-street parking facilities and ample on-street parking in the vicinity.

A40 The location and extent of the proposed new controls and existing controls are indicated at page A40.

## RESOURCES

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

## CONCLUSION

The proposal to install a new 'Clearway' and 'No Stopping At All Times' controls is desirable to mitigate congestion and safety problems currently experienced by west bound traffic on West Coast Road.

## RECOMMENDATIONS

1. That the 'Clearway' And 'No Stopping At All Times' Controls - West Coast Road report be received.
2. That in relation to **WEST COAST ROAD, GLEN EDEN:**
  - a. That all existing parking restrictions or limitations currently applicable to **WEST COAST ROAD** imposed by any prior resolution (including resolutions of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorized 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 south kerb line of **WEST COAST ROAD** starting from a point 27 metres east of the eastern boundary of **66 WEST COAST ROAD** and ending at a point three metres west of the western boundary of the same property, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
  - (ii). on the south kerb line of **WEST COAST ROAD** starting from a point 17 metres west of the western boundary of **66 WEST COAST ROAD** and ending at a point 17 metres west of the eastern boundary of **82 WEST COAST ROAD**, a new '**CLEARWAY 4.00PM TO 6.00PM MONDAY TO FRIDAY**' control be put in place.
  - (iii). on the south kerb line of **WEST COAST ROAD** starting from a point 2 metres east of the western boundary of **110 WEST COAST ROAD** and ending at a point 43 metres west of the eastern boundary of **126 WEST COAST ROAD**, 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: Upali Ileperuma, Transport Engineer.



## 12 **GLENVIEW ROAD FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval to install a flush median and associated 'No Stopping At All Times' controls on Glenview Road between Great North Road and Glenorchy Street, Glen Eden.

### **BACKGROUND**

A flush median is a painted central traffic line with painted diagonal stripes. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties and to safely separate opposing traffic. Flush medians have a traffic calming effect by reducing carriageway widths. Flush medians include occasional physical (raised) traffic islands, to discourage misuse of the median and assist pedestrians to cross the roadway.

The Long Term Council Community Plan and Annual Plan provide \$50,000 for development of flush medians where required on arterial and some collector roads.

### **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.

Some 30% of Waitakere urban traffic crashes occur when vehicles are crossing/turning to or from side streets/properties, and flush medians are an effective treatment. Flush medians also reduce head-on, overtaking and rear end crashes, and generally calming the traffic flow.

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

## **ISSUES**

Glenview Road is a district arterial route with a traffic volume of approximately 12,000 vehicles a day. There are a total of 10 reported accidents on Glenview Road between Great North Road and Glenorchy Street for the five years 1998 to 2003, including one serious and one minor injury accident. From the 10 accidents, there were five crossing/turning crashes, three rear-end crashes and two lost control crashes.

A41 This project comprises of approximately 450 metres of new median markings on Glenview Road between Great North Road and the existing median at Glenorchy Street. A raised island within the median to discourage overtaking on the median is proposed at 27 Glenview Road. 'No Stopping At All Times' controls are recommended on each side of the raised island to ensure clearance for through traffic. A plan showing the extent of the proposed flush median and 'No Stopping At All Times' controls is shown in Appendix A41.

The project is predicted to have benefits to the community through a reduction in the number and severity of crashes on the route. The Transfund's Project Evaluation Manual states that the installation of new flush medians in urban areas reduces the number of accidents at the site by 25% on average in this case, which amounts to about \$26,000 savings per year on Glenview Road between Great North Road and Glenorchy Street. The \$26,000 accident savings are for the wider community such as damage to properties, insurance costs and medical costs. The estimated cost of the proposed work is \$7,000.

The owners of the properties whose frontages are affected by the proposed raised island and no stopping controls have been consulted in writing and no objections have been received. The owners of 29A Glenview Road support the proposed work.

## **RESOURCES**

The Glenview Road Flush Median project has been provided for in the 2004/2005 Annual Plan and will be funded from the subsidised Minor Safety Projects budget. The flush median will be installed first under the existing Road Marking Maintenance contract and the raised island will be constructed under the Minor Safety Projects at a later date.

## **CONCLUSION**

The Glenview Road Flush Median has been recommended for construction based on high public benefit from crash reductions and to calm traffic on this important arterial link between Glen Eden and Great North Road. Funding is allocated for this project in the Annual Budget. Associated 'No Stopping' controls are recommended to further facilitate efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## **RECOMMENDATIONS**

1. That the Glenview Road Flush Median and Related Parking Restrictions report be received.

2. That in relation to **GLENVIEW ROAD, GLEN EDEN:**
- 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). A '**FLUSH MEDIAN**' be put in place on the centre of the carriageway on **GLENVIEW ROAD**, from a start point of 54 metres south of the south kerb line of **GREAT NORTH ROAD** to an end point 450 metres further south, including a raised traffic island in the vicinity of number **27 GLENVIEW ROAD**.
    - (ii). On the east kerb line of **GLENVIEW ROAD**, from a start point on the south side of driveway **NO.29 GLENVIEW ROAD** to an end point 35 metres further south, a '**NO STOPPING AT ALL TIMES**' parking control be put in place.
    - (iii). On the west kerb line of **GLENVIEW ROAD**, from a start point on the south side of driveway **NO.29 GLENVIEW ROAD** to an end point 35 metres further south, 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 Vinh Bui – Transport Engineer, Transport Assets



## 13 RAIL CROSSING ROAD MARKINGS - NEW LYNN WARD

### PURPOSE OF THE REPORT

This report seeks the New Lynn Community Board's approval for new 'No Stopping At All Times' and 'No Overtaking' centre line controls adjacent to the railway level crossings in the New Lynn Ward.

### BACKGROUND

Transport Assets has recently conducted a review of the road signs and markings associated with level rail crossings in the city. This review has indicated that a number of changes need to be made to regulatory traffic controls at a number of level crossings. Authority to make and amend regulatory traffic controls has been delegated to Community Boards by Council.

### 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.

'No Overtaking' Centre lines can be applied to ensure efficient, safe movement on roads by ensuring that drivers do not attempt to overtake other vehicles in unsuitable locations.

## **ISSUES**

A national standard for road markings around railway level crossings is given in the Land Safety Transport Authority's Manual of Traffic Signs and Markings. This standard requires 'No Stopping' line to be installed to prohibit parking within 20 metres of a railway crossing and for a 'No Overtaking' line to be installed on the approach to any crossing prohibiting vehicles approaching a crossing from overtaking.

There are three railway crossings in the New Lynn Ward which require new regulatory controls.

### **Glenview Road Rail Crossing**

At this rail crossing the installation of a new 'Double Yellow No Overtaking' centre line between the rail crossing and the intersection with West Coast Road and a new 'No Stopping' centre line on the east side of Glenview Road between the rail crossing and the intersection with West Coast Road are recommended.

The required 'No Stopping' lines are already marked in the other kerb lines within 20 metres of the intersection and a resolution for new lines is not required. A 'No Overtaking' centre line is not required north of the crossing as the flush median already installed in this location already prohibits overtaking.

### **Portage Road Rail Crossing**

The installation of a new 'No Overtaking' centre line extending out to 65 metres from the crossing is recommended on both the north and south approaches to this crossing.

Existing 'No Stopping' lines that prohibit parking within 20 metres of this rail crossing are already installed in this location.

### **Fruitvale Road Rail Crossing**

The installation of a new 'No Overtaking' centre line extending out to 65 metres from the crossing is recommended on the south approach to this crossing. On the northern approach the installation of a 'No Overtaking' centre line between the rail crossing and Great North Road prohibiting overtaking in either direction is recommended. The short distance between the crossing and Great North Road means that overtaking in this location is undesirable.

The installation of a new 'No Stopping' centre lines that prohibit parking within 20 metres of the rail crossing are recommend in Fruitvale Road. It is further recommended to extend the line on the west side of the road south of the crossing out to 50 metres from the crossing. There is a bend in the road in this location and it is recommended that parking be prohibited on the inside of this bend to maximise the sight distance of drivers approaching the crossing.

There are residential properties adjacent to these proposed new parking controls. A consultation letter was sent to these properties outlining the proposed changes. No responses were received.

A42 to A 44 The locations of the proposed new controls are marked on the attached aerial photographs at pages A42 to A44.

## RESOURCES

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

## CONCLUSION

The proposed new regulatory traffic controls are desirable to improve road user safety around level crossings.

## RECOMMENDATIONS

1. That the Rail Crossing Road Markings - New Lynn Ward report be received.
2. That in relation to **GLENVIEW ROAD, GLEN EDEN:**
  - 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 **GLENVIEW ROAD** starting from the point where the kerb meets the southern edge of railway crossing and extending south to the intersection with **WEST COAST ROAD** a new '**NO STOPPING AT ALL TIMES**' control be put in place.
    - (ii) on **GLENVIEW ROAD** starting from the point where the road meets the southern edge of railway crossing and extending south to the intersection with **WEST COAST ROAD** a new '**NO OVERTAKING**' centre line control be put in place, effecting both directions of traffic.
3. That in relation to **PORTAGE ROAD, NEW LYNN:**
  - 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 **PORTAGE ROAD** starting from the point where the road meets the southern edge of railway crossing and extending south to a point a further 65 metres south a new '**NO OVERTAKING**' centre line control be put in place, effecting north bound traffic only.
    - (ii) on **PORTAGE ROAD** starting from the point where the road meets the northern edge of railway crossing and extending north to a point a further 65 metres north a new '**NO OVERTAKING**' centre line control be put in place, effecting south bound traffic only.
4. That in relation to **FRUITVALE ROAD, GLEN EDEN:**
  - 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 **FRUITVALE ROAD** starting from the point where the road meets the northern edge of railway crossing and extending north to the intersection with **GREAT NORTH ROAD** a new '**NO OVERTAKING**' centre line control be put in place, effecting both directions of traffic.
  - (ii) on **FRUITVALE ROAD** starting from the point where the road meets the southern edge of railway crossing and extending south to a point a further 65 metres south a new '**NO OVERTAKING**' centre line control be put in place, effecting north bound traffic only.
  - (iii) on the east kerb line of **FRUITVALE ROAD** starting from a point 20 metres north of the railway crossing and extending along the kerb to a point 20 metres south of the railway crossing a new '**NO STOPPING AT ALL TIMES**' control be put in place.
  - (iv) on the west kerb line of **FRUITVALE ROAD** starting from a point 20 metres north of the railway crossing and extending along the kerb to a point 50 metres south of the railway crossing a new '**NO STOPPING AT ALL TIMES**' control be put in place.
5. 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 and overtaking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 14 **GLEN EDEN PUBLIC CAR PARK LAYOUT REVIEW**

### **PURPOSE OF THE REPORT**

This report seeks to advise the New Lynn Community Board of the results of a review of a layout of the Glen Eden Public car park on the west corner of Glenview Road and West Coast Road and seeks the Board's approval for the elimination of the two existing disabled car parking spaces in this car park.

### **BACKGROUND**

A local business, though an Elected Member, has requested that Council review the layout of the Glen Eden Public car park on the west corner of Glenview Road and 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.

Public car parks in city centres help meet the parking needs of both businesses and their customers, improving the accessibility of the City's commercial districts.

## ISSUES

The Glen Eden Public car park on the west corner of Glenview Road and West Coast Road currently provides 67 marked parking spaces consisting of 65 unrestricted and two disabled spaces close to the centre of the Glen Eden commercial district. These spaces are used mainly by workers in the Glen Eden city centre area, although some spaces may be used by commuters travelling elsewhere in the Auckland Region from the Glen Eden train station. Demand for parking in this car park exceeds the supply of marked spaces and vehicles are often parked in areas not marked for parking on row ends or adjacent to the central parking row.

Transport Assets staff have reviewed the layout of the public car park. A number of changes can be made to the layout that will allow the creation of 8 new marked car parks. These changes are as follows:

- Remove the 'cross hatched' markings in the northeast and southwest corners. (Two spaces).
- Move the clothing recycle bins at the west end of the car park. (Two spaces).
- Add an extra space at the west end of the central row of parking perpendicular to the other spaces in this row (One space).
- Eliminate the two existing disability parking spaces in the southeast corner of the car park. (Three spaces).

The two disability spaces in this car park are poorly utilised, unlike the unrestricted parking spaces. There are a number of other disabled spaces in Glen Eden which are closer to the main concentration of shops and which would be preferred by many disabled people. There are disabled parking spaces in Glenmall Place (four P180 Spaces), in a private shopping area car park off Glenmall Place (three spaces) and outside the Railway Station (one space). Parking Services staff checked the disabled parking spaces in the public car park each day around mid day for a week. Over the course of the week the disabled car parks were only used once by the holder of a mobility permit. The slight slope of the car park adjacent to the disabled spaces also makes this location less than perfect for disabled parking and it is recommended that these spaces be eliminated and three unrestricted spaces be installed in their place.

*A45 to A46* The existing and proposed parking layouts of the car park are marked on the attached sketches at pages A45 to A46.

The business who originally requested a review of the layout of the car park suggested that angle parking could be used to increase the number of spaces by gaining an extra row of parking. This possibility was examined but due to the unusual shape of the car park a more efficient layout was unable to be found. The car park is 26 metres wide at its west end and 31 metres wide at its widest point near its eastern end. It would be possible to create four rows of parking in the wider eastern portion of the car park, but in the western end only three rows are possible. Angle parking could be implemented in the eastern half only, but angle parking is only more efficient than perpendicular parking in long rows of parking spaces. In shorter rows the space lost at row ends counters any advantage that angle parking has. Several angle parking schemes were considered but none were found to yield any additional parking spaces.

## RESOURCES

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

## CONCLUSION

The recommended changes to the car park layout will provide eight additional unrestricted marked car parking spaces in this public car park. The marking changes required to implement five of these new spaces can be put in place as an operational change and do not require approval of the New Lynn Community Board.

The other three new unrestricted spaces will require the elimination of two existing disabled parking spaces. These spaces are poorly utilised in comparison to the unrestricted parking in this car park and their removal is recommended to the New Lynn Community Board.

## RECOMMENDATIONS

1. That the Glen Eden Public Car Park Layout Review report be received.
2. That in relation to **THE GLEN EDEN PUBLIC CAR PARK LOCATED ON THE WEST CORNER OF GLEN VIEW ROAD AND WEST COAST ROAD:**
  - That all existing parking restrictions or limitations currently applicable to **THE GLEN EDEN PUBLIC CAR PARK LOCATED ON THE WEST CORNER OF GLEN VIEW ROAD AND WEST COAST ROAD** imposed by any prior resolution (including resolutions of any former authority), cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
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 TAHI TERRACE - NEW 'NO STOPPING' LINES

### PURPOSE OF THE REPORT

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

### BACKGROUND

A local resident has raised safety concerns regarding the vehicles parked on a sharp bend in Tahī Terrace.

## 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

Tahi Terrace is an 8.2 metre wide local road located approximately one kilometre east of the Glen Eden town centre. It has an estimated daily traffic count of 617 vehicles per day and several residents living in the street report that it is often used by commuters in peak traffic periods to avoid congestion on nearby arterial and collector roads. These residents have stated that the high speed of these commuter vehicles present a safety problem at times.

Close to the mid point of Tahi Terrace there is a ninety degree bend. The resident who originally requested a parking control in this area has stated that cars often park on the inside of this bend. This is undesirable as parked vehicles limit sight distance between vehicles approaching each other from opposite directions and forces vehicles traveling on the lane on the inside of the bend out over the centre line and into possible conflict with oncoming traffic. It is proposed to install a 'No Stopping' line on the inside of the bend in this location.

A centre line in the vicinity of the bend is also recommended as it will improve road user safety by indicating to drivers traveling on the outside lane where the centre of the road is located and that they should not cut across the centre of the road when traversing the curve.

The residents that dwell in close proximity to the proposed changes have been consulted by letter. Two favorable replies were received.

A47 The location and extent of the proposed 'No Stopping' line and 'Centre line' are indicated on the attachment at pages A47.

## 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 Tahi Terrace is desirable to improve safety for road users in this location.

## RECOMMENDATIONS

1. That the Tahi Terrace - New No Stopping Lines report be received.
2. That in relation to **TAHI TERRACE**:
  - 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 southeast kerb line of **TAHI TERRACE** starting from the point 246 metres northeast of the northeast kerb line of **RUA ROAD** and extending to a point a further 57 metres east along the kerb line, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
  - (ii) in the centre of **TAHI TERRACE** starting from a point 246 metres northeast of the northeast edge of **RUA ROAD** and extending to a point a further 72 metres east along the centre of the road, a new '**CENTRE LINE**' 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 **BAMBOO GROVE - NEW NO STOPPING CONTROL**

### **PURPOSE OF THE REPORT**

This report seeks the New Lynn Community Board's approval for new 'No Stopping At All Times' controls in Bamboo Grove, Kelston.

### **BACKGROUND**

A resident of Bamboo Grove contacted Council requesting the installation of 'No Stopping' lines in Bamboo Grove, Kelston to prevent vehicles belonging to students at the nearby Kelston Boys High School and users of the school's hall parking across residents' driveways.

### **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**

Bamboo Grove is seven metres wide kerb to kerb. When cars are parked on both sides of Bamboo Grove the clear carriageway is narrowed such that only one vehicle may pass between the parked cars. This is not considered a problem in a low traffic road such as Bamboo Grove, provided that these cars do not park over residents' driveways or too close to an intersection.

A48 It is proposed to install 'No Stopping' lines in Bamboo Grove close to the intersection with St Leonards Road and at the south end adjacent to the driveways of house numbers 11 and 12. An aerial photograph is attached at page A48 showing the location of the proposed changes.

This will allow a small turn around area at the end of the road and ensure that the driveways of numbers 11 and 12 at the end of the road are not blocked by parked cars. It is also proposed to install 'No Stopping' lines between the two driveways of number 1B as the gap between these driveways is not sufficient to allow a car to park without being closer than the one metre minimum legal parking distance from a vehicle crossing.

Despite the elimination of a small amount of parking in Bamboo Grove there is still adequate parking only a short distance away in St. Leonards Road.

A consultation letter outlining the proposed changes was sent to the residents of Bamboo Grove. One favorable response was received.

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

## RESOURCES

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

## CONCLUSION

The proposed parking restrictions in Bamboo Grove are desirable to allow residents' unimpeded access to their properties at all times.

## RECOMMENDATIONS:

1. That the Bamboo Grove - New No Stopping Control report be received.
2. That in relation to **BAMBOO GROVE, KELSTON:**
  - 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 **BAMBOO GROVE** starting from the point where the kerb line meets the south kerb line of **ST LEONARDS ROAD** and extending to a point a further 6 metres south along the kerb line, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
    - (ii) on the east kerb line of **BAMBOO GROVE** starting from a point 111 metres south of the south kerb line of **ST LEONARDS ROAD** and extending to a point a further 12 metres south along the kerb line, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
    - (iii) on the west kerb line of **BAMBOO GROVE** starting from a point 45 metres south of the south kerb line of **ST LEONARDS ROAD** and extending to a point a further 4 metres south along the kerb line, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
    - (iv) on the west kerb line of **BAMBOO GROVE** starting from a point 117 metres south of the south kerb line of **ST LEONARDS ROAD** and extending to a point a further 12 metres south along the kerb line, a new '**NO STOPPING AT ALL TIMES**' control be put in place.

3. That in relation to **ST LEONARDS ROAD, KELSTON**:
- 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,
    - on the south kerb line of **ST LEONARDS** starting from the point where the kerb line meets the west kerb line of **BAMBOO GROVE** and extending to a point a further 6 metres west along the kerb line, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
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.



## 17 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

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Gayle Marshall
Keep Waitakere Beautiful Committee	Elizabeth Francke
Glen Eden Citizens Advice Bureau	Ray Kernaghan
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort (Alternate: Brent Peters)
COUNCIL COMMITTEES	
Hearings Committee	Elizabeth Francke (Alternate: Ray Kernaghan)
Community Sports Fund Allocation Subcommittee	Brent Peters
WORKING GROUPS	
Harbourview "People's Park" Working Party Voluntary Membership	Pim van der Voort
Wai Care Programme	Gayle Marshall Ray Kernaghan Elizabeth Francke
Project Whau Steering Group	Ray Kernaghan

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region Community Boards' Association Executive Committee	Gayle Marshall
Keep Waitakere Beautiful Committee	Elizabeth Francke
Herbicide Reduction Working Party	Elizabeth Francke
New Footpath Construction: Budget Allocation	Pim van der Voort
New Lynn Reserves Management Plan - Internal Advisory Group	Pim van der Voort Brent Peters
Olympic Park Reserves Management Plan Advisory Group	Brent Peters
Project Twin Streams Steering Group	Ray Kernaghan
Council / Police Liaison Committee	Gayle Marshall

