

NOTICE OF ORDINARY MEETING

NEW LYNN COMMUNITY BOARD

I hereby give notice that an Ordinary Meeting of the New Lynn Community Board will be held on:-

DATE: **Monday, 4 November 2002** **TIME:** **7.30 pm**

VENUE: **New Lynn Community Centre, 45 Totara Avenue, New Lynn, Waitakere City**

to consider the business as set out herein and to take any necessary action connected therewith.



31 October 2002

Audrey Chan
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8603

MEMBERSHIP:

Mrs	EG	Francke (Chairperson)
Mr	P	van der Voort, JP (Deputy Chairperson)
Cr	JM	Clews, QSO, JP
Mr	R	Kernaghan
Ms	GPJ	Marshall
Mr	BJ	Peters
Cr	GB	Presland

(Quorum 4 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

AGENDA FOR AN ORDINARY MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD IN THE NEW LYNN COMMUNITY CENTRE, 45 TOTARA AVENUE, NEW LYNN, WAITAKERE CITY, ON MONDAY, 4 NOVEMBER 2002, COMMENCING AT 7.30 PM.

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATIONS	2
5	PUBLIC FORUM	2
6	CHAIRPERSON'S REPORT	2
7	COMMITTEE SECRETARY'S REPORT	4
8	COMMUNITY WELLBEING FUND	6
9	COMMUNITY BOARD PARK DEVELOPMENT PROJECTS 2002/2003	8
10	PIMENTO PLACE- NO STOPPING AT ALL TIMES CONTROL	11
11	GOLF ROAD - NO STOPPING AT ALL TIMES CONTROL	13
12	GODLEY ROAD SIDE ROAD CONTROLS	14
13	TOTARA AVENUE LOADING ZONE	16
14	BOARD MEMBERS' REPORTS	18

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 30 September 2002

RECOMMENDATION

That the minutes of the Ordinary Meeting of the New Lynn Community Board held on Monday, 30 September 2002, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

Section 46A(7) and (7A) of the Local Government Official Information Act 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 item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



4 PRESENTATIONS

KIDSAFE WEEK 2002

Kidsafe Week 2002 has two main themes - Pedestrian Safety and Water Safety, both areas in which Community Boards are able to take a key advocacy role on behalf of their communities. The Kidsafe Week Coalition will make a presentation to the Board and outline ways in which Board members may be able to assist the reduction of child injuries in shared driveways, spa and swimming pools, and around schools.



5 PUBLIC FORUM

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

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

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



6 CHAIRPERSON'S REPORT

Welcome to our Secretary Audrey Chan, back from her VIP visit to Beijing with her husband Peter. I hope she will find time to tell us more about it. And our thanks to Ngareta Delamere for looking after us in Audrey's absence.

I was once taken, torn between doubt and amusement, to a séance. However, the entity, spook or medium, had a dignified, scholarly voice and said some interesting things. At the end he, or it, invited questions and a timid lady whispered: "my life is a matter of two steps forward and one step back". The voice from the other world replied: "Madam, if you are doing as well as that you are doing a great deal better than most people."

So perhaps New Lynn is doing a great deal better than most town centres in its efforts to renew itself: to resolve conflicting interests, acknowledge its past while including foreign cultures, adjust to new transport needs, and become the lively, prosperous, attractive place it could be. No single person or group can control this process and attempts to guide it suffer much frustration. It's chaotic. If you want to get some kind of mental handle on scenes like this I recommend a new book now in our libraries:

Emergence, by Stephen Johnson. The New Scientist calls it “a wonderfully lucid account of complexity theory and the self-organising power of apparently chaotic systems”. Sounds dull? Not for a moment.

Read about ant colonies and slime moulds, Sim City computer games, the human brain, news media in feeding frenzy, the culture of pavements, and change and stability in cities. In short, how order emerges *from below* in leaderless systems where none of the participants - ants, people, whatever - have any idea of the whole picture. A riveting read and a new insight for world-watchers.

How good it is to arrive at our meeting in daylight!

Elizabeth Francke

RECOMMENDATION

That the Chairperson’s Report be received.

Elizabeth Francke

CHAIRPERSON



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>1. Foreshore Erosion Report on Paturoa Road</p>	<p>The matter was first raised at the Board's Public Forum on Monday, 2 December 2001.</p> <p>According to the preliminary assessment report prepared by Waitakere City Consultancy Services, the driver for the instability along the cliff is the on going foreshore erosion. It further reports that any immediate measure to control or arrest shoreline erosion will serve little purpose towards stabilizing the road embankment and options to stabilize the road should be considered independent of those options to control of sea erosion.</p> <p>Transport Assets will seal the road surface cracks to prevent further road movement resulting from water intrusion. The Consultancy Services will be instructed to monitor the stability of the slope during this financial year. Based on the findings an assessment of need for a retaining wall would be undertaken. If required, a wall would be proposed in the 2004/2005 Annual Plan.</p> <p>The foreshore erosion is a natural event and is occurring all along the Manukau coastline. This erosion is not threatening the road or other infrastructure and therefore no remedial measures are proposed to be undertaken on the coastline.</p>	<p>Upali Ilepreruma ☎ 836 8000 Ext 8716</p>
<p>2. Depeche Cycling Promotions' proposed Cycling Race</p>	<p>The promoters of the proposed international cycling event in Waitakere City this summer have abandoned their proposal to run the event in January 2003 due to target sponsorship levels to fund the event having not been achieved. They have indicated that they will still work towards the possibility of running an event in January 2004.</p>	<p>Adam Moller ☎ 836 8000 Ext 8750</p>
<p>3. The Glen Eden Community House – parking cars blocking access</p>	<p>An investigation showed that the site requiring the yellow lines road markings is within Prospect Park. Work will be carried out to install the road markings in November 2002. A report will be presented to the Board in December 2002 to enable the enforcement process to be formalised.</p>	<p>Grant Jennings ☎ 836 8000 Ext 8537</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
1. Traffic and Parking Report for Titirangi	10 June 2002	2 December 2002	Ross Hill ☎ 836 8000 Ext 8737
2. Resealing Council Roads: Special Issues related to Golf Road – Comparison Tests for Noise Level	1 July 2002	Transport Assets will perform noise level tests on roads that are to be resealed in 2002/2003. These tests would be done at the same location on each road before and after resealing. The comparison report will then be forwarded to the Community Board. Resealing for 2002/2003 would be carried out mainly from December 2002 to March 2003 and the above report will be completed after this period. The wider issue of chip seal versus hot mix will be reported to the City Development Committee at its December meeting as a major policy issue because of the financial implications of changing the current practice.	Upali Ilepreruma ☎ 836 8000 Ext 8716
3. Additional Parking Signs for New Lynn	2 September 2002	2 December 2002	Ross Hill ☎ 836 8000 Ext 8737
4. Proposed Walkways Network – Avondale and New Lynn	2 September 2002	2 December 2002	Ross Hill ☎ 836 8000 Ext 8737

RECOMMENDATIONS

That the information be received.

Report prepared by: Audrey Chan, Committee Secretary.



8 COMMUNITY WELLBEING FUND

PURPOSE OF THE REPORT

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

BACKGROUND

At its meeting on 23 February 2000, Council resolved the following in relation to the allocation process of the Community Wellbeing Fund:

- “1. That Council delegate authority to the Community Facilities and Recreation Committee to consider all citywide applications to the Community Wellbeing Fund.*
- 2. That the Community Wellbeing Fund be split by assigning \$40,000 to the Community Boards to allocate to local applications and \$40,000 be retained for allocation of city-wide and across ward boundary applications.*
- 3. That the \$40,000 assigned to the Community Boards be distributed on a pro-rata population basis.*
- 4. That Clause P of the Community Board’s Scope and Delegations be amended to read “Assess all applications for assistance, other than city wide applications, from the Community Wellbeing Fund and determine the allocations according to their eligibility and priorities for support”.*

373/2000”

Following the 2001 election, the delegated authority to consider and make allocations in respect of citywide applications to the Community Wellbeing Fund lies within the jurisdiction of the Finance and Operation Performance Committee, but any local application is heard before the appropriate Community Board. Each application can be made before only the one Community Board. Each application indicates that the majority of participants for their project/activity come from that local area.

STRATEGIC CONTEXT

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

ASSESSMENT PROCESS

Eligibility

All applications have been screened for eligibility as per the Community Wellbeing Fund policy. All eligible applications have been put forward to the Community Board for consideration. Those applications that have been found to be not eligible have been contacted to discuss other funding options.

Priorities

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

Application Information

A1 -A21

While the original applications are available for inspection prior to and at the meeting, please see pages attached at A1 - A21, for a one-page summary outlining each application and request. All applications have been sorted from highest to lowest in terms of the number of priorities met. This assessment has been based on the information provided in the application.

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

FUNDING AVAILABLE

New Lynn Community Board has a total of \$11,800 to allocate via this scheme. The Board has 19 applications to consider for financial assistance with the total amount requested being \$68,852.

CONCLUSION

The Community Assistance Administrator will be present at the meeting to answer questions and assist the Board in the allocation process.

RECOMMENDATIONS

1. That the information be received.
2. That the New Lynn Community Board considers applications to the Community Wellbeing Fund and allocates funding as per the process outlined in the report.

Report prepared by: Helen Anderson and Jan Brown, Community Assistance Administrators.



9 COMMUNITY BOARD PARK DEVELOPMENT PROJECTS 2002/2003

PURPOSE OF THE REPORT

The purpose of this report is to introduce the Community Board Park Development Projects and to seek decisions from the Board on the appropriate allocation of budget for the 2002/2003 Financial Year.

BACKGROUND

The Community Facilities and Recreation Committee adopted the proposal of a discretionary budget for allocation by the Community Boards for parks capital development projects in December 1999. In the Annual Plan for the 2002/2003 financial year, the Council has allocated a total of \$100,000 for this use, to be allocated to each ward on a needs basis. The needs have been calculated based on the current rate of population growth within the ward, and the current population within the ward as a proportion of the City. As a result the fund is to be allocated as follows:

Henderson Ward	\$25,000
Massey Ward	\$27,000
New Lynn Ward	\$27,000
Waitakere Ward	\$21,000

At the October Community Board Meeting it was outlined to the Board that any project ideas or proposals from the Board be forwarded to Waitakere City Council staff by 11 October 2002 for consideration at the November Community Board Meeting. A memo was also sent to all Community Board members in September requesting project proposals. It was also outlined to the Board that proposals had been requested from Resident and Ratepayer groups, the Youth Council and Te Taumata Runanga.

STRATEGIC CONTEXT

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

ISSUES

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

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

POSSIBLE DEVELOPMENT PROJECTS

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

Project Type	Approximate Cost
Basketball half court	\$8000
Petanque court (single)	\$3000
Sealing an existing gravel car park	\$10,000 for 10 car parking spaces
10 metre length of path	\$250- gravel \$800- concrete
Creating/extending a gravel car park	\$6000 for 10 car parking spaces
10 metre length of boardwalk	\$3000
Set of two swings with bark under surfacing	\$7000
Seesaw with bark under surfacing	\$3000
Small playground for children under 5 with bark under surfacing	\$10,000
Macrocarpa bench seat	\$1000
Macrocarpa picnic table	\$2000
Town Centre/Urban Seat	\$600
Town Centre/Urban picnic table	\$1800
Walkway lights	\$3000
Information Sign	\$3000
Park Entrance Sign	\$1500
Electric BBQ	\$7000
Community Art Project	\$5000
Small skate ramp- on existing slab	\$10,000
Planting –specimen trees	\$150 per tree
Planting – shrubbery	\$500 for 10 m ²
Barrier fencing	\$500 for 10 metres
Drinking Fountain (by water supply)	\$2500
Drainage	\$2000 for 10 metres
Standard Rubbish Bin	\$1000 per bin
Timber steps & handrail	\$4000 for 10 metres

A number of projects have been put forward through the 2002/2003 Annual Plan submissions, Community Board open forum over the past year and through members of the community writing into Council. They have also been received through Residents and Ratepayer Groups and Community Board members. These projects are outlined below with their estimated costs.

PROJECT PROPOSALS

1.0 Titirangi Residents and Ratepayers Association

Project	Description	Preliminary Assessed Cost	Recommendation In/Out
Titirangi Welcome Sign	Installation of Titirangi welcome sign (artwork)	\$5,000	In

Parks Officer Comments and Recommendations:

This community run project has consulted with the local community, with much positive feedback and the design has previously been presented to the Community Board for approval.

2.0 Community Board Members

Project	Description	Preliminary Assessed Cost	Recommendation In/Out
Bob Hill Reserve Upgrade	Upgrade seating, skateramp, remove trees, upgrade footpath/entrance/clean up/graffiti	\$27,000	In (excluding skateramp upgrade- see comments below)
Mason Park Seat	Supply and install seat at Mason Park beside Petanque court	\$1,000	In
Glen Eden upgrade of welcome sign	Upgrade of existing milestone Artsculpture/Moasics	\$5,000	In
Harold Moody Signage and white paint marking curb	Move and improve existing park signage and mark kerb	\$3,000	Out

Parks Officer Comments and Recommendations:

Bob Hill Reserve is due to have the toilets removed this financial year. Also a recent skate report recommends that the skate ramp be removed or totally revamped for safety reasons.

The ideal location for a skatepark is one that is highly visible at Bob Hill this is not the case. The New Lynn Reserves Management Plan is also currently being developed.

Harold Moody sign improvements and kerb marking are not recommended for allocation of funding from the Community Board Park Development Budget, as they will be carried out as part of this years park signs and maintenance programme.

3.0 Community writing into Council & Annual Plan submissions

Project	Description	Preliminary Assessed Cost	Recommendation In/Out
Taupiko place walkway lighting	Supply and install light on walkway	\$3,000	In
Ambrico Playground Slide relocation	Relocation of slides to new piece of reserve including undersurfacing	\$20,000	In
Woodlands Park Community Kindergarten	To extend playground to include upgrade of swings	\$10,000	In

Parks Officer Comments and Recommendations:

Ambrico Playground Relocation – A report has previously been presented to the Community Board regarding this issue. A recommendation of that report was that funding be considered from this Community Board Discretionary budget to carry out this project.

Taupiko Walkway Lighting - This project has been driven by the local community and the neighbourhood support group.

4.0 Waitakere Forest and Bird Society

Project	Description	Preliminary Assessed Cost	Recommendation In/Out
Bledisloe Reserve	Supply and install plaque- historical significance of planting	\$2,000	In

The total amount of project proposals received amounts to \$76,000 whilst the New Lynn Community Board allocation is only \$27,000.

CONCLUSION

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

RECOMMENDATIONS

1. That the information be received.
2. That the Community Board determines the priority for expenditure of the 2002/2003 Community Board Park Development Budget.

Report prepared by Katharine Slack, Parks Project Manager.



10 PIMENTO PLACE– NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

A22

To seek approval to extend “No Stopping At All Times“ markings at the Hutchinson Avenue/Pimento Place intersection, to a length of 85 metres along the West kerb line and 13 metres along the East kerb line of Pimento Place (refer to the diagram attached at page A22).

BACKGROUND

Several residents of Pimento Place have raised the issue of obstruction and safety problems caused by vehicles parked along Pimento Place towards its intersection with Hutchinson Avenue.

STRATEGIC CONTEXT

Road safety is an Urban Village objective and contributes to Council's overall goal of a sustainable city. "No Stopping At All Times" controls can contribute to traffic safety by keeping narrow carriageways clear for traffic and by preventing visibility blocks caused by parked vehicles.

ISSUES

The carriageway of Pimento Place near its intersection with Hutchinson Avenue is 6 metres wide. Vehicles parked on both sides of the road narrow the space available for two vehicles to cross over and obstruct sight lines of traffic entering into Hutchinson Avenue. This situation worsens before and after school hours as vehicles carrying students to the Arahoe Road School, park on both sides of this narrow road.

Hence it is desirable from a safety perspective to extend "No Stopping At All Times" controls for a length of 85 metres on the Western side and 13 metres on the Eastern side of Pimento Place from its intersection with Hutchinson Avenue.

There will be a loss of 9 parking spaces but there is ample parking nearby in a safe situation. All the residents have off-street parking facilities.

No objections were raised during the consultation with all the affected residents. The owner of 1/5 Pimento Place whilst agreeing to the proposal in principle, suggested that the proposed no stopping regulations be relaxed during week ends, enabling her visitors to park their vehicles closer to her house. This request was carefully examined and found not feasible due to the narrowness and bendiness of the road. Parking spaces are available just across the road for parking visitor vehicles.

RESOURCES

As the work involves only painting of lines, it can be accommodated within the annual maintenance budget.

CONCLUSION

The proposal for the subject NO STOPPING AT ALL TIMES control in Pimento Place is desirable from a safety perspective and will have only a minor affect on the parking in the vicinity. The work can be accommodated in the 2002/2003 maintenance budget.

RECOMMENDATIONS

1. That the information be received.
2. (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution applicable to the area of Pimento Place) imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:

No Stopping At All Times controls at the start of Pimento Place be extended to a length of 85m on the West kerb line and 13m on the East kerb line along Pimento Place;

3. That the appropriate signage and /or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Upali Ileperuma, Transport Engineer: Transport Assets.



11 GOLF ROAD - NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

A23

To seek approval to extend “ **No Stopping At All Times** ” markings in front of 220 Golf Road to a length of 57m towards Willerton Avenue, along the south kerb line (Refer to the diagram attached at page A23).

BACKGROUND

Residents of house no 218 to 226 Golf Road have raised the issue of obstruction and safety problems caused by vehicles parked in the vicinity of their access way.

STRATEGIC CONTEXT

Road safety is an Urban Village objective and contributes to Council’s overall goal of a sustainable city. “No stopping at all times” controls can contribute to traffic safety by preventing visibility blocks caused by parked vehicles.

ISSUES

Access way to houses 218 to 226 Golf Road is situated in such a way that the drivers exiting these properties have to be extremely vigilant before entering into Golf Road. Vehicles parked along the south kerb line of the road obstruct sight lines of the drivers.

Hence it is desirable from a safety perspective to extend “ No stopping at all times” controls for a length of 57 metres on the south side kerb line.

Each of the three kerb side lengths falling within this proposal are less than 6m which is the standard length for parallel parking, so this should theoretically mean no loss of parking spaces. All the residents have off-street parking facilities.

All the affected residents were advised that this proposal would be presented to the New Lynn Community Board for its approval.

RESOURCES

As the work involves only painting of lines, it can be accommodated within the annual maintenance budget.

CONCLUSION

The proposal for the subject NO STOPPING AT ALL TIMES control in Golf Road is desirable from a safety perspective and will not have any significant effect on the parking in the vicinity. The work can be accommodated in the 2002/2003 maintenance budget.

RECOMMENDATIONS

1. That the information be received.
2. (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Golf Road imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

(b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:

No Stopping At All Times controls along south kerb line in front of property No 220, Golf Road is extended to a length of 57m to east.
3. That the appropriate signage and /or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Upali Ileperuma, Transport Engineer: Transport Assets.



12 GODLEY ROAD SIDE ROAD CONTROLS

PURPOSE OF THE REPORT

A24

This report seeks the approval of the New Lynn Community Board to establish 'Give Way' controls on the intersections of Godley Road with Bishop Street, Cleve Road, and Harrybrook Road as attached at page A24.

BACKGROUND

At the Annual General Meeting of the Green Bay Residents and Ratepayers Association, concern was expressed about the lack of a 'Give Way' control at the intersection of Godley Road with Bishop Street. Mrs Elizabeth Francke contacted the Transport Assets Section with the concerns of the Association, and the matter has been investigated.

Of all the intersections along Godley Road, it was noted that only the intersections of Godley Road with Bishop Street, Cleve Road, and Harrybrook Road lack side road controls.

STRATEGIC CONTEXT

This proposal conforms to Objective 3 'Access and Travel Choice' of the Urban Villages pathway to a sustainable City: *'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'*.

A high proportion of urban traffic crashes occur at intersections, and 'Give Way' controls are an effective way of clarifying traffic priorities and reducing crashes.

ISSUES

'Give Way' or 'Stop' controls are usually established on all side roads that intersect with arterial or collector roads. These controls allow priority to be given to the movement of vehicles along, and out of, the arterial and collector roads in the City.

At present, there are no controls on the intersections of Godley Road with Bishop Street, Cleve Road, and Harrybrook Road.

The Land Transport Safety Authority's record of traffic crashes shows that none of the injury crashes at these intersections could be attributed to the lack of a control on the side road traffic. However, of the 7 non-injury crashes recorded, 4 involved a vehicle leaving one of the side roads and failing to give way to a vehicle on Godley Road, and 1 involved a vehicle turning right from Godley Road failing to give way to a right turning vehicle on the side road.

It is considered that the traffic crash record confirms the benefits of installing 'Give Way' controls where these side roads intersect with Godley Road.

RESOURCES

The necessary traffic signs and markings can be implemented from the existing Traffic Signs Maintenance and Road marking budgets.

CONCLUSION

The proposal to establish 'Give Way' controls at the intersections of Godley Road with Bishop Street, Cleve Road, and Harrybrook Road is consistent with the traffic management plans for the primary street network.

RECOMMENDATIONS

1. That the information be received.
2. That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962, and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following Give Way controls be now resolved to be specified and imposed namely:

"Give Way" control is established at the following locations.

- Bishop Street approach at its intersection with Godley Road;
 - Cleve Road approach at its intersection with Godley Road;
 - Harrybrook Road approach at its intersection with Godley Road.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said 'Give Way' controls.

Report prepared by: Alan Hopkinson, Transport Engineer.



13 TOTARA AVENUE LOADING ZONE

PURPOSE OF THE REPORT

This report seeks the approval of the New Lynn Community Board for a change of the 5 minute parking restriction at the transport station in Totara Avenue, New Lynn, to a 5 minute loading zone.

BACKGROUND

Council has now received several complaints about taxis obstructing the 5 minute drop off area at the transport station in Totara Avenue opposite the railway station. This particular parking restriction was imposed to ensure that there was an area available for the delivery and collection of passengers to the public transport system.

STRATEGIC CONTEXT

This proposal conforms to Objective 3 "Access and Travel Choice" of the Urban Villages pathway to a sustainable city: *'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'*.

It is an important part of this objective that people should be able to be delivered to, and collected from, the public transport facilities in New Lynn.

ISSUES

The area in Totara Avenue between the bus station and the railway station is used as a taxi rank, bus stand, and as a drop off area for public transport passengers. The layout of the whole area is currently being reviewed.

In the meantime, there is a problem with taxi drivers parking beyond the taxi stand and obstructing the drop off area. The present parking restriction on the drop off area is a P5 parking limit, and all vehicles – including taxis – can park there for up to 5 minutes.

It is proposed that, as an interim measure, the parking restriction on the drop off area be changed to a loading zone with a maximum time of 5 minutes. This would then limit the use of that section of the roadway to vehicles that were actually setting down or picking up goods or passengers. The area would not be available as a waiting area for taxis or buses. The change in restriction would allow the area to be used for its intended purpose, and has the support of Council's Manager – Parking Services.

A25 The area affected by this report is shown on the aerial photograph in attachment A25.

RESOURCES

The necessary parking signs can be funded from the Traffic Signs Maintenance Contract.

CONCLUSION

The change from a 5 minute parking restriction to a 5 minute loading zone at the public transport terminal in Totara Avenue, New Lynn, will improve the availability of those spaces for the drop off area for the delivery and collection of passengers.

RECOMMENDATIONS

1. That the information be received.
2. That the 5 minute parking restriction on the northern side of Totara Avenue, New Lynn, between a point 22 metres west of the eastern boundary of 32-40 Totara Avenue and a point 33 metres west of the eastern boundary of 32-40 Totara Avenue, imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
3. That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962, and the Waitakere City Bylaw No. 7, 1991 – Traffic, the following parking limitation and restriction be now specified and imposed namely:

A loading zone with a maximum time limit of 5 minutes to apply on the northern side of Totara Avenue, New Lynn, between a point 22 metres west of the eastern boundary of 32-40 Totara Avenue and a point 33 metres west of the eastern boundary of 32-40 Totara Avenue.

Report prepared by: Alan Hopkinson, Transport Engineer.



14 **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.

