

**AGENDA FOR AN EMERGENCY 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, 6 MAY 2002,
COMMENCING AT 9.00 PM.**

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1 **APOLOGIES**



2 **CHANGING THE PARKING TIME RESTRICTIONS ALONG TOTARA AVENUE AND TODD AVENUE**

PURPOSE OF THE REPORT

A1 This report seeks approval to change the current 30 minutes parking time restriction to 60 minutes around the triangular area formed by Great North Road, Totara Avenue and Todd Avenue. The parking areas affected are the parallel parking spaces along the northern kerb line of Totara Avenue and angle parking spaces along the Western kerb line of Todd Avenue, as shown in the diagram attached at page A1.

BACKGROUND

In the past maximum parking times in these parking spaces have been restricted to 30 minutes especially for the convenience of customers of banks situated in this area. As these Banks have now moved out of this area the other shop owners request these restrictions be relaxed to 60 minutes to facilitate the needs of general shopping public.

STRATEGIC CONTEXT

Safety for pedestrians and vehicles is a key objective under the Urban Village strategy. This is reiterated within the Transport Strategy and provision is made for safety improvements in accordance with this. Provision is also made to implement parking controls to facilitate easy access to businesses, services and community facilities as part of the Objective 3 - Access and Travel Choice, under the Urban Villages Strategy.

ISSUES

It is important that time limits for parking are appropriate. If the limit is too short visitors to commercial activities will be under pressure and are likely to receive parking tickets; this is a discouragement to businesses in the area. If the time limit is too long visitors at locations further away may use this parking area and turnover for businesses in the immediate vicinity will be reduced, with visitors kept out by the longer stay parking.

In this case Community Board members have communicated with the businesses in the vicinity finding that a limit of 60 minutes would suit their activities now as the Banks have relocated.

RESOURCES

The work involves erection of traffic signs, and can be accommodated within the annual maintenance budget.

CONCLUSION

The proposal to change the maximum allowable parking time from 30 minutes to 60 minutes is desirable for customers convenience.

The work can be accommodated in the 2001/2002 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 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 resolution. 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:
 - On the northern kerb line of Totara Avenue starting from a point 25m east from the southern kerb line of Great North Road ending at a point 60m east from the southern kerb line of Great North Road a “P 60” sixty minute time limit parking control be put in place.
3. (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Todd 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 resolution. 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:
 - On the western kerb line of Todd Avenue starting from a point 3.5m north from the southern kerb line of Totara Avenue and ending at a point 38.5m north from the southern kerb line of Totara Avenue a “P 60” sixty minute time limit parking control be put in place.
4. 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.



3 WEST COAST / GLENDALE INTERSECTION - SIGNAL CONTROL

PURPOSE OF THE REPORT

This report is to inform the Board of the progress of the approved traffic signal control for the intersection of West Coast Road and Glendale Road, Glen Eden, and to ask for approval for authority to prohibit a right turn if this should prove necessary.

BACKGROUND

At its April meeting, the Board approved the installation of traffic signal control at the intersection of West Coast Road and Glendale Road. The work has commenced and is expected to be in operation by Monday 6 May 2002.

STRATEGIC CONTEXT

The Urban Villages Pathway to a sustainable city has an objective that people should be able to get easily and safely to where they want to go by any available transport mode.

The traffic signal control is to increase safety, particularly for pedestrians, at the intersection.

ISSUES

A concern was raised by the Service Manager: Transport Assets, at the April Meeting of the Board that the intersection may too small to provide an acceptable level of service at peak times for arterial traffic with the use of signal control. The Board approved in principle, a contingency plan, to make provision for prohibiting the right turn into Glendale Road if necessary during the am and pm peak traffic periods. Traffic wanting to make a right hand turn would have to use the Captain Scott Road intersection or Woodglen and Woodvale Roads as a bypass.

The Board resolved:

“That the contingency of banning the right turn from West Coast Road into Glendale Road in peak traffic period(s) be approved in principle, but implemented by the Board at the Board’s discretion if recommended by the Service Manager: Transport Assets, following the Manager’s monitoring of the proposed signals under prevailing traffic conditions.”

683/2002.

However, under this resolution, if the Service Manager: Transport Assets makes the recommendation that the turn be prohibited, in the week of the commissioning of the traffic signals, motorists would have to wait until after the Board meeting on 10 June 2002 for an improved level of service. Therefore, it is proposed that the decision on banning the right turn be delegated to the Chairperson and one other Board Member, subject to advice from the Service Manager Transport Assets.

RESOURCES

The installation of necessary signs to ban the right turn from West Coast Road to Glendale Road would be done through the Signs Maintenance Contract.

CONCLUSION

The signal operation may not be ideal in the peak periods, but is expected to be tolerable. The risk of unacceptable conditions is hedged by the contingency that the right turn into Glendale Road be banned in one, or the other, or both, of the peak traffic periods if necessary.

Provision should be made to facilitate this contingency by delegation of the decision to the Chairperson and one other Board Member, subject to advice from the Service Manager: Transport Assets.

RECOMMENDATIONS

1. That the information be received.
2. That the decision to prohibit the right turn from West Coast Road into Glendale Road at particular times of the day be delegated by the Board to the Chairperson and one other Board Member, and be subject to advice from the Service Manager: Transport Assets.

Report prepared by: Nabeel Hammad, Transportation Engineer: Information.



