

**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, 12 APRIL 2010,
COMMENCING AT 7.15 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 1 March 2010

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, 1 March 2010, 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 PRESENTATIONS

A 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.

B TOWN CENTRE AND SHARED SPACES - SMART STREETS.

The Team Leader: Urban Planning and Design and Strategic Advisor: Urban Planning and Design will make a presentation to the New Lynn Community Board on the following:

- New Lynn Urban Plan; and
- Shared Street Design.



6 PUBLIC FORUM

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

- 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;
- the Chairman shall determine the order of speakers, and allow five minutes for speaking time; and
- 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.



7 CHAIRMAN'S REPORT

GLOSSARY

Bob Hill Reserve

(the Reserve)

RECOMMENDATION

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

Receive the Chairman's Report dated 12 April 2010.

REPORT

One more meeting down and six more to go before the Local Government Elections. Remember Caesar - Beware the Ides of March.

Bob Hill Skate Bowl

A1-A3 One highlight for the month was the reopening of the Bob Hill Skate Bowl at Bob Hill Reserve (the Reserve), New Lynn. This was a community event attended by the users of the skate bowl whose ages ranged from 10 to 40 years. The Reserve itself is looking good with a new half court for basketball. Some photographs of the reopening are attached at pages A1 to A3. The fruit trees are growing well and fingers crossed there will be fruit next season. The area around the Reserve has great potential with regards to the development of New Lynn.

A point to remember is that Bob Hill Skate Bowl is internationally renowned in the Skateboarding magazine.

A big thank you to the Council officers who worked on this project.

New Lynn

The trench is well on the way and there is still major roading work being done. The roundabout at Portage Road and Clark Street has gone and traffic lights will soon be in place. New Lynn is looking different due to the above ground structures for the rail.

Liaison meetings are still taking place. There is still a downturn in retail in New Lynn.

Boundaries Release

The release of the changed boundaries has caused a bit of consternation with regards to positioning for the next Local Elections, but we are Westies and are known to be staunch so now is the time to live up to that name.

Glendene Primary School Community Day

A4-A5 It has been 20 years since a Community Day was held at the Glendene Primary School and a big thank you to Mei Hill, Council's Sustainable Neighbourhood Broker, for organising and providing for the community an event which was well attended. The Hip Hop group who performed was great and involved the audience which was a great success. Attached at pages A4 to A5 are photographs of the Community Day.

I am sure a lot of information concerning the needs of the community has been collected.

National Community House Hui

As a member of the National Community Houses Executive, I attended the conference in Lower Hutt. At the Annual General Meeting the next conference was handed back to the Executive (us) to work with the next region to host the hui. It was interesting to note that other regions were discussing their areas becoming part of the Super City, so I guess this is gathering momentum. These hui have been very valuable regarding working with the community and the many different ways Community Houses are run. It was fun to see that the name of 'Westie Chicks' has become our title which recognises our working with and being involved in Waitakere.

Lucinda Place, Glen Eden

A6-A7 The mural produced by local schools was unveiled on 24 March 2010 at Lucinda Place, Glen Eden. This was a Project Twin Streams project - well done. The fruit trees that were planted at an earlier event are doing well and the surrounding community is very supportive. The mural is well worth a visit. Photographs are attached at pages A6 to A7.

There has been a request for a crossing bridge from Barnea Circle to Lucinda Place, Glen Eden. This request has been previously discussed with Council officers who have advised against it as it would open up the potential for break-ins into people's homes and makes the area quite unsafe.

Know which your path is and follow wherever it may lead you.

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

OUTSIDE ORGANISATIONS	APPOINTMENT
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
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 12 April 2010.


	Issue	Comments	Reporting Council Officer
1.	<p>Ken Maunder Park, New Lynn Footbridge Replacement</p> <p>Resolution No. 3830/2007 3 December 2007 New Lynn Community Board</p> <p>Resolution No. 3867/2007 4 December 2007 Infrastructure and Works Committee</p> <p>Resolution No. 1475/2009 2 September 2009 Infrastructure and Works Committee</p>	<p>As part of Council's ongoing structures renewal programme, physical works have commenced on the new footbridge linking Queen Mary Avenue with Ken Maunder Park. The footbridge is scheduled for completion by May 2010.</p>	<p>Andreas Lilley  836 8000 Ext: 8553</p>
2.	<p>Shadbolt Park, New Lynn Footbridge Replacement</p> <p>Resolution No. 1180/2009 6 July 2009 New Lynn Community Board</p> <p>Resolution No. 1340/2009 5 August 2009 Infrastructure and Works Committee</p>	<p>As part of Council's ongoing structures renewal programme, a replacement footbridge at Shadbolt Park, New Lynn is proposed to replace the previous footbridge 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.</p>	<p>Andreas Lilley  836 8000 Ext: 8553</p>

	Issue	Comments	Reporting Council Officer
3.	Tirimoana Reserve, Glendene 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, Glendene is being replaced in the 2009/2010 financial year. Physical works commenced on site in January 2010 and will be completed by mid-April 2010. Public access through Tirimoana Reserve between Glendene Avenue and Milwaukee Place will need to be closed during weekdays for the duration of the works, but will be reopened during weekends when possible.	Andreas Lilley  836 8000 Ext: 8553
4.	Parrs Park, Glen Eden 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. A report will be presented at the April 2010 meetings of the Infrastructure and Works Committee and the New Lynn Community Board to approve the developed design.	Tracey Hamilton  836 8000 Ext: 8969
5.	Gardner Reserve, New Lynn Toilet Development Officer's Report	As part of the New Lynn Transit Oriented Development, a new public toilet is to be installed on Gardner Reserve, New Lynn. The concept design will be brought to the New Lynn Community Board for approval in April 2010. Physical works are programmed to commence by June 2010.	Tracey Hamilton  836 8000 Ext: 8969
6.	Bob Hill Reserve, New Lynn Skate Facility Upgrade Officer's Report	This project was successfully completed in late February 2010. A community event was held on Saturday, 6 March 2010 at Bob Hill Reserve, New Lynn to celebrate the refurbishment works.	Tracey Hamilton  836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
7.	<p>Manuka Park, New Lynn and Sunvue Park, Glen Eden Refurbishment</p> <p>Officer's Report</p>	<p>Refurbishment works are scheduled to take place at both Manuka Park, New Lynn and Sunvue Park, Glen Eden.</p> <p>Works at both sites includes minor fixture and furniture replacement, tree planting, drainage works, and replacing some skate items at Manuka Park, New Lynn which were previously removed.</p> <p><u>Manuka Park, New Lynn</u></p> <p>This project was successfully completed in February 2010.</p> <p><u>Sunvue Park, Glen Eden</u></p> <p>Works commenced in late March 2010 and will be completed in early April 2010.</p> <p>A mail drop was undertaken prior to commencement of works in order to advise directly affected residents of the works.</p>	<p>Tracey Hamilton</p> <p> 836 8000</p> <p>Ext: 8969</p>
8.	<p>Mason Park, New Lynn, Sunvue Park, Glen Eden and Annison Green, Glen Eden Playground Upgrades</p> <p>Officer's Report</p>	<p>Community consultation was undertaken in the 2008/2009 financial year for playground upgrades at Mason Park, New Lynn, Sunvue Park, Glen Eden and Annison Green, Glen Eden.</p> <p>Works commenced in mid-March 2010 at Mason Park, New Lynn and Sunvue Park, Glen Eden. It is anticipated that works will be completed by early April 2010. A mail drop was undertaken prior to works commencing to advise directly affected residents of the works.</p> <p>Playground physical works at Annison Green, Glen Eden are scheduled to commence in late May 2010 and will be completed in June 2010.</p>	<p>Tracey Hamilton</p> <p> 836 8000</p> <p>Ext: 8969</p>
9.	<p>Steps at Olympic Park, New Lynn</p> <p>Officer's Report</p>	<p>Works on the construction of concrete steps linking the art bridge to the upper field/velodrome at Olympic Park, New Lynn will commence in April 2010. Works include the installation of concrete steps with panelling. This is another jointly funded project between Council and The Olympic Park Trust.</p>	<p>Roscoe Webb</p> <p> 836 8000</p> <p>Ext: 8768</p>

	Issue	Comments	Reporting Council Officer
10.	Seymour Road / Parris Cross Road, Sunnyvale - update on the proposed roundabout Officer's Report	The road widening on the south-east corner has been completed and currently a retaining wall and footpath is being constructed. The road will then be widened on the western side of Parris Cross Road followed by the roundabout construction. Side islands will be installed and resurfaced with asphaltic concrete. Works are programmed to be completed by mid/end April 2010 (weather permitting).	Sue Liddell  836 8000 Ext: 8736
11.	Flush Median at Golf Road, Green Bay Resolution No. 1913/2009, 1914/2009, 1915/2009 and 1916/2009 30 November 2009 New Lynn Community Board	The flush median with parking restrictions as approved at the December meeting of the New Lynn Community Board, will be installed on Golf Road in May 2010. This follows the independent consultant's report which affirmed that these measures are necessary. The additional recommendations of the independent consultant's report to extend the flush median further eastwards and remove additional on-street car parking will be considered next year for future implementation.	Duncan Campbell  836 8000 Ext: 8019
12.	Unsung Hero Awards 2010 update Officer's Report	The Unsung Hero Awards (the Awards) will be held for a third and final year in 2010. The Awards celebrate individuals who make grass roots contributions to our communities. Advertising for nominations for this year's Awards began in community and online newsletters, Waitakere News and the Western Leader in March 2010. The nominations period runs from 11 April 2010 to 11 May 2010. All nominations should be sent to Barbara Cade for collation. The Awards night is scheduled for Friday, 11 June 2010. A "save the date" meeting request has been sent to all Community Board Members, Councillors, and local Members of Parliament who are invited to this event.	Barbara Cade  836 8000 Ext: 8780

	Issue	Comments	Reporting Council Officer
		The Community Boards may like to consider promoting the concept for Unsung Hero Awards to the incoming Local Boards in October/November 2010 for implementation in the first term of the Auckland Council. This would ensure these contributions to our communities continue to be acknowledged.	

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 30 November 2009	12 April 2010	Tony Miguel  836 8000 Ext: 8294

Report prepared by: Carmen Fernandes, Committee Secretary.



10 PARRS PARK, ORATIA DEVELOPED DESIGN UPDATE

GLOSSARY

Parrs Park

(the Park)

EXECUTIVE SUMMARY

The purpose of this report is to update the New Lynn Community Board on the developed design for the Parrs Park (the Park), Oratia north-east development.

The developed design includes a vehicle connection through the north-eastern area of the Park which was not shown in the revised concept plan presented at the May 2009 meeting of the Infrastructure and Works Committee.

The developed design has been approved by the Park's stakeholders and has the approval of the Parks Design Review Committee.

RECOMMENDATION

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

Receive the Parrs Park, Oratia Developed Design Update report.

BACKGROUND

1. At the May 2009 meeting of the Infrastructure and Works Committee a report was presented to approve the revised Park concept plan. The Infrastructure and Works Committee resolved as follows:

“2. *Approve the revised concept plan update for the Parrs Park Reserve Management Plan, including the leased footprint extensions proposed by the Aquatic and Ice Centre Trust, Waitemata Table Tennis Association and Oratia United Association Football Club (Inc), and that amendments to the Parrs Park Reserve Management Plan be undertaken accordingly.*”

664/2009

DECISION MAKING

- A8
2. The developed design includes some modifications from the revised concept plan presented at the May 2009 meeting of the Infrastructure and Works Committee. The developed design can be seen in attachment at page A8.

Issues

Developed Design Amendments

3. The developed design includes the following modifications:
 - The car park to the north of the Waterhole has been removed and vehicle access now connects through to the existing road within the park;
 - The existing cypress shelter belt at the north end of the fields will be retained; and
 - Possible gating of the vehicle access if disorderly behaviour becomes an issue in this area.
4. The developed design shows that vehicles will now be able to access the existing road within the park from Seymour Road, Oratia. This vehicle access will be approximately five metres wide and will contain traffic calming infrastructure. Parallel parking will be provided along the vehicle access and the existing car park in front of the Water Hole will be extended to provide additional parking spaces. Including the vehicle connection will improve the accessibility through the north east area of the park to the public. This will increase passive surveillance of the area as more people will be using it.
5. Approximately five trees will be removed from the cypress shelter belt to allow the vehicle access through the park. The cypress shelter belt will be retained and tree maintenance will be undertaken.
6. The stakeholders advised that they would support the installation of gates at either end of the vehicle access if disorderly behaviour becomes an issue. It is proposed that these gates would be locked from 7pm-7am in winter months and 9pm-7am in summer months to be consistent with the parks locking schedule. The location of the gate near Seymour Road has been agreed with Kidi Corp to ensure they can access their facilities at any time.

Consideration of Community Views

7. Meetings were held in February 2010 with the stakeholders of the Park to obtain feedback on the developed design. The feedback obtained from this meeting was used to make amendments to the developed design.

Preferred Option

8. The developed design reflects the views of the stakeholders on the north-east development of the Park.

STRATEGIC CONTEXT

9. The developed design has been prepared within the context of Waitakere City Council's Environmental and Social Strategies. This project will develop the Park to provide walking and cycle connections through which will reduce the carbon footprint of the city. This project will improve green networks through the Park and develop the north-east area. This project will also create sustainable, vibrant, safe accessible spaces for people to enjoy.

CONSULTATION

10. Meetings were held in February 2010 with representatives from Waitemata Table Tennis, Waterhole Swimming Centre, Kidi Corp, Hoanie Waititi Marae, Oratia United AFC, the Leisure and Safe Waitakere units of Council and Parks to discuss the developed design. Issues identified were incorporated into the developed design.

RESOURCES

11. The Long Term Council Community Plan 2009-2019 has the following budget allocations provided for the Park:

Project Name	Project Description	Year	Development Budget
Parrs Park North East Development	Stage 1	2010/2011	\$762,940
	Stage 2	2011/2012	\$669,587
Total			\$1,477,527

IMPLEMENTATION ISSUES

12. There are no implementation issues relating to the recommendations.

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: Tracey Hamilton, Parks Project Development Officer.



11 **GARDNER RESERVE, NEW LYNN PUBLIC TOILET**

GLOSSARY

Transit Orientated Development (TOD)

EXECUTIVE SUMMARY

The purpose of this report is to seek New Lynn Community Board's approval on the design of the proposed public toilet at Gardner Reserve, New Lynn.

RECOMMENDATIONS

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

1. **Receive** the Gardner Reserve, New Lynn Public Toilet report.
2. **Approve** the proposed concept design for the public toilet at Gardner Reserve, New Lynn as attached at pages A11 to A12.

A11-A12

BACKGROUND

1. The New Lynn Transit Orientated Development (TOD) includes the redevelopment of two reserve areas; one of these areas is Gardner Reserve. The redevelopment of Gardner Reserve involves general improvements in reserve amenity which include garden design, improved pedestrian linkages, lighting and the provision of a public toilet.
2. A report was presented to the March 2010 meeting of the New Lynn Community Board where it was resolved as follows:

The New Lynn Community Board resolved to:

- 2 **Approve** the Gardner Reserve Concept Plan and direct the Chief Executive Officer to have it included in the New Lynn Reserves Management Plan when next printed."

221/2010

3. Funding has been provided in the Annual Plan 2009/2010 for the physical works.

DECISION MAKING

Issues

4. The proposed toilet location was included in the report presented to the New Lynn Community Board at their March 2010 meeting. The toilet is also designed in accordance with the Parks Standard Performance Specification for Public Toilets.

Location

A9-A10

5. It is proposed to locate the toilet in the southern corner of Gardner Reserve along Rankin Avenue, New Lynn. The location of the toilet can be seen on attachment at pages A9 and A10.
6. The public toilet will face out to Rankin Avenue near a wide pedestrian footpath. The public toilet is located in close proximity to the bus stopover area along Rankin Avenue which will increase the passive surveillance of the public toilet block.

7. The location of the public toilet has taken into consideration other works occurring in this area as part of the New Lynn TOD. The concept plan shows that there are pedestrian linkages through Gardner Reserve and the public toilet is located alongside of one of these paths.
8. The proposed location will be well illuminated by both street lighting and park lighting along the paths. It is also proposed to install a light out of the front of the public toilet to provide improved visibility of the area during darkness.
9. It is anticipated that the Gardner Reserve works will not be completed by the time the public toilet will be operational. For this reason a small section of the existing pedestrian footpath through Gardner Reserve will be realigned temporarily to provide public access through the reserve and to the public toilet.

Parks Standard Toilet Design

A11-A12

10. Parks' standard toilet design has been developed through significant product research into durability and sustainability. Parks' standard public toilet design is appropriate for the proposed location and consists of one all accessible unisex public toilet. The proposed design of the public toilet can be seen attached at pages A11 and A12.
11. The following sustainable features have been incorporated into the public toilet design to reduce vandalism, graffiti and ongoing costs to the Council:
 - Tilt slab concrete wall;
 - All fixtures and fittings are stainless steel;
 - All services (plumbing and electrical) are hidden in the walls;
 - Use of vandalite or similar vandalism-resistant lighting;
 - Maximum use of natural lighting to reduce power;
 - Maximum use of natural ventilation through the roof design to reduce power;
 - Use of Dual Flush buttons and spring loaded shut off taps for efficient water use; and
 - Steel doors, trim and ventilation louvers.
12. The public toilet design incorporates the history and evolution of the New Lynn area. The slab concrete walls use recycled New Lynn bricks which transition into laser cut concrete. This symbolises the development of New Lynn from old brick into more modern concrete buildings. Railway beams are incorporated into the design as they act as structural roof beams and add aesthetic value to the corners of the building. A metal grid is proposed on one side of the toilet to encourage a climber vine to grow up the wall of the public toilet. Once the plant is established it will assist with graffiti management as this side of the building will then not be an attractive or receptive area for graffiti.
13. It is proposed that the operational hours of the public toilet would be consistent with other public toilets within the City. The operational hours would be 7am – 7pm in winter and 7am – 9pm in summer.

STRATEGIC CONTEXT

14. The proposed redevelopment of Gardner Reserve is part of the New Lynn TOD project. The New Lynn TOD project has been identified as one of Council's top five projects.

15. The TOD project delivers on the following community outcomes:
 - Strong economy;
 - Sustainable and Integrated Transport; and
 - Urban and Rural Villages.
16. The project contributes to Council's Social Strategy which aims to develop community infrastructure. The provision of a public toilet at Gardner Reserve would be in accordance with the Parks and Open Space Strategic Plan 2009 where the use is expected to be high and sustained.

CONSULTATION

17. The proposed public toilet at Gardner Reserve has the approval of the Parks Design Review Panel.
18. A mail drop was undertaken within a 200 metre walking distance of Gardner Reserve in mid March 2010. This mail drop included the proposed concept design and location. Feedback from the mail drop will be discussed at the April 2010 meeting of the New Lynn Community Board.

RESOURCES

19. The estimated cost of the proposed public toilet is \$115,000. Funding has been provided in the Annual Plan 2009/2010 to carry out the toilet installation.

IMPLEMENTATION ISSUES

20. There are no implementation issues relating to the recommendations.

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 Hamilton, Parks Project Development Officer.



12 DEANE AVENUE, TITIRANGI - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION

EXECUTIVE SUMMARY

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

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 restriction or to have the area remain unrestricted.

RECOMMENDATIONS

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

1. **Receive** the Deane Avenue, Titirangi – New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **DEANE AVENUE, TITIRANGI:**
 - (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 south east kerb line of **DEANE AVENUE**, starting at the driveway of property number 7 Deane Avenue and extending south west for a distance of approximately 70 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 limitation and restriction.

BACKGROUND

1. A request for a new No Stopping At All Times parking restriction has been received from a resident who has concerns about vehicles that park on the bend in Deane Avenue.

DECISION MAKING

Issues

2. Deane Avenue is approximately six metres wide. When travelling around the bend visibility is restricted making it difficult to see oncoming vehicles. When vehicles are parked on the bend, passing vehicles need to travel over the centre of the road to pass any parked vehicles.
3. The location of the new No Stopping At All Times parking restriction is indicated on the diagram attached at page A13.

A13

Options Identified

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

Consideration of Community Views

5. Consultation with affected residents has been undertaken and all three properties objected to the proposal. They all indicated they do not want to lose parking outside their property. These residents have been advised that they can attend the New Lynn Community Board's meeting of 12 April 2010 to present their concerns.

Preferred Option

6. The preferred option is to put in the No Stopping At All Times parking restriction to ensure safe movement on roads by keeping traffic lanes clear of parked vehicles. It is considered that the benefits of enhanced safety outweigh the loss of parking.

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 visibility lines clear.

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 restriction can be implemented under the Annual Plan 2009/2010 minor improvement 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 TITIRANGI ROAD / GREAT NORTH ROAD/RATA STREET INTERSECTION, NEW LYNN - NEW STOP CONTROLS

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval for new Stop controls at the Titirangi Road / Great North Road / Rata Street, New Lynn intersection.

No consultation was carried out as surrounding properties and businesses will not be affected.

Two options have been identified: to install the new Stop controls or to leave the existing Give Way controls.

RECOMMENDATIONS

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

1. **Receive** the Titirangi Road / Great North Road / Rata Street Intersection, New Lynn - New Stop Controls report.
2. **Approve** that in relation to **TITIRANGI ROAD, 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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **TITIRANGI ROAD** where it intersects with **GREAT NORTH ROAD**.
3. **Approve** that in relation to **GREAT NORTH ROAD, 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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **GREAT NORTH ROAD** where it intersects with **TITIRANGI ROAD**.
4. **Approve** that in relation to **RATA STREET, 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 control be now resolved to be specified and imposed, namely:
 - (i) that a new **STOP** control be put in place on **RATA STREET** where it intersects with **GREAT NORTH ROAD**.
5. **Agree** 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 Stop controls.

BACKGROUND

1. Following a Citywide black spot study undertaken in 2009, some traffic safety issues were identified at the Titirangi Road / Great North Road / Rata Street intersection and the Council has investigated options for improvements.
2. Reported rear end and pedestrian accidents mean that Stop controls are a recommended treatment for the three left turn slip lanes at this intersection.

DECISION MAKING

Issues

3. Titirangi Road, Great North Road and Rata Street are all regional arterial roads and carry large volumes of traffic.
4. A search of the Land Transport New Zealand database shows that for the past five years there have been nine reported rear end and two pedestrian accidents on the three left turn slip lanes at the Titirangi Road / Great North Road / Rata Street 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 at this intersection.
- A14 5. The location of the new Stop controls are indicated on the diagram attached at page A14.

Options Identified

6. Two options have been identified: to install the new Stop controls or to leave the existing Give Way controls.

Consideration of Community Views

7. No consultation was carried out as surrounding properties and businesses will not be affected.

Preferred Option

8. The preferred option is to put in the Stop controls at the Titirangi Road / Great North Road / Rata Street intersection to improve traffic safety.

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. Stop controls can be applied to ensure clarity of priorities and helps the safe movement on roads.

CONSULTATION

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

RESOURCES

12. The new Stop controls can be implemented under the Annual Plan 2009/2010 minor improvements budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

14. 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 KIRBY STREET/GREAT NORTH ROAD INTERSECTION, GLENDENE - NEW STOP CONTROL

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval for a new Stop control at the Kirby Street / Great North Road intersection, Glendene.

No consultation was carried out as surrounding properties will not be affected.

Two options have been identified: to install the new Stop control or to have the area remain uncontrolled.

RECOMMENDATIONS

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

1. **Receive** the Kirby Street/Great North Road Intersection, Glendene - New Stop Control report.
2. **Approve** that in relation to **KIRBY STREET, GLENDENE:**
 - (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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **KIRBY STREET** where it intersects with **GREAT NORTH ROAD**.
3. **Agree** 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 Stop control.

BACKGROUND

1. Following some public concerns being raised, some traffic safety issues were identified at the Kirby Street/Great North Road intersection and the Council has investigated options for improvements.

2. Reported accidents involving drivers turning right out of Kirby Street to Great North Road means that a Stop control is the recommended type of priority control rather than the existing Give Way control. A traffic island at the intersection is also scheduled for installation in 2010/2011.

DECISION MAKING

Issues

3. Great North Road is a regional arterial road and carries traffic volumes of approximately 30,000 vehicles per day. Kirby Street is a local road.
4. A search of the Land Transport New Zealand database shows that for the past five years there have been ten reported accidents at the Kirby Street / Great North Road intersection, eight of them involving right-turning vehicles out of Kirby Street being hit by south-bound vehicles on Great North Road. 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 at this intersection.

A15

5. The location of the new Stop control is indicated on the diagram attached at page A15.

Options Identified

6. Two options have been identified: to install the new Stop control or to have the area remain uncontrolled.

Consideration of Community Views

7. No consultation was carried out as surrounding properties will not be affected.

Preferred Option

8. The preferred option is to put in the Stop control to improve traffic safety.

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. Stop controls can be applied to ensure clarity of priorities and helps the safe movement on roads.

CONSULTATION

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

RESOURCES

12. The new Stop control can be implemented under the Annual Plan 2009/2010 minor improvements budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

14. 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 GREAT NORTH ROAD, KELSTON - NEW RIGHT TURN BAN

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval to install a right turn ban for vehicles exiting the service station at 4137 Great North Road, Kelston.

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

Two options have been identified: to install the right turn ban or for the area to remain uncontrolled.

RECOMMENDATIONS

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

1. **Receive** the Great North Road, Kelston - New Right Turn Ban report.
2. **Approve** that in relation to **NUMBER 4137 GREAT NORTH ROAD, KELSTON:**
 - (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 and control be now resolved to be specified and imposed, namely,
 - (i) a **NO RIGHT TURN**, prohibiting vehicles from turning right onto Great North Road from **NUMBER 4137 GREAT NORTH ROAD**, be put in place.
3. **Agree** 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 No Right Turn control.

BACKGROUND

1. Following a recent crash black spot study, a substantial accident pattern was identified involving vehicles turning right out of the service station at 4137 Great North Road.

DECISION MAKING

Issues

2. Great North Road is a regional arterial road and carries approximately 40,000 vehicles per day. A search of the Land Transport New Zealand database shows that for the past five years, there have been 13 reported accidents (including two injury) involving vehicles turning right out of the two driveways from number 4137 Great North Road. All involved turning vehicles colliding with south-bound Great North Road vehicles either on the flush median or the off-side traffic lane. They occurred at all times of the day when queues from the Sabulite Road intersection extended past the driveways.
3. It is proposed to install a right turn ban which is expected to reduce accidents.
4. The location of the new right turn ban is indicated on the diagram attached at page A16.

A16

Options Identified

5. Two options have been identified: to install the right turn ban or for the area to remain uncontrolled.

Consideration of Community Views

6. The business at 4137 Great North Road is currently being consulted, but a recent verbal discussion with the manager did indicate they would not be happy with the right turn ban. The manager has been advised that he can attend the New Lynn Community Board's meeting of 12 April 2010 to express his concerns.

Preferred Option

7. The preferred option is to put in the right turn ban 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. Banning right-turns at locations where accidents involving this manoeuvre are occurring is expected to improve road safety.

CONSULTATION

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

RESOURCES

11. The proposed new no right turn can be implemented under the Annual Plan 2009/2010 minor improvements 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.



16 VARDON ROAD, GREEN BAY - NEW SPEED HUMPS SCHEME

EXECUTIVE SUMMARY

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

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

Two options have been identified: to install speed humps or to install chicanes.

RECOMMENDATIONS

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

1. **Receive** the Vardon Road, Green Bay - New Speed Hump Scheme report.
2. **Approve** the proposed design and construction of **SPEED HUMPS** in **VARDON ROAD, GREEN BAY** as attached at page A17.

A17

BACKGROUND

1. Vardon Road 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 2009/2010 year.
2. Vardon Road is classified as a local road in the Waitakere City Council District Plan and runs between Godley Road and Cliff View Drive. Vardon Road has a carriageway width of 8 metres and is approximately 280 metres long.

DECISION MAKING

Issues

3. Concern has been raised by the residents on Vardon Road in the past regarding excessive traffic speeds. Vehicle speed data was collected on Vardon Road from Monday, 23 February 2009 to Sunday, 1 March 2009. The 85th percentile speed (the speed exceeded by 15 percent of drivers) of the vehicles on the street was 55 kilometres per hour.
4. A search of the Land Transport New Zealand database shows that for the past ten years there have been two reported accidents on Vardon Road. 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 history of speeding complaints received and the relatively high 85th percentile speeds recorded in a residential street with a park, a church, and nearby shops, traffic calming measures are considered justified on Vardon Road.
- A17 6. The location and design of the speed humps are indicated on the diagram attached at page A17. The construction material of the speed humps is asphalt and the implementation will include road markings to define the position of the speed humps and the standard warning signs at the start and end of the road.

Options Identified

7. Two options have been identified: to install speed humps or chicanes.
8. Speed humps have been selected as they are simpler and cheaper to install than chicanes, and do not require any removal of on-street parking.

Consideration of Community Views

9. A letter drop notifying the residents of Vardon Road 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 humps. The results of the consultation will be presented at the meeting.
10. Letters will be sent out to any residents who oppose the scheme to give them the opportunity to appear at the New Lynn Community Board's meeting to be held on Monday, 12 April 2010 if they wish to raise any further concerns.

Preferred Option

11. The preferred option is to construct speed humps in Vardon Road.

STRATEGIC CONTEXT

12. 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.
13. The implementation of slow street treatment focuses on addressing speed related safety problems and providing a more pedestrian friendly environment.

CONSULTATION

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

RESOURCES

15. Funding of \$20,000 has been provided in the Annual Plan 2009/2010 for slow streets and the proposed speed humps can be implemented under this budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

17. 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.

