



**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, 6 MARCH 2006,  
COMMENCING AT 7.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Monday, 13 February 2006

**RECOMMENDATION**

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 13 February 2006, 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 **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.



#### 5 **CHAIRPERSON'S REPORT**

##### **Community Groups**

It is becoming increasingly more difficult for community groups and the like to get people interested in being part of their committee. Long serving members often keep the groups going but often have to leave due to ill health or family reasons. Effort has been made to encourage new members with some success but this effort needs to continue.

##### **Traffic Road Safety & Rubbish**

This seems to be one of the most frequent calls I have received over the last three months. Speed and boy racers are often mentioned. Parking problems are also one of the most frequent items. I have had some success in conjunction with the police, with a blitz in a few areas. Elizabeth Grimmer and myself recently had a meeting with The Waitakere Area Commander, Inspector Mark O'Connor.

##### **Footpath Works**

After delays for various reasons, the Huia Road, Tangawai Reserve footbridge and footpath work will start in the next few weeks. The Laingholm Drive, Steiner School area footpath works and drainage are well underway. Glendale Road missing link was completed some months ago. This part is now safe for school children. Thanks to Neil Prendiville and others for having this work completed as a priority.

##### **Old Titirangi Community House**

The old house in Rangiwai Road which once served as the home of the Atkinson family and was originally bought by the Waitemata Council and used as an Area Office then later became the Community House has now got new owners. They are interested in restoring the house to its former glory as it had been designed by a unique architect for its time.

## Tuscany Towers

I noted that they now have security gates installed at their entrances and a swipe card or code is required for entry. I presume all emergency services are aware of this.

## Maori Adviser

Our well respected Council staff member Warahi Paki is leaving Council at the end of this month. He has been employed for 14 years as a Maori Advisor, and as a Cultural Facilitator. He always makes people feel welcome at functions especially Citizenship Ceremonies. His musical ability was always important at many functions. I have known him as a happy, cheerful and helpful person. He has another mission now, but we will see him from time to time. We wish him and his wife Linda well for the future.




## RECOMMENDATION

That the Chairperson's Report be received.







Pim van der Voort, JP  
**CHAIRPERSON**



## 6 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
Totara Avenue Pedestrian Crossing Outside the New Lynn Bus Transfer Station  30 May 2005  Public Forum	Investigation of this location shows that kerb projections would provide safety benefits at this crossing, without adversely affecting the operation of the buses.  The work is being included in the Minor Safety Projects Stage 2 contract due to be tendered in March 2006 for construction during April 2006.	Adam Moller  836 8000 Ext 8750
Barrons Green Proposed Car Park  4 July 2005  Resolution No. 1248/2005	The twenty-three submissions for the resource consent received have been processed.  The Board will be advised of the hearing date once confirmed; it is likely to be in mid- March 2006.	Adreas Lilley  836 8000 Ext 8553
Rewarewa Esplanade Walkway  Officer's Report	Recent slips along the Rewarewa Esplanade have undermined part of the access road at the end of McNaughton Way. Remedial works to reinstate the road were completed in January 2006.  Investigation is being undertaken to determine the viability to reinstate the walkway, which is currently closed.	Harish Singh  836 8000 Ext 8953

Issue	Comments	Reporting Council Officer
<p>Playground Redevelopment at Tamariki Reserve, Titirangi</p> <p>Officer's Report</p>	<p>The contract to install a new playground in Tamariki Reserve was awarded in February 2006. Physical works will start towards the end of March 2006, expected to be completed by mid-May 2006.</p>	<p>David Barker ☎ 836 8000 Ext 8306</p>
<p>Titirangi Beach Reserve Development</p> <p>Officer's Report</p>	<p>A follow-up public meeting on the concept design of the Titirangi Beach Reserve will be held on 14 March 2006 at 6 pm in the Titirangi Beach Reserve.</p> <p>A full report will be brought back to the Board at its meeting to be held on 1 May 2006 for approval.</p>	<p>Debbie Chapman ☎ 836 8000 Ext 8303</p>
<p>Rua Road - Erection of Ponga Planter as Buffer</p> <p>5 December 2005</p> <p>Resolution No. 2363/2005</p>	<p>Erection of the Ponga Planter has been completed.</p> <p>Work to carry out the required high friction surface seal is expected to be completed in April 2006.</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>
<p>Warning Signs for Green Bay Beach and Other Key Access Points to Manukau Harbour</p> <p>Chairperson's Request</p>	<p>Signs warning the public of the dangers of the rips, current and mud slaps at Green Bay Beach and other key access points to the Manukau Harbour, will be installed in the beginning of March 2006.</p>	<p>Toni Grogan ☎ 836 8000 Ext 8969</p>
<p>Proposed Naming of Driveway from Gymnasium down to Olympic Place in Olympic Park to be Ecoway, as suggested by EcoMatters Environmental Trust</p> <p>Member's Request</p>	<p>Possible options are being sought for the naming of the road.</p> <p>A report will be presented to the Board on 3 April 2006 for the Board's recommendation to the Council.</p>	<p>Grant Jennings ☎ 836 8000 Ext 8537</p>

<b>REPORTS PENDING</b>			
<b>Subject</b>	<b>Date Requested</b>	<b>Report Due</b>	<b>Reporting Officer</b>
Project Twin Streams  Four Monthly Progress Report	1 August 2005  Resolution No. 1445/2005  Last updated 5 December 2005	3 April 2006	Tony Miguel  836 8000 Ext 8294
Placing of the Tai Tutaki Sculpture at the Olympic Park	5 September 2005  Resolution No. 1604/2005  Chairperson's Report	3 April 2006  (Pending feasibility study including geotechnical reports to help identify the best location for the Sculpture)	Debbie Chapman  836 8000 Ext 8303
Intersection of Oates Road and Glendale Road	31 October 2005  Resolution No. 2076/2005	3 April 2006	Paul Schischka  836 8000 Ext 8742
Issues of Parking Restrictions and Rubbish Truck Access Outside 672B to 674 of South Titirangi Road	5 December 2005  Resolution No. 2369/2005  Public Forum	3 April 2006	Brent Piggott  836 8000 Ext 8716
Vandalism, Hooliganism, Environment, and Dangerous Traffic Issues raised by Caspian Close Residents' Association	13 February 2006  Resolution No. 104/2006  Public Forum	3 April 2006	Tony Miguel  836 8000 Ext 8294
Rankin Avenue - Erection of Signs or Other Initiatives to Improve Traffic Safety	13 February 2006  Resolution No. 105/2006  Public Forum	1 May 2006	Paul Schischka  836 8000 Ext 8742

**RECOMMENDATION**

That the Committee Secretary's Report for 6 March 2006 be received.

Report prepared by: Audrey Chan, Committee Secretary.



## 7 TRIENNIAL REPRESENTATION REVIEW - UPDATE ON INFORMAL PUBLIC INFORMATION PROCESS

### PURPOSE OF THE REPORT

The purpose of this report is to inform the New Lynn Community Board of the outcome of the informal community information process undertaken to explore three options for future Ward and Community Board boundaries. This will enable the New Lynn Community Board to provide further advice to the Finance and Operational Performance Committee prior to the adoption of a single preferred option for formal public consultation.

### BACKGROUND

The Local Electoral Act 2001 reduced the frequency of reviews of the basis of elections by local authorities from every three years to at least one every six years. Because the Council chose not to undertake a review in 2003 it must do so in the 2006 year. The Local Government Commission has advised that its workload to deal with any appeals and objections when considering Final Proposals from territorial authorities and regional councils is likely to be substantial. Accordingly, the Commission advises that if a local authority is able to make its determination ahead of the statutory deadlines then it is much more likely that local hearings will be possible.

The Representation Review is required to determine the boundaries for election of the Council and its Community Boards, in order to provide for fair and effective representation, as defined in the Local Electoral Act 2001.

The Electoral Officer started this process for Council by preparing a Discussion Document for Elected Members, which was presented to Councillors in a workshop held on 15 June 2005, and was the subject of reports to all four Community Boards in August 2005. Concurrently the Electoral Officer commissioned a consultant to undertake a study identifying Communities of Interest which was presented to a workshop of Councillors and Community Board Chairs on 17 August 2005. This workshop identified three options for further investigation.

#### Option One

Three Wards and three Community Boards - based on population, integrated land use, transport and landscape:

- Wards
- Northern (from Bethells to Hobsonville/ Whenuapai; includes Swanson, Ranui, Massey and West Harbour) (**four Councillors**)
  - Central (from Piha and Karekare to Te Atatu Peninsula. Includes Henderson, Western Heights, Bruce McLaren Park, Te Atatu South and Ranui) (**five Councillors**)
  - Southern (from Whatipu and Huia to New Lynn, includes Titirangi, Glen Eden and Oratia) (**five Councillors**)

#### Option Two

Four Wards and four Community Boards - based on land use and population:

- Wards
- Rural (Waitakere Ranges, Swanson, Titirangi, Huia, Piha, and Bethells/ Te Henga) (**two Councillors**)
  - Northern Urban (Massey, West Harbour, Hobsonville, Whenuapai) (**three Councillors**)
  - Central Urban (Henderson, Ranui, Western Heights, Bruce McLaren Park, Te Atatu South, Te Atatu Peninsula) (**five Councillors**)
  - Southern Urban (New Lynn and Glen Eden) (**four Councillors**)

### Option Three

Four Wards and four Community Boards - based on population only:

- Wards - Waitakere (with the addition of Ranui) (**three Councillors**)
- Massey (without Ranui) (**four Councillors**)
  - Henderson (no change) (**three Councillors**)
  - New Lynn (no change) (**four Councillors**)

A revised report was presented to a workshop for Community Board Members on 27 September 2005 and then to a workshop for Councillors and Community Board Chairs on 4 October 2005.

At the workshop of 4 October 2005, the consensus of Councillors present was in favour of Option One, a three Ward model, with 14 Councillors, all elected by Ward, plus the Mayor. It was further suggested that there be three Community Boards (one for each proposed Ward), with six elected Community Board Members, elected at large from within the Community, for each. A further workshop, on 14 October 2005, which was attended by 16 out of the 22 Community Board Members, together with five Councillors, including the Deputy Mayor, considered the draft Initial Proposal. The consensus of this workshop was in favour of supporting Option One with the increase of the number of elected Community Board Members to seven per Board.

Feedback from the Community Boards was sought by Council in October/November 2005.

New Lynn Community Board resolved at their meeting of 31 October 2005 as follows:

- "2. That New Lynn Community Board supports in principle the Council's draft Initial Proposal on the Representation Review of three Wards with three Community Boards with seven Members per Community Board and not six as suggested in the proposal.
3. That should Council decide to proceed with a different proposal then New Lynn Community Board requests that any new proposal be referred back to the Board for comment, before it is publicly notified.
4. That the New Lynn Community Board requests that all Community Boards be advised of the closing date for public submissions in respect of the draft Initial Proposal."

2063/2005

The Henderson Community Board resolved on 3 November 2005 to support Option Two. Massey Community Board gave its support to Option One on 2 November 2005. The Waitakere Community Board resolved on 1 November 2005 to support the enhanced status quo option and request preliminary public consultation.

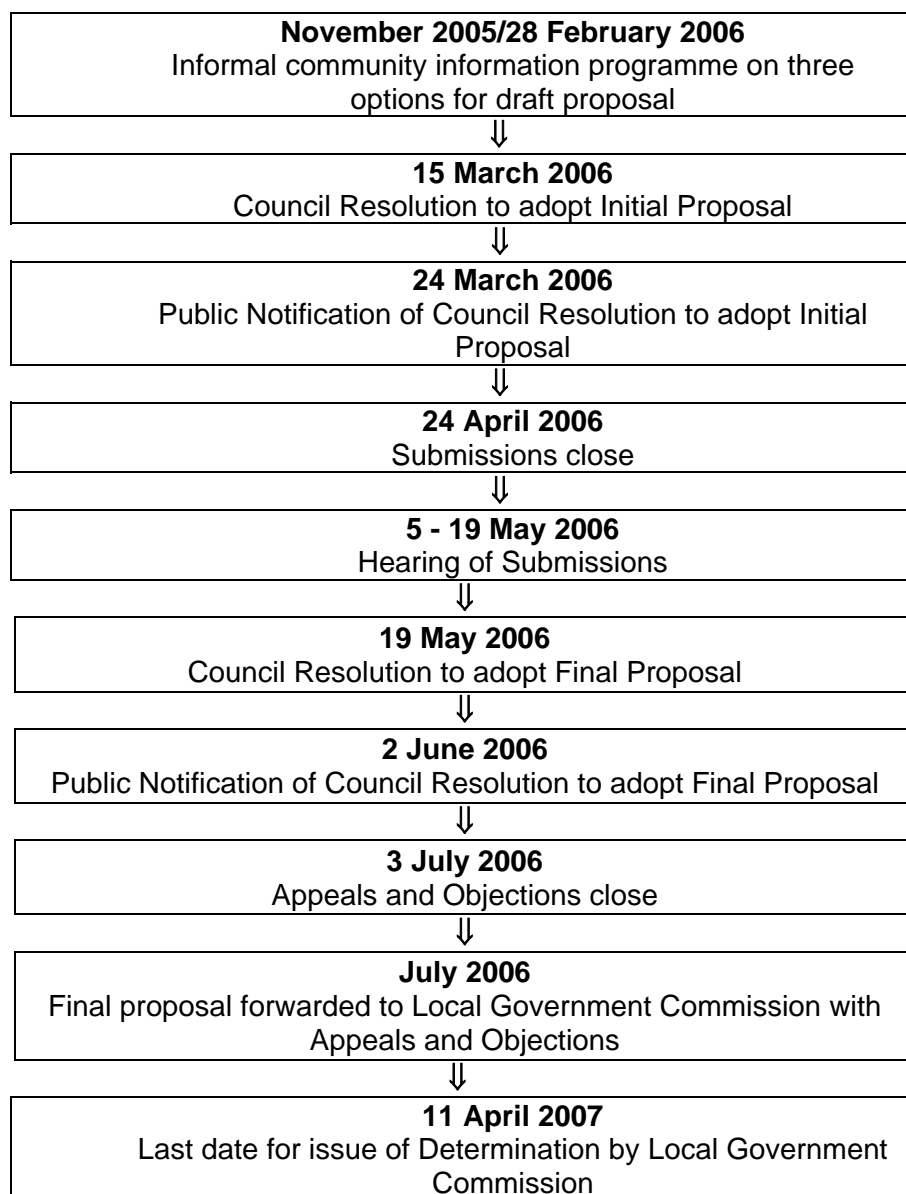
On 7 November 2005 the Finance and Operational Performance Committee resolved:

*"That an informal information process be undertaken with the community finishing in late February 2006, prior to Council making its decision in March 2006 for formal consultation."*

2198/2005

The following timeline was prepared to facilitate the implementation of this resolution.

**Basis for Election provisional timescale:**



**STRATEGIC CONTEXT**

Active Democracy is one of the Council's nine strategic platforms identified in its Long Term Council Community Plan and Annual Plan 2005/2006. This platform supports the involvement of citizens in the Council's decision-making process through education, removing barriers, developing partnerships, improving information flows and supporting the communities' own ways of interacting with the Council.

The electoral system is a key component of active democracy.

**ISSUES**

As part of the process of community information, four public meetings were held:

1. Waitakere Ward on 14 February 2006.
2. Massey Ward on 16 February 2006.
3. Henderson Ward on 17 February 2006.
4. New Lynn Ward on 21 February 2006.

During these public meetings Community Board Members from both Henderson and Waitakere Community Boards requested a full report to the Community Boards at the conclusion of the process.

As the outcome of this process was not available at the time of going to print a verbal update will be presented to the Board meeting.

## **RESOURCES**

Provision has been made in the Annual Plan 2005/2006 to resource the Representation Review. No additional resources are required.

## **CONCLUSION**

The Board is being given the opportunity to review its prior resolution on the proposed new Ward and Community Board boundaries and if necessary rescind its prior resolution and make a further recommendation.

## **RECOMMENDATIONS**

1. That the Triennial Representation Review - Update on Informal Public Information Process report be received.
2. That the New Lynn Community Board reconsider resolution 2063/2005 based on information arising out of the Informal Public Information Process, and if necessary rescind the said resolution and make recommendations to the Finance and Operational Performance Committee for onward transmission to Council on the subject of the preferred option for Ward and Community Board boundaries.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



## **8 ELECTED MEMBERS REMUNERATION - REMUNERATION AUTHORITY DETERMINATION 2006/2007**

### **PURPOSE OF THE REPORT**

The purpose of this report is to advise the New Lynn Community Board of the distribution of the new pool available for the remuneration of Waitakere City Council Elected Members released by the Remuneration Authority for the period 1 July 2006 to 30 June 2007.

This is an annual process and the next new determination will be made available for the year commencing 1 July 2007.

The Council is required to confirm the basis for allocating the remuneration by a formal resolution and submitted to the Remuneration Authority for re-approval.

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.

The Remuneration Authority will make the final determination.

## BACKGROUND

The Remuneration Authority is established and derives its delegations and functions from the Remuneration Authority Act 1977 and makes Determinations on local authority remuneration pursuant to clause 6 of Schedule 7 of the Local Government Act 2002.

Until the enactment of the Local Government (Elected Member Remuneration and Trading Enterprises) Amendment Act 2001 (the Act), Elected Members salaries and meeting allowances were set by a determination of the Minister of Local Government. That determination set maximum salaries and meetings allowances for local authority Elected Members. For each determination the remuneration was linked to the population of each local authority. Waitakere City's determination was in the over 150,000 population category. Each incoming Council needed to resolve Elected Members salaries and meeting allowances up to the maximum permitted. Over the course of a triennium the Minister would revise the remuneration and the Council would need to consider the issue in light of any new determination.

The responsibility for setting Elected Members remuneration is now with the Remuneration Authority. The Authority is required to determine remuneration, allowances and expenses payable to all Elected Members, whilst having regard to:

- the need to minimise the potential for remuneration to distort the behaviour of Members;
- the need to achieve and maintain fair relativity with the levels of remuneration received elsewhere;
- the need to be fair to both the person and whose remuneration is being determined and rate payers; and
- the need to recruit and retain competent persons.

The Remuneration Authority established remuneration for all Elected Members and all Local Authorities in 2002 following consultation on a discussion paper and the release of the first indicative pool. They have since released new pools on an annual basis and the Council has the opportunity to change the way it allocates remuneration each time a new pool is determined.

The total remuneration pool is set by the Remuneration Authority and cannot be adjusted. The total remuneration pool established by the Remuneration Authority for this consideration is \$ 1,078,343 (last year the pool was \$1,026,872).

The Mayor's salary is set by the Remuneration Authority and cannot be adjusted. The Mayor's salary (including the value of any deduction for a motor vehicle) is included in the indicative pool although separately specified. The total salary payable to the Mayor is set at \$132,151 (last year \$126,457), inclusive of a motor vehicle. A deduction of 20% of the cost of the vehicle is made for full private use of the vehicle. This deduction is set by the Remuneration Authority.

A1-A9

A copy of the advice from the Remuneration Authority is attached at pages A1 to A9.

Half of the total sum payable to Community Board Members is deducted from the total remuneration pool and the other half is paid outside of the pool. The half outside the pool can be thought of as a "top up". Any further adjustment to the Community Board Chairs and Members salaries will necessitate an adjustment to the salaries payable to Councillors other than the Mayor.

Payments to appointed Community and Iwi/Maori representatives on Committees are outside the indicative pool. These payments are matters that lie with the Council and are not within the Remuneration Authorities brief. Waitakere City Council has set a salary for the Chair of Te Taumata Runanga and meeting fees as appropriate for appointed Members to Te Taumata Runanga and any other Committee of the Council. The Council has also determined that the representative from Te Taumata Runanga on the City Development Committee be paid the same hourly rate as for Hearing Commissioners - \$60 per hour of meeting and workshop time. Any alteration to the determination made by the Council on this remuneration will not affect the indicative pool established by the Remuneration Authority for Waitakere City. The percentage movement applied to the salary for the Chair of Te Taumata Runanga is the same as the movement in the salaries for Community Board Members.

No changes are proposed to the way in which payments are claimed or made.

Any income for Elected Members from Resource Consent Hearings is outside the pool.

Expenses, including mileage allowances, are outside the pool, although the actual amounts/rates that can be claimed are set by the Remuneration Authority. The Remuneration Authority have been requested by this Council to consider revising mileage allowances in light of the fuel price increases but no amendment has yet been made. A further request is proposed to be made as part of this determination.

This report also recommends amounts/rates for all allowances and reimbursement of expenses for submission to the Remuneration Authority.

Should the Council wish to, it may request the Remuneration Authority to reduce the remuneration pool. This requires a unanimous vote of the Council.

### **Expenses**

The Council should review the expenses currently approved by the Remuneration Authority with a view to recommending any changes. It is suggested that the retention of monthly allowances for Elected Members to cover the cost of technology and communications associated with Council business continue and that Elected Members be required to claim those allowances on their monthly claim forms.

Elected Members may also incur expenses that arise as a direct result of carrying out the role of an elected representative. Some of those expenses not covered by allowances already paid may be claimable as an expense reimbursement through Waitakere City. Other expenses may be claimable in an annual tax return.

Elected Members need to be aware of their responsibility for all taxation issues. Each will need to keep evidence of expenditure incurred for which the appropriately selected reimbursement allowances are claimed in case Inland Revenue seeks justification of the claim.

The Remuneration Authority has jurisdiction to make the determination and has requested representations from the Council. Consequently Elected Members have no pecuniary interests in voting on salaries and personal allowances. Elected Members will be advised when the determination has been made. They will have a choice whether to claim payment of allowances, part claim or not to make any claim at all. With respect to salaries, Elected Members are required to take the amount that is determined by the Remuneration Authority.

## Meeting Allowance Rates

No meeting allowance rates will be payable except for appointed Members to Council Committees and Subcommittees and in respect of Members acting as Hearing Commissioners. The meeting allowance rate has been adjusted by the equivalent movement to remuneration levels.

## STRATEGIC CONTEXT

One of the nine platforms in the Long Term Council Community Plan is Active Democracy. This encourages high levels of community participation and respect for individual views so that people feel like they can make a difference. One of the cornerstones of these platforms is support for democratically elected representatives.

The way Elected Members are remunerated and the quantum of that remuneration will have considerable bearing on who can and who cannot stand for election. It has long been recognised that the role of an Elected Member can require a substantial investment of time and commitment to the role, and that this commitment can make it difficult to hold down either full or part time employment. The interests of a diverse and young community such as Waitakere are unlikely to be best served should the only candidates putting themselves forward for election be those who have private income available to subsidise the Council duties.

## ISSUES

### Remuneration Pool and Salaries

A10-A11

Attached at pages A10 to A11 is a spreadsheet of Elected Members Remuneration that allocates the new pool on the basis of a straight forward percentage increase over the salaries currently applicable.

On 22 February 2006, Council resolved:

- “1. *That the Elected Members Remuneration - Remuneration Authority Determination 2006/2007 report be received.*
2. *That the Council recommends new salaries for Elected Members as follows:*
  - *Deputy Mayor - \$73,087;*
  - *Chairs of Standing Committees:*
    - *City Development Committee, Planning and Regulatory Committee, and Finance and Operational Performance Committee - \$69,765;*
  - *Committees:*
    - *Chair of Hearings Committee - \$59,300; Chair of Projects Special Committee - \$59,300; Chair of Arts, Events and Culture Special Committee - \$59,300;*
    - *Chair of Emergency Services Committee - 0, Chair of Performance Review Committee - 0, Chair of Tenders Subcommittee - 0, Chair of Long Term Council Community Plan and Annual Plan Special Committee - 0.*
  - *Other Councillors \$48,012;*
  - *Community Board Chairs - \$22,591;*
  - *Community Board Members - \$11,628.*
3. *Resource Consent hearing fees will be paid in accordance with the determination of the Remuneration Authority (currently \$75 per hour of*

*meeting and workshop or site visit time for the Chair and \$60 per hour of meeting and workshop or site visit time for the Members).*

4. *The following reimbursements and expenses be recommended to the Remuneration Authority:  
That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate:*
  - *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 \$46);*
  - *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;*
  - *Reimbursement of the best flat rate monthly fee available to the Council for a Broadband connection suitable for Council business operations (available to Community Board Chairs but not currently available to Community Board Members).*
5. *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.*
6. *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.*
7. *That Councillors will be supplied with either a personal computer at home or a lap- top if necessary. Those Councillors who provide their own computer equipment be paid an additional monthly allowance of \$50 (not currently available to Community Board Members).*
8. *That no other telephones, fax machines or cell phones will be provided to Elected Members except that the Mayor and Deputy Mayor will be provided with a cell phone and the Council will pay for all expenses except private calls.*
9. *That when on approved Council business all actual or related expenses will be met by the Council.*
10. *That the rate for reimbursing Elected Members for travel, using their own motor vehicle on Council business is the maximum set by the Remuneration Authority - (currently \$0.70 per kilometre), that the Council make representations to the Remuneration Authority to increase this reimbursing payment to recognise the increases in fuel prices and that the Council also pays the approved rate to appointed Members. Any infringement fees e.g. parking and speeding infringements are by law the responsibility of the offender.*
11. *That the Chair of Te Taumata Runanga be paid a salary of \$20,245.*
12. *That the non-elected Te Taumata Runanga representative appointed to the City Development Committee be paid a meeting fee aligned with those fees payable to Members for Resource Consent hearings (refer to Clause 3 of this resolution) (currently \$60 per hour of meeting and workshop or site visit time).*
13. *That all appointed non-elected Members of Council Committees (except the Te Taumata Runanga representative to the City Development Committee) and Subcommittees except the Hearings Committee be paid a meeting fee of \$208.*

## CONCLUSION

The New Lynn Community Board is required to consider the Council's proposal and advise whether it agrees with the proposal. If it disagrees it may make representation to the Remuneration Authority.

## RECOMMENDATIONS

1. That the Elected Members Remuneration Report - Remuneration Authority Determination 2006/2007 report be received.
2. That the New Lynn Community Board:
  - a) Agrees with the Council decision in resolution 196/2006.
  - b) Disagrees with the Council's decision in resolution 196/2006 and will make a submission to the Remuneration Authority in this regard.

Report prepared by: Darryl Griffin, Group Manager Democracy and Support Services and Charlie Inggs, Democracy and Governance Team Manager.



## 9 DRAFT WAITAKERE TRANSPORT STRATEGY

### PURPOSE OF THE REPORT

The purpose of this report is to obtain early input from the New Lynn Community Board into the development of the draft Waitakere City Transport Strategy 2006-2016.

### BACKGROUND

The current strategic direction for transport in Waitakere City is set out in the Transport and Communication platform of Waitakere City's Long Term Council Community Plan 2003.

In December 2005, the Auckland Regional Council adopted the Auckland Regional Land Transport Strategy 2005, which sets policies for the region and allocates a total of \$11.03 billion (currently available sources of funds over 10 years to the region) as follows:

- \$6.81 billion on new roads and state highway infrastructure, maintenance/renewals, traffic management and safety (62%);
- \$3.80 billion on passenger transport (34%);
- \$420 million on Travel Demand Management (including travel plans, walking and cycling, etc) (4%);

A transport strategy needs to be prepared for Waitakere City to:

- Set the transport direction for Waitakere City and guide the transport programme for inclusion in the Long Term Council Community Plan 2006-2016, Land Transport Programme and Annual Plan documents.
- Provide a framework that will help guide future decisions by Council on the movement of people and goods around the City and integration with land use.

- Provide a reference document for communications with stakeholders and the community.
- Provide clarity on Waitakere City Council's position and plans regarding transport matters.

The following steps have been taken in preparing the draft Waitakere City Transport Strategy 2006-2016:

- In December 2004 a Councillors' workshop received a presentation on the current strategic direction of transport in Waitakere City.
- The Project Control Group (including staff from Waitakere City Council, Auckland Regional Council and the Auckland Regional Transport Authority) held meetings to overview the development of the vision, objectives, strategic options framing, transport programme, and provide feedback on the draft transport strategy.
- Working officer group meetings and an interact session with staff were held for feedback on the vision, objectives and strategic options for transport.
- On 2 June 2005, the City Development Committee resolved:

- “2. *That the process for development of the transport strategy be approved.*
3. *That a workshop be held with Councillors to consider the proposed vision, objectives and policies and further assess the matter of land use and transport integration.*
4. *That Strategic Option 5 in the draft Regional Land Transport Strategy is used as the basis for the development of Waitakere City's transport strategy.”*

1021/2005

- In July 2005 a Councillors' workshop discussed the vision, objectives, issues, priorities and a framework for strategic options in relation to the draft Transport Strategy.
- In July 2005 the feasibility study of walking and cycling programme was completed.
- On 21 September 2005 the Council authorised the Chief Executive Officer to submit the Ten Year Land Transport Programme to the Auckland Regional Transport Authority to enable funding applications for projects in 2006/2007 (1797/2006).
- Late 2005 community outcomes were developed in relation to Waitakere City.
- Late 2005 the Council received a draft activity plan for transport.
- Late 2005 public consultation was carried out on levels of service including transport.
- Road corridor studies are substantially completed, subject to overlay of bus priority measures.
- Development of a budgeted Transport Programme 2006-2016, to be considered at the meeting of the Long Term Council Community Plan and Annual Plan Special Committee, end of February, beginning of March.
- On 9 February 2006 the City Development Committee received a similar report to this, and passed the following resolutions:

- “2. *That the vision, objectives and desired outcomes for transport as set out in this report be approved for inclusion in the draft Waitakere City Transport Strategy 2006-2016 for consultation.*
3. *That the City Development Committee's feedback on the proposed strategic options as set out in this report is taken into account in the development of the draft Waitakere City Transport Strategy 2006-2016.*

4. *That the key issues for public consultation as set out in the executive summary attached to this report be approved for inclusion in the draft Waitakere City Transport Strategy 2006-2016.*
5. *That the first draft Waitakere City Transport Strategy 2006-2016 be considered by the Long Term Council Community Plan and Annual Plan Special Committee when considering the draft Transport Programme 2006-2016 for inclusion in the draft Long Term Council Community Plan.*
6. *That the process for involving key stakeholders and public consultation as set out in this report be approved.”*

54/2006

## STRATEGIC CONTEXT

The Land Transport Management Act 2003 and the Local Government (Auckland) Amendment Act 2004 have significantly altered the planning, governance and funding of transport in the region. The Government's vision for transport is an affordable, integrated, safe, responsive and sustainable transport system.

The goal of the Auckland Regional Land Transport Strategy 2005 is a transport system which enhances the Auckland region as great place to live, work and play. The region's vision is for a transport system that Aucklanders are proud of, where:

- People and goods are able to move when necessary;
- Transport supports vibrant town centres;
- Streets are also community places;
- Getting around by all modes is integrated, safe and effective;
- People have choices which enable them to participate in society;
- The environment and human health are protected and enhanced;
- Transport resources are used efficiently.

This provides a policy and strategic framework against which Waitakere City Council can prepare its transport strategy and transport programme.

The Auckland Regional Land Transport Strategy 2005 provides for a significant increase in funding for passenger transport, travel demand management and walking and cycling and state highway programmes.

Waitakere City Council's Transport Strategy must take into consideration and be consistent with the provisions in the Auckland Regional Land Transport Strategy and should also contribute to the community outcomes for Waitakere City.

The Integrated Transport and Communications platform provides the current strategic context for the Council's Transport Programme.

## ISSUES

### First Draft Waitakere City Transport Strategy 2006-2016

A12-A27

An Executive Summary of the first draft of the Waitakere City Transport Strategy 2006-2016 attached at pages A12 to A27 has been prepared to set the transport direction, in relation to the community outcomes and levels of service, and guide the ten year transport programme. The New Lynn Community Board's input into the development of this draft is sought and encouraged.

It is proposed that the draft Waitakere City Transport Strategy 2006-2016 will refer to all forms of transport and identify non-transport initiatives that significantly affect transport outcomes. The Strategy will cover the 10-year period 2006-2016 and also include an action plan for the Council with a detailed 3-year programme and an indicative 7-year programme.

#### Vision, Objectives and Outcomes

Taking into account the community outcomes for the City, the following attributes have been identified as fundamental to the vision and objectives for Waitakere City:

1. Eco city (sustainability, resilience, liveability).
2. Opportunity to live, work and play locally.
3. Travel choice and mobility.
4. Management of traffic and congestion.
5. Integration of land use and transport.
6. Integration between transport modes.

These attributes have been captured into the following vision for transport:

***“A sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere City being an eco city.”***

Proposed objectives in working toward the vision are that Waitakere City should:

#### ***Develop a sustainable, integrated transport system that:***

1. ***Enables Waitakere City to achieve desired social, economic, environmental and cultural benefits for both current and future communities.***
2. ***Facilitates and promotes more sustainable travel modes.***
3. ***Supports implementation of the RLTS and RGS in a collaborative manner.***
4. ***Integrates land use and transport.***
5. ***Facilitates and under-pins development of town centres and supports employment growth.***

The following ‘desired outcomes’ (outcomes that the Council aims to strive for) are proposed for inclusion in the draft Waitakere City Transport Strategy 2006-2016. (These are different from ‘expected outcomes’ which are the affordable outcomes of the ten year transport programme.)

#### **Desired outcomes include:**

- a) ***People have safe, effective, integrated and sustainable travel choice options.***
- b) ***Less traffic and more mobility through innovative travel demand management.***
- c) ***Opportunity to live, work and play locally.***
- d) ***Land use is integrated with transport and both are mutually supportive.***
- e) ***Business and industry travel and location needs are met in a sustainable way.***
- f) ***People have choices that enable them to participate in society.***
- g) ***Environment and human health is protected.***
- h) ***Reduced non-renewable energy use for transport in Waitakere City.***
- i) ***People work in a collaborative and innovative manner to maximise these outcomes.***

“Less traffic” means fewer vehicles on the road. This is a slightly different approach than reducing “congestion”.

There are a number of ways to reduce traffic, including:

- Reduce number of vehicle trips;
- Reduce length of vehicle trips;
- More passengers in vehicle and car pooling;
- Walking and cycling;
- Passenger transport;
- Working from home;
- Reduce growth or activity within Waitakere City (not a desired eco city goal);
- Travel demand management – travel plans to encourage sustainable forms of travel, land use planning to provide local facilities and connections to passenger transport, restrict parking, parking charges, road pricing, tolls, and other measures.

“More mobility” is aimed at choices of travel by car, passenger transport, walking, cycling, etc and improvements in infrastructure and services to achieve transport of people of goods and provision of services.

#### Strategic Options

It is useful to consult with stakeholders and the public on strategic options which contribute to the vision and objectives for transport and community outcomes for Waitakere City. It is proposed that three strategic options be developed, which are based on:

- the Auckland Regional Land Transport Strategy 2005;
- the community outcomes for Waitakere City; and
- the vision and objectives for transport in Waitakere City.

In all strategic options it is proposed that the following will be common elements:

- Consistent with the Auckland Regional Land Transport Strategy 2005 direction and policies;
- Maintenance, renewals and safety programmes;
- Travel demand management programme;
- Basic walking and cycling programme;
- Passenger transport programme;
- Basic roading programme;
- Provision for growth in the northwest assuming the metropolitan urban limit shift is approved.
- Provision for transport connections with Wheunapai airport on the basis that it is operational by 2016.

Within each of the above programmes, there is opportunity to make changes to projects and their priority, particularly in relation to significant projects such as the New Lynn transport interchange and Whau bridge crossing.

The key distinguishing factors between strategic options are:

- The extent to which road widening and road connections (in order to address congestion and capacity issues) are included.

- The extent to which residents will choose or be required to change from single occupant vehicle to travel to another mode of travel.
- The size of the programme in terms of the Council's financial investment.

The three proposed strategic options outlined in the Executive Summary are:

**Strategic Option 1 - "Better Mobility, Less Traffic" - a low cost programme.**

**Strategic Option 2 - "Better Mobility, Managed Traffic"- a medium cost programme.**

**Strategic Option 3 - "Better Mobility, Less Congestion / More Road Capacity" - a high cost programme.**

The New Lynn Community Board is not required to indicate a preference for one of these options, but instead is requested to assist in the development of these options.

Other options that have been considered include:

- a. "Carry on as we are" - 80% investment in roads, minimal expenditure on passenger transport.
- b. Align with the priorities in the Auckland Regional Land Transport Strategy as set by Auckland Regional Transport Authority.
- c. Focus on local economic development.
- d. Focus on one mode (for example, roading - Increase the capacity of the roading network as a priority to address congestion).

#### Transport Programme 2006-2016

Officers have developed a proposed transport programme over the next ten years which includes new programmes that are not in the current Long Term Council Community Plan:

1. Providing some additional road capacity and new road connections. It is important that growth in the local economy can be supported by the local transport network, with appropriate routes for trucks, goods and services vehicles.
2. Development of interchanges at the three main town centres, improvements to the rail station precincts, upgrade of bus stop infrastructure (signs, lighting, shelter, and timetables), and introduction of bus priority measures on local roads.
3. Implementation of the Waitakere City Walking and Cycling Strategy, with development of the cycle and walk way network across the City.
4. Encouraging people to make more sustainable travel choices, particularly at peak times (including working from home, walking, cycling, using public transport, ride sharing, fewer trips, and more local trips). Growth needs to provide local jobs, local attractions (shopping, leisure, etc) and intensive residential and employment areas supported by good public transport and walk/cycle routes.
5. Limiting the supply of Council provided parking. Provide park n ride facilities to support public transport. Limit parking on arterial roads during peak periods. Paid parking in Council's off-street car parks at Henderson, New Lynn and Westgate.

In developing the draft ten year transport programme, officers' focus has been on:

- Setting the size of the programme to an affordable level and a programme which fits with the Council's strategic direction for transport;
- Identifying projects and coordinating the timing of those projects;

- Prioritising programmes and projects based on the following order;
  1. Maintenance;
  2. Safety;
  3. Demand management - land use, integrated transport projects, working from home, local trips, travel plans, car pooling, passenger, traffic management, Promotion and communication;
  4. Walking and cycling;
  5. Passenger transport;
  6. Roads – new roads in subdivisions and growth areas, connectivity, some arterial improvement, minor increase in vehicle capacity;
- Projects may be included where there is external funding in addition to Land Transport NZ subsidies (i.e. development contributions, user pays).

The draft Transport Programme 2006-2016 is being considered by the Long Term Council Community Plan and Annual Plan Special Committee as part of the Long Term Council Community Plan process.

#### Significant Projects

Within each broad Strategic Option there are choices about individual projects, particularly the significant ones, which affect the total spend and expected outcomes. The following are large expenditure items that significantly affect the total transport spend:

- New Lynn undergrounding;
- Land purchase and road widening, such as providing a bus/high occupancy vehicle (HOV) lane rather than using an existing lane for bus/HOV;
- Cycle way along rail line and local cycle routes;
- Whau Crossing bridge.

In each case, the alternative of not carrying out the project is also likely to require some expenditure or reduced outcomes.

With oil prices expected to rapidly increase over the next 10 years, all infrastructure projects are likely to increase in cost. A deferral of a project will likely result in increased project costs in real terms.

#### Process for Development of the draft Waitakere City Transport Strategy 2006–2016

The process for development of the draft Waitakere City Transport Strategy 2006-2016 is broadly been divided into four stages:

- Stage 1 comprises the identification of community outcomes as part of the Long Term Council Community Plan process. This has been completed and the results are being separately reported to the Council. The community outcomes will guide the outcomes required from a transport strategy.
- Stage 2 comprises preparation of a first draft transport strategy, including identification of strategic options and a proposed transport programme. This work needs to be completed by officers and Councillors with input from representatives from Auckland Regional Council and Auckland Regional Transport Authority by February 2006.
- Stage 3 involves engaging key stakeholders in the review of the strategic options and completing all outstanding work required to prepare a final draft transport strategy ready for public consultation by April 2006.

- Stage 4 comprises public consultation as part of the Long Term Council Community Plan process, including any hearings that may be required, leading to the adoption of a final Transport Strategy by the Council in June 2006.

The following timetable was approved by the City Development Committee to obtain stakeholders' input, feedback on the draft transport strategy and adoption of the final strategy:

Date	Action	Who
27 January 2006	Key staff and Auckland Regional Council and Auckland Regional Transport Authority officer feedback is sought on the first draft Waitakere City Transport Strategy.	Key staff, Auckland Regional Council and Auckland Regional Transport Authority officers
9 February 2006	Councillors' feedback is sought on an executive summary of the draft Waitakere City Transport Strategy.	City Development Committee
14 February 2006	Approval of communications plan in relation to draft Waitakere City Transport Strategy.	Communications and Facilitation Group
15 February 2006	Draft Waitakere City Transport Strategy sent to key stakeholders.	Land Transport NZ, Transit NZ, Community Board members, Youth Council, Te Taumata Runanga, Pacific Islands Advisory Board, Schools, Ethnic Advisory Board, Other Local Authorities in the region, Interested parties on request.
18 February 2006	Peer review of draft Waitakere City Transport Strategy and Transport Programme.	To be arranged by Manager: Transport Strategy and Group Manager: Asset Management
6-9 March 2006	Community Board members' feedback is sought on the draft Waitakere City Transport Strategy	Community Boards
15 March 2006	Signoff of the draft Waitakere City Transport Strategy document and adoption of draft LTCCP, including transport programme.	LTCCP and Annual Plan Special Committee
10 April 2006	Draft Waitakere City Transport Strategy document is printed and distributed.	Public Affairs & Manager Transport Strategy
13 April 2006	Submission period opens.	Manager Transport Strategy
April 2006	Focus groups, open days, public communications.	Manager Transport Strategy & Public Affairs

Date	Action	Who
12 May 2006	Submission period closes.	Manager Transport Strategy
18 April – 12 May 2006	Response to submissions.	Council staff
23 May – 2 June 2006	Hearings in relation to Transport Strategy and Transport Programme.	LTCCP & Annual Plan Special Committee
16 June – 23 June 2006	Deliberations on the Transport Strategy and Transport Programme.	LTCCP & Annual Plan Special Committee
July 2006	Adoption of final Waitakere City Transport Strategy and Transport Programme.	Council or City Development Committee
August 2006	Final Waitakere City Transport Strategy document is printed and distributed.	Public Affairs & Manager Transport Strategy

Focus groups, provision of information via the Council's website, other publications and meetings with groups would assist in encouraging debate and understanding. A formal submission and hearing process would ensure that the public and stakeholders have the opportunity to have a say before adoption of the Waitakere City Transport Strategy 2006-2016. It is vital that key stakeholders are involved in the development of the draft and that the wider public has opportunity to make submissions on the draft as part of a special consultative process.

The New Lynn Community Board's feedback on the Executive Summary of the draft Waitakere City Transport Strategy 2006-2016 is sought. It is proposed that a full draft Waitakere City Transport Strategy 2006-2016 be reported to the Long Term Council Community Plan and Annual Plan Special Committee for consideration of feedback from key stakeholders. This would enable a draft Waitakere City Transport Strategy 2006-2016 to be made available for wider public consultation. It is proposed that this is coordinated with the Long Term Council Community Plan consultation process.

#### Key Issues for Consultation

The Executive Summary contains a proposed list of key issues that should be highlighted for feedback during the public consultation. These have been identified because of their significance or because they introduce new approaches or projects into the ten year transport programme.

#### **RESOURCES**

A budget of \$25,000 is available for the development of the Transport Strategy, including the publication of the draft and consultation process.

#### **CONCLUSION**

An inclusive process to develop a transport strategy for Waitakere City has commenced. It is proposed to align the consultation on the draft Waitakere City Transport Strategy 2006-2016 with the consultation on the draft Long Term Council Community Plan 2006-2016.

#### **RECOMMENDATIONS**

1. That the Draft Waitakere Transport Strategy report be received.

2. That the New Lynn Community Board's comments on the draft Executive Summary of the Waitakere City Transport Strategy 2006–2016 be considered by officers in the further development of the draft Waitakere City Transport Strategy 2006-2016.

Report prepared by: Kevin Wright, Manager Transport Strategy



## 10 SCHOOL TRAVEL PLAN PROGRAMME - FRUITVALE SCHOOL

### PURPOSE OF THE REPORT

The purpose of this report seeks to advise the New Lynn Community Board of the work programme for the Fruitvale School Travel Plan.

### BACKGROUND

Waitakere City Council has been working together with Fruitvale School for over a year on this travel plan project. The Council formally approved progression of this project at its 6 October 2004 meeting (1871/2004).

New Lynn Community Board Members have participated in working groups leading to the development of the travel plan. Other stakeholders in the programme are the NZ Police and the Auckland Regional Transport Authority (ARTA) and local residents.

### STRATEGIC CONTEXT

School travel plans are a travel demand management (TDM) initiative. Travel demand management sits within a national, regional and local context.

New Zealand Transport Strategy objectives are to:

- assist economic development;
- assist safety and personal security;
- improve access and mobility;
- protect and promote public health;
- ensure environmental sustainability.

### Sustainable Cities

The Auckland School Travel Plans Programme, "TravelWise", is a flagship project of the Sustainable Auckland Programme of Action, one which demonstrates the multi-objective approach to transport set out in the NZ Transport Strategy.

The vision of the regional TravelWise programme is to:

*"Make school journeys active, social, safe and sustainable."*

The long term programme goal is to:

*"Reduce car trips to school across the region by 10 per cent over a 10-year period by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport."*

Waitakere has worked in partnership with Auckland Regional Council / Auckland Regional Transport Authority, Energy Efficiency and Conservation Authority (EECA), Land Transport Safety Authority (now LTNZ) and with 10 schools in Waitakere on the programme to date over the last three years.

### **Regional Strategies**

The Auckland Regional Travel Demand Management Strategy (2000) is currently being incorporated into the review of the Auckland Regional Land Transport Strategy (2005).

The purpose of Travel Demand Management Strategy has been defined as:

*“To reduce the number of vehicles using the road system while providing a wide variety of mobility options to those who wish to travel.”*

### **Auckland Regional Road Safety Plan 2004 to 2010 (ARRSP)**

The Auckland Regional Road Safety Plan 2004-2010 vision is:

*“No road users are killed on the Auckland Region’s roads.”*

Goal three is relevant:

*“Pedestrian deaths and injuries within the Auckland Region decline from the five year average (1998 – 2002).”*

### **Council Strategy**

The Council’s Integrated Transport strategic platform includes an objective to *“Promote the use of sustainable transport options.”* A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan. School travel plans also support the *First Call for Children* Council priority.

### **ISSUES**

The Fruitvale School Travel Plan identified the following works:

- Tahī Terrace and Northall Road traffic calming.
- Construction of a pedestrian refuge at the entrance to Fruitvale Road.
- Construction of pedestrian crossing facilities in Tahī Terrace and Northall Road.
- Construction of a footpath along Rua Road from Tahī Terrace to Fruitvale Road.

Consultation is underway at present over the pressed traffic calming measures in Tahī Terrace and Northall Road. The results of consultation will be reported at the meeting of the New Lynn Community Board of 6 March 2006.

A28-A40

The works are shown in pages attached at A28 to A40.

### **RESOURCES**

The estimated cost of this project is \$180,000 and has been budgeted in the 2005/2006 Annual Plan.

## CONCLUSION

The Fruitvale School Travel Plan has been completed and will be implemented from April 2006 subject to satisfactory tenders. It may be necessary to report back to the New Lynn Community Board with regards to any regulatory signs in order to comply with legislation.

A summary of the consultation on proposed speed humps will be provided at the meeting of the New Lynn Community Board of 6 March 2006.

## RECOMMENDATION

That the School Travel Plan Programme - Fruitvale School report and information on the traffic calming consultation be received.

Report prepared by Tony Miguel, Group Manager, Asset Management



## 11 INTERSECTION OF FAIRMOUNT ROAD AND PLEASANT ROAD - NEW STOP CONTROL

### PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new 'Stop' Control in Fairmount Road, Glen Eden at its intersection with Pleasant Road.

### BACKGROUND

A member of the public has contacted Council requesting an intersection priority control at the intersection of Pleasant Road and Fairmount Road. This person has observed several near-miss accidents at the intersection where drivers failed to stop when required. They believe that an intersection priority control at this intersection would assist in preventing accidents in this location.

### STRATEGIC CONTEXT

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

Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to stop when they do not have priority.

### ISSUES

Land Transport New Zealand's accident database does not contain any record of failure to give way accidents at this intersection in the 5-year accident record. The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents, that have occurred and it is entirely possible one or more unreported accidents have occurred at this intersection.

As the cost of implementing a new 'Stop' control is small in comparison to the potential effects of an accident it is recommended that a new 'Stop' control be approved at this intersection.

A41

The location of the proposed new intersection priority control is indicated on the page attached at A41.

### RESOURCES

The proposed new 'Stop' control can be implemented under the 2005/2006 Annual Plan maintenance budgets.

### CONCLUSION

The proposal to install a new intersection priority control at the intersection of Fairmount Road and Pleasant Road is recommended to improve road user safety.

### RECOMMENDATIONS

1. That the Intersection of Fairmount Road and Pleasant Road - New Stop Control report be received.
2. That in relation to **FAIRMOUNT 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) that a new **STOP** control be put in place on **FAIRMOUNT ROAD** where it intersects with **PLEASANT ROAD**.
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 intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 CITY WIDE BUS STOP SIGNAGE UPGRADE - NEW LYNN WARD

### PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for the installation of regulatory bus stop signage at bus stops in the New Lynn Ward and provide the Board with information about the planned real time installation of electronic real time passenger information signage in the city.

### BACKGROUND

Due to a number of historical reasons existing bus stop signage at many stops in the city is non-standard. Some stops are sign posted with a standard regulatory sign, some stops are sign posted with non-standard signage produced by individual bus companies, some stops are indicated by black and silver bands painted on a utility pole, some stops have a shelter but no signage and some are marked only by a bus stop road marking or indented bay.

To assist public transport patrons recognise the locations of bus stops it is recommended all bus stops be sign posted in a standard format city wide using regulatory bus stop signage. This signage is also necessary for all Council's parking enforcement officers to enforce parking restrictions in regard to bus stops.

A42-A43

Photographs of standard regulatory bus stop signs with the preferred white steel pole and flag mounting configuration are attached at pages A42 to A45.

It is planned that approximately 50 electronic real time passenger information signs will be installed at bus stops along major public transport routes around the city in the 2006 calendar year. This signage incorporates an electronic display that provides information to bus patrons on bus arrival times at the stop. Buses in Waitakere City are fitted with global positioning systems that constantly communicate the position of the bus by radio with a central computer operated by the Auckland Regional Transport Authority. This computer calculates the anticipated arrival times of buses at each stop and relays this information to the real time passenger information signage by radio. Signs are constantly updated to provide the most accurate information available.

A44-A45

Photographs of electronic signage similar to that proposed to be installed in Waitakere City are attached at pages A44 to A45.

As well, it is proposed to progressively install timetable and route map information at bus stops. This also requires the standardisation of bus stop signs.

## 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.

Correctly marked and sign-posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

## ISSUES

A46-A48

The attachment at pages A46 to A48 lists all urban bus stop locations on Council Roads in the New Lynn Ward. Those stops marked with an asterix do not have existing regulatory bus stop signage. It is recommended that this signage be installed. It is recommended that the Community Board resolve all the bus stop locations listed above as bus stops. This will assist in enforcement of parking restrictions around bus stops.

Consultation letters were sent to the occupants of properties adjacent to the proposed new regulatory signage. Details of the results of this consultation will be presented at the meeting.

The total number of electronic signs to be installed has not yet been determined. This signage is supplied via the Auckland Regional Transport Authority. They are still in negotiation with the supplier of this signage and the exact price and number that will be ordered have not yet been finalised. The recommended locations in the New Lynn Ward for electronic real time passenger information signage are as follows:

- 69 Godley Road;
- 3009 Great North Road;
- 3018 Great North Road;

- 3150 Great North Road;
- 3153 Great North Road;
- 3179 Great North Road;
- 3226 Great North Road;
- 3251 Great North Road;
- 3362 Great North Road;
- North side of Great North Road 32 metres west of the intersection with Lynwood Road outside Kelston Girls High School;
- North side of Great North Road 80 metres east of the intersection with Archibald Road outside Kelston Girls High School;
- 4055 Great North Road;
- 4070 Great North Road;
- South side of Great North Road 100 metres east of intersection with Memorial Drive outside Lynmall;
- 21 Titirangi Road;
- 40 Titirangi Road;
- North side of West Coast Road outside Glen Eden Railway Station;
- South side of Captain Scott Road 27 metres west of Captain Scott Road;
- East side of West Coast Road 79 metres south of Great North Road.

Consultation letters were sent to the occupants of properties adjacent to the proposed new electronic signage. Details of the results of this consultation will be presented at the meeting.

## **RESOURCES**

The proposed new bus stop signage can be implemented under the 2005/2006 and 2006/2007 Bus Signs Improvement and Signal Pre-emption for Buses Budgets, subject to agreement on funding arrangements with the Auckland Regional Transport Authority.

## **CONCLUSION**

The proposal to install new regulatory and electronic real time passenger information bus stop signs is recommended to assist the promotion of public transport in Waitakere City.

## **RECOMMENDATIONS**

1. That the City Wide Bus Stop Signage Upgrade - New Lynn Ward report be received.
2. That following locations be approved as formal bus stops: Arahoe Road outside number 3, Arahoe Road outside number 4, Arama Avenue outside number 1, Archibald Road outside number 95, Astley Avenue outside number 9, Astley Avenue outside number 38, Astley Avenue outside number 43, Astley Avenue outside number 69, Astley Avenue outside number 95, Astley Avenue outside number 125, Astley Avenue outside number 145, Atkinson Road outside Kaurilands Park, Atkinson Road outside number 2, Atkinson Road outside number 27, Atkinson Road outside number 54, Atkinson Road outside number 101, Atkinson Road outside number 116, Atkinson Road outside number 160, Atkinson Road outside number 171, Atkinson Road outside Bishop Park, Avonleigh Road outside number 29, Avonleigh Road outside number 40, Avonleigh Road outside number 60, Avonleigh Road outside number 67, Avonleigh Road outside number 84, Avonleigh Road outside number 85, Brains Road outside number 43, Captain

Scott Road outside number 15, Captain Scott Road outside number 18, Captain Scott Road outside number 34, Captain Scott Road outside number 41, Captain Scott Road outside number 44, Captain Scott Road outside number 45, Captain Scott Road outside number 76, Captain Scott Road outside number 102, Captain Scott Road outside number 117, Castleford Street outside number 2, Castleford Road Street outside number 13, Castleford Road Street outside number 30, Castleford Road Street outside number 54, Castleford Road Street outside number 55, Clark Street outside number 4, Cobham Crescent outside number 11, Cobham Crescent outside number 43, Cobham Crescent outside number 67, Cobham Crescent outside number 97, Dolbear Street outside number 4, Dolbear Street outside number 27, Gilliam Street outside number 14, Gilliam Street outside number 15, Gilliam Street outside number 38, Gilliam Street outside number 43, Gilliam Street outside number 2a, Glendale Road outside number 5, Glendale Road outside number 24, Glendale Road outside number 50, Glendale Road outside number 51, Glendale Road outside number 95, Glendale Road outside number 111, Glendale Road opposite number 113, Glendale Road outside Ceramco Park, Glendale Road outside number 71, Glengarry Road outside number 1, Glengarry Road outside number 53, Glengarry Road outside number 68, Glengarry Road outside number 91, Glengarry Road outside number 96, Glengarry Road outside number 126, Glengarry Road outside number 155, Glengarry Road outside number 160, Glengarry Road outside number 176, outside number, Godley Road outside number 18, Godley Road outside number 58, Godley Road outside number 69, Godley Road outside number 92, Godley Road outside number 95, Godley Road outside number 4b, Godley Road opposite number 20, Godley Road opposite number 4, Golf Road outside number 60, Golf Road outside number 71, Golf Road outside number 92, Golf Road outside number 99, Golf Road outside number 117, Golf Road outside number 122, Golf Road outside number 169, Golf Road outside number 192, Great North Road outside number 3009, Great North Road outside number 3150, Great North Road outside number 3153, Great North Road outside number 3179, Great North Road outside number 3180, Great North Road outside number 3226, Great North Road outside number 3251, Great North Road outside number 3362, Great North Road outside number 4055, Great North Road outside number 4070, Great North Road outside number 4070, Great North Road outside number 4120, Great North Road outside number 4123, North side of Great North Road 80 metres east of the intersection with Archibald Road, South side of Great North Road 100 metres east of intersection with Memorial Drive, North side of Great North Road 32 metres east of the intersection with Lynnwood Road, Hilling Street outside number 6, Hilling Street outside number 7, Hilling Street outside number 36, Hilling Street outside number 47, Hilling Street outside number 60, Hutchinson Avenue outside number 6, Hutchinson Avenue outside number 30, Hutchinson Avenue outside number 54, Hutchinson Avenue outside number 73, Hutchinson Avenue outside number 79, Hutchinson Avenue outside number 115, Hutchinson Avenue outside number 128, Hutchinson Avenue outside number 136, Hutchinson Avenue outside number 158, Hutchinson Avenue outside number 39b, West side of Hutchinson Avenue 111 metres south of the intersection with Margan Avenue, Islington Ave outside number 2, Islington Ave outside number 25, Islington Ave outside number 40, Kashmir Road outside number 2, Kashmir Road outside number 3, Kashmir Road outside number 17, Kashmir Road outside number 32, Kaurilands Road outside number 6, Kaurilands Road outside number 15, Kaurilands Road outside number 46, Kaurilands Road outside number 53, Kaurilands Road outside number 69, Kaurilands Road outside number 76, Kelwyn Road outside number 19, Kelwyn Road outside number 26, Kelwyn Road outside number 42, Libra Street outside number 5, Libra Street outside number 6, Lynwood Road outside number 77, Lynwood Road outside number 79, Margan Avenue outside number 17, Margan Avenue outside number 31, Margan Avenue opposite number 153, Margan Avenue opposite number 153, Miha Road outside number 1, Miro Street outside number 17, Miro Street outside number 37, Miro Street outside number 44, Miro

Street outside number 59, Miro Street outside number 60, Miro Street outside number 26a, Nandana Drive outside number 2, Nandana Drive outside number 1b, Nikau Street outside number 7, Nikau Street outside number 12, Nikau Street outside number 23, Opou Road outside number 1, Park Road outside number 96, Parker Road outside number 54, Parker Road outside number 73, Portage Road outside number 60, Portage Road outside number 91, Rosier Road outside number 1, Rosier Road outside number 39, Rosier Road outside number 42, Rosier Road outside number 78, Rosier Road outside number 79, Rosier Road outside number 97, Rosier Road outside number 98, Rosier Road outside number 118, Rosier Road outside number 125, Sabulite Road outside number 67, Seabrooke Avenue outside number 60, Seabrooke Avenue outside number 97, Seabrooke Avenue outside number 102, Seabrooke Avenue outside number 107, Seabrooke Avenue outside number 125, Seabrooke Avenue outside number 126, Solar Road outside number 43, Solar Road outside number 66, Solar Road outside number 146, South Lynn Road outside number 15, South Lynn Road outside number 16, South Lynn Road outside number 34, South Lynn Road outside number 51, South Titirangi Road outside number 524, South Titirangi Road outside number 533, South Titirangi Road outside number 554, South Titirangi Road outside number 573, South Titirangi Road outside number 619, South Titirangi Road outside number 630, South Titirangi Road outside number 650, South Titirangi Road outside number 669, South Titirangi Road outside number 672, South Titirangi Road outside number 711, South Titirangi Road outside number 716, South Titirangi Road outside number 737, South Titirangi Road outside number 762, South Titirangi Road opposite number 650, St Leonards Road outside number 11, St Leonards Road outside number 14, St Leonards Road outside number 34, North side of St Leonards Road 31 metres west of intersection with Archibald Road, Sunvue Road outside number 23, Takahe Road outside number 12, Takahe Road outside number 21, Takahe Road outside number 42, Takahe Road outside number 43, Takahe Road outside number 76, Titirangi Beach Road at Titirangi Beach, Titirangi Road outside number 21, Titirangi Road outside number 40, Titirangi Road outside number 43, Titirangi Road outside number 88, Titirangi Road outside number 93, Titirangi Road outside number 116, Titirangi Road outside number 128, Titirangi Road outside number 149, Titirangi Road outside number 164, Titirangi Road outside number 171, Titirangi Road outside number 223, Titirangi Road outside number 244, Titirangi Road outside number 268, Titirangi Road outside number 279, Titirangi Road outside number 286, Titirangi Road outside number 330, Titirangi Road outside number 335, Titirangi Road outside number 362, West Coast Road outside number 9, West Coast Road outside number 36, West Coast Road outside number 37, West Coast Road outside number 61, West Coast Road outside number 68, West Coast Road outside number 75, West Coast Road outside number 84, West Coast Road outside number 367, West Coast Road outside number 391, North side of West Coast Road outside Glen Eden Railway Station and the South side of Captain Scott Road 27 metres west of Captain Scott Road.

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 bus stops.
4. That the following locations be endorsed as locations for electronic real time passenger information signage: Godley Road outside number 69, Great North Road outside number 3009, Great North Road outside number 3018, Great North Road outside number 3150, Great North Road outside number 3153, Great North Road outside number 3179, Great North Road outside number 3226, Great North Road outside number 3251, Great North Road outside number 3362, North side of Great North Road 32 metres west of the intersection with Lynwood Road outside

Kelston Girls High School, North side of Great North Road 80 metres east of the intersection with Archibald Road outside Kelston Girls High School, Great North Road outside number 4055, Great North Road outside number 4070, South side of Great North Road 100 metres east of intersection with Memorial Drive outside Lynmall, Titirangi Road outside number 21, Titirangi Road outside number 40, North side of West Coast Road outside Glen Eden Railway Station and the South side of Captain Scott Road 27 metres west of Captain Scott Road, East side of West Coast Road 79 metres south of Great North Road.

Report prepared by: Paul Schischka, Transport Engineer.



### 13 **TRAFFIC CALMING - GARDNER ROAD, NEW LYNN**

#### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval to implement traffic calming in Gardner Avenue in New Lynn in accordance with the scheme described that is based on speed control humps.

#### **BACKGROUND**

At its meeting in July 2005 the New Lynn Community Board resolved as follows:

*"That the New Lynn Community Board supports in principle the installation of speed humps in Gardner Avenue in the 2005/2006 Slow Streets Programme subject to a consultation process being carried out with the residents of the street and the outcome reported back to the New Lynn Community Board."*

1255/2005

This report provides information giving effect to this resolution.

#### **STRATEGIC CONTEXT**

The Waitakere City Council's 'Integrated Transport and Communications Platform' provides the strategic context for this report. The vision includes that city travel is facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the needs of all for access, communication, and safety. Self enforcing traffic calming, exemplified by well shaped and well distributed speed control humps, clearly addresses safety and amenity. Speeds are generally reduced to 20/30 km/hr at the humps, and to 40/50 km/hr between them.

#### **ISSUES**

In December 2005 a plan of the proposed scheme was distributed to all affected households with a covering letter stating that 'unless there is significant dissatisfaction from residents with this proposal, the Council intends to advertise this work, with the intention of construction starting in March 2006'.

The scheme submitted provided for 11 speed control humps between Titirangi Road and Astley Avenue and appropriate signs and markings to alert drivers to the existence of the humps.

The consultation process resulted in 110 written responses being received to the 210 letters distributed. A summary of the consultation outcomes is as follows:

- 82 were in favour (75%);
- 28 were opposed (25%) to the proposal.

An analysis by road section is as follows:

- Titirangi Road to Seabrook Avenue: 27 in favour (93%), 2 opposed;
- Seabrook Avenue to Hutchinson Avenue: 10 in favour (59%), 7 opposed;
- Hutchinson Avenue to Astley Avenue: 26 in favour (74%), 9 opposed.

### **Effectiveness of Speed Humps**

Speed control humps are effective when properly shaped, and when they are spaced about 80m to 120m apart, to prevent excessive speed-up and slow-down between them. The shape factor can be fully addressed by quality control during construction, to ensure the standard shape specified in the Council's Code of Practice for City Infrastructure.

It is proposed to construct 11 speed control humps in Gardner Avenue to maintain the above spacing. The issue of the number of speed humps and acceleration between speed humps was raised by the respondents, and this has been addressed in the design.

### **Scheme**

A49

In view of the responses to Council's letter to residents the scheme has been designed to provide the best solution. A copy of the plan for the proposed scheme is included in attachment at page A49 and coloured A3 maps will be available at the meeting.

### **RESOURCES**

The proposed scheme can be funded from the 2005/2006 Annual Plan for Slow Streets.

### **CONCLUSION**

The traffic calming scheme for Gardner Avenue be implemented as per the attached plan and that it includes the following benefits:

- Meets all the concerns expressed by respondents.
- Creates a much safer environment for use of the road by pedestrians and motor traffic.
- Creates a safe road for motorists.
- It is effective in controlling excessive traffic speed and excessive acceleration/deceleration.

### **RECOMMENDATIONS**

A49

1. That the Traffic Calming - Gardner Avenue, New Lynn, report be received.
2. That the New Lynn Community Board approve implementation of the Scheme Plan attached at page A49 to the agenda for traffic calming in Gardner Avenue, New Lynn.

Report prepared by Edwin Dearham – Principal Transport Engineer Planning



## 14 TRAFFIC CALMING - PISCES ROAD, GLEN EDEN

### PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to implement traffic calming in Pisces Road, Glen Eden, in accordance with the scheme described that is based on speed control humps.

### BACKGROUND

At its meeting in July 2005 the New Lynn Community Board resolved as follows:

*"That the Board approves that Solar Road and Pisces Road be included in the Slow Streets Programme subject to the consultation process and agreement of the Waitakere Community Board."*

1256/2005

The report provides information giving effect to this resolution.

### STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communications Platform' provides the strategic context for this report. The vision includes that city travel is facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the needs of all for access, communication, and safety. Self enforcing traffic calming, exemplified by well shaped and well distributed speed control humps, clearly addresses safety and amenity. Speeds are generally reduced to 20/30 km/hr at the humps, and to 40/50 km/hr between them.

### ISSUES

In December 2005 a plan of the proposed scheme was distributed to all affected households with a covering letter stating that 'unless there is significant dissatisfaction from residents with this proposal, the Council intends to advertise this work, with the intention of construction starting in March 2006'.

The scheme submitted provided for 4 speed control humps between Glengarry Road and Pisces Road and appropriate signs and markings to alert drivers to the existence of the humps.

The consultation process resulted in 31 written responses being received to the 52 letters distributed. A summary of the consultation outcomes is as follows:

- 30 were in favour (97%);
- 1 was opposed (3%).

### Effectiveness of Speed Humps

Speed control humps are effective when properly shaped, and when they are spaced about 80m to 120m apart, to prevent excessive speed-up and slow-down between them.

It is proposed to construct 4 speed control humps in Pisces Road to maintain the above spacing.

The issue of the failure of suspension was raised by the respondent due to daily traversing the speed hump. The shape factor can be fully addressed by quality control during construction, to ensure the standard shape specified in the Council's Code of Practice for City Infrastructure is correctly implemented.

## Scheme

A50

In view of the responses to Council's letter to residents the scheme has been designed to provide the best solution. A copy of the plan for the proposed scheme is included in attachment at page A50, and coloured A3 maps will be available at the meeting.

## RESOURCES

The proposed scheme can be funded from the 2005/2006 Annual Plan for Slow Streets.

## CONCLUSION

The traffic calming scheme for Pisces Road be implemented as per the attached plan and has the following benefits:

- Meets all the concerns expressed by respondents.
- Creates a much safer environment for use of the road by pedestrians and motor traffic.
- Creates a safe road for motorists.
- It is effective in controlling excessive traffic speed and excessive acceleration/deceleration.

## RECOMMENDATIONS

A50

1. That the Traffic Calming - Pisces Road, Glen Eden report be received.
2. That the New Lynn Community Board approves implementation of the Scheme Plan attached at page A50 to the Agenda for traffic calming in Pisces Road, Glen Eden.

Report prepared by Edwin Dearham – Principal Transport Engineer Planning



## 15 UPDATE ON NEW LYNN COMMUNITY CENTRE

### PURPOSE OF THE REPORT

The purpose of this report is to provide updated information on Stage 1 works for the New Lynn Community Centre and to seek the appointment of two representatives of the New Lynn Community Board to liaise with Council officers for the works to be completed.

### BACKGROUND

The New Lynn Community Centre was designed with Eco-City environmental sustainability principles. This primarily impacted upon the decision to install a mechanical ventilation system instead of a traditional air conditioning system. This system has been reported as not coping, particularly with hot summer temperatures. Other items raised included the lift access to the top floor gantry and general access for disabled persons between the top floor and the toilet facilities.

Furthermore, the service entrance shelter and acoustic dampening have been identified as issues affecting the performance of the building. Other items that have been identified as needing attention are storage, and facility signage. Submissions were received for the 2005/2006 Annual Plan identifying some matters that require investigation and a sum of \$110,000 was allocated to address and investigate the matters raised.

## STRATEGIC CONTEXT

Community and Leisure Facilities and activities contribute to Council's Strong Communities and Urban and Rural Villages strategic platforms by helping provide networks of appropriate and accessible public buildings as key community focal points through a wide range of low cost, low impact community activities. Council's strategic objective for leisure is that a comprehensive range of leisure, recreation and sports services and facilities are provided. The Local Government Act 2002 defines that one of Council's responsibilities is to promote the social, economic, environmental and cultural well being of communities, in the present and for the future.

## ISSUES

In response to the 2005/2006 Annual Plan submissions and discussions with stakeholders it was clear that a number of items needed to be pulled together to view the issues in a holistic manner.

Detailed below is the status of each aspect identified to be completed as part of the Stage 1 works. Architectural and visual concept drawings will be available for viewing at the meeting.

Description of Work	Update of Progress
Lift Doors and Reliability	The management of the existing lift is causing problems with regards to breakdowns and misuse. The proposed solution is to install a keypad security system, to limit use to those who have genuine need. Legitimate hirers will be given access to the security code.
Access to Ground Floor Toilets	The proposed solution is to remove the security reader to the main lobby entry doors into the rear corridor, and install a new door and frame in the corridor adjacent to the ladies toilet, with the relocated security card reader. This will allow general access to the toilets, but restrict access to the change rooms and storage rooms at the rear of the gym hall.
Upper Floor Gangway	It is proposed that the upper landing be extended by 1.2m in width across the full length of the landing from the staircase to the toilets at the other end. It is proposed that this will be done by cantilevering beams off the existing exposed steel and laying down a new timber/concrete floor. The handrails and solid banisters would be re-instated following the work and vinyl flooring laid onto the floor to match the existing. The ceiling underneath will be extended to match the existing ceiling and the bulkhead reinstated.
Main Stage Extension	It is proposed that the main stage be extended by 1.4m and will incorporate steps on both sides. The existing disabled person's scissor lift would be retained in its present position. The stage will be constructed in timber with parquet flooring to match the existing. The cupboard access doors at the front will be reinstated.
Service Entry Weather Protection	It is proposed to install a light framed corrugated steel full width canopy that is high enough to reverse a small truck into, but is in keeping with the style of the building.

Acoustic Issues	It has been identified that there are two key components of the original acoustic design missing in the hall. The first is seating that provides sound absorption, and the second is that drapes were originally proposed to be located on the side walls. It is recommended that a combination of wool drapes and fixed sound absorptive panels be installed on the side walls, over windows and/or walls. With this option, there is no need to replace the current chairs.
Air Handling System	A report has been commissioned for this and will be tabled at the next Community Board meeting.
Provision of New Storage Rooms	There is an issue with the usage capabilities of the existing storeroom adjacent to the main activities hall. It is proposed to reverse the swings of the doors and install 180° hinges to facilitate this. There is a minor issue of fire requirements as in doing so there may some conflict with the fire alarm breakglass adjacent, that may have a bearing on this issue. This will be resolved once all final drawings are complete.
Main Facility Signage	Vandal-proof signage is recommended which consists of 4 precast panels with Graffiti Guard incorporated with LED coloured signage as opposed to Neon.

In order to speed up the decision-making process it is recommended that two Members of the New Lynn Community Board be appointed to work with Council officers on the detailed implementation of the proposals outlined in this report.

## RESOURCES

The source of the funds is contained within the approved Property Capital Budget 2005/2006 for Stage 1 expenditure. Funding for Stage 2 works is currently being assessed as part of the draft Annual Plan process for 2006/2007.

## CONCLUSION

Stage 1 works are moving forward, and it is expected that all work to be addressed will be completed prior to the end of the current financial year.

## RECOMMENDATIONS

1. That the Update on New Lynn Community Centre report be received.
2. That the New Lynn Community Board approve the Stage 1 works for the New Lynn Community Centre.
3. That the New Lynn Community Board appoint two Members who are authorised to liaise with Council officers on decisions which may need to be made during the process of undertaking the works outlined in this report.

Report prepared by: Tina Hemsworth, Manager: Property Assets.



**16 BOARD MEMBERS' REPORTS**

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

**NEW LYNN COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region 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
Youth Advocacy Advisory Group	Gayle Marshall (Alternate: WD Buchanan)
Waitakere Road Safety Steering Group	WD Buchanan (Alternate: EG Francke)
<b>COUNCIL COMMITTEES</b>	
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)
<b>COMMUNITY BOARD SUBCOMMITTEE</b>	
New Lynn Community Board Street Events Subcommittee	WD Buchanan

