Waitakere City Council
Te Taiao o Waitakere

NOTICE OF 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, 3 May 2004 **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.

28 April 2004

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)

★★★★★★★★★★★

(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.)

WAITAKERE CITY COUNCIL

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, 3 MAY 2004, COMMENCING AT 7.30 PM.

TABLE OF CONTENTS

ITEM		PAGE NO.
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PUBLIC FORUM	2
5	CHAIRPERSON'S REPORT	2
6	COMMITTEE SECRETARY'S REPORT	3
7	LEASE OF PART OF OLYMPIC PARK	7
8	TITIRANGI ROAD FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS	11
9	LEGAL RESOLUTION OF PARKING CONTROL - GLEN EDEN RAILWAY STATION CAR PARKING AREA	13
10	NEW 'GIVE WAY' CONTROL - INTERSECTION OF KELMAN ROAD AND LAURA STREET	15
11	BOARD MEMBERS' REPORTS	16

WAITAKERE CITY COUNCIL

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, 3 MAY 2004, COMMENCING AT 7.30 PM.

---

1 APOLOGIES

2 CONFIRMATION OF MINUTES

Ordinary - Monday, 5 April 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the New Lynn Community Board held on Monday, 5 April 2004, 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 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.

5 CHAIRPERSON'S REPORT

War….
I write this in the mournful mood of ANZAC Day, having just attended the Dawn Ceremony at Waikumete Cemetery, driving home through an altogether too beautiful rose and gold sunrise. Every year, the silent candle lit crowd seems bigger; this year, tiny, wide-eyed children were brought in dressing gowns and fuzzy slippers; they held their candles carefully, too awestricken to think of playing. Little boys who looked no more than nine years old marched with the veterans, probably standing-in for a great-grandfather or other dead kinsman. This is no good-time concert crowd; everyone is there to stand in the dark and cold to honour some lost, remembered, actual person: it is all quite frighteningly real.

and Peace
The children write letters to Santa Claus and we make submissions to the Annual Plan. Both Santa and Council do their very best but there are inevitable disappointments. We only doubt the wisdom of allowing people who have made modest legitimate requests and believed they would be granted, to be disappointed over and over again. Somebody remarked for our edification several thousand years ago that *hope deferred maketh the heart sick.* Let`s hope that hearts do not become sick of the democratic process.

RECOMMENDATION

That the Chairperson's Report be received.

Elizabeth Francke
CHAIRPERSON

6 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
1. Road Safety Improvements - Intersection of Ward and Puriri Streets 5 April 2004 538/2004	The "No Stopping At All Times" restriction and "Stop" controls, as approved by the Board at its meeting held on 5 April 2004, have been installed.	Paul Schischka ☏ 836 8000 Ext 8742
2. Anti Speed Device for Vardon Road 1 December 2003 Public Forum	The matter of Vardon Road traffic calming and the option of a roundabout at Cliff Road remains to be assessed. A report will be prepared for the August 2004 meeting of the Board. If justified, some work could be undertaken in the 2004/2005 financial year using the Minor Safety Works budget.	Adam Moller ☏ 836 8000 Ext 8750
3. Traffic Situation outside Titirangi Primary School 1 December 2003 Public Forum	On 7 April 2004, Transport Assets Staff held a meeting at the school which was followed by a site visit. The Principal, a member of the school's Board of Trustees and an Officer from the Ministry of Education were the other participants. As agreed at this meeting, Transport Assets Staff will prepare a Concept Plan outlining possible improvements and discuss with the same team on 10 May 2004.	Upali Ileperuma ☏ 836 8000 Ext 8716
4. Paturoa Road - Road Improvement 2 February 2004 Public Forum	Transport Assets Staff held a meeting with a representative of the residents of Paturoa Road on 25 March 2004 to gain an understanding on the issues involved. Requests were for significant roading improvements, such as new kerbing and channelling, footpaths and retaining walls. All this would require considerable funding which is not available within the 2003/2004 Annual Plan. The residents of Paturoa Road have thus been advised to put a submission to the 2004/2005 Annual Plan Subcommittee.	Upali Ileperuma ☏ 836 8000 Ext 8716

Issue	Comments	Reporting Council Officer
5. Boards Submission to the 2004/2005 Annual Plan	The Board is aware of the submission process and has either completed or made arrangements for a process to complete a submission to the 2004/2005 Annual Plan. The closing date for receiving submissions is 13 May 2004. The Board to formally sign off their submission need to: Resolve to make a submission to the 2004/2005 Annual Plan; and Delegate authority to the Chairperson or other Board Member(s) to sign off the Board's submission and submit it by 13 May 2004.	Dick Guy ☎ 836 8000 Ext 8416
6. Golf Road/Portage Road Roundabout 47/2003	Physical works for the installation of the roundabout as approved at the Board's meeting on 3 February 2003, was completed on 19 April 2004.	Hussam Abdul-Rassol ☎ 836 8000 Ext 8961
7. Konini Primary School Public Forum on 3 November 2003 4025/2003	The Parking Controls and Kea Crossing as approved by the Board on 5 April 2004, are expected to be installed before the end of April 2004.	Upali Ileperuma ☎ 836 8000 Ext 8716
8. Lease of Hetana Plantation Reserve to the Buchanan Family Trust 3 November 2003 4041/2003	At its meeting held on 3 November 2003, the Board resolved that "the Chief Executive be given authority to negotiate and conclude a lease with the Buchanan Family Trust under section 61(2A)(b) of the Reserves Act 1977 for that part of Hetana Hamlet Plantation Reserve (Lot 9, Deposited Plan 23375) that adjoins their property and the lease be executed as negotiated." (4041/2003) A draft lease was sent to Bill Buchanan on 31 March 2004 for him to organise the signing of the lease by the four trustees of the Buchanan Family Trust. Council is awaiting a response from Mr Buchanan.	Maurice Hieatt ☎ 836 8000 Ext 8050

Issue	Comments	Reporting Council Officer
9. Keep Waitakere Beautiful - Trees for Babies	The confirmed parks and dates for Keep Waitakere Beautiful Trees for Babies, 2004 for all the four Wards are as follows: **New Lynn Ward** Saturday 8 May 2004 Northall Reserve Northall Road, off Titirangi Road, New Lynn. **Henderson Ward** Saturday, 15 May 2004 Halyard Common Reserve, Waimanu Bay Drive, Te Atatu Peninsula **Waitakere Ward** Saturday, 22 May 2004 Owens Green, 436 B Huia Road, Laingholm **Massey Ward** Saturday, 29 May 2004 Royal Reserve, Beauchamp Drive, off Royal Road, Massey All plantings are from 11.00 am to 1.00 pm All are welcome.	Jacki Byrd ☏ 836 8000 Ext 8707
10. Crum Park Lighting	The resolution of the long-running issue between Bay Olympic Soccer and Sports Club and the Friends of Crum Park over the lighting of Crum Park has been confirmed by the recent approval of a Consent Order by the Environment Court. In addition to the Consent Order, which allows for the lighting of Fields 1 and 2 at Crum Park, the Parties have signed a "side agreement". This agreement confirms that the Club will not seek to install further lighting on Crum Park, and that any further changes to the physical characteristics of the Park sought by the Club will be consulted on, first with Council and the Friends of Crum Park before the proposals are made public. The way is now clear for Bay Olympic to begin the process of installing the lighting.	Roger Wilson ☏ 836 8000 Ext: 8086

REPORTS PENDING			
Subject	**Date Requested**	**Report Due**	**Reporting Officer**
11. Paturoa Foreshore Erosion - Results of Coastline Survey	2 December 2001 Public Forum (343/2003 and 642/2003)	5 July 2004 (To report result of survey of coastline carried out in April 2003, October 2003, and again in April 2004.)	Hamish Singh ☏ 836 8000 Ext 8953
12. A Status Report on the Development Issues in Titirangi Village - An update on Lopdell House	January 2004 Elected Member	31 May 2004	Philip Brown ☏ 836 8000 Ext 8042
13. Blind Spot at Castleford Street	5 April 2004 Public Forum (533/2004)	31 May 2004	Upali Ileperuma ☏ 836 8000 Ext 8716
14. Speeding at Pokapu Street	5 April 2004 Public Forum (533/2004)	31 May 2004	Upali Ileperuma ☏ 836 8000 Ext 8716
15. Proposed Pedestrian Crossing at Titirangi Road near Godley Road	5 April 2004 Public Forum (533/2004)	31 May 2004	Upali Ileperuma ☏ 836 8000 Ext 8716
16. Gardner Avenue - Street Calming Measures	2 February 2004 Public Forum	31 May 2004	Adam Moller ☏ 836 8000 Ext 8750
17. Parking Situation in Claridge Street and Roick Parade, Glen Eden - Proposed Parking Spaces	5 May 2003 and 1 September 2003 Public Forum (849/2003 1783/2003)	31 May 2004 (Awaiting quote from Contractor on works)	Warren Ogilvie ☏ 836 8000 Ext 8561
18. Atkinson Road/Kauriland Intersection Upgrading	1 March 2004 Public Forum (210/2004)	31 May 2004	Ross Hill ☏ 836 8000 Ext 8737

RECOMMENDATIONS

1. That the Committee Secretary's Report be received.

2. That the New Lynn Community Board make a submission to the 2004/2005 Annual Plan.

3. That the New Lynn Community Board delegate authority to sign off the Board's submission to the Chairperson or other Board Member(s).

Report prepared by: Audrey Chan, Committee Secretary.

7 LEASE OF PART OF OLYMPIC PARK

PURPOSE OF THE REPORT

To consider leasing parts of Olympic Park to the Olympic Park Trust for the purpose of developing a playground and installing lighting.

BACKGROUND

Olympic Park is a 7 hectare reserve in New Lynn bounded by Portage Road, Wolverton Street and the North Auckland Railway line. It is classed as a City Wide Park and is shown as Open Space in the District Plan. The majority of the park is classified under the Reserves Act 1977 as a recreation reserve; however, one large lot is classified as a local purpose (community buildings) reserve and the area on which it is intended to site the playground has been brought under the Act but has not been classified.

The City Development Committee at its August 2003 meeting authorised Council to enter into an agreement with the Olympic Park Trust to develop Olympic Park in accordance with the Olympic Park Reserve Management Plan (1653/2003). This plan was adopted by the New Lynn Community Board at its meeting in September 2003 (1787/2003). At the completion of the development of the park by the Trust all improvements will be vested in the Council.

The Olympic Park Trust is a registered charitable trust which will be entirely funding the development of the park. The Olympic Park Trust has already raised a substantial portion of funding for the development of the park and in order to obtain the remaining funding from the ASB Community Trust, the Olympic Park Trust must hold a lease of the land where the playground and lighting standards will be situated.

A1 A map attached at page A1 shows the areas it is intended to lease to the Olympic Park Trust. The areas marked a are where it is intended to place the lights. The area marked b is where it is intended that the playground will be situated.

STRATEGIC CONTEXT

The Council's Parks Strategy provides a framework for the management of parks within the city. Ten detailed objectives of open space in the city have been developed. The objectives set out a programme for the change and improvement of open space areas within the city. The objectives are:

- Increase the use and enjoyment of parks;
- Extend and improve the City's natural ecosystems;
- Increase the opportunities for people to enjoy nature in parks;
- Parks are managed sustainably as part of the wider landscape;
- Improve the use, range and quality of sports facilities within the City;
- Protect the heritage values within the parks and increase the awareness of the local area's heritage;
- To provide quality local and neighbourhood parks that are within walking distance throughout the City;
- To provide in partnership with Iwi, and where relevant, the wider Maori community, the protection of waahi tapu and sites of significance found on parks;
- Involve communities in the design and management of parks; and
- To improve the management and administration of parks.

City Wide Parks are seen as the key method of meeting the needs of Waitakere City in the future. Olympic Park is classed as a City Wide Park and is seen as providing a unique recreational and potential ecological function within the wider City Wide Parks network.

In particular the Olympic Park Management Plan provides under Objectives and Policies at 2.1 the following:

The existing sports field is an important asset, it contains a long jump, discus circle and grass running track. However, the field has no floodlighting at present and it is the intention of the Bay Olympic Soccer Club to enter the national New Zealand Soccer League. Night play is one of the requirements for this league. The plan goes on to state that the feasibility of installing floodlighting for night play on the main sports field should be investigated.

In relation to the playground, the plan provides at Policy 3.3 the following:

To provide informal recreation opportunities for youth in the vicinity of the sports area at Olympic Park.

Currently the park does not contain any informal recreational activities for youth. Olympic Park, as a large park, is best suited to these types of activities because the park has a good level of accessibility, and the park's location is suited to the noise that these types of activities can generate. For reasons of safety and security, it is important that these activities are placed in locations that are subject to passive surveillance by the public from adjacent roads, such as the nearby Portage and Wolverton Roads.

The management plan provides that policy 3.3 should be implemented by providing informal recreation opportunities such as a basketball half court, playground, and electric barbeques adjacent to Portage Road and/or Wolverton Road. The plan also suggests that any development should proceed with input from local youth and the Users Advisory Group.

ISSUES

The lease to the Trust is intended to make possible the development of a playground and lighting on the park.

The Playground

The Olympic Park Trust intends to develop a premier children's playground on Olympic Park. It will be a visually exciting children's playground with unique features that will draw children to the park from around the Auckland region. A playground and landscape design concept has already been developed relating to the name of Olympic Park name and its history.

The design includes specific play areas for preschoolers, 'middle children' and youth with each age groups' needs specifically catered for. The playground design provides for children with special needs and includes furniture, paths and a possible provision for shade. A circular path reflecting the Olympic theme will link the play areas.

The specific play areas will now be detailed:

Preschool: The Preschool area will be enclosed, so that parents and caregivers can relax while their mobile 2 year old plays. The preschool playground will include many items to encourage the social, cognitive and physical aspects of play.

Middle Child: This area will include a Spacenet, a European designed playground that has been popular there for 30 years, while the first New Zealand Spacenet has only recently been installed in Wellington. The Olympic Park Spacenet has been chosen to provide a "wow" factor for the playground. It is a large 10 metre high climbing net that provides a very physically challenging playspace while being entirely safe, as the net will capture any fall.

Youth: The youth area is designed for the pre-teen and teenagers. It will give them a place associated with but apart from the playground. The youth play area will encourage physical activity, with a 3x3 court and climbers. The design focuses on "hangout" seating and provides a place for teenagers to meet and watch the playground activities.

The Lighting

The proposal is to light the main field and also install passive lighting around the park to allow greater flexibility in the use of the park. The lighting will incorporate six light poles bearing 46 lamps together with associated switchgear, transformer and cabling. The poles will be approximately 12 metres high and will produce 500 lux illumination of the playing field. Passive lighting will also be installed around the outer edges of the play area. The lighting will be made available for all users of the park and will be operated and maintained at no cost to Council.

Reserve Classification

A2 The area on which the playground area is to be sited has been brought under the Reserves Act 1977 but has not been classified under that Act. In order for the lease to proceed it is necessary that this area - Allotment 87, Section 2, Township of Whau North - should be classified as a recreation reserve under that Act. This area is also identified on the plan attached at page A2. Although the area on which the playground will be built is in Auckland City, the Waitakere City Council as the owner of this land is able to lease the land and is also able to classify it under the Reserves Act 1977. Auckland City is aware of Waitakere's intention in this respect.

The Lease

In order for the Trust to qualify for ASB Charitable Trust funding, it is recommended that a lease term of 10 years with a right of renewal for a further term of 5 years be negotiated. It is intended that only the immediate areas required for the installation of the light standards (five 2 metre square areas and one area 3 metres by 4 metres) and part of the playground area be leased to the Trust. The terms of the lease will include a term that the areas of land to be leased are to be accessible to the general public at all times with no charge and that the Trust will maintain the lights and fund all operating costs connected with them.

CONCLUSION

The Olympic Park Trust has entered into a contract with Council to develop Olympic Park in accordance with the Olympic Park Reserve Management Plan. This plan provides that a playground and lights should be installed on the park. The Trust requires a lease of the areas on which these amenities will be installed in order to allow them to apply for funding for the project. It is recommended that a lease be granted to the Olympic Park Trust for the footprint of part of the playground and the immediate areas on which the light standards will be installed. It is also recommended that public notification of the reclassification of part of Olympic Park be approved and also that the classification and reclassification of part of Olympic Park be recommended to Council in order that this lease may proceed.

RECOMMENDATIONS

1. That the Lease of Part of Olympic Park report be received.

2. That the New Lynn Community Board recommend to Council that Allotment 87, Section 2, Township of Whau North be classified under section 16(2A) of the Reserves Act 1977 as a recreation reserve as defined in section 17 of that Act.

3. That the New Lynn Community Board approve the public notification of the intention to lease a part of Olympic Park to the Olympic Park Trust under section 54(1)(c) of the Reserves Act 1977 for the purpose of developing a playground and installing lighting.

4. That the New Lynn Community Board recommend to Council that in the absence of any objections or submissions the Chief Executive be given authority to apply to the Minister of Conservation for consent to grant a lease to the Olympic Park Trust and to negotiate and execute a lease with that Trust under section 54(1)(c) and section 61 of the Reserves Act 1977.

Report prepared by: Alastair Dougal, Solicitor, Legal Services and Alan Duxfield, Parks Project Manager: Environment.

8 TITIRANGI ROAD FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to update the New Lynn Community Board on the programmed implementation of the Titirangi Road Flush Median (between Pleasant Road and Golf Road) that is scheduled for construction during the last quarter of 2003/2004. The report also seeks the New Lynn Community Board's endorsement of associated changes of parking and traffic restrictions on Titirangi Road.

BACKGROUND

A flush median is a painted central traffic line with painted diagonal stripes. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties and to safely separate opposing traffic. Flush medians include occasional physical (raised) traffic islands, to discourage misuse of the median and assist pedestrians to cross the roadway.

There are a total of three reported accidents on Titirangi Road between Pleasant Road and Golf Road from year 1999 to 2003. From the three accidents, there was one fatal and two minor injuries, these mostly involved head-on collisions. The project is predicted to have benefits to the community through a reduction in the number and severity of crashes on the route.

STRATEGIC CONTEXT

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

A high proportion of urban traffic crashes occur when vehicles are turning right to or from side streets/properties, and a flush median is an effective way of reducing these crashes, also head-on crashes, and generally calming the traffic flow. 'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The project comprises of the removal of the existing no overtaking lines and replaces with approximately 415 metres of new median markings on Titirangi Road between Pleasant Road and Golf Road. Also included is a pedestrian refuge island located within the median to discourage overtaking on the median and provide a safer location for pedestrians to cross the road. The median will also provide improved safety for vehicles to turn right from the centre of the road into roadside properties and side streets, and also reduces head-on collisions.

A3-A4 No stopping restrictions are recommended at the location of the refuge island to maintain clear visibility for pedestrians crossing the road and also to ensure adequate lateral clearance for through traffic. Under the Traffic Regulations 1976, the New Lynn Community Board must approve associated no stopping controls. The Regulations state that "no person, being the driver or in charge of any vehicle, shall stop, stand or park that vehicle on the road, whether attended or unattended in any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle proceeding towards that corner, bend, rise, dip, traffic island, or intersection, or within 6 metres of an intersection, or any part of a roadway where the controlling authority has marked a broken yellow line parallel to and at a distance of not more than 1 metre from the edge of the roadway". The plans showing the extent of the proposed new restrictions are attached at pages A3 to A4.

The owners of the properties whose frontages are affected by the proposed refuge island and no stopping controls have been consulted in writing and no objections have been received.

RESOURCES

The Titirangi Road Flush Median project has been provided for in the 2003/2004 Annual Plan and will be funded from the subsidised Accident Investigation Studies Safety Upgrades budget. The flush median will be installed under the existing road marking maintenance contract and the pedestrian refuge island will be constructed under the Accident Investigation Studies Safety Upgrades Contract at a later date.

CONCLUSION

The Titirangi Road Flush Median has been recommended for construction based on high public benefit from crash reductions. Funding is allocated for this project in the Annual Budget. Associated 'No Stopping' restrictions are recommended to further facilitate efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

RECOMMENDATIONS

1. That the Titirangi Road Flush Median and Related Parking Restrictions report be received.

2. That in relation to **TITIRANGI ROAD, TITIRANGI NORTH:**

   (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Titirangi Road, Titirangi North 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:

      - On the west kerb line of Titirangi Road, a start point from the existing no stopping line opposite property No.256 Titirangi Road to an end point 20 metres further north, a **'NO STOPPING AT ALL TIMES'** parking control be put in place.
      - On the centre of the carriageway on Titirangi Road, from a start point of 30 metres south of the south kerb line of Pleasant Road to an end point 415 metres further south, the **'NO OVERTAKING LINES'** be removed.

3. That the appropriate signage and/or marking, 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: Vinh Bui, Transport Engineer, Transport Assets.

9 LEGAL RESOLUTION OF PARKING CONTROL - GLEN EDEN RAILWAY STATION CAR PARKING AREA

The purpose of this report is to recommend to the New Lynn Community Board that it legally resolves the parking controls that are currently marked and sign posted in the Glen Eden Railway Station car parking area.

BACKGROUND

The operators of the Glen Eden Railway Station Café have contacted Council requesting enforcement of the parking restrictions currently marked and sign posted in the adjacent car parking area. This cannot be done at present as no parking restrictions have been legally resolved by the New Lynn Community Board.

Currently there are eleven P60 restricted parking spaces, seven P10 parking spaces and one disabled parking space marked and sign posted in the west end of the parking area. The P10 restriction is sign posted as being in force between 7.00 - 9.00am and 3.00 - 5.30pm only.

STRATEGIC CONTEXT

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

Appropriate time restrictions for parking allow for the most effective utilisation of parking, best allowing for the essential needs of parking users. Shorter time limits ensure turnover, stimulating business activity, but if they are too short, business cannot be concluded without the prospect of infringing restrictions and consequential fines.

ISSUES

The existing parking signs and markings in the railway station car park date from the time when the station was relocated to its current site, but were never formally resolved by the New Lynn Community Board. It is now desirable for the parking restrictions to be legally resolved by the Community Board so that they may be enforced.

The P60 restriction on eleven spaces helps provide parking for customers of the café and other Glen Eden shops and allows for the best utilisation of scarce parking resources close to the surrounding commercial district.

The seven P10 parking spaces with limited restriction hours only allow for easy pick up and drop off of railway passengers during peak hours and helps to avoid congestion in the car park that may be caused by vehicles stopping to load or unload passengers in locations other than marked parking spaces. There may be some merit to extending the hours of operation of the parking restriction on some or all of these spaces to allow for pick up or drop off of rail users outside of peak hours.

There are a total of 43 car parking spaces in the car park, of which 19 would be time (or otherwise) restricted should the recommendation be approved.

There are supplementary signs below each existing P60 sign indicating that the parking is for café customers only. These supplementary signs will have to be removed, as Council is legally unable to restrict parking in a public car park to the patron of a particular business.

RESOURCES

The proposed alterations can be implemented under the 2003/2004 maintenance contracts.

CONCLUSION

The proposal to change the parking restrictions in the vicinity of the railway station is desirable for the convenience of local business and users of the train station and will allow better utilisation of the car park. The New Lynn Community Board may however wish to consider extending the recommended times of operation on the P10 restriction to allow for easier pickup and drop off of public transport users outside of peak times.

RECOMMENDATIONS

1. That the Legal Resolution of Parking Control - Glen Eden Railway Station Car Parking Area report be received.

2. That in relation to the **GLEN EDEN RAILWAY STATION CAR PARKING AREA, GLEN EDEN:**

   (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Glen Eden railway station car park imposed by any prior resolution (including resolutions 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 authorized to be concluded in the normal manner.

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

      (i) That along the north kerb of the car park from a point where it meets the west side of the railway station building to a point a 28.5 metres further west **11 'P60' Parking Spaces** be put in place.

      (ii) That along the north kerb of the car park from 28.5 metres west of a point where it meets the west side of the railway station building to a point 3.5 metres further west **1 'Parking Space for the Disabled'** be put in place.

      (iii) That along the south kerb from the southwest corner of the car park to a point 20 metres further east **7** '**P10, 7.00-9.00 am and 3.00-5.30 pm only' Parking Spaces** be put in place.

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

Report prepared by: Paul Schischka, Transport Engineer.

10 NEW 'GIVE WAY' CONTROL - INTERSECTION OF KELMAN ROAD AND LAURA STREET

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new 'Give Way' control on Kelman Road at its intersection with Laura Street.

BACKGROUND

A resident of Laura Street who has witnessed several near miss accidents at the intersection, caused by driver confusion over which leg of the intersection has priority, has requested that a 'Give Way' control be installed.

STRATEGIC CONTEXT

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

'Give Way' controls can improve safety at intersections by ensuring that drivers behave in an appropriate manner at intersections where approach site distance is limited.

ISSUES

The intersection in question is a T-junction with the Kelman Road stem making a ninety-degree right turn at the location where it intersects with Laura Street. Kelman Road forms both the stem and right side branch of the T whist Laura Street forms the left-side branch.

It is proposed to install a 'Give Way' control on the stem of the T-junction on Kelman Road. The existing arrangement can cause some driver confusion as to which approach to the intersection has priority as the straight through route is from Kelman Road to Laura Street, whilst a driver must make a sharp turn at the intersection if they wish to move from one leg of Kelman Road to another.

The occupants of the surrounding properties have been consulted by letter about the proposal. No replies to the proposal were received.

RESOURCES

The proposed alterations can be implemented under the 2003/2004 maintenance contracts.

CONCLUSION

The proposal to install a new 'Give Way' control at the intersection Kelman Road and Laura Street is desirable to improve safety at this intersection.

RECOMMENDATIONS

1. That the New 'Give Way' Control - Intersection of Kelman Road and Laura Street report be received.

2. That in relation to **KELMAN ROAD, KELSTON:**

   (a) 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 controls be now resolved to be specified and imposed, namely,

   That a **'GIVE WAY'** control be established on Kelman Road on the western approach to its intersection with Laura Street.

3. That the appropriate marking, 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: Paul Schischka, Transport Engineer.

11 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 Community Boards' Association Executive Committee	Gayle Marshall
Keep Waitakere Beautiful Committee	Elizabeth Francke
Glen Eden Citizens Advice Bureau	Ray Kernaghan
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort (Alternate: Brent Peters)
COUNCIL COMMITTEES	
Hearings Committee	Elizabeth Francke (Alternate: Ray Kernaghan)
Community Sports Fund Allocation Subcommittee	Brent Peters
WORKING GROUPS	
Harbourview "People's Park" Working Party Voluntary Membership	Pim van der Voort
Wai Care Programme	Gayle Marshall Ray Kernaghan Elizabeth Francke

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Gayle Marshall
Keep Waitakere Beautiful Committee	Elizabeth Francke
Project Whau Steering Group	Ray Kernaghan
Herbicide Reduction Working Party	Elizabeth Francke
New Footpath Construction: Budget Allocation	Pim van der Voort
New Lynn Reserves Management Plan - Internal Advisory Group	Pim van der Voort Brent Peters
Olympic Park Reserves Management Plan Advisory Group	Brent Peters
Project Twin Streams Steering Group	Ray Kernaghan