

**AGENDA FOR A 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, 30 MAY 2005,
COMMENCING AT 7.30 PM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATIONS / DEPUTATIONS / PETITIONS	2
5	PUBLIC FORUM	2
6	CHAIRPERSON'S REPORT	2
7	COMMITTEE SECRETARY'S REPORT	3
8	ATKINSON ROAD, KAURILANDS – NEW PARKING CONTROLS	8
9	PLEASANT ROAD, GLEN EDEN - NEW NO STOPPING CONTROL	10
10	SUNRAY AVENUE, KAURILANDS - NO STOPPING CONTROLS	12
11	HILLING STREET, TITIRANGI – EXTENSION OF NO STOPPING CONTROLS	14
12	OLD TITIRANGI ROAD, TITIRANGI – NEW CENTRE LINE	16
13	TITIRANGI CAR PARKING	17
14	KEEP WAITAKERE BEAUTIFUL STREET PLANTING	19
15	BOARD MEMBERS' REPORTS	21

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 2 May 2005

RECOMMENDATION

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 2 May 2005, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information 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 Board by resolution so decides; 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 and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Board may make a decision on a matter determined to be urgent.

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



4 PRESENTATIONS / DEPUTATIONS / PETITIONS

CULTURE OF INCLUSION GROUP

The Culture of Inclusion Group was developed from the Waitakere City's Wellbeing Summit held in 2002. A dedicated group of stakeholders have since May 2002 met regularly to develop a charter to present to Waitakere City. The group have already developed a checklist and bookmark as a prior project to a charter. Members of the Culture of Inclusion Group will be at the meeting to present the charter information to the Board.



5 PUBLIC FORUM

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

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

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



6 CHAIRPERSON'S REPORT

Long Term Council Community Plan

It has been an interesting month with a number of community workshops held at The Trusts Stadium for the Long Term Council Community Plan. I attended the first of a series of meetings where one of the opinions was that there was not enough group discussion time. I expect that note would have been taken about this and adjustment made for the following meetings.

Assessment of Water & Sanitary Services (WASSA) Workshop.

The one held in New Lynn had one of the best attendances and a range of lively discussions took place over various issues. I would like to thank the staff who took part and gave their time to organize the workshops. The second round of Annual Plan meetings has started and will continue during the month of June.

Proposed District Plan Changes for the New Lynn Town Center.

Submissions close 31 May 2005, unfortunately, the final proposed changes have only recently come to my notice. This does not give the Board time to appraise and make submissions. I will take up my concerns as an independent ratepayer.

Lopdell House Redevelopment

The latest (May) Titirangi Tatler feature a front-page item about a proposal regarding the Lopdell House Redevelopment Concept Plan. This plan will be presented to Council shortly. Lopdell House was acquired for the community in the early 1980's the public's and Community Boards participation in the concept is vital and should not be overlooked.

Trees For Babies.

Planting day in Brains Park Kelston turned out in a most brilliant sunny autumn day. There were groups of enthusiastic residents including grandparents, parents and children of many ethnic origins. The area for planting at the park was an excellent choice and could be available for future planting.

RECOMMENDATIONS

- 1 That the Chairpersons Report be received.
- 2 That the New Lynn Community Board reminds Council that it needs to consult with the Titirangi Community and the New Lynn Community Board on the proposed Lopdell House redevelopment at an early stage.

Pim van der Voort, JP
CHAIRPERSON



7 COMMITTEE SECRETARY'S REPORT

	Issue	Comments	Reporting Council Officer
1	Elected Members' Remuneration - Remuneration Authority Determination	<p>Advice has been received from the Remuneration Authority as to the funding pool available for Elected Members' remuneration for the period 1 July 2005 to 30 June 2006.</p> <p>Consultation must take place with Community Boards who have the opportunity to advise the Remuneration Authority whether they agree or disagree with the Council's determination. Community Boards considered the matter at their March 2005 meetings and agreed to the basis for allocation of the current pool. The same basis for allocation has been used to apportion the new pool.</p> <p>The Council at its meeting, 27 April 2005 resolved that the following amounts are payable.</p>	Ray Day ☎ 836 8000 Ext 8328

	Issue	Comments	Reporting Council Officer
		<p><i>“1. That the Elected Members’ Remuneration - Remuneration Authority Determination report be received.</i></p> <p><i>2. That the Council recommend the following salaries for Elected Members to the Remuneration Authority:</i></p> <ul style="list-style-type: none"> <i>• Deputy Mayor - 70,812,</i> <i>• Chairpersons of Standing Committees (City Development, Planning and Regulatory and Finance and Operational Performance Committee) - 67,593,</i> <i>• Committees:</i> <ul style="list-style-type: none"> <i>- Chairperson of Hearings - 57,454;</i> <i>- Chairperson of Projects Special - 57,454;</i> <i>- Chairperson of Arts Special - 57,454;</i> <i>- Chairperson of Emergency Services Committee - 0;</i> <i>- Chairperson of Performance Review Committee - 0;</i> <i>- Chairperson of Tenders Subcommittee - 0;</i> <i>- Chairperson of Long Term Council Community Plan and Annual Plan Special Committee - 0.</i> <i>• Other Councillors - 47,804,</i> <i>• Community Boards Chairpersons - 21,887,</i> <i>• Community Board Members - 11,266.</i> <p><i>3. The following reimbursements and expenses be recommended to the Remuneration Authority:</i></p> <ul style="list-style-type: none"> <i>• That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate;</i> <i>• Reimbursement of one domestic line rental and one domestic line maintenance charge related to telephone, fax and email operation and the call minder facility (currently \$45.20);</i> <i>• Reimbursement of one cell phone on the basis of the Waitakere City Call Plan including the Call Minder facility (currently \$35) when a cell phone is made available to be used on Council business;</i> 	

	Issue	Comments	Reporting Council Officer
		<ul style="list-style-type: none"> • <i>Reimbursement of the best flat rate monthly fee available to the Council for Jet Stream 400 or its equivalent (currently \$69) (not currently available to Community Board Members).</i> 4. <i>That Councillors and Community Board Members claim reasonable business related core costs on telephone or cell phone on a monthly basis provided they are supported by presentation of an account detailing to whom the calls have been made.</i> 5. <i>That Councillors be paid a flat monthly fee of \$20 to cover all consumables (not currently available to Community Board Members) for computers including lap tops, printers, facsimiles etc.</i> 6. <i>That Councillors be supplied with either a personal computer at home or a lap top if necessary. Those Councillors that provide their own computer equipment be paid an additional monthly allowance of \$50 (not currently available to Community Board Members).</i> 7 <i>That no other telephones, fax machines or cell phones be provided to Elected Members except that the Mayor be provided with a cell phone and the Council will pay for all expenses except private calls.</i> 8. <i>That when on approved Council business all actual or related expenses be met by the Council.</i> 9. <i>That the rate for reimbursing an Elected Member for travel, using their own motor vehicle on Council business, be 0.70c per kilometre and that the Council also pay the approved rate to appointed Members. Any infringement fees eg. parking and speeding infringements are by law the responsibility of the offender.</i> 10. <i>That the Chairperson of Te Taumata Runanga be paid a salary of \$19,373.</i> 11. <i>That all appointed non-elected Members of Council Committees and Subcommittees except the Hearings Committee be paid a meeting fee of \$198."</i> <p style="text-align: right;">692/2005</p> <p>This proposal was discussed and favourably received at the Community Board Members informal meeting on 29 April 2005. This was attended by the majority of Community Board</p>	

	Issue	Comments	Reporting Council Officer
		Members. Each Community Board is required to formally adopt these, as they relate to Community Board remuneration, but are free to make submissions directly to the Remuneration Authority on any matter contained in the Council proposal.	
2	Parking Situation in Claridge Street and Roick Parade, Glen Eden - Proposed Parking Spaces 5 May 2003 and 1 September 2003 Public Forum (Resolution 849/2003 and 1783/2003)	The works at Claridge Street Common Reserve, involving roading, drainage and park works have been completed. However, further work is required to investigate a drainage issue near the boundary of the Reserve and 1/8 Roick Parade. Final landscaping works on the Park will thus be deferred pending results of this drainage investigation.	Warren Ogilvie ☎ 836 8000 Ext 8561
3	Glen Eden Street Signage Project 7 March 2005 (Resolution 305/2005)	The resource consent has been approved. The structural engineer is preparing revised footing details to meet the building consent application conditions. The sign contractor should have the contract signed by Tuesday, 5 April 2005 and will start ordering materials and fabricating signs.	Peter Joyce ☎ 836 8000 Ext 8140
4	Traffic Issues at Oates Road/Glendale Road Intersection 7 February 2005 (Resolution 84/2005)	This matter is delayed as additional traffic counts are to be undertaken at the intersection by Roothing and Traffic before reporting back to the Board.	Paul Schischka ☎ 836 8000 Ext 8742
5	Titirangi Walkway 7 March 2005 (Resolution 293/2005)	The walkway through Soldiers Memorial Reserve was closed due to considerable drop in excess of 3 metres, over much of the walkway from the summit down to Titirangi Road. Evidence is present of children creating tracks off the main track to vantage lookout areas. Suitable fencing will be erected in the 2005/2006 financial year.	Tony Grogan ☎ 836 8000 Ext 8969

REPORTS PENDING				
	Subject	Date Requested	Report Due	Reporting Officer
1	Paturoa Foreshore Erosion - Results of Coastline Survey	2 December 2001 Public Forum (Resolution 343/2003 and 642/2003) 5 July 2004 (Resolution 1182/2004)	4 July 2005	Harish Singh ☎ 836 8000 Ext 8953
2	Anti-Speed Device for Vardon Road	1 December 2003 Public Forum	4 July 2005 (A report covering survey results)	Adam Moller ☎ 836 8000 Ext 8750
3	Friends of Whau Steering Group	January 2005	4 July 2005	Tony Miguel ☎ 836 8000 Ext 8294
4	Appointment to Steering Group on Shopping Trolleys in Streams	7 February 2005	4 July 2005	Tony Miguel ☎ 836 8000 Ext 8294
5	Petitions – East West Organics, seeking reconstruction of kerb to facilitate smooth transition off and onto West Coast Road	7 March 2005 Public Forum (Resolution 290/2005)	4 July 2005	Adam Moller ☎ 836 8000 Ext 8750
6	Golf Road - Traffic Safety Issues Caused by Parked Cars	7 March 2005 Public Forum (Resolution 291/2005)	4 July 2005	Paul Schischka ☎ 836 8000 Ext 8742
7	Glen Eden Revitalisation Update	2 May 2005 Public Forum (Resolution 710/2005)	1 August 2005	Peter Joyce ☎ 836 8000 Ext 8140

RECOMMENDATIONS

- 1 That the Committee Secretary's Report for 30 May 2005 be received.
- 2 That the proposed basis for the Elected Members' Remuneration – Remuneration Authority Determination be approved.

Report prepared by Sharon Simiona, Democracy Support and Sister City Officer.



8 ATKINSON ROAD, KAURILANDS – NEW PARKING CONTROLS

The purpose of this report is to seek the New Lynn Community Board's approval for new parking controls in Atkinson Road and in Kaurilands near the intersection with Atkinson Road to facilitate a new two minute drop off area outside Kaurilands Primary School.

BACKGROUND

Kaurilands Primary School is currently undertaking building works. School personnel have noticed that during the works parents dropping off children at the school have been parking outside the school for shorter periods and that this has reduced traffic congestion in Atkinson Road.

The school has requested that the Council install a P2 parking control outside the school to create a 'drop off / pick up area' for vehicles delivering or collecting children from the school. There is already a similar P2 parking restriction in Atkinson Road outside Titirangi Primary School.

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.

Appropriate time restrictions for parking allow for the most effective utilisation of parking, best allowing for the essential needs of parking users.

ISSUES

It is proposed that a length of P2 parking restriction capable of providing for five parking spaces be provided outside the school. This proposed parking restriction would be in effect 8.30 – 9.00 am and 2.45-3.15 pm, Monday to Friday only. As Atkinson Road is an arterial road with high traffic volumes and the proposed P2 parking spaces are intended to encourage high turn over short stay parking, it is desirable that these parking spaces be well spaced so that drivers do not have to reverse into them. For this reason, it is proposed that the five parking spaces be individually marked and that a yellow box marking with 'X' similar to what is marked in the parking bays in West Coast Road at the Glen Eden town centre be installed between each parking space.

So that people visiting the school do not park their vehicles outside the shops on the corner of Atkinson Road and Kaurilands Road for extended periods, it is also proposed that a P30 parking restriction (effective 8am to 6 pm Monday to Sunday) be installed outside these shops and also on the four parking spaces opposite the shops. A P30 restriction is desirable to allow people waiting at the takeaway shops in this block of shops to remain parked while their meal is prepared.

The recent works at the intersection of Atkinson Road and Kaurilands Road have altered the location of the kerb line of the southwest corner of the intersection and there is now insufficient clearance between the kerb line and the traffic island to permit parking outside the service station on this corner. A 'No Sopping' line is recommended in this location to prevent parked vehicles blocking the intersection.

The occupants of nearby properties were consulted regarding the proposed changes by letter. No replies were received.

A1-A2 The location and extent of the proposed parking controls are indicated on the attachment at pages A1 to A2.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 Annual Plan maintenance budgets.

CONCLUSION

The proposed parking restrictions in Atkinson Road and Kaurilands near the intersection with Atkinson Road are recommended to provide a 'pick up / drop off' area outside Kaurilands Primary School, to ensure that vehicles parking for extended periods of time do not occupy all shopper parking outside the shops on the corner of Atkinson Road and Kaurilands Road, and to prevent parked cars blocking the traffic lane into Kaurilands Road.

RECOMMENDATIONS

- 1 That the Atkinson Road, Kaurilands – New Parking Control report be received.
- 2 That in relation to **ATKINSON ROAD, KAURILANDS:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, 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 west kerb line of **ATKINSON ROAD** starting from a point 5 metres south along the kerb line of the property boundary between the block of shops at 103 **ATKINSON ROAD** and Kaurilands Primary School and extending along the kerb line to a point a further 29 metres north a new **P30 PARKING** control be put in place.
 - (ii) on the east kerb line of **ATKINSON ROAD** starting from a point 7 metres south along the kerb line of the property boundary between property number 92 and property number 90A **ATKINSON ROAD** and extending along the kerb line to a point a further 25 metres north a new **P30 PARKING** control be put in place.
 - (iii) on the west kerb line of **ATKINSON ROAD** starting from a point 43 metres south along the kerb line of property boundary between the block of shops at 103 Atkinson Road and Kaurilands Primary School and extending along the kerb line to a point a further 37 metres south a new **P2 PARKING 8.30-9.00AM AND 2.45-3.15PM, MONDAY TO FRIDAY ONLY** control be put in place.
- 3 That in relation to **KAURILANDS ROAD, KAURILANDS:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, 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 south kerb line of **KAURILANDS ROAD** starting from a point where the kerb line meets the west kerb line of **ATKINSON ROAD** and extending to a point a further 25 metres west a new **NO STOPPING AT ALL TIMES** control be put in place.

- 4 That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer



9 **PLEASANT ROAD, GLEN EDEN - NEW NO STOPPING CONTROL**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new 'No Stopping' control in Pleasant Road, Glen Eden.

BACKGROUND

A resident of Roland Hill, a cul de sac located off Pleasant Road, has approached Council requesting that 'No Stopping' lines be installed in Pleasant Road near the intersection with Roland Hill. The resident is concerned that parked vehicles are blocking the sight lines of drivers exiting Roland Hill and are causing a traffic hazard.

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

Pleasant Road is a collector road in Glen Eden linking Titirangi Road and West Coast Road. It is 10 metres wide near the intersection with Roland Hill and carries approximately 6,000 vehicles per day.

The Austroads Guide to Traffic Engineering Practice Part 5: Intersections at Grade recommends that a minimum of 80 metres sight distance be provided at intersections between drivers turning into an intersection and oncoming vehicles. To achieve the minimum sight distance from Roland Hill it has been determined that it is necessary to prohibit parking on the east side of Pleasant Road between Roland Hill and the south side of the vehicle crossing of number 36 Pleasant Road.

In Pleasant Road to the south of Roland Hill there is a bend in the road and a crest at the top of the hill. For safety reasons it is not desirable for vehicles to be parked on the inside of this bend. Thus it is recommended that a 'No Stopping' control be installed between Roland Hill and the vehicle crossing of number 44 Pleasant Road. From this point southwards the road is wider and parking can be accommodated safely.

The occupants of properties adjacent to the proposed new control were consulted regarding the proposed changes by letter. One reply was received from an occupant of number 42 Pleasant Road who requested that the 'No Stopping' line extend to the edge of the vehicle crossing of number 44. This request has been incorporated into the recommendations.

A3 The location and extent of the proposed parking controls are indicated on the attachment at page A3.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 Annual Plan maintenance budgets.

CONCLUSION

The proposed parking restrictions in Pleasant Road are recommended to prevent drivers creating a hazard by either parking on the inside of a curve in the road or in locations which block driver sight lines from an intersecting street.

RECOMMENDATIONS

- 1 That the Pleasant Road, Glen Eden – New No Stopping Control report be received.
- 2 That in relation to **PLEASANT ROAD, GLEN EDEN**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, 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 east kerb line of **PLEASANT ROAD** starting from a point where the kerb line meets the north kerb line of **ROLAND HILL** and extending to a point a further 38 metres north along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
 - (ii) on the east kerb line of **PLEASANT ROAD** starting from a point where the kerb line meets the south kerb line of **ROLAND HILL** and extending to a point a further 73 metres south along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
- 3 That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer



10 SUNRAY AVENUE, KAURILANDS - NO STOPPING CONTROLS

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for new and extended 'No Stopping' controls in Sunray Avenue, Kaurilands.

BACKGROUND

A police officer, in his official capacity as youth education officer responsible for school patrols, has approached Council requesting that a new 'No Stopping' line be installed in Sunray Avenue near intersection with Kaurilands Road. A pedestrian crossing used by a school patrol is in close proximity to this location. The officer believes that vehicles parked close to the intersection are restricting the ability of vehicles to enter and leave Sunray Avenue safely.

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

Sunray Avenue is a cul de sac providing access to around 30 residential properties located off Kaurilands Road in Kaurilands. Parking demand in Sunray Avenue is generally low except during before and after school periods at the nearby Glen Eden Intermediate School and at session end and start times at the nearby preschool. At these times vehicles have been observed parking in Sunray Avenue close to the intersection with Kaurilands Road. There is an existing 8 metre long 'No Stopping' control on the east side of Sunray Avenue at the intersection with Kaurilands Road. There is no marking on the west side of the road.

The carriageway of Sunray Avenue is 8 metres wide. A road of this width will not permit two way flow of traffic at times when vehicles are parked on both sides of the road at once. This can cause problems when a vehicle attempts to enter the Sunray Avenue while a vehicle is leaving. If the entering vehicle is turning left into Kaurilands Road it often cannot see the exiting vehicle until it has moved onto the pedestrian crossing outside Glen Eden Intermediate. The entering vehicle must then wait on the pedestrian crossing for the other vehicle to leave Sunray Avenue.

It is not desirable for vehicles to wait over pedestrian crossings. For this reason a new 'No Stopping' line on the west side and an extension of the existing line on the east side of Sunray Ave are recommended. This will provide sufficient clear carriageway at all times to allow two way flow of traffic in the street near the intersection with Kaurilands Road.

The occupants of nearby properties and Glen Eden Intermediate were consulted regarding the proposed changes by letter. No replies were received.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 Annual Plan maintenance budgets.

CONCLUSION

The proposed parking restrictions in Sunray Avenue are recommended to prevent vehicles parking in a location which restricts the ability of moving vehicles to traverse the intersection of Sunray Avenue and Kaurilands Road.

RECOMMENDATIONS

- 1 That the Sunray Avenue, Kaurilands - No Stopping Controls report be received.
- 2 That in relation to **SUNRAY AVENUE, KAURILANDS:**
 - (a) That all existing parking restrictions or limitations currently applicable to **SUNRAY AVENUE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, 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 Land Transport Act 1998, 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 east kerb line of **SUNRAY AVENUE** starting from a point where the kerb line meets the north kerb line of **KAURILANDS ROAD** and extending to a point a further 15 metres north along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
 - (ii) on the west kerb line of **SUNRAY AVENUE** starting from a point where the kerb line meets the north kerb line of **KAURILANDS ROAD** and extending to a point a further 19 metres north along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
- 3 That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer



11 HILLING STREET, TITIRANGI – EXTENSION OF NO STOPPING CONTROLS

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for an extension to a 'No Stopping' control in Hilling Street, Titirangi.

BACKGROUND

A resident of Hilling Street has approached Council requesting that the 'No Stopping' lines installed in Hilling Street near the intersection with Golf Road be extended. The resident considers that vehicles parked close to the intersection are restricting the ability of vehicles, particularly buses, to enter and leave Hilling Street.

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

Hilling Street is a busy bus route used by the 181, 193 and 198 bus routes. At peak times buses travel along Hilling Street every 15 minutes.

On street parking demand in Hilling Street near the intersection with Golf Road is low except at the start and end of the session times of the Titirangi Private Kindergarten located at number 16 Hilling Street close to the intersection. The resident who has requested the changes to the existing parking restrictions has observed vehicles belonging to parents of children at the kindergarten are parking close the intersection with Golf Road.

There are existing 'No Stopping' lines on both sides of Hilling Street extending from the intersection with Golf Road to 15 metres into the street. A Council engineer has checked the current placement of 'No Stopping' lines in Hilling Street to ensure that the area around the intersection that is free of parking is sufficient to allow buses to manoeuvre into the street. The existing markings do leave sufficient space for a 12.5 metre long bus to enter the road, but with minimal spare clearance.

Given the high volume and speeds of vehicles traveling along Golf Road through the intersection with Hilling Street, and the limited lane widths in Golf Road, it is desirable that buses are able to pass through the intersection as quickly as possible. It is therefore recommended that the existing 'No Stopping' lines on each side of Hilling Street be extended back to the north edge of the first vehicle crossings on the west side of the road and to a point 6 metres north of the first vehicle crossing on the east side of the road.

The occupants of nearby properties were consulted regarding the proposed changes by letter. One reply was received from the operator of a home business located on the east corner of Hilling Street and Golf Road. This person requested that space to park one car to the north of his property's vehicle crossing on to Hilling Street be left unrestricted. This request has been incorporated into the recommendations.

A5

The location and extent of the proposed parking controls are indicated on the attachment at page A5.

RESOURCES

The proposed new parking control markings can be implemented under the 2004/2005 Annual Plan maintenance budgets.

CONCLUSION

The proposed parking restrictions in Hilling Street are recommended to prevent vehicles parking in a location which restricts the ability of moving vehicles to traverse the intersection of Hilling Street and Golf Road.

RECOMMENDATIONS

- 1 That the Hilling Street, Titirangi – Extension of No Stopping Controls report be received.
- 2 That in relation to **HILLING STREET, TITIRANGI**:
 - (a) That all existing parking restrictions or limitations currently applicable to **HILLING STREET** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, 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 Land Transport Act 1998, 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 east kerb line of **HILLING STREET** starting from a point where the kerb line meets the east kerb line of **GOLF ROAD** and extending to a point a further 29 metres south along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
 - (ii) on the west kerb line of **HILLING STREET** starting from a point where the kerb line meets the south kerb line of **GOLF ROAD** and extending to a point a further 28 metres south along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
- 3 That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer



12 OLD TITIRANGI ROAD, TITIRANGI – NEW CENTRE LINE

The purpose of this report is to seek the New Lynn Community Board's approval for a new centre line in Old Titirangi Road, Titirangi.

BACKGROUND

The Police have contact the Council regarding concerns that a number of motorists are using Old Titirangi Road during peak traffic flow times to bypass traffic congestion around the intersection of Titirangi Road and Pleasant Road. It is alleged that these vehicles are travelling at an inappropriately high speed and are causing a safety hazard.

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.

Centre lines can be applied to calm traffic on roads by restricting vehicles to the left hand side of the road.

ISSUES

Old Titirangi Road is an approximately 600 metre long and provides access to just over 50 residential properties. The road is classified as a local road in the District Plan and has a 50 km / hr speed limit. The estimated daily traffic in the road is less than 200 vehicles per day.

The possibility of installing speed humps or other traffic calming measures has been mentioned by the Police. However, the Council will only install speed humps or other 'hard' traffic calming measures in streets where there have been more than two speed related accidents. There are no reported accidents of this type in Old Titirangi Road. Instead, other traffic calming measures could be considered instead, such as a centre line.

Centre lines have been shown to have a traffic calming effect as by narrowing the lane width average vehicle speeds will drop. A centre line in this road will also provide safety benefits by indicating to drivers to stay on the left hand side of the carriageway when traversing the curves in the road.

It is proposed to install a centre line along the entire length of Old Titirangi Road.

RESOURCES

The proposed new centre line can be implemented under the 2004/2005 Annual Plan maintenance budgets.

CONCLUSION

The proposed new centre line in Old Titirangi Road is recommended for improved road user safety.

RECOMMENDATIONS

- 1 That the Old Titirangi Road, Titirangi – New Centre Line report be received.
- 2 That in relation to **OLD TITIRANGI ROAD, TITIRANGI**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, 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) in **OLD TITIRANGI ROAD** a centre line be put in place along the centre of the sealed carriageway.
- 3 That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said centre line.

Report prepared by: Paul Schischka, Transport Engineer



13 TITIRANGI CAR PARKING

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of New Lynn Community Board to not build four car parks at the entrance to the Titirangi War Memorial Hall.

BACKGROUND

At its meeting on 4 August 2003 the New Lynn Community Board considered a report entitled, "Titirangi Village Traffic and Parking: Outcomes from the Working Group" and resolved:

"That consideration be given in the 2004/2005 Annual Plan to providing \$55,000 for the development of 6 additional parking spaces within the War Memorial Car Park at ground level, and abutting the South Titirangi Road boundary just north of the existing entrance"

(1576/2003)

Subsequently the 2004/2005 Annual Plan allocated \$30,000 for this work.

STRATEGIC CONTEXT

The Local Government Act 2002 requires Councils to develop a strategic plan based on community outcomes. The Long Term Council Community Plan includes a range of transport objectives in the Integrated Transport and Communications platform. The objectives applicable to the Titirangi parking issues include:

- provide for safe, pleasant and direct pedestrian and cycle access; and
- design for an integrated city travel network.

ISSUES

During the design phase of the six parking spaces in Titirangi, it was determined that only four spaces could be provided within the tree area at the entrance to the Titirangi War Memorial Hall, to ensure that the significant trees are not affected and to minimise the effect on existing vegetation.

Construction of the car park would require the removal of one large kanuka tree located approximately 2.5 metres to the west of the start of the proposed car parking area. This tree would need to be removed to improve traffic sight lines when backing out of the car parks. The removal of low native shrubs in order to improve traffic sight lines and construct the parking spaces would also be required.

A6-A7

The design for the proposed car parking is shown in the attachment at pages A6 to A7. It should also be noted that the proposed car parking is one metre away from the heritage monument located on the site.

Vehicles at present park parallel along the kerb from the entrance of the Titirangi War Memorial Hall parking area. It is evident that two existing parking spaces would be lost and only four could be built, thus there will be a net gain of only two parking spaces.

The existing vegetation adds aesthetic value to the Titirangi War Memorial monument and its removal and replacement by car parking will have an adverse visual affect on the monument and reduce its heritage significance. It is concluded that the environmental effects are more than minor and that public notification is required, with a consequent risk of adverse community reaction.

In view of the negative effects, it is recommended that proposed four car parks are not constructed.

RESOURCES

The estimated cost of constructing the four car parks, including consents is now estimated to be \$36,700.

The budget allocation for this project in the 2004/2005 Annual Plan is \$30,000.00, with \$3,000 spent to date on planning. If the New Lynn Community Board endorses the recommendations in this report, the remaining balance can be declared as surplus funding.

CONCLUSION

Consent to construct these parking spaces may be difficult to obtain, trees and vegetation would be affected, it will require a lengthy public consultation process to gain consent to construct, the monument's heritage value may be reduced and the cost of the project to gain only two parking spaces is not an efficient use of Council's financial resources.

Due to the limited benefits of this project and the environmental and financial implications it is recommended that no further work be carried out on this project.

RECOMMENDATIONS

- 1 That the Titirangi Car Park report be received.
- 2 That approval be given not to proceed with the construction of four car parks at the entrance to the Titirangi War Memorial Hall.

Report prepared by: Edwin Dearham, Principal Transport Engineer Construction.



14 KEEP WAITAKERE BEAUTIFUL STREET PLANTING

PURPOSE OF THE REPORT

The purpose of this report is to update the New Lynn Community Board on streets nominated by residents, and recommended for planting, as part of the Keep Waitakere Beautiful Trust's 2005 Community Street Tree Planting Programme.

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 12 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 Active Democracy 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.

The Community Street Tree Planting Programme aims to:

- Engage the local community by encouraging residents to nominate their street for planting
- Involve the local community in planning, executing and maintaining street tree plantings
- Provide a forum for community building and making a difference
- Provide a forum for promoting Waitakere City Council partnerships

ISSUES

The programme aims to plant 100 trees in each of the four Wards but this has varied over the years depending on the number of suitable streets nominated from each Ward.

Promotion of the 2005 Community Street Tree Planting Programme began in November 2004 through an article in the Keep Waitakere Beautiful Trust Summer Newsletter, which was mailed to over 1000 Keep Waitakere Beautiful Trust volunteers (including schools) and distributed through libraries, Community Centres and Citizens Advice Bureaux. Nominations were called for in an article featured in the Western Leader in December 2004 and a second article calling for nominations appeared in the Western Leader in January 2005. Keep Waitakere Beautiful Trust also sought guidance from the Community Board representative on the Keep Waitakere Beautiful Trust Board on streets that would be suitable for planting in their local community.

As in previous years, the resident nominating a street becomes the Street Co-ordinator and works alongside Keep Waitakere Beautiful Trust to advertise and encourage resident participation on the day and to monitor tree health following the planting.

NOMINATIONS FOR 2005

Keep Waitakere Beautiful Trust received 24 nominations from residents for the 2005 Community Street Tree Planting Programme.

Keep Waitakere Beautiful Trust visited each street nominated and the suitability of the street was assessed against criteria prescribed by Waitakere City Council. The criteria states:

- Interest from residents must be high and a street co-ordinator is available to deliver flyers and generate interest and attendance
- Road berm must be equal to or more than 1.5 metres wide
- There must be plenty of room for tree growth, both vertically and horizontally
- Water-logged ground inhibits growth so is unsuitable
- Road visibility, including driveways, must not be reduced by too many or bushy trees
- Planned roading development in the near future prohibits tree planting
- Overhead services (powerlines) make planting unsuitable
- Underground services may make planting unsuitable
- Existing trees preclude further tree planting unless the current trees are hazardous and need to be removed.

The Keep Waitakere Beautiful Trust Community Street Tree Planting Programme is targeted at neighbourhood streets rather than arterial routes. Nominations from residents living on arterial routes are referred to the Waitakere City Council Arborist.

The streets nominated for 2005 are listed below along with notes regarding the suitability of the streets:

Ward	Street	Notes
New Lynn	Kelman Road	Suitable
	Laura Street	Suitable
	Daphne Street	Suitable
	Kelkirk Avenue	Suitable
	Barbary Avenue	Suitable
	Caspian Close	Not suitable - Trees already present
	Pleasant Road	Not suitable - Arterial Route
	Sunray Avenue	Not suitable - Trees already present. Trees on private property

Following consultation with the Keep Waitakere Beautiful Trust Board and Waitakere City Council staff, the streets recommended for planting as part of the 2005 Community Street Tree Planting programme are as follows:

New Lynn Ward	18 June	Barbary Avenue, Daphne Street, Kelkirk Avenue, Kelman Road, Laura Street.
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The 2005 Keep Waitakere Beautiful Trust Community Street Tree Planting Programme will be carried out during the months of June and July 2005, when there is optimum rain to maximise survival rates of the trees.

RESOURCES

The funds for this project have been provided for in Council's grant to Keep Waitakere Beautiful Trust for 2004/2005 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 12th consecutive year in June and July 2005. Nominations have been received from residents and the streets have been assessed against criteria prescribed by Waitakere City Council. A final list of recommended streets is now being submitted to the Community Board for ratification.

Community Board members are welcome and encouraged to attend the plantings in their Ward.

RECOMMENDATIONS

- 1 That the Keep Waitakere Beautiful Trust Community Street Tree Planting programme be received
- 2 That the following streets be planted as part of Keep Waitakere Beautiful Trust's Community Street Tree Planting Programme in the New Lynn Ward: Barbary Avenue, Daphne Street, Kelkirk Avenue, Kelman Road and Laura Street.

Report prepared by Jacki Byrd, Parks and Community Projects Coordinator



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 and Far North Community Board Association Executive Committee	Gayle Marshall (Alternate: Pim van der Voort)
Keep Waitakere Beautiful Committee	Elizabeth Francke
Glen Eden Citizens Advice Bureau	Gayle Marshall
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort (Alternate: SL Taylor)
Council/Police Liaison Group	Elizabeth Francke SL Taylor
New Lynn Citizens Advice Bureau	Elizabeth Francke
Glen Eden Community House Management Committee	Gayle Marshall
Youth Advocacy Advisory Group	Gayle Marshall (Alternate: WD Buchanan)
Waitakere Road Safety Steering Group	WD Buchanan (Alternate: EG Francke)
COUNCIL COMMITTEES	
Hearings Committee	Elizabeth Francke (Alternate: SL Taylor)
Community Sports Fund Allocation Subcommittee	WD Buchanan (Alternate: Gayle Marshall)
Long Term Council Community Plan and Annual Plan Special Committee	Pim van der Voort (Alternate: Gayle Marshall)
COMMUNITY BOARD SUBCOMMITTEE	
New Lynn Community Board Street Events Subcommittee	WD Buchanan

