

**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, 5 FEBRUARY 2007, COMMENCING AT 7.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 4 December 2006

RECOMMENDATION

That the minutes of the Meeting of the New Lynn Community Board held on Monday, Monday, 4 December 2006, 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;
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time; and
- (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**

Welcome back from the holiday break. It has certainly been a mixed bag of weather over the last two months. The Global Warming seems to be the topic around the world. In Auckland we had the coldest December since 1962 and in Wellington from even longer. In Holland over recent weeks their winter temperatures were often warmer than those in Christchurch.

Since our last meeting on 4 December 2006, some important decisions for our city have been announced.

Waitakere City Representation Review and New Ward Boundaries

Some major changes, which will affect the forthcoming elections, have been released. For our existing New Lynn Ward the boundary changes are:

- The inclusion of most of the Glendene area which will have 4 Councillors and 5 Community Board Members;
- Most of Titirangi will be part of the Waitakere Ward, which will have 2 Councillors and 5 Community Board Members.

I have not had the opportunity to view the exact boundary positions. The result of changes appears to be more a numbers game (population figures) rather than communities of interest.

New Lynn Railway Station

In December the good news came that the Government is supporting the proposed trenching of the railway line through New Lynn Township with \$120 million funding. This project will shape the future of the town, which will become a more vibrant and exciting place.

Speed Sign

A few months ago, I reported in my Chairman's report about new road speed signs that indicate the speed passing motorists are doing. Council has installed one near Palmers Garden Centre in Great North Road Glendene as a trial. I have asked the Group Manager: Asset Management, Tony Miguel, for Community Board input and comment for this project. A report will be presented shortly.

Minor Parks Projects

Taupiko Reserve, Green Bay - this reserve like some others is unusable for part of the year due to poor drainage. Mowing is therefore not being done as frequently as it should be. As part of a previous request to have swings installed, some drainage work would have been included. A flyer was distributed to the immediate residents to consult on this work. The reply we received for the installation of a swing was 50-50 for and against. Only 10 people replied. No further action at this stage has been taken on the swing. A further request has been made to provide the necessary drainage, which has now been commenced.

Only 7 months are left for our term in office as Elected Members of Council or Community Boards. Some of you may be retiring and others wish to continue serving the community. Good luck to all the future candidates.

RECOMMENDATION





That the Chairman's Report be received.








Pim van der Voort, JP





CHAIRMAN












6 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	There is a budget of \$100,000 in the 2006/2007 financial year for minor improvements to only this section of Great North Road. An investigation on the upgrade of the nine light poles to match the new lighting in Todd Triangle and Great North Road has been undertaken by a lighting consultant. An update with cost estimates for new lighting and other small improvements will be presented back to the New Lynn Community Board for comment in March 2007.	Andreas Lilley  836 8000 Ext: 8553
2.	Olympic Park Stream Restoration Officer's Report	The project is complete.	Debbie Chapman  836 8000 Ext: 8303
3.	Olympic Park New Bridge and Structures Officer's Report	Olympic Park new bridge works continued with the installation of the vertical columns and tension cables in late January 2007. Completion of the decking and balustrades and final reinstatement will be achieved by the middle of February 2007.	Andreas Lilley  836 8000 Ext: 8553
4.	Barron Green Carpark Development Officer's Report	The physical works contract for this carpark development was awarded in January 2007. Construction will commence at the beginning of February 2007, and is intended to be complete by the end of March 2007.	Andreas Lilley  836 8000 Ext: 8553





	Issue	Comments	Reporting Council Officer
5.	Barrons Green Playground Upgrade Officer's Report	A building consent is currently being sought and it is intended that the physical works will be carried out in March 2007.	Tracey Hamilton  836 8000 Ext: 8969
6.	Rewarewa Walkway Design Officer's Report	The initial investigations have revealed issues with the possible provision of a walkway in the area. Further investigations are now underway. A report will be presented to the New Lynn Community Board in early 2007.	Debbie Chapman  836 8000 Ext: 8303
7.	Hutchison Avenue - Street Litter and Weeds in Kerbs and Channels Officer's Report	Works have been completed.	Helen Swinburne  836 8000 Ext: 8758
8.	Facilities in the Park for BMX Bikes Officer's Report	Following community consultation with BMX bike users, a dirt BMX bike track will be trialled at Shadbolt Park beside the existing skate park. The dirt jumps will be formed using re-cycled spoil generated from the nearby Barrons Green Carpark construction. It is anticipated these works will take place in mid-February 2007.	Katharine Slack  836 8000 Ext: 8779
9.	Vodafone NZ Limited Structures at Lawson Park, Archibald Park and Golf Road Domain 2 May 2005 Resolution No. 721/2005	Negotiations between Vodafone NZ Ltd and Waitakere City Council on the terms and conditions of a telecommunications licence have concluded and a licence fee has been agreed. Council is now in the process of negotiating a share of the licensing fee with the three sports clubs.	Huia Kingi  836 8000 Ext: 8174
10.	Timber Pergola at Manawa Wetland 29 May 2006 Resolution No. 913/2006	The building consent is currently being processed but has been delayed due to a request for further information. Construction will begin once consents have been granted.	Katherine Slack  836 8000 Ext: 8779
11.	Naming of Internal Access Road at Olympic Park 3 July 2006 Resolution No. 1270/2006	The "Portage Eco Way" signs were installed in January 2007. This project is now complete.	Tracey Hamilton  836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
12.	<p>Community Board Minor Parks Projects 2 October 2006 Resolution No. 1875/2006</p>	<p>The status of each project is as follows:</p> <ul style="list-style-type: none"> • Green Bay Community Corner: The bench seat was installed in December 2006; • Prospect Park: Two picnic tables were installed in December 2006; • Harold Moody Reserve: Four seats were installed in December 2006; • Taupiko Reserve: The submissions received regarding the proposed swings raised that drainage of the reserve was a significant concern to the local residents. Drainage work, instead of the installation of swings, is now being carried out in February 2007 once the area is well dried out; • Poturi Reserve Swings: Awaiting confirmation from Poturi Stream Neighbourhood Support on their commitment to partially fund the proposed set of swings. 	<p>Laura Mitchell / Katherine Slack  836 8000 Ext: 8779</p>
13.	<p>Traffic Problem in Woodglen Road near Woodvale Intersection 3 April 2006 Resolution No. 550/2006 Public Forum</p>	<p>The option for a roundabout at this location is being developed. A report will be submitted to the New Lynn Community Board's 5 March 2007 or 2 April 2007 meeting.</p>	<p>Adam Moller  836 8000 Ext: 8750</p>
14.	<p>Rankin Avenue - Improved Lighting for a Pedestrian Crossing and Re- painting of Road Markings 3 July 2006 Public Forum</p>	<p>The road markings in Rankin Avenue have now been re-marked. The pedestrian crossing in Rankin Avenue will be placed on the 2006/2007 works programme for installation of new crossing flood lighting. This will be completed by 1 February 2007.</p>	<p>Paul Schischka  836 8000 Ext: 8742</p>
15.	<p>Rua Road Pedestrian Crossing 31 July 2006 Public Forum</p>	<p>Once the outcome of the accident investigation and pedestrian counts are available, a report will be submitted to the New Lynn Community Board at its meeting on 5 March 2007.</p>	<p>Hussam Abdul- Rassol  836 8000 Ext: 8961</p>

	Issue	Comments	Reporting Council Officer
16.	Traffic Safety Issues Outside 155 and 157 Golf Road 30 October 2006 Resolution No. 2049/2006 Public Forum	Council will be installing some improved signage on the bend in February 2007 and is investigating improving the street lighting and the road surface.	Duncan Campbell  836 8000 Ext: 8019
17.	Proposed Lease of Former Wardens Office to the Maori Wardens 30 October 2006 Resolution No. 2056/2006	The lease was approved by the Finance and Operational Performance Committee in November 2006. The Maori Wardens took up occupation under the lease in December 2006.	Tina Hemsworth  836 8000 Ext: 8130
18.	Titirangi Road pedestrian crossing near Croydon Road 30 October 2006 Resolution No. 2063/2006	Council officers are investigating a two step phasing for installing the pedestrian crossing. A report will be presented to the New Lynn Community Board at its meeting scheduled to be held on Monday, 5 March 2007.	Adam Moller  836 8000 Ext: 8750
19.	Glengarry Road Subdivision Issues 30 October 2006 Resolution No. 2048/2006 Public Forum	At an on-site meeting between nine residents, three Community Board members and two Council Managers on site on 27 November 2006, the Council Issue Resolution Manager offered to facilitate a further meeting between residents and Rob Earley, the developer proposing to divide 149J Glengarry Road into four Lots. That meeting was held on 18 December 2006, with two representatives of the owners meeting the developer. The outcome was that the developer would put new proposals to the existing residents which might fall short of building four houses on the site straight away. These would then be considered by the residents as a possible resolution to the conflict. The drafting up of what the developer specifically proposes is currently taking place.	Roger Wilson  8368000 Ext: 8086
20.	Intersection of Glendale Road and Oates Road 31 October 2005 Resolution No. 2076/2005 4 December 2006 Resolution No.	The effectiveness of the change to the intersection priority control at the intersection of Oates Road and Glendale Road as approved by the New Lynn Community Board will be monitored for a period of six months. A report will be presented to the Board at the conclusion of the six-month monitoring period.	Paul Schischka  836 8000 Ext: 8742

	Issue	Comments	Reporting Council Officer
	2312/2006		
21.	Parking congestion outside Konini School 4 December 2006 Public Forum	Council officers met Ms Long on site and agreed to put in a drop-off zone and a No Stopping parking restriction in Withers Road in the vicinity of Konini School for peak school times. A report will be presented to the 5 March 2007 meeting.	Paul Schischka  836 8000 Ext: 8742
22.	696 South Titirangi Road Footpath Repairs 4 December 2006 Public Forum	A Council officer visited the site and could not see any cracks apparent in the road. The footpath showed cracks and signs of apparent movement. These will be monitored.	Paul Schischka  836 8000 Ext: 8742
23.	New Lynn Community Centre Management Service 4 December 2006 Public Forum	The matter has been examined and resolved. It was noted that some confusion had arisen, some caused by communication difficulties and some by a lack of understanding of the processes at the Community Centre. It has been resolved that the group now has access to store their table tennis table and that all bookings have been approved. It has also been suggested to the group that there is to be one contact from the group that is multilingual to make communication easier.	Louis Rattray  836 8000 Ext: 8799
24.	Anzac Day Parade on Wednesday, 25 April 2007 Officer's Report	The purpose of this report is to seek appointment of a Board Representative(s) to attend Returned Services Association (RSA) Anzac Day Parades in the New Lynn Ward. In addition to the City's Dawn Parade at the Waikumete Cenotaph, each of the City's RSAs will host its own parade. The Council and the Community Boards are invited to nominate official representatives to attend these parades. The Council at its meeting to be held on Wednesday, 14 February 2007, will appoint Councillors to attend the various parades in the City. Appointments of Community Board Members to attend the community Anzac Day Parades is now referred to the Board for its consideration. The venues and times are as follows: New Lynn 9.30 am Titirangi 10.30 am Glen Eden 11.00 am.	Tracy Haggo  836 8000 Ext: 8810

	Issue	Comments	Reporting Council Officer
25.	Representation Review Basis of Election (Ward Boundaries) Board Members Request	<p>On 19 December 2006, the Local Government issued its Determination concerning Council's Final Representation Review Proposal. This retains 4 wards to be known as Massey, Henderson, New Lynn and Waitakere. The ward boundaries have been altered from those in current use in order to comply with the fair representation (population per Elected Member) requirements as well as objections received concerning Council's Final Representation Review Proposal. The number of Councillors per proposed ward reflects these changes as follows:</p> <p>Massey - 4 Henderson - 4 New Lynn - 4 Waitakere – 2.</p> <p>A Community Board has been retained for each ward. All the Community Boards will comprise 5 Elected Members and 2 Councillors appointed from the ward concerned.</p> <p>The Determination made by the Local Government Commission will take effect from the 2007 Triennial Elections. The Local Government Commission's Determination is subject to appeal only on matters of law.</p> <p>This matter is being reported to the Finance and Operational Performance Committee on 12 February 2007. A full report will be presented to all 4 Community Boards at their March 2007 meetings.</p>	<p>Charlie Inggs ☎ 836 8000 Ext 8854</p>
26.	Expressions of Interest in attending the New Zealand Community Boards 2007 Conference Officer's Report	<p>This conference will be held at the TelstraClear Pacific Events Centre, Manukau City, from 7 to 9 June 2007, with the theme - "Leading to Safer Communities". Early Bird Registration has been extended to 31 March 2007.</p> <p>Expressions of interest were sought from Community Board Members who wish to attend in December 2006. 15 of the 22 Community Board Members expressed interest. Community Board members are asked to advise of any changes to the indications they gave in December 2006 as to their interest in attending.</p> <p>A formal report will be presented to all four Community Boards in March 2007, by which time the final Conference Programme will be available.</p>	<p>Charlie Inggs ☎ 836 8000 Ext: 8854</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	1 August 2005 Resolution No. 1445/2005 Last updated 30 October 2006	5 March 2007	Tony Miguel  836 8000 Ext: 8294
Council/Police Liaison Group	4 September 2006 Resolution No. 1638/2006 Public Forum	5 February 2007	Mark Maxlow  836 8000 Ext: 8713
Parking Issues on Highland Avenue and Consent Status of the Business in Titirangi Road Opposite Highland Avenue	4 December 2006 Resolution No. 2306/2006 Public forum	5 March 2007	Paul Schischka  836 8000 Ext: 8742
Cartwright Road – Improvement of Footpath and Vehicle Crossings	4 December 2006 Resolution No. 2315/2006	2 April 2007	Brent Piggot  836 8000 Ext: 8716

RECOMMENDATIONS

1. That the Committee Secretary's Report for 5 February 2007 be received.
2. That the New Lynn Community Board appoint a representative(s) to attend the Anzac Day Parades on Wednesday, 25 April 2007 as follows:

New Lynn 9.30 am

Titirangi 10.30 am

Glen Eden 11.00 am.

Report prepared by: Audrey Chan, Committee Secretary.



7 GRANTING OF NEW LEASE IN RESPECT OF GREEN BAY KINDERGARTEN

PURPOSE OF THE REPORT

The purpose of this report is to consider granting a new lease to Green Bay Kindergarten, which is located within the New Lynn Ward of Waitakere.

BACKGROUND

General

Green Bay Kindergarten was established under the Auckland Kindergarten Association (the "Association") as a constituent kindergarten. The Association is a charitable trust pursuant to the Charitable Trusts Act 1957 and governs constituent kindergartens established pursuant to the rules of the Association. In this respect, the lease to Green Bay Kindergarten is granted to the Association on behalf of the kindergarten.

The Association has requested that Council grant new leases of ten years in respect of each kindergarten within each of the wards of Waitakere.

It is considered that as a number of leases to the Association have expired or are due to expire that new standard form leases of five years with one renewal of five years are granted in respect of each kindergarten so that all leases have a standard expiry of 2017.

As well, Community Boards have the delegated authority to approve new lease agreements. The Green Bay Kindergarten is within the New Lynn Ward and therefore this Community Board has the authority to approve the proposed new lease.

Green Bay Kindergarten

Green Bay Kindergarten is located at 10 La Rosa Street, New Lynn. The kindergarten was established in 1968 and was granted a 20-year lease for the purpose of providing early childhood education. There are currently 30 children enrolled with a waiting list of 46 children.

Green Bay Kindergarten occupies part of La Rosa Gardens, which is classified as a local purpose (community buildings) reserve under the Reserves Act 1977, and is part of Lot 64 on DP 54161.

The existing lease in respect of the kindergarten commenced in 2006 with a right of renewal in 2011 and a final expiry date of 2016.

STRATEGIC CONTEXT

Council's Community Leases Policy was adopted in 1998 and provides that priority for leases will be given to groups that increase participation in community activities and improve access to education and learning activities. Also priority is to be given to groups able to demonstrate a proven need and strong community support for the services they offer.

The Community Leases Policy provides for a standard five-year term and it is proposed that leases of this term should be granted. In addition, the Lease Assessment Team has assessed that the standard minimum fee should apply for each lease.

Through the adoption of the priority of First Call for Children in 1993, Council stated its commitment to proactively supporting children, young people and their families in Waitakere City.

Waitakere City supports a wide range of groups in the community who provide local services and activities on a voluntary or “not for profit” basis

ISSUES

The Association has requested that all of Council’s leases in respect of kindergartens are re-aligned to terms of five plus five years – and that all leases are on standard forms. This is so that all leases to the Association expire around the same time in 2017 and that all leases are granted on the same terms.

To re-align the terms of these leases it is proposed that:

- (a) the existing lease in respect of Green Bay Kindergarten is surrendered by the Association; and
- (b) a new standard form of lease is granted by Council to the Association in respect of Green Bay Kindergarten for a term of five years with a right of renewal of five years, with a final expiry date of 2017.

The main terms of the lease are:

- (a) that the tenant is required to maintain the building;
- (b) that the lease complies with section 61 Reserves Act 1977 and may be terminated where the premises are not being sufficiently used for early childhood education and related community activities;
- (c) that the termination provision enables Council to terminate the lease (with notice) where the premises are required for another purpose, that is in Council’s opinion, of greater public interest.

RESOURCES

There are no budget implications for granting new leases to the Association other than staff time.

CONCLUSION

It is proposed that a new lease in respect of Green Bay Kindergarten is granted to the Association for a period of five years with one right of renewal of five years in accordance with Council’s lease policy.

RECOMMENDATIONS

1. That the Granting of New Lease in respect of Green Bay Kindergarten report be received.
2. That the Chief Executive Officer be given authority to negotiate and grant a lease to the Auckland Kindergarten Association on behalf of Green Bay Kindergarten in respect of the part Lot 64 of DP 54161 under section 61 of the Reserves Act 1977.

Report prepared by: Huia Kingi, Legal Officer, Leisure Services.



8 **HIGHLAND AVENUE, TITIRANGI - 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 reduce the recently installed No Stopping At All Times parking restriction in Highland Avenue, Titirangi.

BACKGROUND

Mr Lawson, a resident from 1 Highland Avenue (Mr Lawson) attended the 4 December 2006 Community Board meeting to express his concern about the recently installed No Stopping At All Times parking restriction outside his house, and the New Lynn Community Board resolved as follows:

"That a report be brought back on the parking issues raised about Highland Avenue, that no further work be undertaken meanwhile, and to examine the issue of consent status of the business in Titirangi Road almost opposite Highland Avenue."

(2306/2006)

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

The existing No Stopping At All Times parking restriction starts at the intersection of Deane Avenue and extends east to the intersection of Titirangi Road. It operates between the hours of 8.30am to 5.30pm Monday to Friday. Mr Lawson advised the New Lynn Community Board that he was never in favour of the proposal and would like the restriction to be excluded from his property frontage. Mr Lawson believes that as there is already a No Stopping At All Times parking restriction marked out on the road opposite his property, there would still be sufficient room for vehicles to pass a parked vehicle safely.

Highland Avenue is classified as a local road in the District Plan and has an estimated traffic volume of 1,500 vehicles per day.

Some No Stopping At All Times parking restrictions have already been placed in Highland Avenue close to the intersection with Titirangi Road. On the south side the existing restriction extends from the intersection with Titirangi Road to the edge of the vehicle crossing of 2B Highland Avenue. On the north side the existing restriction extends into Highland Avenue from the intersection with Titirangi Road by a distance of 13 metres.

There is a business 'Face and Body' located at 298 Titirangi Road, close to the intersection with Highland Avenue. The resident requesting the removal of the No Stopping At All Times parking restriction outside his property has spoken to the Face and Body business. They have assured him that when their staff park in Highland Avenue, they have been asked to park on the south side only. To date they are complying with this request.

The carriageway of Highland Avenue is 8 metres wide kerb face to kerb face. When vehicles are parked on both sides of a carriageway of this width, the remaining clear carriageway is sufficient for a single lane of traffic only. This situation normally does not warrant a parking restriction in a road that is not an arterial route, or does not have high traffic volumes, provided that drivers are able to see approaching traffic.

This stretch of Highland Avenue that runs between Deane Avenue and Titirangi Road is relatively short, about 85 metres with average site visibility. Traffic volumes using Highland Avenue are estimated at 1,500 vehicles per day. This is somewhat more than is typical for a road classed as a local road.

There is a slight crest in Highland Avenue between the intersection with Deane Avenue and Titirangi Road which limits sight lines to approaching traffic. There is sufficient forward sight distance to stop, but the distance available is close to the minimum needed.

For this reason it is recommended that the new No Stopping At All Times parking restriction be reduced in length and would not include the frontage of the road outside number one Highland Avenue.

Consultation has not been done regarding this matter as the changes would only affect the property of number one Highland Avenue and it is this resident who has requested the change.

A1

The location of the proposed changes is indicated on attachment at page A1.

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 the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new parking restriction can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

CONCLUSION

The proposal to reduce the recently installed No Stopping At All Times parking restriction in Highland Avenue, Titirangi is recommended.

RECOMMENDATIONS

1. That the Highland Avenue, Titirangi - No Stopping At All Times Parking Restriction report be received.
2. That in relation to **HIGHLAND AVENUE, GREEN BAY:**
 - (a) That all existing parking restrictions or limitations currently applicable to **HIGHLAND AVENUE** imposed by any prior resolution (including resolutions by 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 authorized to be concluded in the normal manner.

- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the 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 **HIGHLAND AVENUE** starting from the point where the kerb line meets the west kerb line of **DEANE AVENUE** and extending to a point a further 27 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the north kerb line of **HIGHLAND AVENUE** starting from a point 11 metres east of the point where the kerb line meets the east kerb line of **DEANE AVENUE** and extending to a point a further 25 metres east along the kerb line a new **NO STOPPING 8.30am MONDAY TO 5.30pm FRIDAY** parking control 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 limitations and restrictions.

Report prepared by: Jane Harris, Transport Technician.



9 **AVONLEIGH ROAD, GREEN BAY - NO STOPPING AT ALL TIMES RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to extend the No Stopping At All Times parking restriction in Avonleigh Road, Green Bay.

BACKGROUND

The Pinesong Residents Committee in Avonleigh Road, has recently written to the Council requesting an extension to the existing No Stopping At All Times parking restriction. This request is for a ten-metre extension from the Pinesong entrance way. The request is largely due to the construction work currently taking place at Pinesong. This work is likely to continue for another 12 months and it causes daily parking congestion on Avonleigh Road due to construction workers parking on the road outside the entrance to Pinesong.

STRATEGIC CONTEXT

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

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

ISSUES

Avonleigh Road is classified as a collector road in the District Plan and therefore has significant traffic volumes. Many of the elderly drivers who reside at Pinesong find it dangerous when attempting to turn right out of Pinesong into Avonleigh Road. There is a small No Stopping At All Times parking restriction on Avonleigh Road outside the entrance to Pinesong that is about three metres long. The request from Pinesong is to extend this No Stopping At All Times parking restriction a further ten metres. This will ensure vehicles are parked well back from the entrance to Pinesong making visibility better when the residents are exiting the driveway.

There was no consultation carried out as the proposed extension to the No Stopping At All Times parking restriction will be entirely outside Pinesong who made the initial request.

A2 The location of the proposed changes is indicated on attachment at page A2.

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 the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed extension to the No Parking At All Times parking restriction can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

CONCLUSION

The proposal to extend the No Stopping At All Times parking restriction by ten metres in Avonleigh Road, Green Bay is recommended to improve traffic safety.

RECOMMENDATIONS

1. That the Avonleigh Road, Green Bay - No Stopping At All Times Parking Restriction report be received.
2. That in relation to **AVONLEIGH ROAD, GREEN BAY:**
 - (a) That all existing parking restrictions or limitations currently applicable to **AVONLEIGH 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 controls be now resolved to be specified and imposed, namely,
 - (i) On the **EAST** kerb line of **AVONLEIGH ROAD** starting from a point three metres back from the entry/exit vehicle crossing and

extending north a further ten 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: Jane Harris, Transport Technician.



10 **SOUTH TITIRANGI ROAD, TITIRANGI - NEW NO STOPPING AT ALL TIMES RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for new No Stopping At All Times restriction outside numbers 575, 577, 579, 581 and 583 South Titirangi Road.

BACKGROUND

A resident of South Titirangi Road recently contacted the Council with concerns regarding vehicles parking on the bend and partially on the grass berm/footpath of this section of South Titirangi Road. The resident requested that the Council consider installing a No Stopping At All Times restriction on the road to eliminate this risk.

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 At All Times restriction can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The concerned resident mentioned that vehicles are constantly parking very close to the driveways, which reduces the sight distance for drivers when exiting driveways onto South Titirangi Road and this causes a safety hazard.

South Titirangi Road is classified as a collector road, and in parts is quite narrow. When vehicles park on the bends, visibility is reduced and this creates a traffic hazard when vehicles are passing other vehicles.

A Council officer visited the site and investigated the issue. According to Land Transport New Zealand's 'Guideline for Visibility at Driveways', for the type of the driveways such as number 575 South Titirangi Road, drivers should have a sight distance of at least 45 metres in order to enter into the adjacent road lane safely. Based on this requirement, it is proposed to install No Stopping At All Times restrictions along the front of driveways of Numbers 575, 577, 579, 581 and 583 South Titirangi Road. This is to ensure that drivers exiting from those driveways on to South Titirangi Road are able to gain sufficient sight distance.

The occupants of properties affected by the proposed No Stopping At All Times restriction were consulted. One response was received, which was in favour of the proposed No Stopping At All Times restriction.

A3

The locations of the proposed new No Stopping At All Times restriction are shown on the aerial photograph in attachment at page A3.

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 the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed New No Stopping At All Times Restriction can be implemented under the 2006/2007 Annual Plan maintenance budgets.

CONCLUSION

The proposed new No Stopping At All Times restriction is recommended to ensure that vehicles do not obstruct the vehicle crossings and no longer park in a dangerous manner on the bend.

RECOMMENDATIONS

1. That the South Titirangi Road, Titirangi - New No Stopping At All Times Restriction report be received.
2. That in relation to **SOUTH 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 controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **SOUTH TITIRANGI ROAD** starting from the north boundary of property number 575 and extending south to the southern boundary of property number 583 a new **NO STOPPING AT ALL TIME** 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.



11 **ARAOHE ROAD, NEW LYNN - NEW NO STOPPING AT ALL TIMES CONTROL**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for installation of a new No Stopping At All Times control on the east side of Arahoe Road, New Lynn, between the vehicle crossings of property numbers 14 and 16.

BACKGROUND

A resident of Arahoe Road has recently contacted the Council requesting that a new No Stopping At All Times control be installed between the vehicle crossings of property numbers 14 and 16, to discourage drivers from parking in a location which obstructs the access to the adjacent vehicle crossings.

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 controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The length of kerb line between the vehicle crossings of numbers 14 and 16 Arahoe Road is approximately five metres. This length of kerb line is insufficient to park a car without obstructing access to one or both of the associated properties. The resident who requested that the Council install the new No Stopping control has observed that vehicles delivering children to and from the nearby Arahoe Primary School have parked between the vehicle crossings and obstructed the adjacent vehicle crossings on a number of occasions. Installing a new No Stopping At All Times control in this location would discourage drivers from parking over these vehicle crossings.

The occupants of nearby properties were consulted regarding the proposed changes by letter. One favourable reply was received.

A4

The location of the proposed new parking control is shown on the aerial photograph attached at page A4.

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 the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed markings and signage changes can be implemented under the 2006/2007 Annual Plan maintenance budgets.

CONCLUSION

The proposed installation of a new No Stopping At All Times control in Arahoe Road, New Lynn, is recommended to ensure the vehicle crossings of residential properties are not obstructed by parked vehicles.

RECOMMENDATIONS

1. That Arahoe Road, New Lynn - New No Stopping At All Times Control report be received.
2. That in relation to **ARAOE 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 be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **ARAOE ROAD** starting from a point on the south edge of the driveway of number 14 **ARAOE ROAD** and extending to a point on the north edge of the driveway of number 16 **ARAOE ROAD** east along the kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That 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: Jinjiang Zhong, Transport Engineer.



12 GILLIAM STREET, NEW LYNN - NEW NO STOPPING AT ALL TIMES RESTRICTION AND BUS STOP MARKING

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 Restriction and a Bus Stop marking in Gilliam Street, New Lynn.

BACKGROUND

A resident of Gilliam Street has contacted the Council requesting that new No Stopping Controls be installed in Gilliam Street, at a crest section of the road. The resident is concerned that parked vehicles create a safety hazard to the flow of traffic when parked at the above location and has requested the Council to consider installing a No Stopping At All Times restriction to eliminate the safety hazard.

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 controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

Road centre lines can be applied to calm traffic on roads by restricting vehicles to the left hand side of the road.

ISSUES

The concerned resident outlined that there is a crest in the road outside Number 2 Gilliam Street and when a vehicle approaches the crest, it is hard for the driver to see vehicles approaching from the other direction. The Council engineers' survey reveals that the sight distances for vehicles approaching the crest is relatively low.

The resident stated that cars were often parked on both sides of the road next to the crest. This is undesirable as it will force vehicles approaching the crest from both directions to cross the centre line in order to avoid a collision with parked vehicles. Due to the limited sight distance for drivers approaching the crest, there is a potential for a head on collision.

It is therefore recommended to remove the parking spaces and to install a No Stopping At All Times restriction on one side of the road, near the crest, in order to ensure vehicles will be able to pass the crest freely, without the need to move across the centre line.

Bus Stop Marking

Vehicles have been observed parking in the existing bus stop outside 2A Gilliam Street. It is illegal to park within six metres either side of a regulatory bus stop sign. Therefore installing the bus stop marking will discourage people from parking in a location dedicated as a bus stop.

A consultation letter outlining the proposed changes was sent to the properties nearby. No replies were received.

A5 The locations of the proposed new No Stopping At All Times restriction and centre line are indicated on attachment at page A5.

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 the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed road markings can be implemented under the 2006/2007 Annual Plan transport assets maintenance budget.

CONCLUSION

The proposal to install a new No Stopping At All Times restriction in Gilliam Street is recommended to improve road user safety.

The proposed new Bus Stop marking at the existing bus stop outside 2A Gilliam Street is recommended to warn drivers that it is illegal to park at a bus stop.

RECOMMENDATIONS

1. That the Gilliam Street, New Lynn – New No Stopping At All Times Restriction and Bus Stop Marking report be received.
2. That in relation to **GILLIAM 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 controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **GILLIAM STREET** starting from the end point of the existing no stopping control which starts from **GOLF ROAD** and extend to a point 15 metres further south from the north edge of the vehicle crossing of 2A **GILLIAM STREET** a new **NO STOPPING AT ALL TIMES** control be put in place.
 - (ii) on the west kerb line of **GILLIAM STREET** start from a point on the south edge of the vehicle crossing of 2A **GILLIAM STREET** and alongside the kerb line extend to a point 15 metres further south a new **BUS STOP** marking control 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 limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



13 WITHERS ROAD, KAURILANDS - NEW BUS STOP MARKING

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new bus stop marking in Withers Road, Kaurilands.

BACKGROUND

A member of the public has contacted the Council with concerns that vehicles are being regularly parked in the bus stop in Withers Road, Kaurilands outside Withers 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.

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

ISSUES

There is an existing bus stop in Withers Road, Kaurilands outside Withers Reserve. This stop currently has a bus shelter and a standard regulatory bus stop sign. It is illegal to park a vehicle which is not a bus within six metres of a bus stop sign.

To encourage drivers to comply with the existing restriction indicated by the regulatory sign it is proposed that a new bus stop road marking be installed to supplement the sign. The installation of a marking has proven to be an effective measure in other cases where compliance with a sign only has been poor.

A consultation letter was sent to occupants of properties adjacent to the proposed new bus stop marking. The results of this consultation will be reported to the Community Board at the meeting at which this report is presented.

A6

The location of the proposed changes is indicated on attachment at page A6.

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 the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed new bus stop marking can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

CONCLUSION

The proposal to install a new bus stop marking in Withers Road, Kaurilands is recommended to encourage drivers not to park in an existing bus stop.

RECOMMENDATIONS

1. That the Withers Road, Kaurilands - New Bus Stop Marking report be received.
2. That in relation to **WITHERS ROAD, KAURILANDS:**
 - (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 **WITHERS ROAD** starting from a point 73 metres east of the point where the kerb line meets the east kerb line of **KASHMIR ROAD** and extending east along the kerb line to a point a further 18 metres west a new **BUS STOP** parking control 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: Paul Schischka, Transport Engineer.



14 **2006/2007 MINOR SAFETY WORKS AND ACCIDENT INVESTIGATION SAFETY WORKS**

PURPOSE OF THE REPORT

The purpose of this report is to provide the New Lynn Community Board with information about locations and type of treatments for projects that will be implemented under this financial year's Minor Safety Works and Accident Investigation Safety (AIS) Works budgets.

BACKGROUND

The Council undertakes crash reduction studies every three years to identify high accident sites within Waitakere and recommends appropriate treatments to address the issues at each site; the latest study report was carried out in November 2006.

Requests received from the public or Elected Members can also be included with the AIS list of works.

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.

The Council's main principle is that safety is not negotiable; implementing the recommendations of the crash reduction studies will significantly reduce vehicle crashes and road user injuries in Waitakere.

ISSUES

Over the past few years the Council has achieved significant improvements in reducing the number of crashes per 10,000 people compared to those of other major cities in New Zealand.

Land Transport New Zealand (LTNZ) provides funding assistance for AIS up to 53%. This is intended to match estimated resources achieving the Government's national targets of traffic death and injury reduction by 2010.

The Minor Safety Works usually involve projects having value less than \$150,000 each, as specified by LTNZ. Generally these projects address issues involving public safety concerns or sites where numbers of injury crashes are reported to the police. These sites are usually dealt with at greater urgency and are given higher priority. But due to budget limitations there may be some sites that cannot be included in the current year's budget, these are usually deferred to the following year.

The AIS Works are generally projects with similar safety issues but with construction costs greater than \$150,000 each.

The Council's annual priority lists for both AIS Works are based on a points system. This takes into account accident records, cost, road hierarchy, traffic volumes, pedestrian volumes, significant public facilities and adverse physical characteristics. The priority is then refined further to take into consideration other capital works taking place within the vicinity.

RESOURCES

The proposed works can be implemented from the approved 2006/2007 Annual Plan include funds for Minor Safety Works of \$1,100,000 which is approximately 8% of the total annual maintenance budget for the Council. The AIS Works budget is \$600,000.

CONCLUSION

The Council has achieved significant improvements in terms of safety in the past few years by addressing problems at sites with an accident record.

There are two subsidised line item budgets within the 2006/2007 Annual Plan to address safety issues and high crash sites every year, Minor Safety Works for project value of less than \$150,000, the other line item is AIS Works for projects having value of more than \$150,000.

Selection of sites listed within the two lists generally come from the crash reduction studies or from complaints or requests submitted for the Council's traffic engineers' attention. Engineers then prioritise these sites based on a points system which takes into account many criteria and the cost/benefit criteria provided by LTNZ.

RECOMMENDATION

That the 2006/2007 Minor Safety Works and Accident Investigation Safety Works report be received.

Report prepared by: Hussam Abdul-Rassol, Transport Planning & Design Manager:
Transport Assets.



15 GARDNER AVENUE, NEW LYNN - SPEED ISSUES

PURPOSE OF THE REPORT

The purpose of this report is to provide feedback to the New Lynn Community Board of a traffic survey carried out on Gardner Avenue, New Lynn.

BACKGROUND

This report is in response to a request from the New Lynn Community Board, 1 May 2006, to survey Gardner Avenue traffic trends after the installation of the Local Area Traffic Management (LATM) work last year, and compare it to the results prior to installation to find out if there is any improvement in driving behaviour, and to give effect to the following resolution:

“That the Road Survey tabled by WD Buchanan be referred to Council Officers.”

(694/2006)

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.

Self enforcing traffic calming, exemplified by well shaped and well distributed speed control humps, clearly addresses safety and amenity. Speeds are generally reduced to 20/30 kilometres per hour (kph) at the humps, and to 40/50 kilometres per hour (kph) between them.

ISSUES

A survey of vehicular traffic outside number 14 Gardner Avenue was carried out in November 2006. The results were compared with a survey carried out in March 2004, before the safety measures were implemented. The before and after surveys included 24 hours and were carried out over a week.

The average daily traffic volume taken in March 2004 was 1,057 vehicles per day in both directions. Since the introduction of the traffic calming measures, at the same location in November 2006, the daily traffic volume is 818 vehicles per day in both directions. There is 23% drop in traffic on Gardner Avenue.

The 85th percentile speed taken in March 2004 was 60 and 61 kilometre per hour (kph) travelling north and south bound direction respectively, i.e., 85% of motorists travelled at a speed less than, or equal to 60 kph over a period of seven days. However, since the introduction of the traffic calming measures, the same location in November 2006 shows the 85th percentile speed is now 32 and 36 kph in the north and south bound direction respectively. There is a significant drop in speed on both directions.

Another traffic survey was also carried out on the adjacent parallel roads of Parker Avenue and Willerton Avenue in November 2006. The average daily traffic volume is 3,774 and 1,503 vehicles per day respectively. These volumes are typical local road traffic volumes and are within the road volume capacity. The 85th percentile speed for both roads is 58 kph.

RESOURCES

No resources are required.

CONCLUSION

The traffic calming measures installed in Gardner Avenue, New Lynn have achieved the following:

- Traffic volumes and average speed had been significantly dropped after the introduction of the traffic calming measures.
- The speeding problem on Gardner Avenue has been mitigated after the installation of LATM devices last year.
- Traffic volumes on the adjacent parallel roads of Parker Avenue and Willerton Avenue are within the road capacity.

RECOMMENDATION

That the Gardner Avenue, New Lynn - Speed Issues report be received.

Report prepared by: Honwin Shen, Senior Transport Engineer: Data and Models.



16 **PROPOSED TRAFFIC ISLAND AND NEW NO RIGHT TURN CONTROL - WEST COAST ROAD AND CAPTAIN SCOTT ROAD, GLEN EDEN**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to install a traffic island on the central median at the intersection of West Coast Road and Captain Scott Road, Glen Eden, and to permanently ban the right turning movements of all vehicles from West Coast Road into Captain Scott Road, Glen Eden.

BACKGROUND

The intersection of Captain Scott Road and West Coast Road was part of the 2005/2006 Crash Reduction Study undertaken by Opus Consultants Ltd for the Council. There is a significant crash history involving turning vehicles that needs to be addressed.

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.

Council has a responsibility to provide for the well being of its community in terms of social, cultural, economic and environmental outcomes. In this context, ensuring public safety is of paramount importance.

ISSUES

Description

West Coast Road is a district arterial route that carries approximately 20,000 vehicles per day, and Captain Scott Road is a local road with traffic volumes of approximately 3,600 vehicles per day. Currently, right turns are banned out of Captain Scott Road.

At present, traffic turning right from West Coast Road into Captain Scott Road experience problems due to west bound queuing on West Coast Road, and exiting traffic from Captain Scott Road have difficulty entering the traffic stream. Vehicles turning right into Captain Scott Road can also disrupt east bound traffic on West Coast Road when waiting to turn.

Crash Statistics

A search of the Land Transport New Zealand database shows that for the past five years, these proposed measures will address six reported turning crashes (including one injury) and several rear end collision type crashes associated with vehicles waiting to turn into Captain Scott Road.

Proposed Works

It is proposed to permanently ban the right turning movements of vehicles at the intersection of West Coast Road and Captain Scott Road. This ban will be indicated with No Right Turn signs. In addition, a traffic island will be constructed on the central median that will physically prevent drivers making prohibited right turn manoeuvres. Traffic intending to turn right will be able to do so at either Glendale Road or Bowers Road.

Residents will be advised of the proposed changes by information sheets delivered to properties in the immediate vicinity to the intersection.

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 the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

The proposed works are estimated to cost \$20,000 (excluding GST) and can be funded from the 2006/2007 Annual Plan Minor Safety budget.

CONCLUSION

There are a number of crashes at the West Coast Road and Captain Scott Road intersection that involve vehicles turning right into or out of Captain Scott Road. To prevent accidents of this type occurring it is proposed to install a traffic island on the central median and permanently ban the right turning movements of all vehicles at the intersection of West Coast Road and Captain Scott Road.

RECOMMENDATIONS

1. That the Proposed Traffic Island and New No Right Turn Control - West Coast Road and Captain Scott Road, Glen Eden report be received.
2. That approval be given to install a traffic island in **WEST COAST ROAD** at the intersection with **CAPTAIN SCOTT ROAD** in a location that would prevent vehicles turning right into or out of **CAPTAIN SCOTT ROAD** from **WEST COAST ROAD**.
3. That in relation to the intersection of **WEST COAST ROAD** and **CAPTAIN SCOTT 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 controls be now resolved to be specified and imposed, namely,
 - (i) A **NO RIGHT TURN** control prohibiting vehicles from turning right out of **CAPTAIN SCOTT ROAD** into **WEST COAST ROAD**.
 - (ii) A **NO RIGHT TURN** control prohibiting vehicles from turning right out of **WEST COAST ROAD** into **CAPTAIN SCOTT ROAD**.
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: Duncan Campbell, Senior Transport Engineer



17 **BOARD MEMBERS' REPORTS**

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

NEW LYNN COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Gayle Marshall Pim van der Voort (alternate)
Keep Waitakere Beautiful Committee	Elizabeth Francke
Waitakere Citizen Advice Bureau	Gayle Marshall
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort Sandra Taylor (alternate)
Council/Police Liaison Group	Elizabeth Francke Sandra Taylor
New Lynn Citizens Advice Bureau	Elizabeth Francke
Youth Advocacy Advisory Group	Gayle Marshall William Buchanan (alternate)
Waitakere Road Safety Steering Group	William Buchanan Elizabeth Francke (alternate)
COUNCIL COMMITTEES	
Hearings Committee	Elizabeth Francke Sandra Taylor (alternate)
Community Sports Fund Allocation Subcommittee	William Buchanan Gayle Marshall (alternate)
Long Term Council Community Plan and Annual Plan Special Committee	Pim van der Voort Gayle Marshall (alternate)
COMMUNITY BOARD SUBCOMMITTEE	
New Lynn Community Board Street Events Subcommittee	William Buchanan
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Francke Sandra Taylor

