

**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, 6 MAY 2002,
COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 8 April 2002

RECOMMENDATIONS

1. That the minutes of the Ordinary Meeting of the New Lynn Community Board held on Monday, 8 April 2002, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

Section 46A(7) and (7A) of the Local Government Official Information Act and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



4 PUBLIC FORUM

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

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

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



5 CHAIRPERSON'S REPORT

I note three events significant for our ward in the last month.

1. **Business In New Lynn**

The first is that in New Lynn business people from Totara Avenue and Great North Road who have lost business and felt sidelined by developments at Lynnmall and the relocation of the banks from Totara Avenue are rallying to pick up their future. They invited Councillor Battersby to attend a meeting on 23 April 2002 at the Terra Cotta Café, Councillor Lawley, Council Officer Janet Cole and I also attended. Matters discussed included rating that was felt to be unfair in comparison with Lynnmall rates; parking (as always!), loss of the foot traffic that disappeared when the banks relocated; lack of any identity or image for their area as distinct from Lynnmall and the appearance of undesirable types of business that tend to move in when a retail area declines. Councillor Battersby welcomed their initiative.

Janet Cole assured the meeting that a revived New Lynn Business Association would play a vital role in any ongoing planning for New Lynn, I promised the support of this Board in helping to solve parking problems, Councillor Lawley introduced herself as a newcomer who was very much concerned with the viability of small businesses. By the time I left I gained the impression that the group would formally revive the New Lynn Business Association, and probably co-operate with the "Grow New Lynn Group" that is seeking the same ends. The following evening this New Lynn Business Group made a presentation to Council's Public Forum. The Mayor and Councillors asked pertinent questions. It seems clear that Council welcomes the formation of this association and will do everything feasible to help it achieve its aim of a more vital and prosperous New Lynn. Will keep you posted.

2. How Long Can Our Forests Live?

On leaving the New Lynn Group I went up to the Arataki Centre to hear Auckland Regional Council's officers present the Auckland Regional Council's draft Pest Management Strategy. It is no reflection on the professionalism of the Auckland Regional Council bio-security people to say that I find this a disappointing document. The plants doing most damage to our bush and roadsides – ginger, climbing asparagus, jasmine, tradescantia (wandering jew) and plectranthus still only have the status of Surveillance Pest Plants. That means that they may not be sold, displayed, given or reproduced, but otherwise there is no requirement on anyone to remove them. Since these plants need no help in reproducing and spreading, this type of ban seems futile. But the Auckland Regional Council bio-security people can only act within their budgets, and impose only those constraints that their experience shows people will accept. As I see it, the general refusal to accept responsibility for weeds is based on ignorance of the harm they do.

As your representative on the Herbicide Reduction Working Party, I was made to understand that many people do not realise weeds are a serious problem, or what kind of problem they are. Here is a brief rundown;

Broadly, weeds are plants growing where people don't want them. In New Zealand nearly all the plants we call weeds have been introduced from abroad. They are vigorous plants that thrive, reproduce and spread in New Zealand conditions. To farmers, weeds damage crops and pastures and can make stock ill, taint milk or damage wool. To gardeners, weeds are a serious nuisance. Farming and gardening are both "unnatural" in the sense that if the work stops the land will revert to a wild state and any weeds will take over. So weed control must be continuous. In an undisturbed native forest the circumstance is different: here, over eons of time plants, birds, animals, insects, bacteria and fungi have struck a balance in the competition for light, water and nutrients. When individuals die their bodies are broken down and used by other creatures. All the species and individuals in them form an interdependent chain of life continuous from microscopic spores to forest trees. The forest needs no help from humans to maintain its complex life, which can be estimated in tens of thousands of years. This chain is broken when vigorous foreign plants with no natural enemies to control their numbers invade. The forest begins to die. The invaders kill by strangling young trees, cutting off light, and covering the forest floor so native seedlings are smothered or can't germinate at all. By the time the ground is covered by something like tradescantia or ginger the forest has only about 100 years of life left.

Council's Chris Ferkins of Landscape Development gave me this dreadful formula. This is why it is so important to control weeds in the forest, and why I have imposed on your time to explain.

3. Titirangi Community House

The dawn blessing of the new Community House on 6 April 2002. This was a really happy occasion – worth getting up in the dark for!. I think everyone felt the long wait had been worthwhile and the building is delightful. It suits Titirangi, and the interior is spacious and welcoming. How good that this easily accessed, sunny building is ready for winter.

CAPTAIN SCOTT ROAD

On the wet, dark evening of Anzac Day the accident waiting to happen at Captain Scott Road, Glen Eden, occurred. It was a head-on collision with both cars towed away and one driver taken to hospital. I have lost count of the warnings I have had from local residents about this stretch of road – very dangerous to fast drivers. It must be resurfaced or better still, realigned. The Transport Assets staff have been seriously concerned about this road, and have repeatedly had the crash barrier repaired and responded to complaints within their budget and priorities. If only there were more leeway in our system for radical preventive action to be taken on high-risk roads before the inevitable crash occurs!.

TREE COUNCIL

As your representative on the Tree Council I am glad to tell you that I have now finished the writing for a little book for the Tree Council, called Notable Trees of Auckland. The book is now in production and will be available for sale later in the year. Profits, if any, to the Tree Council.

Tree Council members held their Autumn tree walk in our ward in April. About 25 people including some of UNITEC's Community Tree Care students visited a beautiful property in Park Road Titirangi, and West Lynn Gardens.

CERAMCO PARK

Close to the road are trees planted by good citizens – loving parents celebrating the birth of their new babies. And a few metres away the skateboard ramp (already covered in graffiti) is deliberately wrecked beyond repair! What an anomaly!. I should like to know what vandalism costs our Council each year.

FOOTPATHS

I am no mathematician and cannot analyse the new Footpath Budget Allocation formula by which the footpath allocation of \$450,000 is to be divided between wards in the coming year. However, it seems to do justice to the wards with the longest stretches of roads without footpaths; though this reduces the New Lynn allocation by about half, one can hardly call it unjust.

RECOMMENDATION



That the Chairperson's Report be received.

Elizabeth Francke
CHAIRPERSON




6 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
1. Captain Scott Road Redesign and Current Maintenance Issues	<p>Work is being carried out to design and price the various options for upgrading this corner.</p> <p>As advised at the Board's meeting held on 8 April 2002, only limited funds are available to address safety issues in Captain Scott Road and funds would need to be re-allocated from other projects to undertake major work on the road.</p>	<p>Alan Hopkinson ☎ 836 8000 Ext 8742</p>
2. Report on Road Safety and Footpath Maintenance	<p>A meeting has been held between Transport Assets Section, Consultancy Services and the Road Signs Contractor to resolve issues of road sign installation and maintenance. A number of issues have been identified where improvements can be made and these will be implemented progressively over the next few weeks.</p> <p>Issues with the Footpath Maintenance contract are still being pursued.</p>	<p>Alan Hopkinson ☎ 836 8000 Ext 8742</p>
3. Refuge Island near Harold Moody Park	<p>The Refuge Island near Harold Moody Park is to be installed in late May 2002.</p>	<p>Ross Hill ☎ 836 8000 Ext 8737</p>
4. Proposed Erection of a Signage Pole on West Coast Road	<p>Work is progressing on the information pack needed to allow the appropriate resource consents to be obtained.</p>	<p>Alan Hopkinson ☎ 836 8000 Ext 8742</p>
5. Glen Eden Library	<p>The Board at its meeting held on 8 April 2002 noted the need to temporarily house the Glen Eden Library at 277 West Coast Road, pending the opening of a new library targeted in mid 2004.</p> <p>The loan funding for the installation of traffic signals at the intersection of West Coast Road and Glendale Road, as recommended by the Board, was approved by the Finance and Operational Performance Committee on 11 April 2002. The signals when in place will improve access to the temporary library.</p> <p>The design process of the new library is planned to commence in the 2002/2003 financial year and construction to follow after approval of relevant consents.</p> <p>Opportunities for input and feedback will be available at appropriate stages of the design process.</p>	<p>Peter Joyce ☎ 836 8000 Ext 8140</p> <p>Su Scott ☎ 838 1303 Ext 800</p>

Issue	Comments	Reporting Council Officer
6. Old New Lynn Community Centre - Narrowness of Footpath	A small portion of the footpath will be widened and one tree relocated. This is expected to take place within the next month.	Reg Cuthers  836 8000 Ext 8740
7. Litter Conditions in Titirangi Village	<p>Solid Waste has been working with Brent Bielby of Cleaner Production to resolve some of the waste problems at Titirangi Village since November 2001.</p> <p>The rubbish and cardboard placed in the Charlesworth carpark has been the biggest concern. To resolve the situation, we have arranged an extra rubbish collection (now collections are 7 times a week, previously 6 times a week), diverted some of the rubbish to a different collection area in Rangiwai Rd and cardboard and paper to the paper bins at the New World Titirangi.</p> <p>In addition, shopkeepers in the Charlesworth building have been requested to place their rubbish out just before the evening collection which starts at 6.00pm.</p> <p>Unfortunately, as the carpark is private property, the action that Council can take against errant shopkeepers is limited. Council has enlisted the help of David Charlesworth (the property owner) who has also visited his tenants to reinforce the correct times for the shopkeepers to put out their rubbish and cardboard.</p> <p>The Charlesworth carpark and environs are now being regularly monitored.</p> <p>With respect to the litter collection, Titirangi is classified as a major commercial centre as such is subject to a litter collection 7 days a week. The public carpark (on the corner of Titirangi and South Titirangi Roads) is serviced 3 times a week. In addition to the litter collection Project Management administer the street sweeping contract, which also services the village.</p>	Jon Roscoe  836 8505

A1 - A4

Issue	Comments	Reporting Council Officer
8. New Footpath Construction: Budget Allocation	<p>The Finance and Operational Performance Committee at its meeting held on 11 April 2002 considered a report on New Footpath Construction: Budget Allocation, as attached at pages A1 to A4. The Committee resolved:</p> <ol style="list-style-type: none"> 1. <i>That the information be received.</i> 2. <i>That the annual citywide budget for the construction of new footpaths is allocated to each Ward using the NFBA (New Footpath Budget Allocation) formula.</i> 3. <i>That for each Ward the budget for the construction of new footpaths is allocated to sites by the Community Board based on the priority list and the annual report from the Service Manager: Transport Assets or his delegated staff.</i> 4. <i>That this report and the Finance and Operational Performance Committee's resolutions thereon be reported to each Community Board for its information and action, by the Committee Secretary.</i> <p style="text-align: right;">737/2002”</p>	<p>Reg Cuthers  836 8000 Ext 8740</p>

Issue	Comments	Reporting Council Officer
<p>9. Parks Update</p>	<p><u>War on Weeds</u> The War on Weeds campaign finished on the 9 April 2002. Over 152 bins utilised and approximately 150 tonne of green waste collected. Turn around times not adhered to by bin contractor are being addressed for next year. All sites have been cleared by a separate contractor for the week ending 26 April 2002. Tangiwai Reserve has been noted for 2003 campaign as in the Titirangi bin zone.</p> <p><u>Community Board Projects</u> The contract for this work has been let and the work is to be completed by the end of April 2002. The works include:</p> <ul style="list-style-type: none"> • Manuka Park Skate Ramp; • Community Development of Godley Green; • New Lynn Township Street Planting. <p><u>Trees for Babies</u> The New Lynn Ward planting is scheduled for 11 May 2002 at Shadbolt Park to start from 11.00am and to finish at 1.00pm, with the rain date for the following day. The site will continue being planted which was started in 1999. All members who can be available on the day to meet and greet the public would be appreciated.</p> <p><u>Ceramco Park - Skate Ramp</u> At Ceramco Park in mid April the timber skate ramp was badly vandalised with one of the platforms being totally destroyed and an attempt made to set the ramp on fire. The ramp couldn't be used in its current state and safety measures were put in place immediately to prevent attempted use. Considering the original condition of the ramp and the cost of to fix the damage, repairing the ramp was not a viable option. It has been decided instead to adjust the skate ramp renewal program for the 2002/2003 financial year to replace the existing ramp with a new ramp, this process will be initiated as soon as the Annual Plan has been approved. The existing damaged ramp is to be removed by the end of April 2002.</p> <p><u>Harold Moody</u> The stream bank stabilisation contract at Harold Moody Park was completed in April 2002.</p> <p><u>Prospect Park</u> The new car park at Prospect Park to the rear of the community house was completed in April 2002.</p>	<p>Andrea Johnston-Taylor ☎ 836 8000 Ext 8526</p> <p>Katharine Slack ☎ 836 8000 Ext 8779</p> <p>Andrea Johnston-Taylor ☎ 836 8000 Ext 8526</p> <p>Peter Sewell ☎ 836 8000 Ext 8759</p>

REPORTS ON REMAINING OPEN FORUM MATTERS RAISED AT THE BOARD'S MEETING HELD ON 3 DECEMBER 2001, AS REQUESTED BY THE BOARD		
Issue	Comments	Reporting Council Officer
1. Foreshore Erosion Report on Paturoa Road	Transport Assets together with Parks Services shall engage a consultant to prepare a proposal on "Protection of Foreshore". The Board will be kept informed of development.	Upali Ileperuma ☎ 836 8000 Ext 8716

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
1. Ceramco Park - Club's Track and Facilities	5 November 2001	10 June 2002	Grant Jennings ☎ 836 8000 Ext 8118
2. Future of Bledisloe Reserve	4 February 2002	10 June 2002	Renee Lambert ☎ 836 8000 Ext 8118
3. 5 Ambrico Place - Implications on Re-siting of Current Playground	Council meeting on 18 February 2002	10 June 2002	Grant Jennings ☎ 836 8000 Ext 8118

RECOMMENDATION

That the information be received.

Report prepared by: Audrey Chan, Committee Secretary



7 KAURILANDS ROAD - NO STOPPING AT ALL TIMES CONTROL AND MARKING OF BUS STOPPING AREA

PURPOSE OF THE REPORT

- A5 To seek approval to introduce "No Stopping At All Times" controls along the South and North kerb lines and marking of the Bus Stopping Area on the North side of Kaurilands Road, as shown in the diagram as attached at page A5.

BACKGROUND

The issue of obstruction to the sightline caused by stationary traffic on Kaurilands Road around Glen Eden Intermediate School was raised at the New Lynn Community Board meeting held on 3 December 2001. This was investigated and discussed in length with the Glen Eden Intermediate School authorities.

STRATEGIC CONTEXT

Road safety is an Urban Village objective and contributes to Council's overall goal of a sustainable city. "No stopping at all times" controls can contribute to traffic safety by keeping narrow carriageways clear and by preventing visibility blocks caused by parked vehicles.

ISSUES

Vehicles parked on both sides of the road in the vicinity of the road crossing create traffic congestion mainly during school times. This also obstructs pedestrian sightlines, especially for the children of Glen Eden Intermediate and Kaurilands Primary School. It is difficult for the school traffic controllers to control the pedestrian crossing when traffic congestion exists in the vicinity of the crossing.

The implementation of no stopping control means there will be a loss of 4 parking spaces but alternate parking spaces are available in the surrounding area.

School authorities and the residents affected were consulted during this process and no objections were raised.

It is thus desirable to introduce no stopping at all time controls as shown in the diagram as attached at page A5.

During the investigations it was revealed there is no marking on the road in front of the bus stop on the Northern side. The absence of this marking encourages drivers to park vehicles closer to the bus shelter causing inconvenience to both passengers and bus drivers.

It is thus desirable to designate a 17 metre x 2 metre bus parking area in front of the shelter and implement the necessary road marking.

RESOURCES

As the work involves only painting road marking, it can be accommodated within the annual maintenance budget.

CONCLUSION

The proposal for no stopping at all times control and marking of the bus stopping area in Kaurilands Road is desirable from a safety perspective and will have only a minor effect on the parking in the vicinity.

The work can be accommodated in the 2001/2002 maintenance budget.

RECOMMENDATIONS

1. That the information be received.
2.
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Kaurilands 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.
 - (b) 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.
 - (c) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:

On the North and South kerb lines of Kaurilands Road, a No Stopping At All Times control be put in place and the Bus Stopping Area of 17 metre x 2 metre on the North side of Kaurilands Road 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



8 ANNUAL PLAN SUBMISSIONS

PURPOSE OF THE REPORT

This report describes the process for Community Boards to sign off their submissions to the draft Annual Plan.

BACKGROUND

The Annual Plan process is underway to establish the work programme for the City for 2002/2003. The draft 2002/2003 Annual Plan has been adopted and submissions on this draft will be received from 1 – 31 May 2002, with hearings to be held in June 2002.

As resolved in their meetings in April 2002, Community Boards will make a submission to the draft 2002/2003 Annual Plan.

STRATEGIC CONTEXT

The 2002/2003 Annual Plan and Strategic Review (eco city + 10) public consultations will be undertaken in the next few months. The Council is committed to gaining a representative view from the community and therefore it is important that Community Boards lead the submission process to represent the general public.

ISSUES

The May 2002 Community Board meetings will be the last formal opportunity for Community Boards to sign off their submission. Therefore to enable Community Boards to complete their submissions by the due date they will either need to:

- Sign off their submission in their May 2002 Board meeting.
- OR nominate a board member to have delegated authority to sign off their completed submission after that date and before the 31 May 2002.

CONCLUSION

To ensure that Community Board's 2002/2003 Annual Plan submissions are made by the due date it is necessary that they either sign off the submission in their May, 2002 Board meetings or nominate a member to have delegated authority.

RECOMMENDATIONS

1. That the information be received.
2. That the Community Board resolves to nominate a member to have delegated authority to sign off their 2002/2003 Annual Plan submission.

Report prepared by: Kim Morresey, Communicator Strategic Group



9 GREAT NORTH ROAD INTERSECTION FROM PORTAGE ROAD TO VERONICA STREET CLEARWAY 4.00PM - 6.00PM

PURPOSE OF THE REPORT

A6 This report seeks the approval of the New Lynn Community Board to introduce a CLEARWAY control in Great North Road from the intersection of Portage Road to Veronica Street (refer to the attached photograph as attached at page A6).

BACKGROUND

Great North Road is a Regional Arterial Road. It has in the order of 25,000 vehicles per day at the subject location. The Regional Bus Priority Steering Group is concerned that kerb side parking delays bus movements, between Portage Road and Veronica Street.

STRATEGIC CONTEXT

Providing for Public Transport is an objective of the Urban Village strategy and contributes to Council's overall goal of a sustainable city. Provision of clearways contributes to traffic efficiency at peak hours, and to safety by preventing visibility blocks caused by parked vehicles.

ISSUES

This part of Great North Road is a four lane road, two lanes each direction. Vehicles parked on the side of the road block the kerbside lane, this decreases capacity, and long queues can develop. It is proposed to establish a "CLEARWAY 4pm – 6pm" parking control on the east kerb line in Great North Road from intersection of Veronica Street to Portage Road to resolve the problem.

Kerbside parking is convenient for visitors to businesses fronting Great North Road; a clearway is not desirable from this perspective. In a brief survey it was found that most of the subject businesses have vacant off street parking 4pm – 6pm weekdays. Consultation with all the 11 businesses adjacent the proposed clearway, found that 10 businesses agreed with the proposal, and one (Car Sales) disagreed.

Only 4 of the some 15 kerbside spaces were occupied in the pm peak period, during the site visit.

RESOURCES

The signs for the proposed restriction can be implemented under the maintenance contracts for road signs.

CONCLUSION

The proposed sign restriction will improve the traffic flow in the pm peak period, and bus movements in particular. It is considered that this advantage exceeds disadvantage of loss of kerbside parking for 2 hours only a weekday. 10 of 11 businesses support this conclusion. The Car Sales business should and could provide visitor off street parking. It is recommended by the Council's guideline that Car Sales should have 1 visitor space per 10 spaces in the yard.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **GREAT NORTH ROAD, NEW LYNN**
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to Great North Road, New Lynn imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - On the south kerb line of Great North Road from a start point 50 Metre east of the eastern kerb line of Veronica Street to an end point 140 metres further east, a **CLEARWAY 4pm-6pm** parking control be put in place.

- On the south kerb line of Great North Road from a start point 200 metres east of the eastern kerb line of Veronica Street to an end point 11 metres further east, a **BUS STOP** parking control be put in place.
3. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitation and restrictions.

Report prepared by: Honwin Shen, Transport Engineer: Transport Assets



10 SUBCOMMITTEE REPORTS

STREET EVENTS SUBCOMMITTEE - NEW LYNN WARD

THE SUBCOMMITTEE SUBMITS THE FOLLOWING REPORT OF IT'S SPECIAL INAUGURAL MEETING HELD ON TUESDAY, 20 NOVEMBER 2001.

MATTERS CONSIDERED

The Subcommittee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A7 to A10.

The Subcommittee Recommends:

That the Special Inaugural Meeting report of the Street Events Subcommittee - New Lynn Ward be received.

P van der Voort, JP
CHAIRPERSON



11 BOARD MEMBERS' REPORTS

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.



PART VI - GENERAL

26 NEW FOOTPATH CONSTRUCTION: BUDGET ALLOCATION

PURPOSE OF THE REPORT

This report seeks approval for a new procedure to allocate the annual footpath extension budget.

BACKGROUND

There has been dissatisfaction among the Community Boards over their relative budgets for the construction of new footpath work. At the September 2001 Waitakere Community Board Meeting the Board resolved the following:

- "1. That the Waitakere Community Board again expresses its concern about methods used to allocate funding to new footpath construction on a Ward basis, as this disadvantages the Waitakere Ward where there is the greatest need for footpaths.*
- 2. That the report requested at the Annual Budget on the issues of the methodology in respect of Ward allocations on footpaths in Waitakere City, be brought back to Council at its earliest possibility."*

2079/2001

STRATEGIC CONTEXT

Safety for pedestrians is a key objective of the Urban Villages pathway to a sustainable city, 'that people can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle'.

In this context it is important that the backlog of footpath construction is addressed equitably with regard to the whole city. This means taking into account the overall distribution of the backlog and the overall distribution of pedestrian activity.

ISSUES

1) Overall Budget

Council decides the citywide budget for footpath extension through the Annual Plan process. The proposed 2002/2003 budget is \$450,000.

2) Priority List

Council receives requests for new footpaths from the public from time to time. In each case the proposed footpath is added to the 'priority list'.

Priority is assigned by giving points for critical factors. Safety factors include road and berm widths, visibility distances, traffic volume, etc. Usage factors include numbers of houses, schools, shops, and bus stops etc.

The priority list accounts for about 55 km of missing footpath, value about \$6.5 million, but this does not include road sections for which footpath requests have not been made. In total the footpath backlog is estimated as some 530 km.

3) **Allocation of Citywide Budget: Existing Procedure**

A citywide priority list is drawn up, to the value of the citywide footpath budget, and those footpaths at the top of the list are recommended to the relevant Community Board. The list of lower priority sites within the Wards is also considered and the Board may change priorities depending on its experience and perception of conditions within the Ward.

Under this procedure the size of the individual Ward budgets is can vary considerably from year to year, and it is possible that a Ward may receive no budget. No account is taken of the existence of roads without footpaths, for which requests have not been made.

4) **Allocation of Citywide Budget: Proposed New Procedure**

The Citywide budget would be allocated equitably to the Boards and each Board would allocate its assigned budget to particular roads based on the priority list and a supplementary report from Transport Assets.

Stage 1

The proposed formula to allocate the citywide budget makes use of the following 'measures':

$$X = (\text{kilometre of road with no footpath} * 3 + \text{kilometre of road with 1 footpath} * 1) / 4$$

where X is the total practical backlog of new footpath within each Ward (which excludes road sections where provision of a footpath would not be sensible, for example most of Piha Road).

Y = the total dollars of residential rate collected for that Ward.

The proposed formula is:

$B = B_1 + B_2 + B_3 + B_4$ where B is the citywide budget, and B1 the budget for Ward 1 etc.

$$B_1 = \frac{X_1 * Y_1}{\sum XY} \times B$$

This formula is to be referred to as the NFBA (New Footpath Budget Allocation) formula.

The rationale is that the Ward budgets should reflect the total practical backlog and the total rates, becoming larger or smaller as each of these measures become larger or smaller.

Stage 2

The budget allocation is distributed to specific sites by the Community Board, based on the Ward priority list (drawn from the resident's requests prioritised by quantified safety and usage demand factors), and a supplementary report from the Transport Assets Section which focuses on additional roads not on the priority list. The Board at its discretion can alter the Ward priority list based on its own priorities or local knowledge.

5) Application to the Proposed 2002/2003 Budget

The proposed City Wide footpath extension budget for 2002/2003 is \$450,000. The table below compares the allocation of this to Wards using the proposed and the existing procedures:

WARD	Road with No Footpath (km)	Road with One Footpath (km)	Total Missing Footpath (km)	X (km)	Y (\$M)	BUDGET 02/03 (proposed method) (\$)	BUDGET 02/03 (existing method) (\$)
Henderson	6.10	19.78	31.98	9.52	22.825	26,785	0
Massey	58.90	35.44	153.24	53.04	25.516	166,815	50,859
New Lynn	25.90	43.60	95.40	30.33	29.983	112,080	264,466
Waitakere	105.54	33.48	244.56	87.53	13.376	144,319	134,675
TOTAL	196.44	132.30	525.18	180.41	91.701	450,000	450,000

The proposed method clearly allocates the footpath extension budget to wards in an equitable manner.

Although, Waitakere Ward's share increases by only a small amount, the inequity perceived by Waitakere in relation to New Lynn has been greatly reduced, and Waitakere's allocation is comparable with the allocation for Massey, despite the fact that Massey contributes almost twice the amount of rates to the City.

RESOURCES

The proposed method is simple to apply and uses information already available in the RAMMS and GEMS databases. No further staff resources or funding would be required.

CONCLUSION

A new 2-stage procedure to allocate the annual footpath extension budget to sites is presented.

In stage 1, the citywide budget is allocated to Wards using an equitable formula, the NFBA formula, based on the total practical footpath backlog and the total residential rates collected for each Ward. This ensures that each Ward will have work done in proportion to its footpath backlog and residential activity.

In stage 2, each Ward budget is distributed to specific sites by the Community Board, based on the Ward priority list, and a professional report from the Transport Assets Section of the City Services Unit. The priority list refers to specific requests from residents prioritised by quantified safety and usage demand factors. The Unit's report may deal with additional roads, not appearing in the priority list.

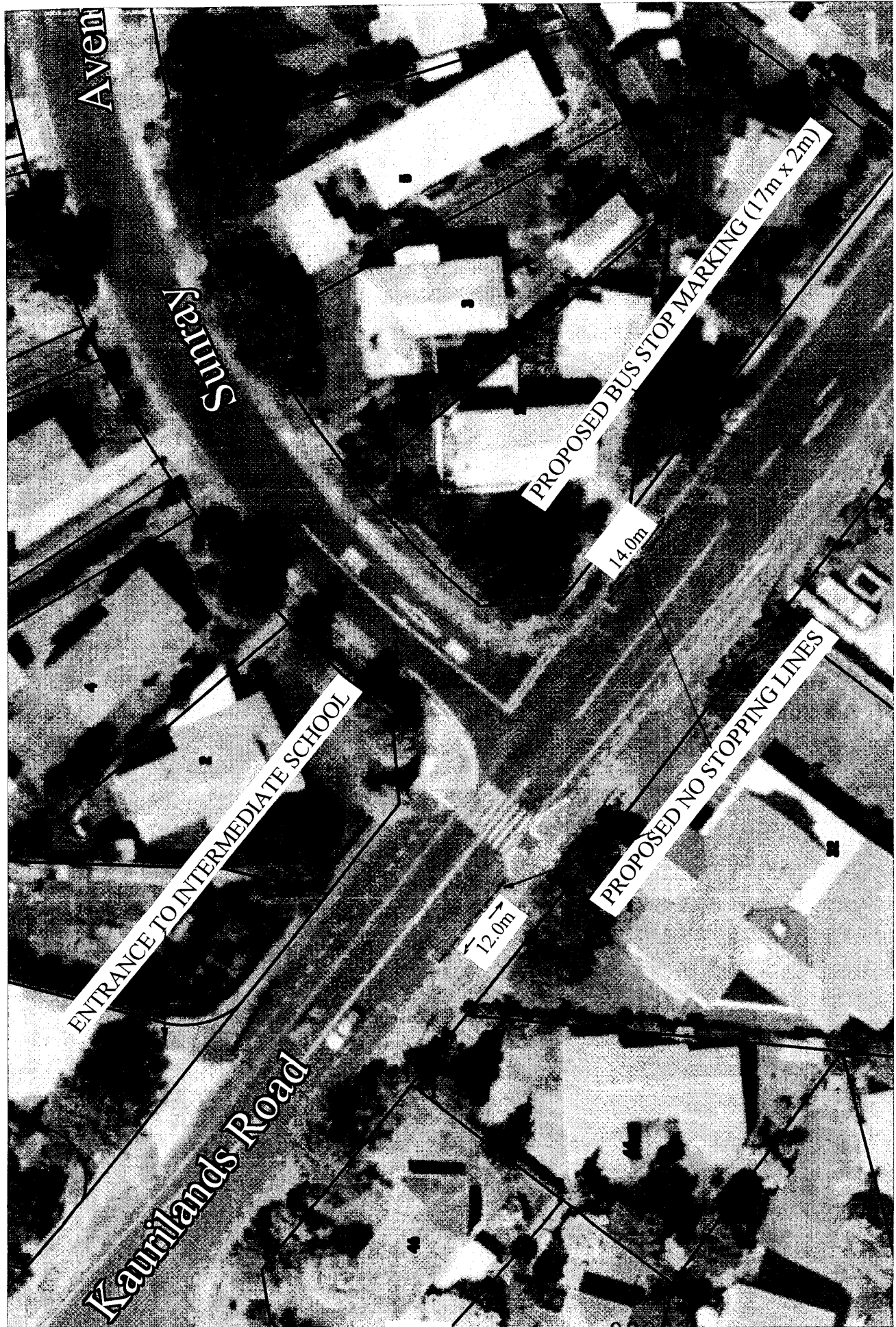
Alternative formulae could be presented, each giving somewhat different allocations; however, the simplicity or and sensible results from the proposed formula supports its adoption. Once accepted it would provide a fixed method, where the outcome is not susceptible to argument.

RECOMMENDATIONS

1. That the information be received.
2. That the annual citywide budget for the construction of new footpaths is allocated to each Ward using the NFBA (New Footpath Budget Allocation) formula.
3. That for each Ward the budget for the construction of new footpaths is allocated to sites by the Community Board based on the priority list and the annual report from the Service Manager: Transport Assets or his delegated staff.
4. That this report and the Finance and Operational Performance Committee's resolutions thereon be reported to each Community Board for its information and action, by the Committee Secretary.

Report prepared by: Reg Cuthers, Transportation Engineer Asset Development.







A6

**MINUTES OF A SPECIAL INAUGURAL MEETING OF THE STREET EVENTS
SUBCOMMITTEE - NEW LYNN WARD HELD IN THE WAITAKERE CITY
COUNCIL OFFICE SITUATED AT 131 LINCOLN ROAD, HENDERSON,
WAITAKERE CITY, ON TUESDAY, 20 NOVEMBER 2001,
COMMENCING AT 9.30 AM.**

PRESENT: Mr Pim van der Voort, JP (Chairperson from 9.32 am)
Service Manager: Transport Assets
Transportation Engineer Asset Development

OBSERVERS: Ms GPJ Marshall (New Lynn Community Board)

IN ATTENDANCE: Transport Engineer: A Moller
Service Management Assistant: A Geering
Committee Administrator: O Schuster

1 APOLOGIES

There were no Apologies.

2 ELECTION OF CHAIRPERSON

The Committee Secretary, Owena Schuster, called for nominations for the position of Chairperson.

NOMINATED by R Cuthers, seconded R Hill:

That Mr Pim van der Voort be appointed as Chairperson of the Street Events Subcommittee - New Lynn Ward.

2646/2001

There being no further nominations, the Committee Secretary, Owena Schuster, **DECLARED** Mr Pim van der Voort appointed as Chairperson of the Street Events Subcommittee - New Lynn Ward.

9.32 am The Committee Secretary, Owena Schuster vacated the Chair and the Chairperson assumed the Chair.

3 GLEN EDEN CHRISTMAS PARADE

2647/2001

MOVED by R Cuthers, seconded R Hill:

1. That approval be granted to temporarily close and prohibit traffic, as required, on the following roads on Saturday, 24 November 2001. (Pursuant to Clause 11(e) in the Tenth Schedule of the Local Government Act 1974.)
 - (a) From 3.00 pm to 4.30 pm:
 - Glendale Road (between Oates and West Coast Road)
 - West Coast Road (between Glendale and Captain Scott Roads)
 - Captain Scott Road (between West Coast and Oates Roads)
2. That approval be subject to:
 - (a) The applicant receiving New Zealand Police Traffic Safety Branch supervision.
 - (b) The applicant accepting full responsibility for marshalling, control of spectators, public and participant safety requirements, and complying with any Police directions.
 - (c) The applicant appointing a traffic management and safety co-ordinator to liaise with Council Roding Engineers and New Zealand Police, and to ensure that the applicant's responsibilities are met.
 - (d) St John Ambulance or other qualified personnel being in attendance at all times.
 - (e) The applicant obtaining, placing and removing any road cones, detour signs and any other barriers in accordance with the traffic supervision plan and as directed by New Zealand Police and/or Council officers and meeting associated costs.
 - (f) The applicant advising all emergency services and Bus operators of the road closure details.
 - (g) The applicant ensuring that all litter is cleared up immediately following the event.
 - (h) The applicant being notified that Council accepts no responsibility for incidents, injuries or damage caused by the event.
 - (i) The applicant accepting responsibility for the cost of repairs to any Council property damaged during the event.
 - (j) The applicant meeting any costs arising from Public Notices arranged by Council.

CARRIED

4 **NEW LYNN CHRISTMAS PARADE**

2648/2001

MOVED by R Cuthers, seconded R Hill:

That the information be received.

CARRIED

2649/2001

MOVED by P van der Voort, seconded R Cuthers:

1. Subject to receiving no objections by Friday, 25 November 2001 at 5.00 pm, that approval be granted to temporarily close and prohibit traffic on the following roads on Saturday, 8 December 2001. (Pursuant to Clause 11(e) in the Tenth Schedule of the Local Government Act 1974.)
 - (a) From 10.30 am to 1.00 pm:
 - McNaughton Way and McNaughton Way (car park)
 - Hugh Brown Drive (full length)
 - Delta Avenue (south of Reid Road)
 - Great North Road (between Totara Avenue and Veronica Street)
 - Todd Avenue (full length)
 - Memorial Drive (full length)
 - Totara Avenue (east of Clark Street)
 - Veronica Street (South East of Great North Road)
2. That approval be subject to:
 - a) The applicant receiving New Zealand Police Traffic Safety Branch supervision.
 - b) The applicant accepting full responsibility for marshalling, control of spectators, public and participant safety requirements, and complying with any Police directions.
 - c) The applicant appointing a traffic management and safety co-ordinator to liaise with Council Roading engineers and New Zealand Police, and to ensure that the applicant's responsibilities are met.
 - d) St John Ambulance or other qualified personnel being in attendance at all times.
 - e) The applicant obtaining, placing and removing any road cones, detour signs and any other barriers in accordance with the traffic supervision plan and as directed by New Zealand Police and/or Council officers and meeting associated costs.
 - f) The applicant advising all emergency services and Bus operators of the road closure details.
 - g) The applicant ensuring that all litter is cleared up immediately following the event.

- h) The applicant being notified that Council accepts no responsibility for incidents, injuries or damage caused by the event.
- i) The applicant accepting responsibility for the cost of repairs to any Council property damaged during the event.
- j) The applicant meeting any costs arising from Public Notices arranged by Council.

CARRIED

9.44 am

The Chairperson thanked members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AT AN ORDINARY MEETING OF
THE NEW LYNN COMMUNITY BOARD HELD ON

DATE:.....

CHAIRPERSON:.....