



**AGENDA FOR A MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD IN THE  
COUNCIL CHAMBER, AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,  
HENDERSON, WAITAKERE, ON MONDAY, 2 NOVEMBER 2009,  
COMMENCING AT 7.15 PM**

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**AGENDA FOR A MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD IN THE COUNCIL CHAMBER, AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON MONDAY, 2 NOVEMBER 2009, COMMENCING AT 7.15 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 5 October 2009

**RECOMMENDATION**

It is recommended that the New Lynn Community Board resolve to:

**Receive** the minutes of the meeting of the New Lynn Community Board held on Monday, 5 October 2009, as circulated, and that they 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 CONFLICTS OF INTEREST**

The Council has acknowledged in its Code of Conduct that Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



## 5 PRESENTATION FROM NEW ZEALAND POLICE

Provision has been made on this agenda for a representative from the New Zealand Police to update the New Lynn Community Board on matters in the New Lynn Ward.



## 6 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(7)(a) 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.



## 7 CHAIRMAN'S REPORT

### RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

**Receive** the Chairman's Report dated 2 November 2009.

### **REPORT**

#### **Christmas in the Park**

Christmas is galloping up and for me it is only 44 days until "Christmas in the Parris Park" - I am on the organising committee (The Festival Trust). This event has been, and still is, a challenge due to funding issues. A big thank you to the Council who still supports this event and also to the two Licensing Trusts without who this event would not have gone ahead. Due to the number 4 field being closed for resurfacing, the event has been moved onto the number 1 field which brings a different sort of challenge but we (The Festival Trust) will work around anything to assure our communities have an enjoyable, and free, Christmas Variety Show. Just to make everybody aware - a problem arose of the liquor ban in parks. When applying for a liquor license, we were informed that as the ban was by way of a bylaw, the application may have needed to go to a Council Committee for approval. This was the first application to be presented after passing of the bylaw and it was a bit confusing on how it should be dealt with. Thank you to Council officers and Councillors who became part of this discussion and all has been clarified. The situation is that a license will not be issued for after 9 pm. A special license is required for that.

## Whau

I attended a meeting between the Avondale Community Board, Friends of the Whau and Project Twin Streams. Meredith Youngson presented on Project Twin Streams and the possibility of the Whau becoming an initiative for the Avondale Community Board. This would help in keeping our area of the Whau tidier and would create a working relationship with the Avondale Community.

## New Lynn

At the Liaison Group meeting, Fletchers informed that work on the trenching was around four weeks ahead of schedule and moving forward with not too many problems. The changes to Clark Street are under way and we need to keep the public informed that the inconvenience now will produce a benefit to everybody in the future. I have attended two meetings regarding setting up of the Business Improvement District for New Lynn and will work with the business and retail sector in providing the best outcome for all concerned. The challenge is huge as LynnMall draws the majority of customers. It is looking positive and discussions have been varied and interesting.

## Awards

I attended the Te Taumata Runanga Awards on 15 October 2009 and much to my surprise received an award of recognition along with Councillors Penny Hulse, Janet Clews, Judy Lawley, Linda Cooper and Waitakere Community Board Chairman Kubi Witten-Hannah. The Kapa Haka group was exceptional and a joy to watch. The MC was the presenter from Homai te Pakipaki. From Maori Television Pita Sharples was the guest speaker. The diverse work and positions held by some of the recipients of the awards were interesting and for me these awards were well overdue. Congratulations to everybody involved.

Council business goes on as usual and we all need to divert from the norm at times.

Life is like a wild tiger, you can either lie down and let it lay its paw on you or sit on its back and ride it.

GPJ Marshall  
**CHAIRMAN**



## 8 **BOARD MEMBERS' REPORTS**

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

### **NEW LYNN COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Gayle Marshall Tony Hartnett (alternate)
City Safety Action Group	Sandy Taylor Pim van der Voort (alternate)
Glen Eden Community House Management Committee	Tony Hartnett

OUTSIDE ORGANISATIONS	APPOINTMENT
Green Bay Community House Management Committee	Pim van der Voort
Keep Waitakere Beautiful Trust	Wayne Davis Tony Hartnett (alternate)
Waitakere Citizen Advice Bureau	Gayle Marshall
Waitakere Road Safety Steering Group	Pim van der Voort Sandy Taylor (alternate)
Waikumete Cemetery Advisory Group	Sandy Taylor Gayle Marshall (alternate)
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Pim van der Voort Wayne Davis (alternate)
New Lynn Community Board Street Events Subcommittee	Sandy Taylor
Long Term Council Community Plan and Annual Plan Committee	Gayle Marshall Pim van der Voort (alternate)










## 9 COMMITTEE SECRETARY'S REPORT

### RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

**Receive** the Committee Secretary's Report for the New Lynn Community Board dated, 2 November 2009.

	Issue	Comments	Reporting Council Officer
1.	Ken Maunder Park Footbridge Replacement Resolution No. 3830/2007 3 December 2007 New Lynn Community Board Resolution No. 3867/2007 4 December 2007 Infrastructure and Works Committee Resolution No. 1475/2009 2 September 2009 Infrastructure and Works Committee	Redesign work commenced on the Ken Maunder Park footbridge replacement in April 2009. To reduce costs the truss arch style footbridge has been replaced by a more economical design. The Infrastructure and Works Committee approved the new footbridge design at its meeting held on 2 September 2009. The updated consent applications were lodged with Auckland Regional and Waitakere City Councils in August 2009. The ARC consent hearing was held on 23 October 2009 and a final decision from the Planning Commissioner is expected in November 2009. A project update flyer is being prepared for distribution to the surrounding community in November 2009. The project is being tendered for physical works in early November 2009, with a start date scheduled for January 2010, subject to obtaining Auckland Regional Council consent approval.	Andreas Lilley  836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
2.	Shadbolt Park Sand Field Construction Officer's Report	The upgrade of the number one sand field at Shadbolt Park is still in progress. The field will be available for use by December 2009.	Andreas Lilley  836 8000 Ext: 8553
3.	Shadbolt Park Footbridge Replacement Resolution No. 1180/2009 6 July 2009 New Lynn Community Board Resolution No. 1340/2009 5 August 2009 Infrastructure and Works Committee	As part of Council's ongoing structures renewal programme a replacement footbridge is proposed to replace the previous footbridge at Shadbolt Park which was removed by Watercare in 2008. Design work is complete and all consents have been obtained. Physical works are programmed for the 2010/2011 financial year.	Andreas Lilley  836 8000 Ext: 8553
4.	Tirimoana Reserve Footbridge Replacement Resolution No. 644/2009 4 May 2009 New Lynn Community Board	As part of Council's ongoing structures renewal programme, the existing footbridge at Tirimoana Reserve is to be replaced in the 2009/2010 financial year. The New Lynn Community Board approved the concept design and proposed location of the footbridge at its May 2009 meeting. All consents have been obtained for the project and construction is scheduled to commence in late November 2009 and be completed by January 2010. The public accessway through the Tirimoana Reserve between Glendene Avenue and Milwaukee Place will need to be closed for the duration of the works.	Andreas Lilley  836 8000 Ext: 8553
5.	Parrs Park Car Park Reseal Officer's Report	As part of Council's ongoing car park renewal programme, the car park opposite Hoani Waititi Marae at the West Coast Road entrance to Parrs Park is to be upgraded this financial year. Physical works for the reseal of the car park surface will commence in January 2010 and be completed by February 2010.	Andreas Lilley  836 8000 Ext: 8553
6.	Kowhai Reserve Footbridge Officer's Report	As part of Council's ongoing structures renewal programme, the footbridge at Kowhai Reserve has been upgraded in October 2009. Works involved upgrading the decking, handrail and barriers.	Andreas Lilley  836 8000 Ext: 8553
7.	Parrs Park North East Development Officer's Report	Detailed design and consent work is being completed on the Parrs Park north-east development in the 2009/2010 financial year. Physical works are programmed to be undertaken in the 2010/2011 and 2011/2012 financial years.	Tracey Hamilton  836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
8.	Gardner Reserve Toilet Development Officer's Report	As part of the New Lynn Transit Oriented Development Project, a new public toilet is to be installed on Gardner Reserve. Design work commenced in September 2009. The concept design will be brought to the New Lynn Community Board for approval in December 2009. Physical works are programmed to commence in early 2010.	Tracey Hamilton ☎ 836 8000 Ext: 8969
9.	Bob Hill Reserve Skate Facility Upgrade Officer's Report	As part of Council's ongoing playground renewal programme, the skate facility at Bob Hill Reserve is to be upgraded in the 2009/2010 financial year. Works involve repairs to the existing concrete surface and minor improvements. Physical works are scheduled to commence in early 2010.	Tracey Hamilton ☎ 836 8000 Ext: 8969
10.	Parking Restriction of 4 hours (P240) at the Lay-by area Opposite the Supply Yard on West Coast Road, Glen Eden  Chairman's Report  Resolution No. 1633/2009  5 October 2009  New Lynn Community Board	The request to have the parking restriction of 4 hours (P240) at the lay-by area opposite the supply yard on West Coast Road, Glen Eden strictly enforced was passed on to Council officers. This request has been carried out.	Colin Waite ☎ 836 8000 Ext: 8017
11.	Parking Stakeholder Consultation  Resolution No. 1513/2009  3 September 2009  Policy and Strategy Committee	The draft Parking Plans were adopted by the Policy and Strategy Committee at its meeting held on Thursday, 3 September 2009.  It is anticipated that copies of the final version of the Parking Plans will be available by the end of November 2009.	Charlie Inggs ☎ 836 8000 Ext: 8854
12.	Draft Freight Plan Consultation Officer's Report Resolution No. 1359/2009 6 August 2009  Policy and Strategy Committee	Public consultation on the draft Waitakere City Freight Plan commenced on Friday, 9 October 2009 and will conclude at 5 pm on Friday, 6 November 2009.	Charlie Inggs ☎ 836 8000 Ext: 8854

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	Resolution No. 1445/2005 1 August 2005 Last updated 2 February 2009	30 November 2009	Tony Miguel ☎ 836 8000 Ext: 8294
Glen Eden Township - Pedestrian Safety Issues and Lack of Disabled Parking Bays	Public Forum 3 September 2007	30 November 2009	Caisey Marter ☎ 836 8000 Ext: 8138

Report prepared by: Carmen Fernandes, Committee Secretary.



## 10 INCLUSION OF WAITEMATA HARBOUR FORESHORE RESERVES INTO THE HAURAKI GULF MARINE PARK

### GLOSSARY

Hauraki Gulf Marine Park Act 2000 (the Act)  
Hauraki Gulf Marine Park (the Park)

### EXECUTIVE SUMMARY

The purpose of this report is to advise the New Lynn Community Board of the proposal to include Waitemata Harbour Foreshore Reserves in the Hauraki Gulf Marine Park (the Park) as part of the campaign to improve the identity and promotion of the Park.

### RECOMMENDATIONS

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Inclusion of Waitemata Harbour Foreshore Reserves into the Hauraki Gulf Marine Park report.
2. **Agree** that it be recommended to the Policy and Strategy Committee to apply to the Minister of Conservation to have the Waitemata Harbour Foreshore Reserves included in the Hauraki Gulf Marine Park.
3. **Note** that no change to the management of the Waitemata Harbour Foreshore Reserves nor to leases and licences will result from their inclusion into the Hauraki Gulf Marine Park.

### BACKGROUND

1. The Park was established eight years ago and has a low profile due to a lack of branding and promotion. The Hauraki Gulf Forum has recommended that to create a focus for the tenth anniversary of the Park and improve the identity and promotion of the Park, reserves of significance with coastal links to the Hauraki Gulf become part of the Park.

2. The Policy and Strategy Committee agreed at their meeting held on Thursday, 6 August 2009 as under:

*“The Policy and Strategy Committee resolved to:*

2. *Agree that all the reserves identified in the Waitemata Harbour Reserves Management Plan and the Citywide reserves that border the Waitemata Harbour, Moire Park, Brains Park, McLeod Park, Harbourview – Orangihina, and Luckens Reserve, be included in the Hauraki Gulf Marine Park and that the Hauraki Gulf Forum be advised, in writing, accordingly.*
3. *Agree that any new reserves vested with Council adjacent to the Waitemata Harbour be included in the Hauraki Gulf Marine Park.”*

1356/2009

- A1-A2 3. Input from the New Lynn Community Board is now sought on proposal to include the Waitemata Harbour Foreshore Reserves within the New Lynn Ward as attached at page A1 within the Park and as shown on map as attached at page A2.

## DECISION MAKING

### Issues

#### Provisions of the Hauraki Gulf Marine Park Act 2000

4. The Waitemata Harbour Foreshore Reserves fulfil the purposes of the Hauraki Gulf Marine Park as set out in section 32 of the Hauraki Gulf Marine Park Act 2000 (the Act).
5. The purposes of the Hauraki Gulf Marine Park are:
  - a. *to recognise and protect in perpetuity the international and national significance of the land and the natural and historic resources within the Park;*
  - b. *to protect in perpetuity and for the benefit, use, and enjoyment of the people and communities of the Gulf and New Zealand, the natural and historic resources of the Park including scenery, ecological systems, or natural features that are so beautiful, unique, or scientifically important to be of national significance, for their intrinsic worth;*
  - c. *to recognise and have particular regard to the historic, traditional, cultural, and spiritual relationship of tangata whenua with the Hauraki Gulf, its islands and coastal areas, and the natural and historic resources of the Park;*
  - d. *to sustain the life-supporting capacity of the soil, air, water, and ecosystems of the Gulf in the Park.”*

#### The Consequences of Including the Reserves

6. By adding land to the Park, the Council is acknowledging that management of the reserves is consistent with the purpose for the Park. These obligations are consistent with the purpose of reserve management plans prepared under the Reserves Act 1977, which is “to provide for the enjoyment of the ecological, social and recreation opportunities for the community, while taking into consideration the unique character of the Waitemata Harbour environment.”

7. There will be no change in the management of the reserves and no change to leases or licences on the reserves that are included in the Park.
8. The Hauraki Gulf Forum has identified potential benefits that would come from developing a higher profile, extended park including:
  - Management and interpretative messages could be developed more easily and naturally between places and agencies in the Hauraki Gulf.
  - Enhancement of public understanding and appreciation for the Hauraki Gulf and thereby reinforce the need for an integrated policy and planning framework approach.
  - Long term, encouraging new investments, acquisitions and joint management approaches.
9. Following the agreement of the Policy and Strategy Committee an application will be sent to the Minister of Conservation for approval. The application will be assessed as to whether it meets the purpose of the Park set out in section 32 of the Act.

#### **Consideration of Community Views**

10. Lessees/licensees and community groups with an interest in the reserves have been advised that no changes to the management of the reserve or their lease or licence will result due to the reserves becoming part of the Park.

#### **STRATEGIC CONTEXT**

11. Including the Waitemata Harbour Foreshore Reserves in the Park will strengthen the recognition and protection of natural, cultural, historic and spiritual values of these coastal reserves, contributing to the Green Network goals of the Environment Strategy.
12. Including the reserves in the Park meets the Community Outcome of waiora – environmental protection, by increasing respect and appreciation for the City's natural taonga.
13. Including the reserves in the Park will also meet the goals of the Act.

#### **CONSULTATION**

14. Consultation has been undertaken with the Strategic Planning, Parks Planning and Parks Assets units within Council regarding the inclusion of Waitemata Harbour Foreshore Reserves in the Park.
15. Consultation with relevant external agencies has been undertaken through the Hauraki Gulf Forum.
16. Consultation is being undertaken with Te Kawerau a Maki; they are supportive of the reserves being included in the Park and intend to send written confirmation to the Council.
17. Consultation also is being undertaken with Ngati Whatua who are currently discussing the proposal.

## RESOURCES

18. The Department of Conservation has undertaken to meet the costs of processing the application to include the Waitemata Harbour Foreshore Reserves in the Park and the necessary gazette notices.
19. The principal resource required is staff time. A small budget provision is required for documentation. This is within existing budget approved in the Long Term Council Community Plan 2009-2019.

## IMPLEMENTATION ISSUES

20. There are no implementation issues for the Council.

## AUCKLAND COUNCIL TRANSITION ISSUES

21. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

**Report prepared by:** Tracey Smith, Strategic Advisor - Environment.



## 11 REMOVAL OF LITTER BINS FROM SELECTED LOCAL PARKS

### GLOSSARY

New Lynn Community Board

(the Board)

### EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the New Lynn Community Board (the Board) to remove litter bins from selected local parks in the New Lynn Ward.

### RECOMMENDATIONS

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Removal of Litter Bins from Selected Local Parks report.
2. **Approve** the removal of all litter bins from the following parks within the New Lynn Ward; Ambrico Historical Reserve, Annison Green, Bledisloe Park, Clarence Reserve, Copley Reserve, Cutler Reserve, Cutlers Walk, Kawaka Reserve, Kelman Square, Kowhai Reserve, Lydford Green, Nile Reserve, Patts Reserve, Queen Mary Reserve, Rewarewa Esplanade, Virgo Common, Withers Reserve and Woodbank Reserve.
3. **Approve** the removal of two litter bins from Kaurilands Domain and Manawa Wetland Reserve.

## BACKGROUND

1. On 8 June 2009, a report was presented to the Board outlining the audit findings from the trial of the removal of litter bins in four parks in the New Lynn Ward. The trials were previously approved by the Board in December 2008.
2. At its meeting held on Monday, 8 June 2009, the Board resolved as follows:

*“The New Lynn Community Board resolved to:*

*Agree that the provision of litter bins on local parks into the future shall be decided by Council officers in consultation with the Community Board.”*

934/2009

## DECISION MAKING

### Issues

3. A workshop was held with the Board on 5 October 2009 to discuss the provision of litter bins in local parks in the New Lynn Ward. Subsequently it was decided to remove the litter bins from the following local parks:
  - Ambrico Historical Reserve;
  - Annison Green;
  - Bledisloe Park;
  - Clarence Reserve;
  - Copley Reserve;
  - Cutler Reserve;
  - Cutlers Walk;
  - Kawaka Reserve;
  - Kelman Square;
  - Kowhai Reserve;
  - Lydford Green;
  - Nile Reserve;
  - Patts Reserve;
  - Queen Mary Reserve;
  - Rewarewa Esplanade;
  - Virgo Common;
  - Withers Reserve; and
  - Woodbank Reserve.
4. There are currently four bins at the following two parks. It was decided to remove two litter bins from each park and relocate the remaining two litter bins:
  - Manawa Wetland Reserve; and
  - Kaurilands Domain
5. As a trial, two litter bins were removed from Manuka Park, However, due to the ongoing litter situation and feedback from local residents, one litter bin will be reinstated this financial year during the refurbishment of Manuka park.

## STRATEGIC CONTEXT

6. Council has adopted an Environment Strategy which addresses how the Council will continue to work on combating litter and illegal dumping, as well as providing for, and supporting, recycling by residents.
7. The Parks and Open Space Strategy identifies that litter bins should only be supplied at parks where people are likely to stay for long periods of time.

## CONSULTATION

8. Consultation has taken place with Parks Planning and the Board.

## RESOURCES

9. The cost to remove the bins and reinstate the areas with topsoil and grass will be covered within current Parks budgets. Those litter bins with a remaining useful life will be stored and then reused at other locations around Waitakere.
10. Savings of up to \$9,484.80 per annum will be saved on litter collection. However, financial resources may be needed to do one off clean ups of parks, if necessary.
11. Monitoring of parks where litter bins are removed will take place as part of Parks standard auditing processes and will not require additional staff resources.

## IMPLEMENTATION ISSUES

12. Other than regular monitoring of all parks to ensure potential issues are identified in a timely manner, there are no implementation issues relating to the proposal.

## AUCKLAND COUNCIL TRANSITION ISSUES

13. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

**Report prepared by:** Sarah Natac, Customer Liaison Officer.



## 12 CROWN LYNN PLACE, NEW LYNN – NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

### EXECUTIVE SUMMARY

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

Council officers consulted with affected businesses and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

### **RECOMMENDATIONS**

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Crown Lynn Place, New Lynn – New No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to **CROWN LYNN PLACE, NEW LYNN:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the north-east kerb line of **CROWN LYNN PLACE**, starting approximately 140 metres from the intersection of Clark Street and extending east for a distance of approximately 50 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the north-east kerb line of **CROWN LYNN PLACE**, starting at the eastern boundary of the driveway of number 7 Crown Lynn Place and extending west for a distance of approximately 10 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iii) on the south kerb line of **CROWN LYNN PLACE**, starting at the eastern boundary of the driveway of number 9 Crown Lynn Place and extending east for a distance of approximately 5 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iv) on the south kerb line of **CROWN LYNN PLACE**, starting at the eastern boundary of the driveway of number 13 Crown Lynn Place and extending east for a distance of approximately 5 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitations and restrictions.

### **BACKGROUND**

1. A request for new No Stopping At All Times parking restrictions has been received from a business regarding vehicles parking on Crown Lynn Place.

### **DECISION MAKING**

#### **Issues**

2. Crown Lynn Place is a mix of business and residential properties. The street is used for parking during the week days and with the recent opening of the New World Supermarket, vehicles are parking further down the street in smaller parking spaces. This action is raising safety concerns to the business at number 9 Crown Lynn Place, Natural Products, which regularly has large truck and trailer units using their driveways.

A3

3. The location of the new No Stopping At All Times parking restrictions are indicated on the diagram attached at page A3.

#### **Options Identified**

4. Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

#### **Consideration of Community Views**

5. Verbal consultation was undertaken with the affected businesses during October 2009. No objections were received.

#### **Preferred Option**

6. The preferred option is to put in the No Stopping At All Times parking restrictions to maintain access to vehicles using the driveways for delivery purposes.

#### **STRATEGIC CONTEXT**

7. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
8. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and unobstructed access to properties.

#### **CONSULTATION**

9. Consultation with internal staff, external agencies and Maori, was not required for this report.

#### **RESOURCES**

10. The new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2009/2010 maintenance budget.

#### **IMPLEMENTATION ISSUES**

11. There are no implementation issues arising from this report.

#### **AUCKLAND COUNCIL TRANSITION ISSUES**

12. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

**Report prepared by:** Jane Harris, Transport Technician.



13 **CAPTAIN SCOTT ROAD / EVANS ROAD INTERSECTION, GLEN EDEN - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the New Lynn Community Board's approval for new No Stopping At All Times parking restrictions at the intersection of Captain Scott and Evans Roads in Glen Eden.

Council officers consulted with affected residents and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

**RECOMMENDATIONS**

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Captain Scott Road / Evans Road Intersection, Glen Eden – New No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to **CAPTAIN SCOTT ROAD, GLEN EDEN:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **CAPTAIN SCOTT ROAD**, starting from the northern kerb line of Evans Road and extending north for a distance of approximately 27 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the east kerb line of **CAPTAIN SCOTT ROAD**, starting from the southern kerb line of Evans Road and extending south for a distance of approximately 25 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Approve** that in relation to **EVANS ROAD, GLEN EDEN:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the north kerb line of **EVANS ROAD**, starting from the eastern kerb line of Captain Scott Road and extending east for a distance of approximately 10 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the south kerb line of **EVANS ROAD**, starting from the eastern kerb line of Captain Scott Road and extending east for a distance of approximately 10 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

4. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitations and restrictions.

### **BACKGROUND**

1. A complaint from a member of the public has been received regarding the difficulty drivers have when attempting to turn out of Evans Road when vehicles are parked in close proximity to the intersection with Captain Scott Road. Commuters are parking in Captain Scott Road in greater numbers and this is occurring more regularly.

### **DECISION MAKING**

#### **Issues**

2. Captain Scott Road is a local road and carries traffic volumes of approximately 5,000 vehicles per day.
3. A search of the New Zealand Transport Agency database shows that for the past five years, there have been two reported accidents at the Captain Scott Road / Evans Road intersection. The 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.
- A4 4. The location of the new No Stopping At All Times parking restrictions are indicated on the diagram attached at page A4.

#### **Options Identified**

5. Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

#### **Consideration of Community Views**

6. Consultation with affected residents was undertaken in September 2009. No objections were received.

#### **Preferred Option**

7. The preferred option is to put in the No Stopping At All Times parking restrictions to improve traffic safety.

### **STRATEGIC CONTEXT**

8. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
9. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

## CONSULTATION

10. Consultation with internal staff, external agencies and Maori, was not required for this report.

## RESOURCES

11. The new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2009/2010 maintenance budget.

## IMPLEMENTATION ISSUES

12. There are no implementation issues arising from this report.

## AUCKLAND COUNCIL TRANSITION ISSUES

13. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



## 14 GLENGARRY ROAD, GLEN EDEN – NEW P10 AND NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

### EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval for a new P10 and No Stopping At All Times parking restrictions on Glengarry Road, Glen Eden.

Council officers consulted with affected residents and shop owners and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the new P10 and No Stopping At All Times parking restrictions or to have the area remain unrestricted.

### RECOMMENDATIONS

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Glengarry Road, Glen Eden – New P10 And No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to **GLENGARRY ROAD, GLEN EDEN:**
  - (a) and 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 now be resolved to be specified and imposed, namely,

- (i) on the south kerb line of **GLENGARRY ROAD**, from a point approximately 15 metres east of the western boundary of number 104 Glengarry Road and extending east for a distance of approximately 16 metres the **P10** parking restriction be put in place.
  - (ii) on the south kerb line of **GLENGARRY ROAD**, from a point approximately 8 metres east of the western boundary of number 104 Glengarry Road and extending east for a distance of approximately 7 metres the **NO STOPPING AT ALLTIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitations and restrictions.

## BACKGROUND

1. A request was received from the resident of number 94 Glengarry Road for a No Stopping At All Times parking restriction to be installed to the east of their driveway, as vehicles parked there can obstruct visibility of west-bound traffic on Glengarry Road when they exit their driveway.

## DECISION MAKING

### Issues

2. Glengarry Road is a collector road and carries approximately 7,000 vehicles per day.
3. Currently, on-street vehicles parking outside the shops at numbers 96 to 104 Glengarry Road can obscure oncoming traffic for drivers exiting the driveway for the shops and number 94 Glengarry Road.
4. A short length of No Stopping At All Times parking restriction with a P10 parking restriction will reduce the occurrence of on-street parked vehicles, and will be an improvement to the existing situation which is unrestricted parking.
- A5 5. The location of the new parking restrictions are indicated on the diagram attached at page A5.

### Options Identified

6. Two options have been identified: to install the new P10 and No Stopping At All Times parking restrictions or to have the area remain unrestricted.

### Consideration of Community Views

7. Consultation for a 20 metre long section of No Stopping At All Times parking restriction was originally undertaken with affected residents and shop owners during June 2009. Several shop owners objected to this on the basis that delivery trucks use this roadside area, and the loss of on-street parking. A scheme with a shorter section of No Stopping At All Times with P10 parking restriction has since been proposed, and has been accepted by the shop owners.

### Preferred Option

8. The preferred option is to install a new P10 and No Stopping At All Times parking restrictions.

### STRATEGIC CONTEXT

9. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
10. Short-term parking restrictions can be applied to increase parking turnover and reduce the occurrence of long-term on-street parking.
11. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

### CONSULTATION

12. Consultation with internal staff, external agencies and Maori, was not required for this report.

### RESOURCES

13. The P10 and No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2009/2010 maintenance budget.

### IMPLEMENTATION ISSUES

14. There are no implementation issues arising from this report.

### AUCKLAND COUNCIL TRANSITION ISSUES

15. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

**Report prepared by:** Duncan Campbell, Senior Transport Engineer.



15 **CONNAUGHT STREET / PORTAGE ROAD / GODLEY ROAD INTERSECTION,  
GREEN BAY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the New Lynn Community Board's approval for new No Stopping At All Times parking restrictions at the Connaught Street / Portage Road / Godley Road intersection in Green Bay.

Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

**RECOMMENDATIONS**

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Connaught Street / Portage Road / Godley Road Intersection, Green Bay – New No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to **CONNAUGHT STREET, GREEN BAY:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the north kerb line of **CONNAUGHT STREET**, starting from the eastern kerb line of Portage Road and extending east for a distance of approximately 24 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the south kerb line of **CONNAUGHT STREET**, starting from the eastern kerb line of Portage Road and extending east for a distance of approximately 22 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iii) on the south kerb line of **CONNAUGHT STREET**, starting from the eastern kerb line of Godley Road and extending east for a distance of approximately 20 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Approve** that in relation to **PORTAGE ROAD, GREEN BAY:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **PORTAGE ROAD**, starting from the northern kerb line of Connaught Street and extending north for a distance of approximately 14 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the west kerb line of **PORTAGE ROAD**, starting from the southern kerb line of Connaught Street and extending south for a distance of approximately 15 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (iii) on the east kerb line of **PORTAGE ROAD**, starting from the southern kerb line of Connaught Street and extending south for a distance of approximately 25 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- 4. **Approve** that in relation to **GODLEY ROAD, GREEN BAY**:
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **GODLEY ROAD**, starting from the southern kerb line of Connaught Street and extending south for a distance of approximately 30 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- 5. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitations and restrictions.

## BACKGROUND

- 1. A complaint from a member of the public has been received regarding the difficulty drivers have when attempting to turn into or out of Portage Road when vehicles are parked in close proximity to the intersection with Connaught Street. Members of the public often park on the north side of Connaught Street to access the playground facilities at Craigavon Park. These parked vehicles can restrict visibility of oncoming west-bound vehicles on Connaught Street. In addition, residents of Portage Road sometimes park on both sides of the street south of Connaught Street which leaves the road undesirably narrow near the intersection.

## DECISION MAKING

### Issues

- 2. Godley Road is a district arterial road and carries approximately 12,000 vehicles per day. Connaught Street and Portage Road are both local roads.
- 3. A search of the New Zealand Transport Agency database shows that for the past five years there have been three reported accidents at the Connaught Street / Portage Road intersection. Two of these involving south-bound Portage Road vehicles colliding with west-bound Connaught Street traffic. The 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.
- 4. A speed hump is scheduled to be installed in 2009/2010 on the Portage Road slip-lane to the north of Connaught Street, which will address the accident pattern involving south-bound Portage Road vehicles at the intersection.
- 5. Some “Keep Clear” road markings will be installed to improve traffic flow during peak periods at the intersection. Occasionally right-turning vehicles into Portage Road can be blocked by west-bound vehicle queues on Connaught Street, and this can be a cause of short periods of congestion.
- 6. The location of the new No Stopping At All Times parking restrictions are indicated on the diagram attached at page A6.

### Options Identified

7. Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

### Consideration of Community Views

8. Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

### Preferred Option

9. The preferred option is to put in the No Stopping At All Times parking restrictions to improve traffic safety.

### STRATEGIC CONTEXT

10. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
11. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

### CONSULTATION

12. Consultation with internal staff, external agencies and Maori, was not required for this report.

### RESOURCES

13. The new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2009/2010 maintenance budget.

### IMPLEMENTATION ISSUES

14. There are no implementation issues arising from this report.

### AUCKLAND COUNCIL TRANSITION ISSUES

15. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

**Report prepared by:** Duncan Campbell, Senior Transport Engineer.



## 16 CASTLEFORD STREET, GREEN BAY – NEW SPEED CUSHIONS SCHEME

### EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the New Lynn Community Board to construct speed cushions in Castleford Street, Green Bay, as part of the slow streets programme to be funded in the Annual Plan 2009/2010.

Council officers consulted with the residents of Castleford Street in September 2009 and the majority of residents supported the speed cushions scheme.

Three options have been identified: to install speed cushions, speed humps or chicanes.

### RECOMMENDATIONS

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Castleford Street, Green Bay – New Speed Cushions Scheme report.
2. **Approve** the proposed design and construction of **SPEED CUSHIONS** in **CASTLEFORD STREET, GREEN BAY**.

### BACKGROUND

1. Castleford Street has been on the slow streets priority list for a number of years and was identified as one of the top priorities for implementation in the current year.
2. Castleford Street is classified as a local road in the Waitakere City Council District Plan and runs between Godley Road and Avonleigh Road. Castleford Street has a carriageway width of 8 metres and is approximately 500 metres long.

### DECISION MAKING

#### Issues

3. Vehicle speed and volume data was collected on Castleford Street from Monday, 23 February to Sunday, 1 March 2009. The average daily traffic flow over the seven day period was approximately 2,000 vehicles per day. The 85<sup>th</sup> percentile speed (the speed exceeded by 15 percent of vehicles) of the vehicles on the street was 60 kilometres per hour north-bound and 59 kilometres per hour south-bound.
4. A search of the New Zealand Transport Agency database shows there have been four reported accidents on Castleford Street in the five year period between 2004 and 2008, three involving excessive speeding. The 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 in this street.
5. Given the relatively high 85<sup>th</sup> percentile speed recorded in a residential street, and the fact that vehicle speed is a probable contributing factor in at least three of the four accidents that have been reported, traffic calming measures are considered justified on Castleford Street.
6. Castleford Street is a regular bus route, and it is undesirable to adversely affect bus services with speed humps. The proposed speed cushions are similar to those installed in Wattle Road, Sunnyvale, in 2008. They have been successful in reducing vehicle speeds there, and also have received positive feedback from bus companies.

- A7-A8
7. The location and design of the speed cushions are shown on the diagram attached at pages A7 to A8. The construction material of the speed cushions is asphalt and the implementation will include road markings to define the position of the speed cushions and the standard warning signs at the start and end of the road.

#### Options Identified

8. Three options have been identified: to install speed cushions, speed humps or chicanes.
9. Speed humps would adversely affect bus services on Castleford Street, and effective chicanes are impractical to design for buses and also require removal of on-street parking. Speed cushions are easily traversable by buses, and also are reasonably economic to install.

#### Consideration of Community Views

- A9-A10
10. A letter drop notifying the residents of Castleford Street of the proposed scheme has been undertaken with voting sheets asking residents to indicate whether they were in favour of, or opposed to, the installation of speed cushions. Residents of Taupiko Place, Pendlebury Street and Staincross Street were also consulted for information purposes, but their votes were not included in the final analysis unless they had a frontage on Castleford Street. A map showing the consultation results is attached at pages A9 to A10.
  11. The letter drop responses from Castleford Street are as follows:
    - 33 residents replied to the proposed scheme.
    - 27 residents expressed support for the scheme.
    - 6 residents expressed their dissatisfaction with the scheme.
  12. In summary, a total of 33 responses were received back from Castleford Street residents with 27 responses (82%) supporting the installation of speed cushions and 6 responses (18%) opposing the installation of speed cushions. In addition, 54 responses were received from Taupiko Place, Pendlebury Street and Staincross Street residents and, of these, 40 support the scheme (74%).
  13. Letters have been sent out to the residents who opposed the scheme to inform them of Council's final recommendation to install speed cushions along Castleford Street. The letter also stated that a report will be presented to the New Lynn Community Board meeting on 2 November 2009 seeking the Community Board's approval to install the speed cushions. The residents were advised of the opportunity to raise any further concerns at the meeting.

#### Preferred Option

14. The preferred option is to construct speed cushions in Castleford Street.

#### STRATEGIC CONTEXT

15. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.

16. The implementation of slow street treatment focuses on addressing speed-related safety problems and providing a more pedestrian friendly environment. However implementing slow streets has some negative consequences including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants, including public transport passengers. Speed cushions can mitigate these effects to a degree.

### CONSULTATION

17. Consultation with internal staff and Maori was not required for this report.
18. Consultation was undertaken with the Go West bus company during October 2009. A previous installation of speed cushions in Wattle Road, Sunnyvale was trialled with Go West, the bus operator in the area, and received favourable comment from them. Go West considers that they give a much more comfortable ride for bus customers than other traffic calming measures such as speed bumps and speed tables. Any further comments received from bus operators or ARTA subsequent to the finalisation of this report will be reported at the meeting of the Board.

### RESOURCES

19. Funding of \$55,000 has been provided in the Annual Plan 2009/2010 for slow streets and the proposed speed calming measures can be implemented under this budget.

### IMPLEMENTATION ISSUES

20. There are no implementation issues arising from this report.

### AUCKLAND COUNCIL TRANSITION ISSUES

21. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

**Report prepared by:** Duncan Campbell, Senior Transport Engineer.



## 17 GOLF ROAD, GREEN BAY – NEW FLUSH MEDIAN AND NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

### EXECUTIVE SUMMARY

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

Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

Two options have been identified: to install a flush median and No Stopping At All Times parking restrictions, or have the area remain unrestricted.

## **RECOMMENDATIONS**

It is recommended that the New Lynn Community Board resolve to:

*All*

1. **Receive** the Golf Road, Green Bay – New Flush Median And No Stopping At All Times Parking Restrictions report.
2. **Approve** the installation of a new **FLUSH MEDIAN** in Golf Road, Green Bay as indicated on the diagram attached at page A11.
3. **Approve** that in relation to **GOLF ROAD, GREEN BAY:**
  - (a) and 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 now be resolved to be specified and imposed, namely,
    - (i) on the north kerb line of **GOLF ROAD**, starting approximately 17 metres east of the west kerb line of number 243 Golf Road and extending east for a distance of approximately 40 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the south kerb line of **GOLF ROAD**, starting from the east kerb line of Ava Avenue and extending east for a distance of approximately 35 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iii) on the south kerb line of **GOLF ROAD**, starting approximately 41 metres east of the east kerblines of Ava Avenue and extending east for a distance of approximately 35 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. **Agree** that the appropriate road markings, in accordance with the provisions of the 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 flush median and parking restrictions.

## **BACKGROUND**

1. A new development and local road is being built at 230 Golf Road, and is due to be vested to Council in July 2010. Vehicles waiting to turn right into this new road have the potential to block east-bound traffic due to the narrow width of Golf Road in this location. It is desirable to install a flush median with No Stopping At All Times parking restrictions as soon as possible, as vehicles are turning into the site during construction which has already begun.
2. According to the New Zealand Transport Agency accident database, there have been no reported accidents in this section of Golf Road in the five year period between 2004 and 2008. The 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 in this street.

## **DECISION MAKING**

### **Issues**

3. A flush median will improve the situation for east-bound traffic on Golf Road, by providing sufficient room for right-turning vehicles into the new development at 230 Golf Road to sit clear of traffic lanes.

### Options Identified

4. Two options have been identified: to install a flush median and No Stopping At All Times parking restrictions, or have the area remain unrestricted.

### Consideration of Community Views

5. Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

### Preferred Option

6. The preferred option is to put in the flush median and No Stopping At All Times parking restrictions to improve traffic safety.

### STRATEGIC CONTEXT

7. Council's Transport Strategy 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.
8. Flush medians reduce overtaking and rear end accidents, and generally calm the traffic flow.
9. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and unobstructed access to properties.

### CONSULTATION

10. Consultation with internal staff, external agencies and Maori, was not required for this report.

### RESOURCES

11. The proposed works can be funded from the Annual Plan 2009/2010 maintenance budget.

### IMPLEMENTATION ISSUES

12. There are no implementation issues arising from this report.

### AUCKLAND COUNCIL TRANSITION ISSUES

13. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

**Report prepared by:** Duncan Campbell, Senior Transport Engineer.

