



**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, 31 MAY 2004, COMMENCING AT 7.30 PM.**

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**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, 31 MAY 2004, COMMENCING AT 7.30 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Ordinary - Monday, 3 May 2004

**RECOMMENDATION**

That the minutes of the Ordinary Meeting of the New Lynn Community Board held on Monday, 3 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**

##### **Records for Posterity**

I have been reading the Mayor's Report, as I always do. Not even Mayor Bob's apparently boundless vitality will make him immortal, so I trust that when he finally quits the office these so-readable reports - written as they are in lively human speech, not jargon - will not moulder in the archives. I hope they will become a book. As a record of the growth and development of the EcoCity idea they will be valuable not only to professional historians but to every thoughtful person who is fascinated to watch the various, unpredictable ways in which seminal concepts (like the Laws of Motion and Natural Selection) gradually, inevitably, alter every aspect of human life. *Sustainability* is such a concept; it is the realisation that if the human race wishes to survive in anything like civilised conditions its relationship with planet earth must move from a parasitic one in which the parasite destroys its host, to a symbiotic relationship of mutual benefit.

Our local name for *sustainability* is EcoCity and our Council under Bob Harvey's leadership has striven to apply it wherever its means, powers and influence lie. So our little city has become an example to New Zealand, and a node in the buzzing worldwide information network of cities doing the same. This process is not heroic fiction like *The Lord of the Rings*, but a desperately real adventure, and the quality of our children's lives depends upon its outcome. The Mayor's reports are the records of someone in the thick of the fight. Let's keep them.

##### **Travel Plans**

Here is an example of world-wide networking to deal with problems in our environment: I'm told that Travel Plans originated in the UK. They have been taken up by the Auckland Regional Council and are getting enthusiastic co-operation in Waitakere City. Wherever they came from, they are an intelligent collective response to the dangers and traffic hassles involved in getting large numbers of children to and from school safely.

Fruitvale School in New Lynn is putting a Travel Plan together under the guidance of Auckland Regional Council Travel Plan co-ordinator Sue Kendall. It has two stated aims: to *Actively encourage children and families to considers ways of getting to school, other than the use of a single private vehicle* and *Improve the safety of walking routes in the 1 kilometre radius around Fruitvale School.*

A great many people representing school, parents, children, police, Council and Community Board are involved in a process of planning, adaptation, implementation, explanation, persuasion, encouragement and when necessary (all too often!) enforcement of parking and speeding regulations.

It seems that our City is committed to eventual Travel Plans for all our schools, with their Walking School buses for younger children. To find out more about how they work, go to the website [www.schooltravelplans.org](http://www.schooltravelplans.org).




### **RECOMMENDATION**


That the Chairperson's Report be received.






Elizabeth Francke  
**CHAIRPERSON**









## **6 COMMITTEE SECRETARY'S REPORT**

<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
Traffic Situation Outside Titirangi Primary School 1 December 2003 Public Forum	On 18 May 2004 Transport Assets staff held a second site meeting with the Principal, members of the school's Board of Trustees and an officer from the Ministry of Education. As agreed at this meeting Transport Assets staff will prepare a report for the July 2004 meeting of the New Lynn Community Board recommending some parking improvements.	Upali Ileperuma  836 8000 Ext 8716
Speeding at Pokapu 5 April 2004 Public Forum Resolution (533/2004)	An information pack containing guidelines, process and an application for a slow-street was sent to the resident.  Transport Assets staff will evaluate the application and if proven feasible the road will be included in the priority list for slow-street treatments.	Upali Ileperuma  836 8000 Ext 8716
Draft Waitakere Crime Prevention Strategy 2004 - 2007 Resolution (723/2004)	At the May 2004 meeting of the City Development Committee it was resolved to approve the nomination of a representative from each Community Board to attend the Council/Police Liaison Group.	Mike Mills  836 8000 Ext 8421

Issue	Comments	Reporting Council Officer
<p>Proposed Siting of an Air Quality Monitoring Shed at Ceramco Park 3 November 2004 Resolution (4039/22003)</p>	<p>Further to the New Lynn Community Board resolution 4039/2003, Watercare Services Limited distributed details of the proposal to neighbouring residents in Meadowvale Rise and Lacebark Court. Three site options were indicated. A public meeting was held on site on 8 March 2004 which allowed members of the neighbourhood to discuss the proposal further with Watercare Services Limited, the Auckland Regional Council and Waitakere City Council. Opportunity also existed for residents to make written comments to Watercare Services Limited.</p> <p>Based on comments at the public meeting and written submissions, site option three was preferred.</p> <p>Watercare Services Limited and Parks and Green Assets are now finalising conditions of landowner approval.</p>	<p>Warren Ogilvie  836 8000 Ext 8561</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
<p>Paturoa Foreshore Erosion - Results of Coastline Survey</p>	<p>2 December 2001 Public Forum (343/2003 and 642/2003)</p>	<p>5 July 2004 (To report result of survey of coastline carried out in April 2003, October 2003, and again in April 2004)</p>	<p>Peter Sewell  836 8000 Ext 8759</p>
<p>A Status Report on the Development Issues in Titirangi Village - An update on Lopdell House</p>	<p>January 2004 Elected Member</p>	<p>5 July 2004</p>	<p>Philip Brown  836 8000 Ext 8042</p>
<p>Blind Spot at Castleford Street</p>	<p>5 April 2004 Public Forum (533/2004)</p>	<p>5 July 2004</p>	<p>Upali Ileperuma  836 8000 Ext 8716</p>
<p>Proposed Pedestrian Crossing at Titirangi Road near Godley Road</p>	<p>5 April 2004 Public Forum (533/2004)</p>	<p>5 July 2004</p>	<p>Adam Moller  836 8000 Ext 8750</p>
<p>Gardner Avenue - Street Calming Measures</p>	<p>2 February 2004 Public Forum</p>	<p>5 July 2004</p>	<p>Adam Moller  836 8000 Ext 8750</p>

<b>REPORTS PENDING</b>			
<b>Subject</b>	<b>Date Requested</b>	<b>Report Due</b>	<b>Reporting Officer</b>
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)	5 July 2004  (Awaiting quote from Contractor on works)	Warren Ogilvie  836 8000 Ext 8561
Lease of Hetana Plantation Reserve to the Buchanan Family Trust	3 November 2003 (4041/2003)	5 July 2004	Maurice Hieatt  836 8000 Ext 8050
Anti Speed Device for Vardon Road	1 December 2003 Public Forum	2 August 2004	Adam Moller  836 8000 Ext 8750
Atkinson Road / Kauriland Intersection Upgrading	1 March 2004 Public Forum (210/2004)	5 July 2004	Ross Hill  836 8000 Ext 8737
Glenmall Traffic	3 May 2004 Public Forum (667/2004)	2 August 2004	Ross Hill  836 8000 Ext 8737
Bus Stop and Bus Shelters on Great North Road	3 May 2004 Public Forum (667/2004)	2 August 2004	Ross Hill  836 8000 Ext 8737

### **RECOMMENDATIONS**

1. That the Committee Secretary's Report be received.
2. That the New Lynn Community Board appoints a representative to attend the Council/Police Liaison Group meetings.

Report prepared by: Ngareta Delamere, Committee Secretary.



7 **2004 ELECTIONS - GUIDELINES FOR USE OF COUNCIL RESOURCES IN THE PRE-ELECTION PERIOD**

**PURPOSE OF THE REPORT**

The purpose of the report is to present to the Community Boards the Office of the Controller and Auditor-General's "Suggested Guidelines for Public Communications by Local Authorities" which contain aspects that are particularly relevant to the pre-election period. The guidelines have been adopted by the Council as 'good practice' and that the Council's Code of Conduct has been amended to be consistent with the Guidelines. The Guidelines will apply to all Elected Members including Community Board Members.

**BACKGROUND**

The Office of the Controller and Auditor-General has recently circulated "Suggested Guidelines for Public Communications by Local Authorities". Among other things, the Guidelines cover the use of Council resources in the pre-election period.

**STRATEGIC CONTEXT**

Council is committed to increasing community participation in democratic processes. Elections are a key democratic process. Elected Member behaviour, particularly during the lead up to Elections, is considered to be a factor in contributing to the validity and integrity of the election process.

**ISSUES**

**Guidelines from the Office of the Controller and Auditor-General**

A1-A23

The Guidelines contain 14 Principles. A full copy of the Guidelines, as attached at pages A1 to A23. Those Principles that are relevant to the pre-election period (Principles 12 - 14) are described below.

PRINCIPLE	EXAMPLES
<p><i>Principle 12</i></p> <p>Communication of a Member's personal views or opinions using Council resources is unacceptable during a pre-election period.</p>	<p>Not permitted:</p> <ul style="list-style-type: none"> <li>- communicating personal views using Council stationery, email, postage or fax/phone facilities or any other Council resource.</li> </ul>
<p><i>Principle 13</i></p> <p>A Council's communications policy should also recognise the risk that communications by or about Members, whether in their capacities as spokespersons for Council or otherwise, during a pre-election period, could result in the Member achieving electoral advantage at ratepayers' expense. The Chief Executive Officer (or his delegate) should actively manage the risk in accordance with the relevant electoral law.</p>	<p>Permitted:</p> <ul style="list-style-type: none"> <li>- photographs of members where it is the practice to include them, such as the Annual Report or website.</li> </ul> <p>Not permitted:</p> <ul style="list-style-type: none"> <li>- anything that could be construed as giving a sitting member an unfair advantage through a raised profile, such as a photo-opportunity or chairing a public meeting.</li> </ul>
<p><i>Principle 14</i></p> <p>The use of Council resources (including stationery and internet, e-mail and telephone communications facilities) for re-election purposes is unacceptable.</p>	<p>Not permitted:</p> <ul style="list-style-type: none"> <li>- using, for re-election purposes, Council stationery, email, postage, fax/phone facilities or any other Council resource.</li> </ul>

The Guidelines define the “pre-election period” to be three months before the close of polling day (10 July 2004 to 10 October 2004). The Guidelines also note that a Council may decide to apply restrictions over a longer period. An example of this was the decision in December 2003 to discontinue the monthly columns by elected members in the Waitakere City News.

### **Election Irregularity**

The Local Electoral Act 2001 sets out a number of principles in section 4:

#### *“4 Principles*

- (1) *The principles that this Act is designed to implement are the following:*
- (a) *fair and effective representation for individuals and communities:*
  - (b) *all qualified persons have a reasonable and equal opportunity to -*
    - (i) *cast an informed vote:*
    - (ii) *nominate 1 or more candidates:*
    - (iii) *accept nomination as a candidate:*
  - (c) *public confidence in, and public understanding of, local electoral processes through -*
    - (i) *the provision of a regular election cycle:*
    - (ii) *the provision of elections that are managed independently from the elected body:*
    - (iii) *protection of the freedom of choice of voters and the secrecy of the vote:*
    - (iv) *the provision of transparent electoral systems and voting methods and the adoption of procedures that produce certainty in electoral outcomes:*
    - (v) *the provision of impartial mechanisms for resolving disputed elections and polls.”*

In a case last year the District Court established that a breach of the principles can lead to an election “irregularity” and result in the election result being over-turned. Particularly relevant is the principle that all qualified persons have a reasonable and equal opportunity to accept nomination as a candidate. There should not be a perception that any candidate has an unfair advantage through being able to use Council resources.

### **Re-election Purposes**

There may be instances where the use of Council resources would normally be entirely legitimate but doubts are raised because of the pre-election period. Two concepts that are used in the Guidelines and in the Local Electoral Act may be of assistance:

- Whether there is a perceived electoral advantage through the use of Council resources.
- Whether the activity is being carried out by the member in their capacity as a candidate or in their capacity as a member of the authority.

It is also important to note the activities that need to be accounted for in terms of declaring electoral expenses. The Local Electoral Act 2001 defines “electoral activity” to be (Section 104):

*“electoral activity, in relation to a candidate at an election, means an activity:-*

- (a) that is carried out by the candidate or with the candidate’s authority; and*
- (b) that relates to the candidate solely in the candidate’s capacity as a candidate and not to the candidate-*
  - (i) in his or her capacity as a member of the local authority or community board, or as the holder of any other office; or*
  - (ii) in any other capacity; and*
- (c) that comprises-*
  - (i) advertising of any kind; or*
  - (ii) radio or television broadcasting; or*
  - (iii) publishing, issuing, distributing, or displaying addresses, notices, posters, pamphlets, handbills, billboards, and cards; or*
  - (iv) any electronic communication to the public, including (without limitation) the establishment or operation of a website or other method of communication to the public using the Internet; and*
- (d) that relates exclusively to the campaign for the election of the candidate; and*
- (e) that takes place within the applicable period before the close of polling day.”*

The “applicable period” is the three months prior to polling day.

## **Complaints**

In order to support the principles in the Act referred to above that elections need to be managed independently it is important that any complaints are dealt with independently, outside of the political realm.

Complaints about the integrity of the elections should be made to the Electoral Officer. The Electoral Officer would, in turn, bring any complaints about the use of Council resources to the attention of the Chief Executive.

## **RESOURCES**

There are no additional resources required to action the recommendations contained in this report.

## **CONCLUSION**

The “Suggested Guidelines for Public Communications by Local Authorities” produced by the Office of the Controller and Auditor-General is good practice and has been adopted by the Council. The particular aspects of the Guidelines that relate to elections have also been included in the Council’s Code of Conduct. The guidelines will also apply to Community Board Members.

## **RECOMMENDATIONS**

1. That the 2004 Elections - Guidelines for Use of Council Resources in the Pre-Election Period report be received.
2. That the New Lynn Community Board note that the “Suggested Guidelines for Public Communications by Local Authorities” produced by the Office of the Controller and Auditor-General have been adopted as ‘good practice’ by the Council and apply to all Elected Members.

3. That the following has been included in the Council's Code of Conduct: and will apply as policy to all Community Board Members:

*"Pre-election period*

*During the three months prior to polling day for local body elections Council resources should not be used in any way that could be deemed to give any sitting member an electoral advantage or by any sitting member solely in their capacity as a candidate for the elections.*

*During this period the following practice will be observed:*

PRINCIPLES	EXAMPLES
Communication of a Member's personal views or opinions using Council resources is unacceptable during a pre-election period.	Not permitted: - communicating personal views using Council stationery, email, postage or fax/phone facilities or any other Council resource.
There is a risk that communications by or about Members, whether in their capacities as spokespersons for Council or otherwise, during a pre-election period, could result in the Member achieving electoral advantage at ratepayers' expense. The Chief Executive Officer (or his delegate) should actively manage the risk in accordance with the relevant electoral law.	Permitted: - photographs of Members where it is the practice to include them, such as the Annual Report or website  Not permitted: - anything that could be construed as giving a sitting member an unfair advantage through a raised profile, such as a photo-opportunity or chairing a public meeting.
The use of Council resources (including stationery and internet, e-mail and telephone communications facilities) for re-election purposes is unacceptable.	Not permitted: - the use, for re-election purposes, of Council stationery, email, postage, fax/phone facilities or any other Council resource.

*Complaints in regard to any matter relating to the conduct of the elections are to be made through the Electoral Officer. If any complaint involves the use of Council resources the Electoral Officer will bring the complaint to the attention of the City Manager."*

Report prepared by: Darryl Griffin, Group Manager: Democracy and Support Services.



8 **KEEP WAITAKERE BEAUTIFUL TRUST - 2004 COMMUNITY STREET TREE PLANTING PROGRAMME**

**PURPOSE OF THE REPORT**

The purpose of this report is to update the New Lynn Community Board on streets nominated for planting as part of the Keep Waitakere Beautiful Trust's Community Street Tree Planting Programme for 2004.

**BACKGROUND**

Keep Waitakere Beautiful Trust is a community based, environmental trust funded by Waitakere City Council. Keep Waitakere Beautiful Trust has been working in partnership with Council since 1993, and for the past 11 years the Community Street Tree Planting Programme has been a successful core programme of Keep Waitakere Beautiful Trust.

Keep Waitakere Beautiful Trust delivers a wide variety of environmental projects as part of its annual calendar of events including Trees for Babies, Operation Spring Clean and Clean Stream Waitakere.

**STRATEGIC CONTEXT**

The Community Street Tree Planting Programme is an important component in implementing Council's Green Network and Well-being Support goals by involving the community in creating and improving their neighbourhoods. The planning of this annual programme takes into account requests from residents received throughout the year, recommendations from the Council Arborist, and budget constraints.

**ISSUES**

Keep Waitakere Beautiful Trust is currently planning the 2004 Community Street Tree Planting Programme. The programme aims to:

- Complete at least 15 suburban street tree plantings each year.
- Involve the local community in planning, executing and maintaining street tree plantings.
- Provide a forum for community building.
- Provide a forum for promoting Waitakere City Council partnerships.

Historically, Keep Waitakere Beautiful Trust has endeavoured to plant an equal number of trees in each of the four wards.

The 2004 Keep Waitakere Beautiful Trust Community Street Tree Planting Programme will be carried out during the months of June/July 2004, when there is optimum rain to maximise survival rates of the trees. As in previous years, wherever possible a local resident Street Co-ordinator will be appointed for each planting. This person is supported by Keep Waitakere Beautiful Trust to liaise with and encourage the support of residents to undertake the planting and ideally oversee the long term care of the trees.

## **NOMINATIONS FOR 2004**

Nominations received for Community Street Tree Planting in New Lynn Ward for 2004 are:

- Kelwyn Road
- Astley Avenue
- Margan Avenue
- Hill Crescent
- Savoy Road
- Brandon Road
- Glenorchy Road
- Captain Scott Road
- Evans Road

Keep Waitakere Beautiful Trust has been liaising with residents on the streets nominated to gauge support and to determine the suitability of the streets (power lines, underground services, etc.) and will be bringing final recommendations for streets to be planted in the Ward to 31 May, Community Board meeting for ratification.

Dates for the Community Street Tree Plantings will be set with the community prior to the meeting and Board members will be advised of these dates at the meeting.

## **RESOURCES**

The funds for this project have been provided for in Council's grant to Keep Waitakere Beautiful Trust for 2003/2004 and Keep Waitakere Beautiful Trust is working with a landscape contractor who will provide trees, equipment, guidance and technical assistance at each planting event.

Each planting begins with a welcome from representatives of Keep Waitakere Beautiful Trust and the Community Board; a planting demonstration follows and the planting day concludes with a community BBQ organised by residents and Keep Waitakere Beautiful Trust.

## **CONCLUSION**

Keep Waitakere Beautiful Trust will be delivering its annual Community Street Tree Planting Programme for the 11<sup>th</sup> consecutive year in June/July 2004. Nominations have been received for streets to be planted in the Ward and Keep Waitakere Beautiful Trust is liaising with the community to gauge support for the plantings. A final list of recommended streets will be presented at the May 31 Community Board meeting.

Dates for the Community Street Tree Plantings will be set with the community prior to 31 May, Community Board meeting and Board members will be advised of these dates at the meeting. Community Board members are welcome and encouraged to attend the plantings in their Wards.

## **RECOMMENDATIONS**

1. That the Keep Waitakere Beautiful Trust - 2004 Community Street Tree Planting Programme report be received.
2. That the recommended streets tabled at the meeting be accepted for this year's Keep Waitakere Beautiful Street Tree Planting Programme.
3. That a Community Board Representative be appointed to attend the street tree planting as arranged.

Report prepared by: Jacki Byrd, Parks & Community Projects Co-ordinator.



## **9 GREAT NORTH ROAD - NEW "GIVE WAY" CONTROL**

### **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 at 3119 Great North Road, New Lynn.

### **BACKGROUND**

A signalised pedestrian crossing was installed recently on Great North Road between Totara Avenue and Rata Street, New Lynn. The crossing was installed to assist pedestrians to cross the roadway and discourage misuse of the existing flush median.

The signalised crossing only operates when a pedestrian is present. All right turning traffic (at the signal crossing) from Great North Road into the shops entrance/exit at 3119 Great North Road must give way to traffic in the opposite direction.

### **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 at intersections, and 'Give Way' controls are an effective way of clarifying traffic priorities and reducing crashes.

### **ISSUES**

A signalised pedestrian crossing was installed outside the shops entrance/exit at 3119 Great North Road. A 'Give Way' control sign has been installed on the pedestrian refuge island temporarily to advise right turning traffic that there is no right turn signal phase and to give way to traffic in the opposite direction prior to turning.

A24 It is proposed to have a permanent 'Give Way' control sign on the pedestrian refuge island, as attached at page A24, to further facilitate efficient, safe movement for right turning traffic and therefore reduce future crashes.

## RESOURCES

The proposed 'Give Way' sign will be implemented from the existing Traffic Signs Maintenance budget.

## CONCLUSION

The proposal to install a new 'Give Way' control on the pedestrian refuge island is recommended to improve the safety of right turning traffic into the shops entrance/exit at 3119 Great North Road, New Lynn.

## RECOMMENDATIONS

1. That the Great North Road - New 'Give Way' Control report be received.
2. That in relation to **GREAT NORTH ROAD, NEW LYNN:**

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 a '**GIVE WAY**' control be applied to the right turning lane on the east side of the pedestrian refuge island at 3119 Great North Road, New Lynn.
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 give way control.

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



## 10 SABULITE ROAD, KELSTON - NO STOPPING CONTROL

### PURPOSE OF THE REPORT

The purpose of this report is to seek approval to extend the existing 'No Stopping At All Times' control around the corner of Great North Road and Sabulite Road further along the east kerb line of Sabulite Road.

### BACKGROUND

A resident who also owns a business in Sabulite Road raised the issue at the Henderson Community Board meeting held on 4 February 2004 of obstruction to moving traffic caused by the vehicles parked too close to the intersection.

The Henderson Community Board considered these matters and resolved as follows:

*"That the Chief Executive be requested to prepare a report, through the Secretary's Report, on parking congestion enforcement issues on Sabulite Road issues near its intersection with Great North Road."*

63/2004

As Sabulite Road is on the boundary between New Lynn and Henderson Wards, matters related to the eastern side of the road needs to be resolved by the New Lynn Community Board.

## 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

A Transport Engineer and the Manager: Parking Services visited the site to understand the problem. During this visit they talked to the manager of the Car Sales Centre on the western side of the road. The investigation was mainly focussed on the congestion created by vehicles parked too close to the signalised intersection. The area is a commercial and industrial area, and a large number of vehicles including some heavy vehicles can be seen manoeuvring around and parked on the road. This has a significantly adverse effect on the free movement of traffic on Sabulite Road especially close to the Great North Road intersection. There is a Clear Way Control on the eastern side of the road from 7.00 to 9.00 am and from 4.00 to 6.00 pm. However Transport Assets Staff have witnessed serious congestion outside these times.

A25 In order to reduce the congestion and improve the safety and efficiency it is recommended to extend the existing 'No Stopping At All Times' control on the eastern side of the road as attached at page A25.

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

Businesses and residents whose frontages are affected have been consulted and no objections have been raised.

A separate report has been forwarded to the Henderson Community Board seeking the approval to extend the 'No stopping At All Times' control on the western side of the road.

## RESOURCES

As the work involves a minimal cost, it can be accommodated within the 2003/2004 maintenance budget.

## CONCLUSION

The proposed '**NO STOPPING AT ALL TIMES**' controls in Sabulite Road is desirable from a safety perspective and will have only a minor effect on parking in the vicinity. No objections have been received during the consultation process. The work can be accommodated within the 2003/2004 maintenance budget.

## **RECOMMENDATIONS**

1. That the Sabulite Road, Kelston - No Stopping Control report be received.
2. That in relation to **SABULITE ROAD - KELSTON**:
  - (a) All existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Sabulite 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 eastern kerb line of Sabulite Road starting from the end of the existing no stopping line outside 4131 Great North Road and ending at a point 3 metres north of the northern boundary of 1 Sabulite Road for a length of 36 metres a '**NO STOPPING AT ALL TIMES**' control 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.



## **11 REMOVAL OF TWO PARKING SPACES - MEMORIAL DRIVE CAR PARK NEW LYNN**

### **PURPOSE OF THE REPORT**

This report seeks the New Lynn Community Board's approval to remove two public parking spaces in the Memorial Drive car park in New Lynn to allow access to two private business car parks that are currently blocked.

### **BACKGROUND**

The owner of one of the businesses has requested that Council remove two public car parking spaces that currently restrict access to private car parking space located at the rear of the business.

### **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.

Vehicle access on to property is essential to meeting the needs of both business and residential landowners and occupiers alike.

## ISSUES

A26 The western end of the northern boundary of the Memorial Drive Car Park in New Lynn is currently bounded by a small area of private car parking associated with the block of shops located at 3078 Great North Road. The surface of the Council owned car parking and the private parking areas are sealed with a single continuous asphalt surface and the boundary between the two is marked with a painted boundary line and the words 'Private Parking'. To access the private parking vehicles must travel through the Council owned car park. At the east end of the private parking are two parking spaces to which access is restricted by two adjacent public parking spaces oriented perpendicular to the private parking spaces, refer to the map attached at page A26.

Council's Code of Practice, Parking and Driveway Guideline requires parking spaces perpendicular with the kerb to have at least 6.5 metres of backing space behind them to allow cars easy access. To achieve this amount of parking space behind the private car parking spaces requires the removal of two P180 public car parks.

Replacing the parking spaces with a 'No Stopping at All Times' line will indicate to members of the public that these former car parks are no longer available for parking.

The location and extent of the proposed no stopping line is indicated on the attachment.

## RESOURCES

The proposed new parking control markings can be implemented under the 2003/2004 maintenance budgets.

## CONCLUSION

The proposal to install a new 'No Stopping At All Times' control in the Memorial Drive car park is desirable to ensure that the adjoining businesses have reasonable vehicle access to their properties.

## RECOMMENDATIONS

1. That the Removal of Two Parking Spaces - Memorial Drive Car Park New Lynn report be received.
2. That in relation to the **MEMORIAL DRIVE CAR PARK, NEW LYNN:**
  - (a) That all existing parking restrictions or limitations that are affected, or superseded, or replaced by this resolution applicable to the Memorial Drive 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 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 controls be now resolved to be specified and imposed, namely,
    - (i) on the kerb line of the Memorial Drive car park starting from the point where the kerb meets the eastern most corner of the 3078 Great North Road property to a point 6 meters further south, a new '**NO STOPPING AT ALL TIMES**' control be put in place.

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 'No Stopping at All Times' control.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 **NEW 'NO STOPPING AT ALL TIMES' CONTROL - SKILGATE AVENUE, NEW LYNN**

### **PURPOSE OF THE REPORT**

This report seeks the New Lynn Community Board's approval for a new 'No Stopping At All Times' control in Skilgate Avenue, New Lynn.

### **BACKGROUND**

A local resident, through an Elected Member, has raised safety concerns regarding the sharpness of the bend at the north end of Skilgate Avenue.

### **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 have investigated the bend in question and believe that changes should be made to assist drivers in negotiating the bend safely, as follows:

- Curve warning signs with supplementary speed advisory signs to warn drivers of the safe speed for travelling around the bend.
- The elimination of parking on the inside of the bend to ensure that the sight lines of drivers traversing the bend are not restricted by parked vehicles.

The warning signs have already been installed in Skilgate Avenue to improve road safety on this bend in response to the resident's enquiries. The approval of the Community Board is now required to eliminate parking on the bend.

The residents that dwell in close proximity to the proposed changes have been consulted by letter. No replies to the proposal were received.

A27 The location and extent of the proposed no stopping line is indicated as attached at page A27.

### **RESOURCES**

The proposed new parking control markings can be implemented under the 2003/2004 maintenance budgets.

## CONCLUSION

The proposal to install new 'No Stopping At All Times' controls in Skilgate Avenue is desirable to improve safety for road users in this location, and no objection has been received in response to consultation.

## RECOMMENDATIONS

1. That the New 'No Stopping At All Times' Control - Skilgate Avenue, New Lynn report be received.
2. That in relation to **SKILGATE AVENUE, NEW LYNN**:
  - (a) That all existing parking restrictions or limitations that are affected, or superseded, or replaced by this resolution applicable to Skilgate Avenue 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 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 controls be now resolved to be specified and imposed, namely,
    - (i) on the southeast kerb line of Skilgate Avenue starting from the point opposite the point where the northwest kerb of Skilgate Avenue intersects with Stolford Crescent and ending at a point 67 metres further east, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
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 'No Stopping At All Times' restriction.

Report prepared by: Paul Schischka, Transport Engineer.



## 13 P30 PARKING RESTRICTION - GLENVIEW ROAD, GLEN EDEN

### PURPOSE OF THIS REPORT

This report recommends that the New Lynn Community Board resolve to impose new parking controls at the south end of Glenview Road.

### BACKGROUND

The owner of a business located on the east side of the south end of Glenview Road has contacted Council requesting that parking restrictions be installed in the car parking spaces directly outside his premises. The owner is concerned that commuters using the train station are parking in these spaces all day and that the spaces are not available for his customers.

## **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**

Installing parking restrictions on the east side of the south end of Glenview Road will be beneficial to the business owner whose shop is situated in this location. These proposed parking restrictions are not inconsistent with the restrictions already in place elsewhere in the Glen Eden town centre area and will also benefit other Glen Eden businesses whose customers will be able to use the spaces. Thirty minutes is a suitable time limit for parking in this area, as it will allow shoppers to visit a number of shops, but will ensure a high turnover to allow maximum throughput.

Parking restrictions on these spaces will not cause significant inconvenience to commuters using the Glen Eden Railway Station. There are 20 parking spaces without marked restrictions adjacent to the station and a further 66 spaces in the public car park on the opposite corner of Glenview Road. Motorists can also park in Clayburn Road and further north up Glenview Road.

The owner of the other business adjacent to the proposed restriction has been consulted about the proposed changes. He is willing to agree to new parking restrictions provided that one parking space outside his business is unrestricted. This report's recommendation has been written to comply with this request.

## **RESOURCES**

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

## **CONCLUSION**

The proposal to resolve new parking restrictions at the south end of Glenview Road should be approved so that the parking spaces outside the businesses in this location may be kept clear for short term shoppers rather than been used for long term commuter parking, which is provided for within easy walking distance.

**RECOMMENDATIONS:**

1. That the P30 Parking Restriction - Glenview Road, Glen Eden report be received.
2. That in relation to **GLENVIEW ROAD, GLEN EDEN:**
  - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Glenview Road 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 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 controls be now resolved to be specified and imposed, namely,
    - (i) that along the east kerb of the Glenview Road from a point 19 metres south of where the kerb meets Clayburn Road to a point a further 18 metres south four 'P30' Restricted 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.



**14 NEW RULE FOR SETTING SPEED LIMITS**

**PURPOSE OF THE REPORT**

The purpose of this report is to provide a summary of the provisions of the new rule regarding the setting of speed limits.

**BACKGROUND**

In early 2003 the Minister of Transport signed a new rule altering the way speed limits are set in New Zealand. The new rule came into force in April 2004. Under the new rule Councils and other road controlling authorities take over many of the Land Transport Safety Authority's responsibilities for setting speed limits.

There have been numerous reports in the media about the changes, many of which give a misleading impression of the changes. The elected members are often the first point of contact for members of the public with traffic concerns, and it is desirable that they are well informed of the process and rules for setting speed limits.

## 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.

Safe and appropriate speed limits play an essential role in ensuring motorist safety when using Council's road network.

## ISSUES

A28 Under the new rule Council is legally required to follow a certain procedure set out in the rule when setting or reviewing speed limits. This process comprises three steps, firstly conducting a speed limit rating survey, then conducting consultation, then finally passing a bylaw and registering the speed limit, as attached at page A28. The detail of each step is elaborated on below.

### Speed Limit Rating Survey

In this survey the road is divided into a series of 100 metre sections each of which is given a development rating and a roadway rating which are then combined together to get a total rating.

The development rating is based on the number of houses and businesses that have direct access onto the road combined with a value based on the development in any side road. A residence with its own driveway is worth one rating point while businesses and other facilities or several houses sharing a driveway are worth between one and four rating points based on the scale and type of the development. Only schools and kindergartens can be worth more than four rating points, their value being based on the number of pupils.

The roadway rating is based on the number of pedestrians, the availability of a footpath, the number of cyclists, the number of cars parked on street and their distance from the traffic lanes, the forward visibility for drivers, the presence of a flush median or median barrier, the presence of traffic control devices like 'Stop' and 'Give Way' controls and pedestrian crossings, road classification and the type of development adjacent to the road. Each of these factors is considered and a number of rating points assigned. These are totalled and compared to the total number of development rating points. If there are more roadway rating points than development points then the roadway rating is reduced to equal the development rating.

The combined total rating is then used to find a speed limit for the section of road: the attached chart shows the number of rating points required for a particular speed limit as well as other criteria. The speed limits for all the sections within a road are then compared with a view to achieving a consistent speed limit throughout the road. A small section of developed land within an undeveloped area will not warrant a reduced speed limit, neither will a small undeveloped section within an urban area warrant an increased speed limit. Rules for the minimum distance between speed limit changes and where to place the boundaries are included within the new rule. Thus the final limit chosen for a road will be the same for the entire road or large sections of the road. The speed limits in connecting roads also need to be taken into account.

It is important to note that since the roadway rating cannot exceed the development rating, regardless of other factors, the development adjacent to the roadway is the driving factor in determining speed limits. A well developed urban area will have 50km/h limit regardless of other factors, whilst an undeveloped rural area will have a 100km/h limit. This means that a 100km/h limit may apply on a road where, because of a number of curves in the road or other geometric features, it is unsafe or impossible to travel at the speed limit. Mountain Road is a good example of a road with a 100km/h limit which cannot be safely traversed at 100km/h. In situations like these roadway delineation and warning measures like curve warning signs, chevron signs, advisory speed signs, edge marker post and edge lines can be used to improve motorist safety.

### **Consultation**

The new rule requires that Council consult the following parties in writing before setting a new speed limit, as follows:

- The Land Transport Safety Authority;
- The Police;
- The Automobile Association;
- The Road Transport Forum;
- Any other road controlling or territorial authority affected by the change;
- *'Persons which may be affected by the proposed speed limit'* (in practice this will normally mean members of the public or business whose properties are adjacent to the road or use the road regularly).

Council is obliged to take into account any submissions received during consultation when setting speed limits, however this does not relieve Council of the requirement to set limits according to the rigid procedure laid down in the rule.

### **Bylaw and Registration of Speed Limits**

The final step in setting a speed limit is for Council to make a bylaw setting the new limit. Council is also required to keep an up to date register of all speed limits in the city and all correspondence and other documentation relating to speed limits for seven years. Council must inform the Land Transport Safety Authority of any change in the speed limit at least 14 days before the new limits come into effect.

The new rule requires that road controlling authorities pass a bylaw ensuring that all existing speed limits are retained before any new speed limits are set. The Land Transport Safety Authority are currently producing a model bylaw for councils which is expected to be released in the near future.

### **Role of the Land Transport Safety Authority**

The role of the Land Transport Safety Authority under the new rule is to oversee the application of the rule by road controlling authorities. A consistent national approach is essential and the Director of the Land Transport Safety Authority has the power to compel Council to review or change a speed limit or by notice in the New Zealand Gazette change a speed limit if Council refuses to do so.

### **Differences when Compared with the Old Method for Setting Speed Limits**

The method by which speed limits are set has not changed significantly. The speed limit ratings survey which is the determining factor in choosing a limit is the same method previously used by the Land Transport Safety Authority. The consultation requirements are new, but as the limit chosen is determined by the survey result this makes little practical difference. The main change is an administrative one, Council rather than the Land Transport Safety Authority is now responsible for the bulk of the administration of speed limits and this will enable faster processing of reviews and requests.

### **Timeframe for Setting New Speed Limits**

After the bylaw has been passed the process for changing a speed limit is still likely to be rather lengthy. The speed limit rating survey can be undertaken quite quickly, but consultation and the process required to pass a new bylaw whenever a speed limit is changed are both likely to take some time. The 14 days notice that must be given to the Land Transport Safety Authority before a new limit comes into effect will also add another two weeks to the time needed to change a speed limit.

The new rule requires Council to review all non-50 limits in urban areas and all non-100 limits in rural areas before 1 July 2005, for this reason there are likely to be a number of speed limit changes within the next year.

### **Pilot Study**

At the request of the Waitakere Community Board Transport Assets is conducting a pilot application of the new rule in Candia Road. Final outcomes of the pilot will be distributed to all Community Boards and the City Development Committee.

### **RESOURCES**

The requirement to review a number of speed limits before 1 July 2005 will require approximately three person months of time. This can be absorbed into existing budgets through the use of Transport Assets staff time and consultants paid for from the transport planning budget.

### **CONCLUSION**

The new rule for setting speed limits represents more of an administrative change than a major shift in the philosophy of setting speed limits in New Zealand. Council will take over much of the administrative workload to do with speed limits from the Land Transport Safety Authority but the actual limits that can be set will still be determined by the necessarily rigid rules used previously to set limits. For this reason it is unlikely that there will be many extensive changes to speed limits within the city.

The main benefit of the new rule to Council is that Council may now review limits when it feel that a change may be warranted rather than wait for the Land Transport Safety Authority to process a review the limit. The speed limit review process was also very drawn out when it was conducted by the Land Transport Safety Authority. Council now has the ability to ensure that speed limit reviews are conducted promptly where constituents consider that there is a discrepancy.

The main disadvantage to Council is that the majority of the cost of administering the speed limits must now be borne by Council.

### **RECOMMENDATION**

That the New Rule for Setting Speed Limits report be received.

Report prepared by: Paul Schischka, Transport Engineer.



## 15 GREENBAY HIGH SCHOOL TRAFFIC ISSUES

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the approval from the New Lynn Community Board to establish a 'No stopping At All Times' control on Godley Road at the vehicle exit of Greenbay High School.

### **BACKGROUND**

Greenbay High School has raised the issue of the visibility problems faced by the drivers turning right on to Godley Road from the school car park. Council staff have assessed the issues relating to the complaint, and consider that a No Stopping At All Times Control is warranted at this location.

### **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**

Greenbay High School has expressed concerns over the safety of traffic leaving the school car park especially turning right on to Godley Road. It was suggested the line of sight of drivers is blocked by the cars parked close to the exit on Godley Road.

A29 Council staff met with the school staff and investigated the concerns raised and established that a 'No Stopping At All Times' control is an effective way of improving the visibility on both sides of the road, as attached at page A29.

The school has agreed to this proposal. No other properties in the vicinity are directly affected by the proposed 'No Stopping At All Times' control.

### **RESOURCES**

The necessary road markings can be implemented from the existing Road Marking Maintenance budget.

### **CONCLUSION**

The proposal to establish 'No Stopping At All Times' control on Godley Road at the car park exit of Greenbay High School is an effective way to improve traffic safety.

## **RECOMMENDATIONS**

1. That the Greenbay High School Traffic Issues report be received.
2. That in relation to **GODLEY ROAD - GREENBAY:**
  - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Godley Road, 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 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 controls be now resolved to be specified and imposed namely:
    - starting from a point 70 metres west of the western boundary of 131 Godley Road and ending at a point 110 metres west of the western boundary of 131 Godley Road a '**NO STOPPING AT ALL TIMES**' control be established.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said No Stopping At All Times control.

Report prepared by: Upali Ileperuma, Transport Engineer.



## **16 ALTERATION OF PREVIOUS RESOLUTIONS RELATED TO PARKING CONTROLS**

### **PURPOSE OF THE REPORT**

This report seeks the approval of the New Lynn Community Board to alter resolutions made by the Board during the last twelve months, to comply with the requirements of the Local Government Act.

### **BACKGROUND**

The Local Government Act 2002 repealed and replaced many sections of the Local Government Act 1974. However some sections of the Local Government Act 1974 remain in force including part XXI (Roads) and sections 591 and 591A. Council's powers to resolve parking restrictions are still contained within the Local Government Act 1974 and not covered by the new Act.

### **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.

Resolving parking restrictions facilitates safety, access and efficiency in the use of transport infrastructure.

## ISSUES

During the last twelve months a number of reports have been brought to the New Lynn Community Board on various parking issues. Some of these reports contained recommendations that incorrectly referenced the Local Government Act 2002 as the authority under which the resolutions were passed.

To prevent possible legal challenges regarding the validity of infringement notices issued at locations where the parking controls have been incorrectly resolved, it is necessary to correct these resolutions.

The Community Board may alter a previous resolution of the Board under Standing Order 27.18, which states that:

*“A local authority meeting may, on a recommendation contained in a report by the Chairperson or chief executive, or the report of any committee, revoke or alter all or part of resolutions previously passed at meetings. At least two clear working days notice of any meeting to consider such a proposal shall be given to members, accompanied by details of the proposal to be considered.”*

A30-A36

This report contains recommendations to correct twelve previous resolutions of the New Lynn Community Board, as attached at pages A30 to A36.

## RESOURCES

No additional resources will be required.

## CONCLUSION

The recommended alterations to the previous resolutions are necessary to prevent possible legal challenges to enforcement of the resolutions.

## RECOMMENDATIONS

1. That the Alteration of Previous Resolutions Related to Parking Controls report be received.
2. That the resolutions of the New Lynn Community Board listed below be altered by deleting the words “Local Government Act 2002” substituting the words “Local Government Act 1974” in each case:

Resolution	Date	Subject
1579/2003	4 August 2003	Arapito Road - No Stopping At All Times Control
1789/2003	1 September 2003	Traffic Problems In Highland Avenue And Clark Street/Ward Street Intersection
1790/2003	1 September 2003	South Titirangi Road and Park Road - No Stopping Controls
1975/2003	29 September 2003	Veronica - Ward Street Road Link - Parking Restriction
1976/2003	29 September 2003	Ward Street - No Stopping At All Times Control
1977/2003	29 September 2003	Changing The Parking Time Restrictions - Delta Avenue

Resolution	Date	Subject
4035/2003	3 November 2003	Parking Time Restrictions - Titirangi Community Centre Car Park
13/2004	2 February 2004	Croydon Road - No Stopping At All Times Control
15/2004	2 February 2004	No Stopping At All Times Control At Claridge Street/Roick Parade Intersection
224/2004	1 March 2004	Highland Avenue Give Way and No Stopping At All Times Controls
225/2004	1 March 2004	Captain Scott Road/Wilson Road/Oates Road Roundabout - No Stopping At All Times Control
227/2004	1 March 2004	Castleford Street Give Way and No Stopping At All Times Controls

Report prepared by: Adam Moller, Principal Transport Engineer: Development, Transport Assets.



## 17 **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**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
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)
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Elizabeth Francke (Alternate: Ray Kernaghan)
Community Sports Fund Allocation Subcommittee	Brent Peters
<b>WORKING GROUPS</b>	
Harbourview "People's Park" Working Party Voluntary Membership	Pim van der Voort

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region Community Boards' Association Executive Committee	Gayle Marshall
Keep Waitakere Beautiful Committee	Elizabeth Francke
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

