

**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, 5 JULY 2004,
COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 31 May 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the New Lynn Community Board held on Monday, 31 May 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**

I spent much of last month flattened and stupefied by flu but managed, still snuffling, to attend a working party on the New Lynn town centre development. It now seems clear that inside ten years from that 1996 charrette (a kind of public talkfest, planning and design party) we will have our new library and a lively touch of civic charm in a newly designed, green and blossoming Todd Triangle.

All the same, I crept away sadly, meditating on the frequent dismal fate of public works of art - especially and typically, the waka at the Great North Road end of Memorial Drive. How splendid it looked in model form; how splendid it would look now against a long park vista or the massed, rounded soft shapes of mature trees. Now, against the jumbled, ill-proportioned rectangular shapes made by the buildings behind it, its powerful and shapely lines are obscured as music is by static. Its setting does not do it justice. From some angles it is just part of the visual mess.

I told myself to get real. The creation of a beautiful city takes huge wealth, as well as taste, power, will, and above all, a general realisation that the city itself is the work of art. In the meantime however, ordinary civic housekeeping can at least maintain the citizens' self-respect: by which I mean consistent design of paving, street furniture and lighting, with regular mending and maintenance of the same; fresh paint and fine trees. These modest aspirations are surely not beyond our means. These we can have.






RECOMMENDATION

That the Chairperson's Report be received.








Elizabeth Francke
CHAIRPERSON








6 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>1. Parking Situation in Claridge Street and Roick Parade, Glen Eden - Proposed Parking Spaces</p> <p>5 May 2003 and 1 September 2003 Public Forum</p> <p>849/2003 1783/2003</p>	<p>Claridge Street Common Reserve works entail funding from Transport Assets, Parks and Ecowater sections.</p> <p>Works include:</p> <ul style="list-style-type: none"> • hot mix paving, kerb and channel at the end of Claridge Street, allowing two car parking spaces; • drainage works; • footpath extensions and reserve footpath upgrade; • bollards and chain on reserve front; • planting. <p>Costs are being finalised and it is expected that works will occur in late July 2004.</p>	<p>Warren Ogilvie</p> <p> 836 8000 Ext 8561</p>
<p>2. Lease of Hetana Plantation Reserve to the Buchanan Family Trust</p> <p>3 November 2003</p> <p>Resolution 4041/2003</p>	<p>The lease to the Buchanan Family Trust has now been signed by both parties and the Trust has been sent its copy of the lease. The matter has now been completed.</p>	<p>Maurice Hieatt</p> <p> 836 8000 Ext 8050</p>
<p>3. Glen Eden Public Toilet</p> <p>3 November 2003 Public Forum</p> <p>Resolution 4025/2003</p>	<p>Construction of the new public toilet at Glen Eden has started, with completion to be in June 2004.</p>	<p>Alan Duxfield</p> <p> 836 8000 Ext 8553</p>
<p>4. Proposed Siting of an Air Quality Monitoring Shed at Ceramco Park</p> <p>3 November 2003</p> <p>Resolution 4039/2003</p>	<p>Approval has been given to Watercare Services Ltd to construct an air monitoring station at site option 3 on the south eastern side of Ceramco Park, adjacent to 52 Meadowvale Rise.</p> <p>The Parks section is awaiting a response from Watercare Services Ltd as to the conditions set by Parks for its construction.</p>	<p>Warren Ogilvie</p> <p> 836 8000 Ext 8561</p>
<p>5. Anti Speed Device for Vardon Road</p> <p>1 December 2003 Public Forum</p>	<p>The matter of Vardon Road traffic calming and the option of a roundabout at the Cliff Road remain 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.</p>	<p>Adam Moller</p> <p> 836 8000 Ext 8750</p>

Issue	Comments	Reporting Council Officer
<p>6. Status Report on the Development Issues in Titirangi Village - An update on Lopdell House January 2004 Elected Member</p>	<p>An independent Trust has been established to manage the use and development of Lopdell House. The Lopdell House Development Trust is considering several options for potential activities that might establish within the building. The Trust has recently commissioned a structural assessment of elements of the building to determine its suitability for further development. In addition, the Trust has commissioned a firm of architects (Mitchell and Stout) to develop the refurbishment and expansion concept plans. Funding for these development plans has been provided by the Portage Licensing Trust. Once this work has been completed, consideration of possible development options can be progressed.</p> <p>A plan will be drawn up for display at the Titirangi Library for public information in July/August 2004 regarding the Titirangi development covering "Rotondo" Development, "Toby's" Development, old Community House site, and possibly the Lopdell House, including the parking status in Titirangi Village.</p>	<p>Philip Brown ☎ 836 8000 Ext 8042</p>
<p>7. Atkinson Road/ Kauriland Intersection Upgrading 1 March 2004 Public Forum Resolution 210/2004</p>	<p>Proposals for the intersection upgrade were approved at the Board's meeting held on 4 December 2000 under Resolution 4136/2000. However, owing to cost and priority, the works have not been implemented. The priority will be reviewed for the 2004/2005 minor safety improvement programme.</p>	<p>Ross Hill ☎ 836 8000 Ext 8737</p>
<p>8. Speeding at Pokapu 5 April 2004 Public Forum Resolution 533/2004</p>	<p>An information pack containing guidelines, process and an application for a slow-street was sent to the resident.</p> <p>Transport Assets staff are awaiting the information.</p>	<p>Upali Ileperuma ☎ 836 8000 Ext 8716</p>
<p>9. Kaurilands Road/Atkinson Road Pedestrian Crossing 31 May 2004 Public Forum Resolution 871/2004</p>	<p>The priority of this work will be reviewed in conjunction with the Atkinson Road/Kaurilands Road Intersection upgrade project under the 2004/2005 minor safety improvement programme.</p>	<p>Ross Hill ☎ 836 8000 Ext 8737</p>

Issue	Comments	Reporting Council Officer
<p>10. Glenmall Cherry Trees 31 May 2004 Resolutions 871/2004 and 873/2004</p>	<p>The Cherry Trees affected by the Glenmall redevelopment will be relocated by the end of August 2004.</p>	<p>Peter Sewell  836 8000 Ext 8759</p>
<p>11. Great North Road - New 'Give Way' Control 31 May 2004 Resolution 880/2004</p>	<p>Installation of the required 'Give Way' control has been completed.</p>	<p>Vinh Bui  836 8000 Ext 8793</p>
<p>12. Sabulite Road, Kelston - No Stopping Control 31 May 2004 Resolution 881/2004</p>	<p>Installation of the required 'No Stopping At All Times' control has been completed.</p>	<p>Upali Ileperuma  836 8000 Ext 8716</p>
<p>13. Memorial Drive Car Park - Removal of Two Parking Spaces 31 May 2004 Resolution 882/2004</p>	<p>Installation of the required 'Give Way' control has been completed.</p>	<p>Paul Schischka  836 8000 Ext 8742</p>
<p>14. New 'No Stopping At All Times' Control - Skilgate Avenue, New Lynn 31 May 2004 Resolution 883/2004</p>	<p>Installation of the required 'No Stopping At All Times' control has been completed.</p>	<p>Paul Schischka  836 8000 Ext 8742</p>
<p>15. '30' Parking Restriction - Glenview Road, Glen Eden 31 May 2004 Resolution 884/2004</p>	<p>Installation of the required 'P30' restricted parking spaces has been completed.</p>	<p>Paul Schischka  836 8000 Ext 8742</p>
<p>16. Greenbay High School Traffic Issues 31 May 2004 Resolution 886/2004</p>	<p>Installation of the required 'No Stopping At all Times' control has been completed.</p>	<p>Upali Ileperuma  836 8000 Ext 8716</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
17. Gardner Avenue - Street Calming Measures	2 February 2004 Public Forum	2 August 2004	Adam Moller  836 8000 Ext 8750
18. Proposed Pedestrian Crossing at Titirangi Road near Godley Road	5 April 2004 Public Forum (Resolution 533/2004)	2 August 2004	Adam Moller  836 8000 Ext 8750
19. Glenmall Traffic	3 May 2004 Public Forum (Resolution 667/2004)	2 August 2004	Paul Schischka  836 8000 Ext 8742
20. Bus Stop and Bus Shelters on Great North Road	3 May 2004 Public Forum (Resolution 667/2004)	2 August 2004	Ross Hill  836 8000 Ext 8793
21. Parking Matters at Memorial Drive <ul style="list-style-type: none"> • Parking Restrictions • Disabled Car Parks • Signage 	31 May 2004 Public Forum (Resolution 871/2004)	2 August 2004	Paul Schischka  836 8000 Ext 8742

RECOMMENDATION

That the Committee Secretary's report be received.

Report prepared by: Committee Secretary, Audrey Chan.



7 **PATUROA FORESHORE EROSION**

PURPOSE OF THE REPORT

The purpose of this report is to present to the New Lynn Community Board the results of the survey of the coastline below Paturoa Road and to recommend the remedial options as identified.

BACKGROUND

As outlined in the report presented to the New Lynn Community Board in March 2003, foreshore erosion due to wind and wave action is common along many parts of the Manukau Harbour coastline with significant stretches of coast prone to slips and erosion due to the steep, soft nature of the cliffs and slopes that form the coastline. This erosion is a natural process and, because few public assets or infrastructure are threatened by the erosion, relatively few coastal protection measures have been installed along the Manukau coastline to prevent erosion.

The issue of foreshore erosion along the coastline beneath Paturoa Rd was first raised at the New Lynn Community Board's public forum on Monday 2 December 2001. Since that date Council's Transport Assets section has investigated the issues and proposed a course of action for dealing with the short term stability issues associated with Paturoa Road. However, no long term solutions have been proposed for dealing with the foreshore erosion below Paturoa Road. Further investigative work was undertaken thereafter, and in March 2003 a report was presented to the Board suggesting that whilst some erosion had occurred, it did not significantly alter the coastline. It was recommended that the coastline be monitored over the following year and the results be presented to the Board.

STRATEGIC CONTEXT

Addressing coastal erosion is part of the Green Network Strategic Platform and aims to protect and enhance the range of native plants, wildlife and ecosystems in Waitakere City and adjoining harbours and oceans.

This is in context with the Auckland Regional Council's Coastal Erosion Manual which outlines the main principles or philosophy for coastal erosion management in the Auckland Region.

ISSUES

The erosion effects of the coastline along the Paturoa Bay have been monitored over the past year and survey results indicate that whilst some erosion has occurred since the last survey was undertaken an year ago, the level of erosion, is considered to be minimal and no different to the natural esplanade erosion that is occurring in coastal areas around Auckland.

Tonkin & Taylor Consultants Ltd, who also inspected the site last year were also approached for their expert advice on this matter and conclude the erosion is minimal.

Given the survey results and the recommendations of technical reports prepared earlier, it is considered that coastal erosion is not posing a threat to public assets and therefore the provision of any form of structure at the toe of the cliff is not considered appropriate at this stage.

However, in order to confirm that the erosion does not escalate or become an issue in the near future, the rate of erosion needs to be carefully monitored. It is therefore proposed that a survey of the existing coastline be again carried out in April 2005.

Transport Assets will be undertaking remedial works in the year 2004/2005 to address the stability issues that have been identified adjacent to Paturua Road. It is proposed that Transport Assets continue to monitor the erosion effects at the toe of the cliff in addition to the stability of the cliff adjacent to Paturua Road.

RESOURCES

The funding required to carry out survey in April 2005 (approx, \$500) is included in the 2004/2005 Annual Plan.

The funding required to undertake remedial works adjacent to Paturua Road is included in the 2004/2005 Annual Plan.

No funding for significant physical works has been included in the 2004/2005 Annual Plan.

CONCLUSIONS

The most recent survey of the coastline below Paturua Road undertaken in April 2004 indicated that, whilst erosion has occurred in the past, the erosion has not significantly altered the coastline and the current risks to Paturua Road are not related to the coastal process. Therefore, at this stage, the provision of a structure is not considered appropriate.

The rate of erosion will continue to be carefully monitored and it is proposed that the coastline be surveyed again in April 2005.

RECOMMENDATIONS

1. That the Paturua Foreshore Erosion report be received.
2. That a further survey of the coastline below Paturua Road be carried out in April 2005.

Report prepared by: Harish Singh, Parks Asset & Contracts Engineer.



8 TITIRANGI PRIMARY SCHOOL - PARKING ISSUES

PURPOSE OF THE REPORT

The purpose of this report is to seek approval to introduce 'Parking Time Restrictions' and install 'No Stopping At All Times' controls to improve parents parking facilities and children safety outside Titirangi Primary School.

BACKGROUND

At the New Lynn Community Board Meeting held on 1 December 2003, the Chairperson tabled a submission on behalf of a parent regarding the traffic situation outside the Titirangi Primary school. The submission requested the New Lynn Community Board's attention to the traffic situation outside the Titirangi Primary School.

The New Lynn Community Board considered these matters and resolved as follows:

"That the information be received."

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 utilization of parking, best allowing for the essential needs of parking users. Shorter time limits cater a higher number of users and help to reduce congestions especially around schools.

'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

Council staff visited the school and met with the Principal, an officer from the Ministry of Education and members of the Board of Trustees to identify the issues. The concerns were mainly focussed on the lack of parking spaces for parents who drop off children at the school especially in mornings. Vehicles pulling in and out of the kerb side parking on Atkinson Road raise concerns for the safety of children. Traffic congestion created by the vehicles that are waiting to park in the recessed parking bay just next to the busy intersection of Titirangi/Huia/ Scenic/Kohu and Atkinson Roads is another concern. This is the only designated drop off zone with a time restriction on it, in the vicinity.

In order to improve this situation Council staff offered two solutions, as follows:

- organise Walking School Buses; and
- introduction of more designated drop-off areas.

Council's Road Safety Co-ordinators are currently working with the school on the above proposal and a walking school bus will most likely start early in the third school term.

After several consultations with all the parties involved, a proposal has been formulated in order to increase the number of morning drop off areas.

A1

Accordingly, it is proposed to introduce the following parking restrictions as shown on the attachment at page A1.

- Create a 'P5 minute' parking time restriction from 8.30 to 9.15 am Monday to Friday, for a length of 18 metres along Atkinson Road north to the school entrance.
- Introduce a 'P5 minute' parking time restriction from 8.30 to 9.15 am Monday to Friday at the parking area currently reserved for buses from, 2.30 to 3.15 pm Monday to Friday. This is on the northern side of the Titirangi Road opposite Lopdell House.

Also, to prevent dangerous parking across the entrance to the school it is proposed to install 'No Stopping At All Times' controls.

School authorities have been consulted and no objections have been raised. No residential frontage is affected by this change.

RESOURCES

The work involves a minimal cost can be accommodated within the 2004/2005 Road Marking and Road Signs maintenance budgets.

CONCLUSION

The proposed 'Parking Time Restrictions' and 'No Stopping At All Times' controls in Atkinson Road and Titirangi Road are desirable from a safety perspective and will help to ease the traffic congestion around the school especially before school and will have only a minor effect on parking in the vicinity. The work can be accommodated within the 2004/2005 maintenance budgets.

RECOMMENDATIONS

1. That the Titirangi Primary School - Parking Issues report be received.
2. That in relation to **ATKINSON ROAD AND TITIRANGI ROAD, TITIRANGI:**
 - (a) All existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Atkinson Road and Titirangi 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 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 Atkinson Road starting from a point 52 metres south to the southern boundary of 209 Atkinson Road and continuing northward and around the corner of the driveway of 1 Kohu Road up to the road reservation boundary; and
 - on the western kerb line of Atkinson Road starting from a point 10 metres south of the southern boundary of 209 Atkinson Road and continuing southward and around the corner of the driveway of 1 Kohu Road up to the road reservation boundary '**NO STOPPING AT ALL TIMES**' Controls be put in place; and
 - on the western kerb line of Atkinson Road starting from a point 10 metres south of southern boundary of 209 Atkinson Road and ending at a point 8 metres north of the southern boundary of 209 Atkinson Road; and
 - on the northern kerb line of Titirangi Road opposite 418 Titirangi Road, at the area designated for parking of buses from 2.30 to 3.15 pm Monday to Friday, a Parking Time Restriction '**P5 MIN 8.45 am to 9.15 am Monday to Friday**' be put in 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.



9 KELSTON GIRLS HIGH SCHOOL - TRAFFIC SAFETY ISSUES

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's recommendation to Council to approve the installation of a 'Kea School Crossing' and two 'No Stopping At All Times' controls in Archibald Road.

BACKGROUND

The administration of the Kelston Girls High School approached the Council Road Safety Coordinator and raised the issue of child safety, especially at the crossing points in Archibald Road.

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.

'Kea School Crossings' are designed so that school patrols can better control traffic and safely guide children across the street. '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

Council staff visited the school and met with a member of the staff to identify the issues. The concerns were focussed on the main school children crossing point in Archibald Road. Vehicles manoeuvring around and parked on both sides of the road in the vicinity of the unofficial crossing point raise concerns for the safety of children before and after school hours. It is difficult for the school traffic controllers to control the crossing when traffic congestion exists in the vicinity of the crossing, especially because it is located so close to the busy intersection of Great North Road and Archibald Road.

As the pedestrian movement is too low outside school times a permanent pedestrian crossing is not warranted at this location.

The Land Transport Safety Authority (Traffic Note 29) indicates that a kea crossing is warranted where the half hour product of pedestrians and vehicles is not less than 3000. This location qualifies for a kea crossing under this criterion.

A2 In order to improve the safety and visibility of both school children and drivers it is recommended to install the following controls in Archibald Road. (See attachment at page A2.)

- A 'Kea School Crossing' at a point 62 metres south of the centre line of Netherlands Avenue and 'No Stopping At All Times' lines on each side of the crossing to a distance which is safe for the children and vehicles to observe the movement of each other. The Land Transport and Safety Authority recommends 'Kea' crossings around schools to provide children with a safe place to cross the road. Kea crossings only operate as a crossing when a school patrol, adult supervisor and two fluorescent crossing point flag signs are present. It may have road kerb projections on both sides.
- 'School Children Warning Signs' are to be installed at a sufficient distance away from the crossing points in order to warn the motorists in advance.

The proposed no stopping controls mean that there will be a loss of four possible parking spaces but alternate parking spaces are available in the surrounding area in a safer environment.

School authorities and residents affected have been consulted and no objections have been raised. The School has issued a letter strongly supporting this proposal.

RESOURCES

The installation of the 'Kea Crossing' and 'No Stopping Controls' can be funded from the 2004/2005 Budget for Minor Safety Projects.

CONCLUSION

The proposed 'Kea Crossing' and extensions of 'No Stopping At All Times' controls in Archibald Road are desirable from a safety perspective and will have only a minor effect on parking in the vicinity. The work can be accommodated within the 2004/2005 Minor Safety projects Budget.

RECOMMENDATIONS

1. That the Kelston Girls High School - Traffic Safety Issues report be received.
2. That in relation to **ARCHIBALD ROAD, KELSTON:**
 - (a) All existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Archibald 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 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 it be recommended to Council that a '**KEA CROSSING**' be installed at a distance of 62 metres south of the centre line of Netherlands Avenue.
 - (c) 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, starting from a point 9 metres south of the southern boundary of 2 Archibald Road and ending at a point 2 metres south of the northern boundary of 2 Archibald Road for a length of 27 metres; and
 - on the eastern kerb line, starting from a point 72 metres south of the centreline of Netherlands Avenue and ending at a point 38 metres south of the centreline of Netherlands Avenue for a length of 34 metres, '**NO STOPPING AT ALL TIMES**' controls be put in place and
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.



10 **TITIRANGI ROAD PEDESTRIAN REFUGE ISLAND AND RELATED PARKING RESTRICTIONS**

PURPOSE OF THE REPORT

The purpose of this report is to update the New Lynn Community Board of the proposed pedestrian refuge island at 233 Titirangi Road, Titirangi North. The report also seeks the Board's approval of associated 'No Stopping At All Times' controls on Titirangi Road.

BACKGROUND

The residents of Titirangi Road and surrounding roads have requested the Council to install a pedestrian refuge island near the existing shop and bus stop adjacent to 233 Titirangi Road. The refuge island will assist pedestrians to cross the road safely. Titirangi Road is a regional arterial road with a traffic volume of 18,000 vehicles per day.

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 pedestrian refuge island provides a safe place for pedestrians to cross the road. '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 construction of a pedestrian refuge island located within the existing flush median to provide a safer location for pedestrians to cross the road.

A3 No stopping controls 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. A plan showing the extent of the proposed new restrictions is shown at page A3.

The owners of the properties whose frontages are affected by the proposed refuge island and the no stopping controls have been consulted in writing and no objections have been received. The owners of 231A and 231C Titirangi Road support the proposed work.

RESOURCES

The Titirangi Road pedestrian refuge island and 'No Stopping At All Times' controls have been included in the 2004/2005 budget for Minor Safety Projects.

CONCLUSION

The proposed pedestrian refuge island and 'No Stopping At All Times' controls on Titirangi Road are recommended for construction based on a safety perspective for pedestrians crossing the road. Funding is allocated for this project in the 2004/2005 Minor Safety Projects budget.

RECOMMENDATIONS

1. That the Titirangi Road Pedestrian Refuge Island 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 vehicle crossing at 231A Titirangi Road to an end point 59 metres further west, a '**NO STOPPING AT ALL TIMES**' control 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 limitations and restrictions.

Report prepared by: Vinh Bui - Transport Engineer, Transport Assets.



11 CASTLEFORD STREET NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the New Lynn Community Board to install a 'No Stopping At All Times' markings outside properties 4 to 12 in Castleford Street, Titirangi.

BACKGROUND

At the New Lynn Community Board Meeting held on 5 April 2004, a resident of Castleford Street through a Member of the New Lynn Community Board raised the issue of obstruction and safety problems caused by vehicles parked along the corner outside properties 4 to 12 Castleford Street.

The Board considered the matter and resolved as follows:

"That the matters raised at the Public Forum of the New Lynn Community Board Meeting held on 5 April 2004 be received and referred to subject officers to report back to the New Lynn Community Board."

533/2004

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.

'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

Council staff and two residents including the resident who originally raised the concern met at the site to understand the concerns.

The main concern was the obstruction caused by vehicles parked along the western side of the road outside properties 4 to 12 Castleford Street, to the northbound traffic on Castleford Street. The width and the slope encourage drivers to speed up and vehicles parked around the corner make it dangerous by blocking visibility and pushing drivers towards the oncoming traffic. Strangely due to the topography of the site, the outer side of the corner is more vulnerable to accidents than the inside. Council engineers have investigated this issue and consider that a 'No Stopping At All Times' control along this section of Castleford Street will help to ease the danger.

A4

Hence it is desirable from a safety perspective to install a 'No Stopping At All Times' control for a length of 32 metres on the western side of Castleford Street (refer the attached sketch at page A4).

There would be a loss of two parking spaces but all the residents have off-street parking facilities and also, there is ample parking in the vicinity in a safer situation.

When consulted, none of the residents objected to the proposal. One of the residents of 12 Castleford Street suggested the road should have speed humps to slow down the speedsters. However, this section of Castleford Street is a bus route and has not had any injury accidents reported in the last five years, thus not meeting two basic criteria for slow street treatments.

RESOURCES

This work can be accommodated within the 2004/2005 maintenance budget.

CONCLUSION

The proposal for the subject 'No Stopping At All Times Control' in Castleford Street is desirable from a safety perspective and will have only a minor effect on parking in the vicinity. The work can be accommodated in the 2004/2005 maintenance budget.

RECOMMENDATIONS

1. That the Castleford Street 'No Stopping At All Times' Control report be received.
2. That in relation to **CASTLEFORD STREET, TITIRANGI:**
 - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Castleford Street 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:
 - starting from a point 7 metres south of the southern boundary of 6 Castleford Street and ending at a point 6 metres north of the southern boundary of 12 Castleford Street a '**NO STOPPING AT ALL TIMES**' controls be put in 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.



12 **PARKING PLACE: GLENVIEW ROAD, GLEN EDEN**

PURPOSE OF THE REPORT

The purpose of the report is to establish 30-minute parking restrictions outside No 1 Glenview Road, Glen Eden.

BACKGROUND

A request was received from the proprietor of Earth Seed Organics, a small 7 day a week retail business located at No 1 Glenview Road, Glen Eden. The petitioner requests timed parking be placed in the 4 spaces located outside of his premises. He states the parking spaces outside of the premises are being used by all day parkers and commuters who park and then take the train or the bus out of Glen Eden. The lack of timed parking outside of Earth Seed Organics is having a negative impact upon the business.

The petitioner has requested a 30-minute parking restriction applicable Monday to Sunday.

STRATEGIC CONTEXT

The Waitakere City Council's "Integrated Transport and Communication" platform provides the strategic context for this report. The vision is for transport systems that are focussed on meeting the essential needs of all, for access, communication and safety.

ISSUES

- A5 It is considered there is sufficient long term parking available at the Railway Station, in the Council car park on the corner of Glenview and West Coast Roads and also on Clayburn Road, all within a short walking distance of the railway station. (See attachment at page A5.)

The acceptance of this report requires the formal imposition of new restrictions applicable from the date of such resolution in accordance with the provisions of the Local Government Act 1974.

Upon resolution, the relevant signage and/or markings are also required to be put in place pursuant to the Traffic Regulations 1976.

RESOURCES

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

CONCLUSION

That the Waitakere City Council put in place those parking restrictions as requested by the petitioner from Earth Seed Organics, Glenview Road Glen Eden Town Centre.

RECOMMENDATIONS

1. That the Parking Place: Glenview Road, Glen Eden report be received.
2. That in relation to **GLENVIEW ROAD, GLEN EDEN TOWN CENTRE:**
 - (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 parking limitations and restrictions be now resolved to be specified and imposed, namely:
 - On the eastern side of Glenview Road approximately 2.5 metres from the property boundary of 1 and 1A Glenview Road in a southerly direction for approximately 17 metres a **P30** parking restriction.
 - That the **P30** parking restriction so resolved be applicable **Monday to Sunday**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of 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: Colin P. Waite, Manager - Parking Services.



13 **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 resolves parking controls in the Glen Eden Railway Station car parking area.

BACKGROUND

The operators of the Glen Eden Railway Station Café have contacted Council requesting parking restrictions in the adjacent car parking area.

After consultation with the Café manager and input from a member of the New Lynn Community Board this report has been prepared recommending that the parking restrictions in the car park be resolved.

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

A6 It is proposed that the location of the restricted parking marked on the annotated aerial photograph attached at page A6 be approved by the New Lynn Community Board.

The proposed P60 restriction on eleven spaces all day and the proposed P90 restriction on five spaces during the limited hours of 9.00am to 3.30pm only will help 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 proposed three all day P10 parking spaces and five P10 parking spaces with limited restriction hours only will allow for easy pick up and drop off of railway passengers during both peak and non-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 are a total of 43 car parking spaces in the car park, of which 20 would be time (or otherwise) restricted should the recommendation be approved. There are currently 66 unrestricted car parks in the public car park on the southwest corner of Glenview Road and West Coast Road.

The car park is part of Council's road reserve.

RESOURCES

The proposed alterations can be implemented under the 2004/2005 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.

RECOMMENDATIONS

1. That the Legal Resolution of Parking Control - Glen Eden Railway Station Parking Area report be received.
2. That in relation to the **GLEN EDEN RAILWAY STATION PARKING AREA**,
 - (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 14 metres further east 5 '**P10, 7.00-9.00am and 3.30-6.00pm only, P90, 9.00am-3.30pm only**' parking spaces be put in place.
 - (iv) That along the south kerb from a point 14 metres east of the southwest corner of the car park to a point 6 metres further east 2 '**P10**' parking spaces be put in place.
 - (v) That along the south side of the railway station building between the two stair cases on this side of the building 1 parallel '**P10**' parking space 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.



14 **NOTICE OF MOTION**

A7-A13

Pursuant to Standing Order 28.1 the following Notice of Motion has been received from Community Board member Mr Pim van der Voort, JP. (See attached on pages A7 to A13.)

To: Chief Executive
Waitakere City Council

Attention:
Audrey Chan
Committee Secretary

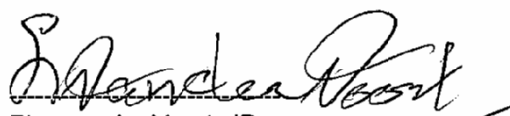
Received on 21.6.04

NOTICE OF MOTION


I should be grateful for this Notice of Motion to be included on the agenda for consideration by the New Lynn Community Board at its meeting to be held on Monday, 5 July 2004 at 7.30 pm:

"That the work as approved by the New Lynn Community Board at its meeting held on 4 December 2000 under Resolution no. 4136/2000 be undertaken urgently in the 2004/2005 Financial Year. (Relevant agenda report and extract of minutes of meeting attached)."

Regards,


Pim van der Voort, JP

21 June 2004

*Recd
21/6/04
2.30pm
*



15 **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
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

