

**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, ON MONDAY, 3 DECEMBER 2007,
COMMENCING AT 7.00 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 5 November 2007

RECOMMENDATION

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 5 November 2007, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 PUBLIC FORUM

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

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

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



5 **CHAIRMAN'S REPORT**

A new term of office has commenced for the Elected Members of Council and as we welcome new members so too we have said farewell and sent all our best to those who have played a vital role in this our city of Waitakere during the past term. We, the New Lynn Community Board are moving into a very exciting but enormous undertaking with the beginning at the end of December with the start of the development of a new rail system. It is important that we are aware of the progress as the community will expect to be informed and we need to have the answers.

Annual Plan

Information has been circulated to the members and a couple of issues stand out. The allocation of funds for footpath renewals citywide has increased to \$1.4 million and includes Routley Drive, Glen Eden which has been on the list for a number of years. We will have an opportunity to discuss any concerns regarding other issues early next year.

Glen Eden

Incidents in Glen Eden have raised serious concerns as to safety on the roads. Our sympathy goes out to the family of the young man fatally injured doing his job. Just a few days before further down West Coast Road there occurred an accident which took out a power pole, gate and fence. What solutions can be found to prevent these incidents?

Feliz Navidad

Diaries are a nightmare as we try to join with many groups and attend as many functions as possible to celebrate the coming of Christmas. New Lynn Ward has had two Santa Parades and also now due to boundary changes is the home of Waitakere Christmas in the Park, which has just had its sixth birthday.

To each and all it is a season to celebrate life as it is not the money or gifts that are food for the soul but the joy we feel towards humanity and the many small blessings to share with all.

Salutations, Celebrations and Joy to all.

RECOMMENDATION

That the Chairman's Report be received.

GPJ Marshall
CHAIRMAN



6 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 and Far North Community Board Association Executive Committee	Gayle Marshall Tony Hartnett (alternate)
Keep Waitakere Beautiful Committee	Sandy Taylor Pim van der Voort (alternate)
Waitakere Citizen Advice Bureau	Gayle Marshall Shirley Savage (HCB)
City Safety Action Group	Sandy Taylor Pim van der Voort (alternate)
Waitakere Road Safety Steering Group	Pim van der Voort Sandy Taylor (alternate)
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Pim van der Voort Kelly Schwalger (alternate)
Community Sports Fund Allocation Subcommittee	Kelly Schwalger Tony Hartnett (alternate)
Long Term Council Community Plan and Annual Plan Committee	Gayle Marshall Pim van der Voort (alternate)
COMMUNITY BOARD SUBCOMMITTEE	
New Lynn Community Board Street Events Subcommittee	Sandy Taylor




7 COMMITTEE SECRETARY'S REPORT





	Issue	Comments	Reporting Council Officer
1.	New Lynn Township Streetscape Design - Great North Road, from Hugh Brown Drive/Todd Triangle to Rewarewa Walkway/ Memorial Drive Officer's Report	The pedestrian lights for the lighting upgrade have now been received and are currently in storage. Installation of the lights will commence once discussions are held with the Council officers, who are planning footpaths works in the New Lynn town centre area.	Andreas Lilley  836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
2.	<p>Vodafone NZ Limited Structures at Lawson Park, Archibald Park and Golf Road Domain</p> <p>2 May 2005</p> <p>Resolution No. 721/2005</p>	<p>The Department of Conservation is still processing the licences - it is anticipated that the approved licences will be received shortly. The resource consent applications for the site are currently being processed and the Parks Design Review Team has approved the applications subject to some conditions. On receipt of the licences from the Department of Conservation Council officers will arrange execution of the licences.</p>	<p>Huia Kingi</p> <p> 836 8000</p> <p>Ext: 8174</p>
3.	<p>Claridge Street Common, Foothills Lane Reserve, Green Bay Community Corner, Ceramco Park, Rua Reserve and La Rosa Garden Reserve - Weed Control and Planting</p> <p>Officer's Report</p>	<p>This project is now complete.</p>	<p>Helen Biffin</p> <p> 836 8000</p> <p>Ext: 8758</p>
4.	<p>Rewarewa Walkway</p> <p>30 April 2007</p> <p>Resolution No. 762/2007</p>	<p>Following approval from the New Lynn Community Board at its meeting held on Monday, 30 April 2007, a detailed design was being developed for a culvert to be inserted into the stream and backfilled.</p> <p>However, this design work is now on hold due to limiting factors encountered with the existing culvert under Great North Road, and also the expected difficulties in obtaining resource consent from Waitakere City Council and Auckland Regional Council following a pre-application meeting. The geotechnical report on the slope stability of the Rewarewa Creek, prepared by Soil & Rock Geotechnical Consultants dated April 2007, will now be peer reviewed by another consultancy to establish whether any other options exist for the future re-establishment of the walkway. The recommendations from this peer review will be presented to the New Lynn Community Board in early 2008 to enable any further options to be considered for the future of Rewarewa Walkway.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext: 8553</p>

	Issue	Comments	Reporting Council Officer
5.	Waikumete Cemetery Weed Control and Re-vegetation Planting Officer's Report	This project is now complete.	Helen Biffin ☎ 836 8000 Ext: 8758
6.	Toilet Block Removal Officer's Report	The toilet blocks at Manuka Park and Brains Park have been removed.	Grant Sargent ☎ 836 8000 Ext: 8303
7.	Ambrico Reserve Swings Officer's Report	The swings have been replaced with the Parks standard two bay swing. The burgess matting under surface has been removed and replaced with rubber Matta tiles.	Tracey Hamilton ☎ 836 8000 Ext: 8969
8.	Safety of Pedestrians on the Walkway from Manuka Park to Miro Street Public Forum 3 September 2007	An investigation of the safety issues at Manuka Park will be undertaken including looking at the existing lighting situation and the trimming back or removal of vegetation. A further update will be provided to the New Lynn Community Board at its next meeting.	Katharine Slack ☎ 836 8000 Ext: 8779
9.	Margan Avenue/ Hutchinson Avenue Pedestrian Crossing Officer's Report	Following a recently reported incident involving a pedestrian being struck at the pedestrian crossing on Margan Avenue just west of the Hutchinson Avenue roundabout (which involved minor injury to an elderly pedestrian when crossing the westbound traffic lane), the safety of this pedestrian crossing has been reviewed. Council's findings show that the sightlines are adequate in both directions and the pedestrians are provided with a staggered traffic island to protect them between crossing both approaches on Margan Avenue. The crossing also has standard orange belisha discs as well as floodlights for illumination of pedestrians at night. There is little justification for any improvements at this pedestrian crossing at present, as there have been no other reported pedestrian accidents related to it in the past five years.	Sue Liddell ☎ 836 8000 Ext: 8736
10.	Town Centres Subcommittee Officer's Report	Pursuant to the Council Committees and Community Boards Delegations Register approved by Council on 31 October 2007, the New Lynn Community Board is requested to appoint a representative to be a Member of the Town Centres	Graeme Campbell ☎ 836 8000 Ext: 8510

	Issue	Comments	Reporting Council Officer
A1-A2		<p>Subcommittee.</p> <p>The Town Centres Subcommittee is a subcommittee of the Infrastructure and Works Committee, which oversees all matters related to the implementation Plan Changes 13-18. For the New Lynn area, they relate to the Transit Oriented Development and the New Lynn town centre within a 1-km radius of the railway station.</p> <p>A copy of the Town Centre Subcommittee's delegation is attached at pages A1 to A2.</p>	
A3	<p>11. Green Bay Community House Officer's Report</p>	<p>The New Lynn Community Board is requested to appoint a representative to the Green Bay Community House Management Committee.</p> <p>A copy of the Green Bay Community House's letter is attached at page A3.</p>	<p>Louis Rattray ☎ 836 8000 Ext: 8799</p>
A4	<p>12. Glen Eden Community House Officer's Report</p>	<p>The New Lynn Community Board is requested to appoint a representative to the Glen Eden Community House Management Committee.</p> <p>A copy of the Glen Eden Community House's letter is attached at page A4.</p>	<p>Louis Rattray ☎ 836 8000 Ext: 8799</p>
	<p>13. Community Wellbeing Fund Allocation 2007/2008 3 September 2007 3344/2007</p>	<p>Regarding any unallocated funds from the Community Wellbeing Fund Allocation 2007/2008, the Finance and Operational Performance Committee at its meeting held on 18 September 2007 passed a resolution as follows:</p> <p><i>"That the remaining \$17,899 of unallocated funding from the Community Wellbeing Fund Allocation 2007/2008, which was to be distributed by Community Boards, be put into the City-wide Wellbeing Fund Allocation 2007/2008 for allocation."</i></p> <p>3579/2007</p> <p>Regarding the review of the low number of applications to the New Lynn Community Board's Community Wellbeing Fund Allocation 2007/2008, workshops are expected to be held in January or February 2008 before preparing a report for presentation to the New Lynn Community Board.</p>	<p>Greta Buchanan ☎ 836 8000 Ext: 8150</p>

	Issue	Comments	Reporting Council Officer
14.	New Lynn Town Centre and Transit Oriented Development Project Information Office 6 September 2007 Officer's Report	In the 2004-2007 Council term the City Development Committee at its last meeting held on 6 September 2007 passed a resolution as follows, recommending to the New Lynn Community Board: <i>"4. That the incoming New Lynn Community Board be given the opportunity to undertake a workshop with Council officers to discuss the New Lynn Town Centre and Transit Oriented Development Project Information Office project."</i> 3463/2007	Lesley Jenkins  836 8000 Ext: 8510

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Promotion Package for the Revamped Todd Triangle	30 April 2007 Resolution No. 746/2007	3 September 2007	Lesley Jenkins  836 8000 Ext: 8510
Review of the Low Number of Applications to the New Lynn Community Board's Community Wellbeing Fund Allocation 2007/2008	3 September 2007 Resolution No. 3344/2007	31 March 2008	Greta Buchanan  836 8000 Ext: 8150
Glen Eden Township Areas – Pedestrian Safety Issues and Lack of Disabled Parking and Access	3 September 2007 Public Forum	4 February 2008	Sue Liddell  836 8000 Ext: 8736
Project Twin Streams Four Monthly Progress Report	1 August 2005 Resolution No. 1445/2005 Last updated 3 September 2007	4 February 2008	Tony Miguel  836 8000 Ext: 8294

RECOMMENDATIONS

1. That the Committee Secretary's Report for 3 December 2007 be received.
2. That the New Lynn Community Board appoint a representative to the Town Centres Subcommittee.
3. That the New Lynn Community Board appoint a representative to the Green Bay Community House.

4. That the New Lynn Community Board appoint a representative to the Glen Eden Community House.

Report prepared by: Audrey Chan, Committee Secretary.



8 **OLD TITIRANGI ROAD, TITIRANGI - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new No Stopping At All Times parking restriction on Old Titirangi Road, Titirangi.

BACKGROUND

A resident of Old Titirangi Road contacted the Council with concerns regarding vehicles parking on both sides of Old Titirangi Road, Titirangi.

STRATEGIC CONTEXT

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

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

ISSUES

The resident who contacted the Council, advised that when vehicles are parked on both sides of Old Titirangi Road, it is very difficult to manoeuvre past the vehicles and visibility is compromised. Old Titirangi Road is narrow, at approximately six metres wide and this does not allow for parking on both sides of the road while maintaining a suitable width for one lane of through traffic.

Recently a bus has been parking on the reserve side of Old Titirangi Road. This reduces the through traffic lane width if another vehicle is parked on the other side of the road. Concerns are that an emergency vehicle would not get through. Old Titirangi Road is a windy road, with vehicles parking on both sides visibility is compromised.

A Council officer visited the site and believes the request for No Stopping At All Times is reasonable.

The occupants of properties affected by the proposed parking restrictions have been consulted. To date four responses have been received, three in favour and one opposed to the proposed changes. The resident who opposed to the proposal is the owner of the bus that parks on the reserve side of old Titirangi Road. This has become a traffic safety issue due to the narrowness of the road as previously the resident had been advised he could park there.

Decision Making

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

RESOURCES

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

CONCLUSION

The new No Stopping At All Times parking restriction is recommended to ensure vehicles can travel down Old Titirangi Road without manoeuvring through vehicles parked on both sides of the road.

RECOMMENDATIONS

1. That the Old Titirangi Road, Titirangi – New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **OLD TITIRANGI ROAD, TITIRANGI:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restriction be now resolved to be specified and imposed, namely,
 - (i) on the north west kerb line of **OLD TITIRANGI ROAD** extending the entire length of the road a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



9 KONINI PRIMARY SCHOOL, WITHERS ROAD, GLEN EDEN - P2 PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a P2 parking restriction outside Konini Primary School, Withers Road, Glen Eden.

BACKGROUND

A request has been received from the Konini Primary School to remove the existing P5 parking restriction and replace it with a P2 parking restriction for the drop off and pick up zone in the cul de sac area by the school entrance. This restriction will help with the

morning and afternoon traffic coming into Withers Road to pick up and drop off the school children. The existing P5 parking restriction is not being adhered to and the school believes by reducing the parking restriction limit to a P2 will ensure a better turnover of traffic and make it easier to enforce.

STRATEGIC CONTEXT

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

Restricted parking restrictions can be applied to ensure efficient use of parking spaces.

ISSUES

Konini Primary School has expressed concerns over parents parking for longer in the current P5 drop off and pick up area and would like the parking restriction changed to a P2. Parents are parking in the P5 for longer than the allotted time. This causes vehicles to queue while waiting for a parking space to become available which in turn causes congestion in the turning circle at the cul de sac end of Withers Road.

A6

The location of the proposed new parking restriction is shown on the aerial photograph attached at page A6.

Decision Making

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

RESOURCES

The new P2 parking restriction can be implemented under the 2007/2008 Annual Plan maintenance budget.

CONCLUSION

The new P2 parking restriction is recommended to ensure that traffic runs smoothly and safely during drop offs and pick ups from the school.

RECOMMENDATIONS

1. That the Konini Primary School, Withers Rd, Glen Eden – P2 Parking Restriction report be received.
2. That in relation to **WITHERS ROAD, GLEN EDEN:**
 - (a) That all existing parking restrictions or limitations currently applicable to **WITHERS ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restriction be now resolved to be specified and imposed, namely,
- (i) on the northwest kerb line of **WITHERS ROAD** starting from the school entrance boundary and extending north for approximately 20 metres a new **P2 AT ALL TIMES** Drop off and Pick up parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and control.

Report prepared by: Jane Harris, Transport Technician.



10 GODLEY ROAD, GREEN BAY - NEW BUS STAND PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new bus stand on Godley Road, Green Bay.

BACKGROUND

The Council has been contacted by the driver of the mobile library bus to formalise the bus stand that the mobile library bus parks in on Mondays between 10.30 am and 11.30 am. The purpose of formalising the bus stand is to provide a designated location for the mobile library bus to park safely.

The existing bus stand has not been formally approved, and when the mobile library bus arrives each Monday a car is normally parked in this location. The library bus driver then has to find a suitable location to park the bus and is concerned that sometimes the bus is parked a long way from the pensioner village. This means some of the pensioners who have mobility problems have trouble walking the extra distance to the library bus.

A bus stand is an area where buses may lay over for a period of time. A bus stop is a scheduled bus service, where buses stop to collect passengers then move on straight away. Bus stands are better suited to the mobile library bus needs.

STRATEGIC CONTEXT

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

Correctly marked and sign posted bus stands are desirable to 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

There are no known issues with formalising the bus stand in this location.

A7 The location of the bus stand is indicated on the attachment at page A7.

Decision Making

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

RESOURCES

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

CONCLUSION

The mobile library bus is a valuable community asset that provides a service to the community. The location of the bus stand has been evaluated in terms of compliance with bylaws, safety, access, practical walking distance to the bus stand and displacement of parking. The proposal to formalise the bus stand in Godley Road is therefore recommended to apply on Mondays between 10.30 am to 11.30 am excluding public holidays.

RECOMMENDATIONS

1. That the Godley Road, Green Bay – New Bus Stand Parking Restriction report be received.
2. That in relation to **GODLEY ROAD, GREEN BAY:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **GODLEY ROAD** outside property number 75 the **BUS STAND 10.30 AM TO 11.30 AM MONDAYS ONLY (excluding public holidays)** restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule, Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said bus stand restriction.

Report prepared by: Jane Harris, Transport Technician.



11 **GODLEY ROAD, GREEN BAY - NEW FLUSH MEDIAN, PEDESTRIAN REFUGE ISLAND, EXTENSION OF NO STOPPING AT ALL TIMES PARKING RESTRICTIONS AND RELOCATION OF THE BUS STOP**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new flush median and a pedestrian refuge island, extension of the No Stopping At All Times parking restrictions and the relocation of a bus stop on Godley Road, outside Green Bay High School.

BACKGROUND

In the Accident Investigation Study carried out in 2006, it was proposed that a flush median be painted on Godley Road, outside Green Bay High School, to address accidents occurring on this road. In addition, Green Bay High School made a request to help improve the safety of their students crossing the road before and after school hours.

STRATEGIC CONTEXT

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

Provision of flush medians helps improve road user safety by slowing vehicles and allowing residents to turn into their driveways. Pedestrian refuge islands enable pedestrians to cross the road safely. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there have been nine reported accidents in the vicinity, two of which were injury accidents. None of the accidents involved pedestrians. This database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred at this location.

A new flush median of approximately 244 metres is recommended from number 116 Godley Road to number 152 Godley Road. Edge lines would also be painted on both sides of the road to clearly mark out the width for road side parking.

Extension of the No Stopping At All Times parking restrictions are required outside number 116 and 118 Godley Road, on the eastern end of the new flush median to provide sufficient room for traffic on the west bound lane.

A new pedestrian refuge island outside the Green Bay High School entrance is recommended. The relocation of the existing bus stop (opposite number 150 Godley Road) by approximately 50 metres east is required to accommodate the new pedestrian refuge island. The extension of the No Stopping At All Times parking restrictions are required to provide adequate sight lines between drivers and pedestrians using the refuge island.

Adjacent residents, the school and bus operators were consulted and no objections were received.

Decision Making

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

RESOURCES

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

CONCLUSION

The new flush median, edge lines, pedestrian refuge island and associated extension of the No Stopping At All Times parking restrictions on Godley Road will improve pedestrian safety in the vicinity.

RECOMMENDATIONS:

1. That the Godley Road, Green Bay – New Flush Median and Pedestrian Refuge Island, Extension of No Stopping At All Times Parking Restrictions and Relocation of the Bus Stop report be received.
2. That the installation of a **FLUSH MEDIAN** on **GODLEY ROAD, GREEN BAY** delineated on pages A8 to A10 attached to the Agenda report be received.
3. That in relation to **GODLEY ROAD, GREEN BAY**:
 - (a) That all existing parking restrictions or limitations currently applicable to **GODLEY ROAD, GREEN BAY** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **GODLEY ROAD, GREEN BAY** starting from a point 44 metres east of the east kerb line of Castleford Street and extending east for a further 30 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the north kerb line of **GODLEY ROAD, GREEN BAY** starting from a point 45 metres east of the east kerb line of Stottholm Road extending east for a further 30 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

A8-A10

- (iii) on the north kerb line of **GODLEY ROAD, GREEN BAY** starting from a point 112 metres east of the east kerb line of Stottholm Road extending east for a further 18 metres a new **BUS STOP** restriction be put in place.
 - (iv) on the south kerb line of **GODLEY ROAD, GREEN BAY** starting from a point 270 metres east of the east kerb line of Castleford Street and extending east for a further 17 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

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



12 MARGAN AVENUE, NEW LYNN – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to install new No Stopping At All Times parking restrictions on Margan Avenue, New Lynn.

BACKGROUND

There have been some concerns raised to the Council regarding movements of traffic on Margan Avenue, in the vicinity of the shopping centre at 10B Margan Avenue.

STRATEGIC CONTEXT

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

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

ISSUES

Margan Avenue is a district arterial route that carries approximately 15,000 vehicles per day.

In the past five years there have been no reported accidents relating to the shopping centre driveways at 10B Margan Avenue. In this period there have been seven reported accidents at the Seabrook Avenue / Margan Avenue intersection, one of them involving injury. Four of these accidents involved vehicles turning right out of Seabrook Avenue being struck by westbound vehicles on Margan Avenue. This database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is possible that unreported accidents have occurred at this location.

Proposed Works

It is proposed to install No Stopping At All Times parking restrictions on both sides of Margan Avenue in the vicinity of the shopping centre at 10B Margan Avenue. The main benefit of these parking restrictions is to improve driver visibility of oncoming traffic from the shopping centre driveways as well as from Seabrook Avenue.

All The location of the proposed changes is shown on attachment at page A11.

Residents were consulted in September 2007, and no adverse responses were received.

Decision Making

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

RESOURCES

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

CONCLUSION

The proposed No Stopping At All Times parking restrictions on Margan Avenue will improve traffic safety in the vicinity of the shopping centre and Seabrook Avenue.

RECOMMENDATIONS

1. That the Margan Avenue, New Lynn – New No Stopping At All Times Parking Restrictions report be received.
2. That in relation to **MARGAN AVENUE, NEW LYNN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **MARGAN AVENUE**, starting from a point approximately 59 metres west of the western kerb line of **RANKIN AVENUE** and extending west a further 85 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the south kerb line of **MARGAN AVENUE**, starting from the eastern kerb line of **SEABROOK AVENUE** and extending east a further 35 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That in relation to **SEABROOK AVENUE, NEW LYNN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,

- (i) on the east kerb line of **SEABROOK AVENUE**, starting from the southern kerb line of **MARGAN AVENUE** and extending south a further 15 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

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



13 **MARGAN AVENUE, NEW LYNN – NEW PEDESTRIAN REFUGE ISLAND AND NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to install a new pedestrian refuge island outside number 25 Margan Avenue with an associated No Stopping At All Times parking restriction.

BACKGROUND

A new pedestrian refuge island outside number 25 would be beneficial to enable pedestrians from the south of Margan Avenue to access the Manawa Wetland Reserve.

STRATEGIC CONTEXT

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

Pedestrian refuge islands can be installed in the middle of the road to provide a safe facility to for pedestrians to cross the road.

ISSUES

Margan Avenue is a district arterial road that carries approximately 15,000 vehicles per day, and has a carriageway width of 11 metres.

Accident Statistics

A search of the Land Transport New Zealand database shows that for the past five years, there have been no reported accidents involving pedestrians in the vicinity of the proposed pedestrian refuge island. This database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is possible that unreported accidents have occurred at this location.

Proposed Works

It is proposed to install a pedestrian refuge island outside number 25 Margan Avenue as well as a new No Stopping At All Times parking restriction to allow for adequate sightlines between pedestrians and drivers and to provide sufficient room for traffic to manoeuvre.

A12 The location of the proposed changes is shown on attachment at page A12.

Residents were consulted and no adverse responses were received.

Decision Making

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

RESOURCES

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

CONCLUSION

A new pedestrian refuge island with an associated No Stopping At All Times parking restriction will improve pedestrian safety on Margan Avenue.

RECOMMENDATIONS

1. That the Margan Avenue, New Lynn – New Pedestrian Refuge Island and No Stopping At All Times Parking Restriction report be received.
2. That in relation to **MARGAN AVENUE, NEW LYNN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restriction be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **MARGAN AVENUE**, starting from a point approximately 112 metres to the west of the western kerb line of **SEABROOK AVENUE** and extending west to a point approximately 62 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Kong Jin Png, Senior Transport Engineer



14 LEVY ROAD, GLEN EDEN - NEW STOP CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to install a new Stop control for Levy Road, Glen Eden, at the intersection with Ambler Avenue.

BACKGROUND

This report was first presented at the 3 September 2007 New Lynn Community Board meeting but was deferred to the 3 December 2007 meeting subject to a site meeting with Mr Deery. Mr Deery, a resident living nearby, attended the 3 September 2007 public forum to raise the issue about speeding vehicles and parked cars on Ambler Avenue, near Levy Road.

At the meeting held on 3 September 2007, the Board resolved:

“That an on-site meeting be held with Mr Deery and Council officers before any final decision is made on the Levy Road, Glen Eden - New No Stop Control”.

3352/2007

There is a vertical crest located to the right of Levy Road at the intersection with Ambler Avenue. Vehicles entering Ambler Avenue from Levy Road are not able to see beyond approximately 60 metres of an approaching vehicle on Ambler Avenue.

STRATEGIC CONTEXT

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

Stop controls can be applied to ensure efficient, safe movement of vehicles at this intersection.

ISSUES

A search of the Land Transport New Zealand database shows that for the past five years, there has been one reported non-injury accident involving a motorcyclist and a vehicle at the intersection of Levy Road and Ambler Avenue. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

At present, there is no control on Levy Road and it is proposed that a new Stop control be installed at the intersection with Ambler Avenue.

A13 The location of the new Stop control is indicated on attachment at page A13.

A site meeting with Mr Deery was held in September 2007 and it was found that the parking restriction requested on Ambler Avenue was not necessary and the new Stop Control proposed was justifiable. Speeds were also measured on Ambler Avenue and it was found that Slow Street treatment was not warranted.

No consultation was carried out as there will be no loss of roadside parking because of the Stop Control.

Decision Making

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

RESOURCES

The new Stop control can be implemented under the 2007/2008 Annual Plan maintenance budget.

CONCLUSION

The new Stop control on Levy Road would require motorists to stop and look for traffic on Ambler Avenue before turning and will improve traffic safety at this intersection.

RECOMMENDATIONS:

1. That the Levy Road, Glen Eden – New Stop Control report be received.
2. That in relation to **Levy Road, Glen Eden:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991- Traffic, the following control now be resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **LEVY ROAD** where it intersects with **AMBLER AVENUE**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said priority intersection control.

Report prepared by: Kong Jin Png, Senior Transport Engineer



15 GOLF ROAD, NEW LYNN – NEW FLUSH MEDIAN, PEDESTRIAN REFUGE ISLANDS AND NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new flush median, pedestrian refuge Islands and No Stopping At All Times parking restrictions on Golf Road.

BACKGROUND

Golf Road was identified in the 2005/2006 Accident Reduction Study undertaken by the Council, as requiring safety improvements. It is proposed that a flush median be painted on some sections of Golf Road to address accidents occurring on this road.

STRATEGIC CONTEXT

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

Provision of flush medians helps to improve road user safety by slowing vehicles down and allowing residents to turn into driveways and side roads safely. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there have been four reported accidents on Golf Road between Hilling Street and Stottholm Road, of which one accident was a serious injury. Between Gilliam Street and Portage Road, there were 21 accidents, of which one was a fatal and seven were minor. A loss of control fatal accident has occurred approximately 300 metres west of the Portage Road/Golf Road roundabout. This database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is possible that unreported accidents have occurred at these locations.

A14 & A17 A new flush median (refer to attachment at page A14) approximately 230 metres long is recommended on Golf Road from the intersection of Hilling Street to Stottholm Road. No Stopping At All Times parking restrictions are also recommended in the vicinity of the intersections to improve drivers' sight line from the side roads of Hilling Street and South Lynn Road (refer to attachment at page A17).

A14-A16 A new flush median (refer to attachment Axx to Axx) approximately 1,378 metres long is recommended on Golf Road from the intersection east of Gilliam Street to 40 metres west of the Give Way at the Portage Road roundabout. No Stopping At All Times parking restrictions are recommended on the south side of Golf Road, outside number 92 to 100

A18 & A19 (refer attachment at page A18) and outside number 50 to 54 (refer attachment at page A19) as the sight lines for vehicles exiting their driveways is inadequate due to the road bends.

Some shape correction and seal improvement works will be carried out on Golf Road at the location of the fatal accident.

A20 & A21 Titirangi Golf Club has requested Council to provide additional pedestrian refuge islands on Golf Road outside the golf course, for golfers who need to cross Golf Road (refer to attachment at page A20 and A21). They have agreed to pay for the cost of the design and construction of three pedestrian refuge islands. No Stopping At All Times parking restrictions are required before and after these islands to provide sufficient room for traffic. The construction of these pedestrian refuge islands are subject to the Titirangi Golf Course providing funds to the Council prior to the start of the physical works.

Residents affected by the No Stopping At All Times parking restrictions have been consulted and no adverse feedback was received.

Decision Making

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

RESOURCES

The proposed works can be funded from the 2007/2008 Accident Investigation Site Safety Physical Works budget, apart from the work requested by the Titirangi Golf Club.

CONCLUSION

The new flush median, pedestrian refuge islands and associated No Stopping At All Times parking restrictions will improve road safety on Golf Road.

RECOMMENDATIONS

A14-A21

1. That the Golf Road, New Lynn – New Flush Median, Pedestrian Refuge Islands and No Stopping At All Times Parking Restrictions report be received.
2. That the installation of a **FLUSH MEDIAN** on **GOLF ROAD, NEW LYNN** delineated on pages A14 to A21 attached to the Agenda report be received.
3. That in relation to **GOLF ROAD, NEW LYNN**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **GOLF ROAD**, starting from a point 46 metres east of the east kerb line of **HILLING STREET** and extending east for a further 64 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the north kerb line of **GOLF ROAD** starting from a point 46 metres east of the east kerb line of **HILLING STREET** extending east for a further 55 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the north kerb line of **GOLF ROAD** starting from the east kerb line of **SOUTH LYNN ROAD** extending east for a further 30 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the south kerb line of **GOLF ROAD** starting from a point 40 metres west of the west kerb line of **LANTANA ROAD** and extending west for a further 66 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (v) on the south kerb line of **GOLF ROAD**, starting from the east kerb line of **TAUPO STREET** and extending east for a further 81 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (vi) on the north kerb line of **GOLF ROAD** starting from 466 metres east of the eastern kerb line of **ASTLEY AVENUE** extending east for a further 96 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (vii) on the south kerb line of **GOLF ROAD** starting from 467 metres east of the eastern kerb line of **ASTLEY AVENUE** extending east for a further 89 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (viii) on the north kerb line of **GOLF ROAD** starting from 58 metres west of the western kerb line of **PORTAGE ROAD** extending west for a further 71 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (ix) on the south kerb line of **GOLF ROAD** starting from 55 metres west of the western kerb line of **PORTAGE ROAD** extending west for a further 72 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. That in relation to **SOUTH LYNN ROAD, NEW LYNN:**
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
- (i) on the west kerb line of **SOUTH LYNN ROAD**, starting from the northern kerb line of **GOLF ROAD** and extending north to a point approximately 10 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
- (ii) on the east kerb line of **SOUTH LYNN ROAD**, starting from the northern kerb line of **GOLF ROAD** and extending north to a point approximately 10 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
5. That in relation to **TAUPO STREET, NEW LYNN:**
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
- (i) on the west kerb line of **TAUPO STREET**, starting from the southern kerb line of **GOLF ROAD** and extending south to a point approximately 10 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
- (ii) on the east kerb line of **TAUPO STREET**, starting from the southern kerb line of **GOLF ROAD** and extending south to a point approximately 10 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
6. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

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



16 **RUA ROAD AND CROYDON ROAD, NEW LYNN – NEW FLUSH MEDIAN SCHEME**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to install flush median markings and some new intersection controls on Rua Road and Croydon Road and remove on street parking near intersections.

BACKGROUND

This project follows resident concerns over pedestrian safety and vehicle speeds on Rua Road and Croydon Road, New Lynn.

STRATEGIC CONTEXT

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

Some 30% of Waitakere urban traffic accidents 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 accidents, and generally calm the traffic flow.

Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to stop when they do not have priority.

ISSUES

Rua Road and Croydon Road are district arterial roads which carry approximately 10,000 vehicles per day each, and have a carriageway width of 10 metres.

A search of the Land Transport New Zealand database shows that for the past five years, Rua Road and Croydon Road, between Titirangi Road and West Coast Road, have experienced 24 reported accidents including eight injury. Around 25% of these accidents involved rear-end/obstruction type accidents, which in particular are expected to be addressed by the installation of a flush median. This database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is possible that unreported accidents have occurred at this location.

A22-A23

It is proposed to install flush median markings on Rua Road and Croydon Road between Tahurangi Terrace and Fruitvale Road (refer Plan 15686, sheets 1 and 2 attached at pages A22 to A23), and remove on-street parking near intersections for the purpose of improving traffic flow around turning vehicles as well as driver sightlines. It is anticipated that the flush median may result in some reduction of vehicle speeds as the lane width will be visually narrowed, and drivers will have to traverse the flush median when passing parked vehicles (a similar layout to Te Atatu Road south of McLeod Road). Speeds will be reviewed before and after installation of the flush median to assess its benefits. New Stop controls at intersections are also proposed be installed.

A24

Two new side islands outside the existing zebra crossing on Croydon Road will limit the possibility of vehicles forming up in two queues lines, which is undesirable for pedestrian safety (refer Plan 15686, sheet 3 attached at page A24). Currently this occurs during peak hour periods when traffic queues extend back from the Titirangi Road intersection. In addition, a new traffic island is proposed just west of Tomo Street to prevent drivers overtaking on the flush median in an area where pedestrians are more likely to be standing in the middle of the road to get to the dairy.

A new Clear Way 7am to 9am and 4pm to 6pm, Monday to Friday, is also proposed on the east side of Croydon Road/Rua Road, just to the north of Titirangi Road (refer Plan 15686, sheet 3). The southbound traffic queues from Titirangi Road can occasionally block access to one of the two departure lanes at the intersection, and a Clear Way during peak periods will address this problem.

The original scheme which was consulted to residents in September 2007 included a pedestrian refuge island outside number 45 Rua Road (refer Plan 15686, sheet 3). Several of the adjacent residents were strongly opposed to the proposed loss of on-street parking, and considering that there does not appear to be significant pedestrian demand in the immediate vicinity, the island has been subsequently removed from the scheme.

Decision Making

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

RESOURCES

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

CONCLUSION

A new flush median on Rua Road and Croydon Road is expected to improve traffic and pedestrian safety, new Stop controls will improve definition of priority on the busy arterial roads, and the Clear Way will improve the intersection operation at the Titirangi Road / Croydon Road intersection.

RECOMMENDATIONS

1. That the Rua Road and Croydon Road, New Lynn – New Flush Median Scheme report be received.
- A22 to A24* 2. That the installation of a **FLUSH MEDIAN** on **RUA ROAD AND CROYDON ROAD** delineated on plan number 15686 sheets 1-3 attached at **A22 – A24** to the Agenda report be approved.
- A23* 3. That the installation of a **TRAFFIC ISLAND** on **RUA ROAD** delineated on plan number 15686 sheet 2 attached at **A23** to the Agenda report be approved.
- A24* 4. That the installation of **TRAFFIC ISLANDS** on **CROYDON ROAD** delineated on plan number 15686 sheet 3 attached **A24** to the Agenda report be approved.
5. That in relation to **RUA ROAD, NEW LYNN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls and restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **RUA ROAD**, starting from a point 32 metres to the south of the southern kerb line of **TAHI TERRACE** and extending north to a point approximately 149 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (ii) on the west kerb line of **RUA ROAD**, starting from the northern kerb line of **EASTGLEN ROAD** and extending north to a point approximately 32 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the west kerb line of **RUA ROAD**, starting from the southern kerb line of **EASTGLEN ROAD** and extending south to a point approximately 21 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the east kerb line of **RUA ROAD**, starting from the southern kerb line of **TAHI TERRACE** and extending south to a point approximately 30 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (v) on the east kerb line of **RUA ROAD**, starting from a point 17 metres to the south of the southern kerb line of **EASTGLEN ROAD** and extending north to a point approximately 55 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
6. That in relation to **CROYDON ROAD, NEW LYNN:**
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls and restrictions be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **CROYDON ROAD**, starting from the southern kerb line of **TOMO STREET** and extending south to a point approximately 68 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the east kerb line of **CROYDON ROAD**, starting from the northern kerb line of **FRUITVALE STREET** and extending north to a point approximately 77 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the east kerb line of **CROYDON ROAD**, starting from the southern kerb line of **FRUITVALE STREET** and extending south to a point approximately 32 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the east kerb line of **CROYDON ROAD**, starting from a point approximately 45 metres north of the north kerb line of **TITIRANGI ROAD** and extending north to a point approximately 36 metres a new **CLEAR WAY 7 AM – 9 AM AND 4 PM – 6 PM MONDAY - FRIDAY** parking restriction be put in place.
7. That in relation to **TAHI TERRACE, NEW LYNN:**
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following control and restrictions be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **TAHI TERRACE**, starting from a point 13 metres east of the eastern kerb line of **RUA ROAD** and extending east to a point approximately 7 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (ii) on the south kerb line of **TAHI TERRACE**, starting from the eastern kerb line of **RUA ROAD** and extending east to a point approximately 17 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) that a new **STOP** control be put in place on **TAHI TERRACE** where it intersects with **RUA ROAD**.
- 8. That in relation to **EASTGLEN ROAD, NEW LYNN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following control and restrictions be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **EASTGLEN ROAD**, starting from the western kerb line of **RUA ROAD** and extending west to a point approximately 11 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the south kerb line of **EASTGLEN ROAD**, starting from the western kerb line of **RUA ROAD** and extending west to a point approximately 11 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) that a new **STOP** control be put in place on **EASTGLEN ROAD** where it intersects with **RUA ROAD**.
- 9. That in relation to **TOMO STREET, NEW LYNN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following control and restriction be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **TOMO STREET**, starting from the western kerb line of **RUA ROAD** and extending west to a point approximately 13 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) that a new **STOP** control be put in place on **TOMO STREET** where it intersects with **CROYDON ROAD**.
- 10. That in relation to **FRUITVALE ROAD, NEW LYNN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **FRUITVALE ROAD**, starting from the eastern kerb line of **CROYDON ROAD** and extending east to a point approximately 21 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (ii) on the south kerb line of **FRUITVALE ROAD**, starting from the eastern kerb line of **CROYDON ROAD** and extending east to a point approximately 19 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
11. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions and intersection priority control.

Report prepared by: Kong Jin Png, Senior Transport Engineer



17 SEABROOK AVENUE/WILLERTON AVENUE, NEW LYNN – NEW RAISED INTERSECTION PLATFORM

PURPOSE OF THE REPORT

The purpose of this report is to inform the New Lynn Community Board of a trial scheme for a new raised intersection platform at Seabrook Avenue/Willerton Avenue to address the accidents and speeding occurring there.

BACKGROUND

Residents have raised the problem of accidents and safety concerns at the intersection of Seabrook Avenue/Willerton Avenue, and excessive speeding on Seabrook Avenue.

STRATEGIC CONTEXT

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

A raised intersection platform will help improve road user safety by slowing vehicles to ensure safe movement on roads by keeping speeds low.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there have been six reported accidents in the vicinity, two of which were injury accidents. The majority of the accidents at the intersection involve vehicles from Seabrook Avenue and Willerton Avenue colliding at right angles. This database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred at this intersection.

A25

A new 60mm high raised intersection platform at this location is to be constructed. This design would consist of short ramps on the approaches of Seabrook Avenue and Willerton Avenue. Traffic approaching this intersection would be required to slow down when they drive through the intersection due to the effect of the raised intersection. A diagram of the new raised intersection is shown in attachment at page A25.

There were considerations to install a small roundabout at this intersection. This work required road widening and possible acquiring of land. Due to the limited space and to cater for the turning movements of buses, a raised intersection platform is considered more appropriate.

Residents and owners were consulted and no comments were received.

Decision Making

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

RESOURCES

The proposed works cost approximately \$80,000 and can be funded from the 2007/2008 Annual Plan Minor Safety budget.

CONCLUSION

The new raised intersection platform at Seabrook Avenue/Willerton Avenue will improve traffic safety in the vicinity and control excessive speeding.

RECOMMENDATIONS

1. That the Seabrook Avenue/Willerton Avenue, New Lynn – New Raised Intersection Platform report be received.
2. That the proposed raised intersection at the intersection of Seabrook Avenue and Willerton Avenue be approved.

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



18 KEN MAUNDER PARK FOOTBRIDGE REPLACEMENT

PURPOSE OF THE REPORT

The purpose of this report is to update the New Lynn Community Board on the Ken Maunder Park footbridge replacement and enable the Board to consider options for the replacement of the Ken Maunder Park footbridge.

BACKGROUND

Ken Maunder Park is a Citywide park and therefore jurisdiction for development on this park resides with the Infrastructure and Works Committee.

A26

A timber footbridge was located between Ken Maunder Park, 34 Binstead Road and Queen Mary Avenue, New Lynn. A location map is attached at page A26. The footbridge was a timber structure resting atop a 1,300mm diameter Watercare wastewater pipe crossing the Rewarewa Creek. The footbridge was a major pedestrian link for residents to the New Lynn town centre and for children to access Avondale College.

It was established that some of the joists had collapsed making the bridge unsafe. The footbridge was closed to pedestrians and the renewal of the bridge was made a top priority. The upgrade of the Ken Maunder Park footbridge was incorporated into the Parks Structures Renewals Programme for 2007/2008.

The New Lynn Community Board at its 30 April 2007 meeting resolved the following:

- “1. That New Lynn Community Board supports and approves that Option 2 be further investigated with urgency and developed as the preferred option for the footbridge at Ken Maunder Park.
2. That the matter of funding the Ken Maunder Park Footbridge works be referred to the Long Term Council Community Plan and Annual Plan Special Committee and be included as part of the Board’s submission to the draft 2007/2008 Annual Plan.”

(764/2007)

The approved Option 2 involves a complete demolition of the existing timber structure and replacement with a new timber structure on top of the existing pipe bridge to meet all current specifications and codes.

Following approval from the New Lynn Community Board the existing timber footbridge was demolished in June 2007.

At the 3 September 2007 meeting of the New Lynn Community Board, the results of the recent geotechnical investigation were presented. This stated that the existing Watercare pipe bridge foundations and columns do not meet current earthquake loading standards for walkways and therefore a footbridge will not be permitted on the top of this pipe bridge. The New Lynn Community Board resolved the following:

“That the New Lynn Community Board supports further investigation of the options for the replacement of Ken Maunder Park Footbridge and that a report be brought back to the incoming New Lynn Community Board in December 2007 for consideration.”

(3341/2007)

STRATEGIC CONTEXT

This project contributes to Council’s Urban and Rural Villages platform where the objective is to make the city a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

This project also contributes to Council’s strategic platforms of Integrated Transport and Communication where the objectives are to provide for a safe, pleasant and direct pedestrian and cycle access.

One of the draft Parks and Open Space Strategy 2005 objectives is to involve communities in the design and management of parks and continue with providing and managing key pedestrian linkages through our parks in high use areas.

ISSUES

Community Consultation

A public survey was carried out in order to understand community needs for replacement of the Ken Maunder Park footbridge.

1,300 questionnaires were delivered on the 2 October 2007 to residents within 10 minutes walking distance of the old footbridge. 90 completed questionnaires were returned.

Based on the 90 household responses it is estimated that prior to the bridge being removed there were at least 310 crossings per week.

The key survey results were as follows:

- The majority of respondents said that the replacement of the footbridge should be carried out as a high priority;
- The provision of a walk/cycleway is of strong importance;
- The majority of respondents said 'speed of replacement' was of a high priority;
- The majority of respondents felt that the 'art component' was of a low priority.

New Bridge Location

The location of the new footbridge is limited by a number of factors, predominantly access at each end, distance between banks, and the location of the existing Watercare pipe bridge.

A27 Two options for the location of a new footbridge have been considered. A location map showing the proposed new alignments is attached at A27.

Alignment A runs parallel to the existing pipe bridge structure approximately offset by 3-5 metres to the north.

Alignment B is located further away from the Watercare pipe bridge and runs from Queen Mary Avenue reserve to a point within Ken Maunder Park north of the existing large green shed.

Alignment B is the preferred option for the following reasons:

- Interference during maintenance of the two structures is less likely to occur;
- Construction of the pile foundations for the new bridge will be less problematic as it won't be so close of the Watercare pipe bridge ;
- Reduced likelihood of being able to jump from the new footbridge to the Watercare pipe bridge;
- Reduced access to Watercare pipe bridge from new bridge;
- Reduced likelihood of opportunistic vandalism to the existing Watercare pipe bridge;
- Reduced likelihood of damage to new bridge from possible failure of the Watercare pipe bridge;
- Same length as alignment A.

Bridge Style

A28-A30 The bridge style options can be viewed at pages attached at A28 to A30.

Three bridge styles have been chosen for comparison as outlined below:

A28 Option One: Beam (as attached at A28)

Concrete columns, steel I beams spanning between columns, and timber deck.
Preliminary Cost Estimate: \$750,000 (approximately).

A29 Option Two: Truss (as attached at A29)

Concrete columns, steel truss spanning between columns, and timber deck.
Preliminary Cost Estimate: \$1,050,000 (approximately).

A30 Option Three: Suspension (as attached at A30)

Single centre pile suspension bridge with timber deck.
Preliminary Cost Estimate: \$2,500,000 (approximately).

Option two is proposed as the preferred option for the following reasons:

- Aesthetic appearance;
- Less piles in waterway;
- Reduced time and cost spent on design;
- Reduced construction time on site;
- Least disruption to environment.

Option two is more costly than option one due to the aesthetic nature of the bridge. However because of its high profile, demand for its use and life expectancy of 50 years, there are cost benefits in proceeding with option two.

Following approval of the proposed bridge design by the Infrastructure Works Committee, the process will involve detailed design, obtaining of consents and tendering of the physical works. Physical works are planned to be carried out in late 2008 subject to the 2008/2009 Annual Plan approval of funding.

Decision Making

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

RESOURCES

Funding of \$360,000 has been allocated for the repair or replacement of the Ken Maunder Park footbridge in the 2007/2008 Annual Plan. Part of this budget will be used to progress detailed design and to obtain consents. It is intended that the remaining budget of approximately \$300,000 from the 2007/2008 Annual Plan be carried over to the draft 2008/2009 Annual Plan to undertake the physical works.

Additional funding of approximately \$750,000 for the truss style bridge is therefore required to be included in the draft 2008/2009 Annual Plan for the construction of Ken Maunder Park Footbridge. This amount is currently a preliminary estimate and will be confirmed when the design process has been completed. It is anticipated that this work will be completed prior to the Annual Plan going out for public consultation in April 2008.

CONCLUSION

The public consultation process has indicated that the local community desires a replacement pedestrian bridge be built as soon as possible.

In order to meet community needs and for aesthetic purposes it is proposed that option two (truss style bridge) is the preferred option.

Ken Maunder Park is a citywide park and therefore jurisdiction for development on this park resides with the Infrastructure Works Committee.

RECOMMENDATIONS

1. That the Ken Maunder Park Footbridge Replacement report be received.
2. That the New Lynn Community Board support option two (truss style bridge) for the replacement of the Ken Maunder Park footbridge and recommend to the Infrastructure and Works Committee that option two be approved.

Report prepared by: Katharine Slack, Team Leader Parks Assets Development.



19 **NEW LEASE REQUEST BY KAURILANDS COMMUNITY PRESCHOOL INCORPORATED**

GLOSSARY

Kaurilands Community Preschool Incorporated (KCPI)
Lease Assessment Group (LAG)

PURPOSE OF THE REPORT

The purpose of this report is for the New Lynn Community Board to consider granting a lease to the Kaurilands Community Preschool Incorporated (KCPI) in Titirangi, in the building known as Kaurilands Hall.

BACKGROUND

A31 The KCPI has been lessee of Kaurilands Hall (see attachment at page A31), for the past five years operating a preschool for children aged from two to five years of age. The qualified teachers are actively involved in professional development enabling them to keep up to date with changes in educational trends whilst also encouraging teacher aides to gain full teacher status.

STRATEGIC CONTEXT

In line with Council's Strategic Priority of Life Long Learning and First Call for Children, the KCPI provides a creative, inspirational and affordable learning environment with high quality preschool education and learning activities. Its location is in close proximity to the Glen Eden Intermediate School contributing to the Council's Building Strong Communities.

ISSUES

Numerous letters from local users strongly support the KCPI. The Lease Assessment Group (LAG) has considered this application and agrees that there are no known issues and support granting of lease to KCPI.

The KCPI continues to demonstrate that it is capable of running a successful preschool in Titirangi's Kaurilands Hall. Granting of the lease will enable KCPI to continue building on their successes and continue providing this service to the local community.

CONCLUSION

It is recommended that the New Lynn Community Board grant the KCPI a lease under the Community Leases Policy under its Standard Lease Terms and Conditions; for a five year term with a five year right of renewal at an annual rent of \$2,133 + GST.

RECOMMENDATIONS

1. That the New Lease Request by Kaurilands Community Preschool Incorporated report be received.
2. That the lease to Kaurilands Community Preschool Incorporated for a five year term with a right of renewal be approved.

3. That the Chief Executive Officer be given authority to negotiate and conclude a lease with the Kaurilands Community Preschool Incorporated in the Kaurilands Hall on Atkinson Road, Titirangi (Part Lot 13 DP 10513) under section 61 of the Reserves Act 1977 and the lease be executed as negotiated.

Report prepared by: Margaret Groot, Property Manager: Tenancy.



20 LEASE OF GREEN BAY COMMUNITY HOUSE

GLOSSARY

Green Bay Community House Society Incorporated (the Community House)

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to extend the area leased to the Green Bay Community House Society Incorporated (the Community House) on Barrons Green.

BACKGROUND

A32

Barrons Green is a small reserve of about a half hectare located on Barron Drive, Green Bay. The reserve is identified as open space in the District Plan and has been classified as local purpose reserve (site for a community centre) under the Reserves Act 1977. A map attached at page A32 shows the location of the reserve and the area to be leased to the Community House. The area marked "A" shows the current leased area, and that marked "B" is the proposed additional lease area.

The Community House has operated from this site since 1978 when a Council owned building was relocated onto Barrons Green for their use. The building has been extended since that time and currently consists of a hall, lounge, storage room, playground and kitchen. The current lease was granted in June 2006 for a period of five years with one further term of five years, with a final expiry date of 1 June 2016.

The Community House operates as both an information centre and as an affordable venue for a diverse range of community activities. The Community House is used by approximately 15,000 people each year.

The Community House has requested that Council extend the building.

STRATEGIC CONTEXT

Community and leisure facilities and activities contribute to council's Wellbeing and Urban and Rural Village strategic and policy objectives by helping provide networks of appropriate and accessible public buildings key community focal points, and through a wide range of low cost, low impact community activities.

The Community Lease Policy states that "priority will be given to groups undertaking activities that will make a significant contribution to ... improving access to health, leisure and other services essential to mental and physical wellbeing". This policy was adopted in 1998.

The Local Government Act 2002 makes it Council's responsibility to promote the social, economic, environmental and cultural well being of the communities both in the present and the future.

ISSUES

Funding has been allocated in the 2007/2008 Annual Plan for an extension to the Community House building. Design work has been undertaken, and approval for the building design has been received from the Community House, Leisure Services and the Parks Design Review Team.

RESOURCES

There are no budget implications for granting the proposed extension to the leased area other than staff time.

CONCLUSION

It is recommended that the area leased to the Community House be increased to include the area of the proposed building extension.

RECOMMENDATIONS

1. That the Lease of Green Bay Community House report be received.
2. That the Chief Executive Officer be given authority to negotiate and conclude a new lease with the Green Bay Community House Society Incorporated for the extended Green Bay Community House and its grounds on Barrons Green, as shown on the plan attached at page A32 (part of Lot 22, Deposited Plan 47050) under section 61 of the Reserves Act, and the lease be executed and negotiated.

A32

Report prepared by: Tina Hemsworth: Manager Property Assets.



21 KEN MAUNDER PARK PROPOSED REDEVELOPMENT

GLOSSARY

Suburbs New Lynn Cricket Club and the Lynn Avon United Football Club (the Clubs)
Ken Maunder Park (the Park)

PURPOSE OF THE REPORT

The purpose of the report is to update the New Lynn Community Board on the proposed plans to redevelop Ken Maunder Park (the Park).

BACKGROUND

The Park hosts two sporting clubs, the Suburbs New Lynn Cricket Club and the Lynn Avon United Football Club (the Clubs). Both clubs have their own clubrooms and use the fields at different times throughout the year.

The Clubs put in a joint application to Council's Leisure Facility Partnership Fund in 2006/2007 to redevelop the cricket clubrooms to house both Clubs, remove the football club and build an indoor training facility on the Park to cater for the needs of both the clubs and the community. Council approved their application in February 2007 and allocated \$250,000 towards the project with the condition that they meet a number of criteria, including securing all the required funding and obtaining Resource and Building consent.

- “5. That the Finance and Operational Performance Committee endorse the recommendation by The Management Team that \$250,000 be allocated from the Leisure Facility Partnership Fund for the Suburbs New Lynn Cricket Club and Lynn Avon United Association Football Club for their proposal to upgrade the cricket clubrooms and construct an indoor training facility and that The Management Team is given the authority to manage and distribute these funds during the project’s development as required.
6. That the successful applicants, Green Bay High School, Suburbs New Lynn Cricket Club and Lynn Avon United Association Football Club, meet the stage three criteria and all other conditions as set out by The Management Team by 30 June 2008 and that the applicants and Council share the costs of producing a feasibility study and design work or the Finance and Operational Performance Committee can withdraw all remaining funding and require the applicants to reapply.”

119/2007

The Park is a citywide park and therefore jurisdiction for development on this park resides with the Infrastructure and Works Committee.

STRATEGIC CONTEXT

This project contributes to Council’s Urban and Rural Villages platform where the objective is to make the city a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

Leisure facilities and activities contribute to the well being of the City’s residents by providing recreation opportunities that promote health and social cohesion. The Council’s Leisure Strategy, Community Facility Plan, Parks Strategy and Revenue and Financing Policy guide the provision of facilities and activities to ensure that they are available to all residents, responsive to changing demands and provided efficiently. Council’s strategic objective for leisure is that a comprehensive range of leisure, recreation and sports services and facilities are provided.

To improve the well being of the City’s people and communities, Council provides and supports a diverse range of leisure opportunities through facility operation and development, direct funding, assistance to access other funding and support of activity initiatives

ISSUES

A33 The Clubs have worked in partnership with Council since having their application to the Leisure Facility Partnership Fund accepted. This has included consultation with Safe Waitakere, Leisure Services and Parks Assets. The proposed facilities do have some impact on the park itself and therefore the Clubs have worked with Parks Assets to develop a concept plan for the Park which sees the incorporation of the indoor training facility and the opportunity to make the Park more accessible and visible for the public (see proposed concept plan attached at page A33).

Below are details of the major changes being proposed to the Park:

Indoor training facility

A34 & A35 The two clubs are planning on building an indoor training facility to the north-east as you enter the Park from Binsted Road, just in front of the number one football field (see attachment at page A34). The facility will have four indoor cricket wickets to enable off season and wet weather training for local cricket players, and will be flexible enough to

cater for football and other sporting codes. The facility will be available for community uses up to 50% of the time with the other 50% to be utilised by the Clubs (see attachment at pages A35)

Renovation of cricket clubrooms

The Clubs plan to share the cricket clubrooms during their respective playing seasons. There will be some overlap between seasons but the Clubs believe with some renovations the clubrooms will be able to cater for the needs of both clubs. The plans include an expansion of the upstairs lounge with a larger balcony, an upgrade of the downstairs lounge into a more family friendly environment, and an upgrade of the changing facilities. There will be no change to the footprint of the existing building.

Relocation of the number one football field

The number one football field is nearing the end of its playing life and will need major renovations in the near future. The current proposed site for the indoor training facility would see it encroach on the existing number one field and therefore it will have to be shortened to a three quarter sized playing field to accommodate the new facility. The concept plan proposes upgrading the current number two field and making that into the new number one playing field, with the current number one field to be utilised as a training field.

Redevelopment of the car park

The current car park layout is poorly designed and ineffective. With the proposed changes the entire car park would be redeveloped to allow a greater number of car parks and greater flow throughout. The lighting would be upgraded to provide greater security and safety during the evenings.

Opening up the entrance way to the Park

A36 The new concept plan would see the opening up of the entrance way to the Park to allow greater visibility from the street. Currently the entrance way is very narrow with a lot of vegetation blocking the view shaft into the Park (see photos 1 and 2 attached at pages A36). The proposed changes would see the entrance way widened as part of the car park upgrade, and the removal and replacement of the vegetation, that is currently blocking the view into the park, with lower level planting.

Relocation of the public toilets

A37 The public toilets are currently located in the entrance way to the park (see photo 3 attached at page A37). The proposed changes would see these located elsewhere in the Park which would enable the entrance way to be widened as discussed above.

Removal of football clubrooms

A37 With the merger of the Clubs into the cricket clubrooms it creates the opportunity to completely remove the football clubrooms. This site will be redeveloped into either additional car parking or green space. The removal of the clubrooms will improve the view of the park from the street improving security (see photo 4 attached at page A37).

Onsite caretaker

The Clubs are proposing to provide a facility to house an onsite caretaker as part of the renovations of the cricket clubrooms. Council's Crime Prevention Project Leader and the local Police have endorsed this proposal stating it would improve the security and safety of the park.

Development of walking tracks around the Park

As part of the new concept plan an upgrade of the walking tracks around the Park is proposed to enable greater connectivity and access around the Park.

The concept plans have been presented to the Parks Design Review team who have approved the plans. The redevelopment of the Park is however contingent on the Clubs meeting the conditions of the Leisure Facility Partnership Fund which includes obtaining Resource and Building consents and raising all the funds required to fully construct the facilities. Parks Assets have given the Clubs until the start of October 2008 to demonstrate that the indoor training facility will go ahead. If the Clubs meet all the conditions Parks Assets have agreed to work with the Clubs in partnership to implement the upgrade of the Park as outlined in the concept plan in late 2009 and early 2010, subject to funding being approved through the Annual Plan process. If the indoor training facility does not go ahead the planned changes will not be implemented.

RESOURCES

Council has allocated \$250,000 from the 2006/2007 Leisure Facility Partnership Fund toward the proposed indoor training facility and renovations of the cricket club. There is no funding set aside in the 2006-2016 Long Term Council Community Plan for Parks Asset's contribution to the redevelopment of the Park. If the Clubs meet the criteria required of them by October 2008 Parks Assets will put up budget for consideration in the 2009/2010 Annual Plan.

CONCLUSION

Suburbs New Lynn Cricket and Lynn Avon United Football are proposing to amalgamate into the cricket clubrooms on Ken Maunder Park, demolish the existing football clubrooms and build a new club and community indoor training facility. As part of this concept, Parks Assets in partnership with the Clubs are proposing to make some improvements to the visibility, access and security to the Park.

Ken Maunder Park is a citywide park and therefore jurisdiction for development on this park resides with the Infrastructure and Works Committee.

RECOMMENDATIONS

1. That the Ken Maunder Park Proposed Redevelopment report be received.
2. That the New Lynn Community Board support the proposed plan for the redevelopment of Ken Maunder Park and recommend to the Infrastructure and Works Committee that the proposed plans be approved.

Report prepared by: Rob McGee: Leisure Services, Projects and Contracts Officer.

