

**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, 13 FEBRUARY 2006,
COMMENCING AT 7.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 5 December 2005

RECOMMENDATION

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 5 December 2005, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

- (i) the Board by resolution so decides; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

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

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



4 PRESENTATION ON AVIAN INFLUENZA PANDEMIC PLANNING

A presentation will be made by the Civil Defence Manager on an update concerning the development of the Avian Influenza Pandemic Planning.



5 PUBLIC FORUM

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

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

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



6 CHAIRPERSON'S REPORT

Welcome back from the holiday break with warmer weather and time with family and friends. It has been some time since we formally met, but informal meetings continued.

The sad passing of Papa Frazer, our Council's well respected Kaumatua and protocol adviser for many years has affected many in the community. His smiling welcome and friendliness to all will be missed.

Council Long Term Plan

Annual Plan meetings will be starting again in February 2006. I am again concerned about the process, in particular, the lack of Community Board's initial input for their ward issues and priorities. Once the draft is out, generally little changes are made. The Boards should have input well before the draft is prepared. A list of ward projects should be available by at least October – November 2006 for discussion and recommendations forwarded to the Council.

During the months of February/March 2006 there will be a large number of public meetings and workshops.

New Lynn Town Centre

New Lynn revitalisation work is well on the way. The Wardens office has been repainted inside and out using their own voluntary labour. Also the good news is that their membership is increasing.

Rua Road Fence

The fence had been hit again during December 2005. Thanks to Councillors Janet Clews and Jack Burton, a temporary barrier has been erected to prevent further damage. May we see some quicker action on urgent road safety issues during 2006.

RECOMMENDATION






That the Chairperson's Report be received.

Pim van der Voort, JP
CHAIRPERSON





7 COMMITTEE SECRETARY'S REPORT





Issue	Comments	Reporting Council Officer
<p>Representation Review Basis of Election (Ward Boundaries)</p> <p>31 October 2005</p> <p>Resolution No. 2063/2005</p>	<p>Following consultation with the Community Boards in the November round of meetings this matter was referred to the Finance and Operational Performance Committee meeting on 7 November 2005, where the following was resolved:</p> <p><i>“That an informal information process be undertaken with the community finishing late February 2006, prior to Council making its decision in March 2006 for formal consultation.”</i></p> <p>2198/2005</p> <p>Accordingly comment forms have been circulated in two consecutive issues of the Waitakere City News and to all Residents and Ratepayers Associations as well as posting all relevant information to Council's website.</p> <p>A public meeting is planned for each Council ward for February 2006. For New Lynn Ward the venue will be New Lynn Community Centre (Main Hall) on Tuesday, 21 February 2006 at 7 pm.</p>	<p>Charlie Inggs ☎ 836 8000 Ext 8854</p>
<p>Totara Avenue Pedestrian Crossing Outside the New Lynn Bus Transfer Station</p> <p>30 May 2005</p> <p>Public Forum No Resolution</p>	<p>Preliminary investigation of this location shows that kerb projections would provide safety benefits at this crossing, without adversely affecting the operation of the buses.</p> <p>The work is being included in the Minor Safety Projects Stage 2 contract due to be tendered in February 2006 for construction during March 2006.</p>	<p>Adam Moller ☎ 836 8000 Ext 8750</p>


Issue	Comments	Reporting Council Officer
<p>Barrons Green Proposed Car Park</p> <p>4 July 2005</p> <p>Resolution No. 1248/2005</p>	<p>Submissions for the resource consent closed on 9 November 2005 with 23 submissions received. The planners are in the process of preparing the hearing report. The hearing date is likely to be in March/April 2006. The Board will be advised of the hearing date once confirmed.</p>	<p>Harish Singh  836 8000 Ext 8953</p>
<p>Rewarewa Esplanade Walkway</p> <p>Officer's Report</p>	<p>Recent slips along the Rewarewa Esplanade have undermined part of the access road at the end of McNaughton Way. Remedial works commenced before Christmas and were completed in January 2006.</p>	<p>Harish Singh  836 8000 Ext 8953</p>
<p>Henry Atkinson Statue</p> <p>1 August 2005 Chairperson's Report</p> <p>Resolution No. 1437/2005</p>	<p>All works have been completed. The Henry Atkinson statue has been straightened and cleaned.</p>	<p>David Barker  836 8000 Ext 8306</p>
<p>Update of New Lynn Community</p> <p>31 October 2005</p> <p>Resolution No. 2077/2005</p>	<p>Architectural work is expected to be completed by 10 February 2006. A report with the detailed drawings, including options, will be brought to the Community Board in March 2006.</p>	<p>Tina Hemsworth  836 8000 Ext 8130</p>
<p>Playground Redevelopment at Tamariki Reserve, Titirangi</p> <p>Officer's Report</p>	<p>Tender prices previously received were higher than the budget for the project. This would have meant that the Council would only have been able to deliver part of the project. Consultation with contractors indicates that a more competitive price could be obtained to enable delivery of the whole concept plan.</p> <p>The contract has been re-advertised. Tenders closed 31 January 2006.</p> <p>Council will award the contract in February 2006 and undertake works in March/April 2006.</p>	<p>David Barker  836 8000 Ext 8306</p>

Issue	Comments	Reporting Council Officer
<p>Glen Eden Community House</p> <p>31 October 2005 Public Forum No Resolution</p> <p>5 December 2005 Resolution No. 2361/2005</p>	<p>Signage for the Glen Eden Community House has been installed as requested by the Board at its last meeting held on 5 December 2005.</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>
<p>Titirangi Beach Reserve Development</p> <p>Officer's Report</p>	<p>The public meeting held on 12 December 2005 to invite response from the community was well attended. The concept design is currently being updated in response to issues raised at the public meeting and to data collected from the returned surveys. As before, the updated concept plan will be mailed out to all residents within an 800 metre radius of the park.</p> <p>A full report will be brought back to the Board at its meeting to be held on 6 March 2006 for approval. Construction is planned for 2006/2007.</p>	<p>Debbie Chapman ☎ 836 8000 Ext 8303</p>
<p>Strategic Issues on Housing for Older Adults</p> <p>8 December 2005</p> <p>Resolution No. 2418/2005</p> <p>City Development Committee</p>	<p>The City Development Committee, at its meeting held on Thursday, 8 December 2005, considered the Strategic Issues on Housing for Older Adults report.</p> <p>The Committee resolved that the report and relevant resolutions be forwarded to all Community Boards for their information.</p> <p>A copy of the report and resolutions have already been sent to Board Members.</p>	<p>Zoe Cuming ☎ 836 8000 Ext 8315</p>
<p>Long Term Council Community Plan and Annual Plan Special Committee</p> <p>30 November 2005</p> <p>Resolution No. 2335/2005</p>	<p>The Council, at its meeting held on Wednesday, 30 November 2005 requested that Te Taumata Runanga and all Community Boards appoint a representative and an alternate representative to attend all meetings of the Long Term Council Community Plan and Annual Plan Special Committee held to consider, progress and approve the 2006-2016 draft Long Term Council Community Plan and 2006/2007 draft Annual Plan.</p> <p>Accordingly, it is requested that the New Lynn Community Board appoints a representative and an alternate representative to attend all meetings of the Long Term Council Community Plan and Annual Plan Special Committee.</p>	<p>Annette Smithard ☎ 836 8000 Ext 8434</p>

Issue	Comments	Reporting Council Officer
Rua Road - Erection of Ponga Planter as Buffer 5 December 2005 Resolution No. 2363/2005	Weather permitting, the work is expected to start and be completed by mid February 2006.	Paul Schischka  836 8000 Ext 8742
Warning Signs for Green Bay Beach and Other Key Access Points to Manukau Harbour Chairperson's Request	Parks Staff are arranging signage to be erected at Green Bay Beach and other key access points to the Manukau Harbour warning the public of the dangers of the rips, currents and mud slaps in the Manukau Harbour. It is expected that the work could commence by beginning of March 2006.	Grant Jennings  836 8000 Ext 8537

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
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 Chairperson's Report Resolution No. 1604/2005	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	6 March 2006	Paul Schischka  836 8000 Ext 8742
Proposed Naming of Driveway from Gymnasium down to Olympic Place in Olympic Park to be Ecoway, as suggested by EcoMatters Environmental Trust	5 December 2005 Member's Request	6 March 2006	Grant Jennings  836 8000 Ext 8537

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Issues of Parking Restrictions and Rubbish Truck Access Outside 672B to 674 of South Titirangi Road	5 December 2005 Resolution No. 2369/2005	6 March 2006	Brent Piggott  836 8000 Ext 8716

RECOMMENDATIONS

1. That the Committee Secretary's Report for 13 February 2006 be received.
2. That the New Lynn Community Board appoint a representative and an alternate representative to attend all meetings of the Long Term Council Community Plan and Annual Plan Special Committee.

Report prepared by: Audrey Chan, Committee Secretary.



8 LIGHTING OF OPEN FIRES

PURPOSE OF THE REPORT

The purpose of this report is to provide an overview of the policy as currently exists relating to the lighting of open air fires in the Waitakere City Rural Fire District.

BACKGROUND

Historically, within the Waitakere City Council's territorial area, the management of fire in the open air has been controlled by two separate systems. The line defining which particular system is applicable is whether the site of the fire is within the urban or the Rural Fire District.

The two systems are:

- 1 Through Council's own Fire Prevention Bylaw "Bylaw No 6 1990". This Bylaw covers the whole of Council's territorial area and is in place all year round. Section 4 of the Bylaw "Fires in the Open Air" sets limits and standards for any fire in the open. Provided that these limits and standards are complied with no written permit is required for the lighting of a fire.

- 2 The second level of control which covers the Rural Fire District only, requires the Waitakere City Council as the duly authorised Waitakere Rural Fire Authority to be responsible for fire control and management within the Rural Fire District. The Waitakere Rural Fire Authority controls the use of fire in the open air in the Rural Fire District by implementing specific fire seasons, and through this, the use of the Fire Permit system. Authority for this is provided for in Section 22 and 23 of the Forest and Rural Fires Act 1977. In the Rural Fire District during the winter months, an open fire season is normally in force and no fire permit is required, fire control being maintained through Council's Bylaw No 6. Through the summer months a restricted fire season is normally declared and all fires in the Rural Fire District must have been issued a fire permit. Fires without a permit are illegal during this time. A prohibited fire season may be declared at any time of the year should weather or other factors cause a period of extreme fire danger, during a prohibited season no fires of any type are allowed.

STRATEGIC CONTEXT

Waitakere City Council is deemed to be the Waitakere Rural Fire Authority pursuant to section 7 (2) of the Forest and Rural Fires Act 1977. Rural Fire contributes towards Council's strategic framework in that it contributes to community well being by enhancing community preparedness for the risk of wildfire by educating communities in fire safety, managing the fire risk, and responding to and suppressing any fires which may occur

Rural Fire also contributes to the Green Network through providing protection of the Waitakere Ranges from fire hazards. Rural Fire resources are also available to provide assistance to communities in other emergency events.

ISSUES

In fire terms, an urban district is that area gazetted as a Fire District by the New Zealand Fire Service, while all that area remaining within the territorial boundaries of Waitakere City becomes the Waitakere Rural Fire District.

While the situation within the Waitakere City Rural Fire District for lighting fires in the open air is clear cut in respect to Bylaw No 6 and the rural fire regime, it has been complicated by the Auckland Regional Council's (ARC) introduction of their "Clean Air" regulation. This states that fires are prohibited in the open air at all times in both the urban and rural fire areas. However, by agreement, the Auckland Regional Council has chosen not to enforce its regulation in the rural area where it allows Council's regime to continue to operate.

This regulation has particularly caused some confusion to a number of ratepayers in the urban area who honestly still believe that the Bylaw No 6 still applies to them and provides them with the right to light fires in the open. The number of such instances is, however, decreasing.

In real terms, the situation that now prevails is that Waitakere City no longer has responsibility for smoke discharge in the urban area which has been transferred to the Regional Council. Any complaint received by Council regarding a smoky fire in the urban area is directed to the Auckland Regional Council's "Enviroline" for investigation and in the case of a fire within the Rural Fire District, the call is directed to a Rural Fire Officer of Council.

Another issue requiring further determination is that the rural urban boundaries that have been defined by the Auckland Regional Council do not align with the currently defined boundaries of the Urban and Rural Fire Districts within Waitakere City. This issue will be the subject of further discussion in the coming months.

CONCLUSION

The impact of the Auckland Regional Council's clean air policy on the Waitakere City Council's own Fire Prevention Bylaw requires resolution and further clarification is required on the terminology and understanding of the definition of an urban district to ascertain those areas of the City which are required to comply.

The Local Government Act 2002 requires that Council reviews all of its Bylaws prior to June 2008. Council through the Planning and Regulatory Committee has adopted a programme to review all of Councils Bylaws and the Fire Prevention Bylaw is scheduled for review during the 2006 calendar year. This review, in consultation with the Auckland Regional Council will clarify and remedy the existing situation for all affected parties.

RECOMMENDATION

That the Lighting of Open Fires report be received.

Report prepared by: Peter Barber, Principal Rural Fire Officer and Bill Morley, Manager: Emergency Management.



9 LEASE TO GREEN BAY COMMUNITY HOUSE

PURPOSE OF THE REPORT

The purpose of this report is for the New Lynn Community Board to consider renewing the lease of the building on Barrons Green, Green Bay to the Green Bay Community House Society Incorporated ("the Community House").

BACKGROUND

A1 Barrons Green is a small reserve of about a half hectare located on Barron Drive, Green Bay. The reserve is identified as open space in the District Plan and has been classified as local purpose reserve (site for a community centre) under the Reserves Act 1977. A map attached at page A1 shows the location of the reserve and the area to be leased to the Community House.

The Community House has operated from this site since 1978 when a Council owned building was relocated onto Barrons Green for their use. The building has been extended since that time and currently consists of a hall, lounge, storage room, playground and kitchen. A new lease was granted to the Community House in November 1999 and it has now applied for a renewal of that lease.

The Community House operates both as an information centre and as an affordable venue for a diverse range of community activities. The House is used by about 11,000 people each year. The Community House is a registered incorporated society.

STRATEGIC CONTEXT

Community and leisure facilities and activities contribute to Council's Wellbeing and Urban and Rural Village strategic and policy objectives by helping provide networks of appropriate and accessible public buildings as key community focal points, and 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 makes it Council's responsibility to promote the social, economic, environmental and cultural well being of communities both in the present and for the future.

ISSUES

The Community Leases Policy provides for a standard five-year term (with a five-year right of renewal if the services of the Community House continue to be needed) and it is proposed that a lease of this term should be granted. The rent the group should pay has been assessed at the standard minimum fee.

CONCLUSION

The Community House continues to operate successfully from its location on Barrons Green and it is recommended that a renewed lease be granted to this organisation.

RECOMMENDATIONS

1. That the Lease to Green Bay Community House report be received.
2. That the Chief Executive Officer be given authority to negotiate and conclude a lease with the Green Bay Community House Society Incorporated under section 61(2A)(a) of the Reserves Act 1977 and the lease be executed as negotiated.

Report prepared by: Alastair Dougal, Solicitor: Legal Services



10 DRAFT WAITAKERE CITY LEISURE FACILITY PARTNERSHIP POLICY CONSULTATION

PURPOSE OF THE REPORT

The purpose of this report is to inform the New Lynn Community Board of the contents of the draft Waitakere City Leisure Facility Partnership Policy (the Policy) and to enable the New Lynn Community Board the opportunity to make a submission on the proposal.

BACKGROUND

An increasing number of Councils are contemplating partnerships with community groups and schools to facilitate the development and use of recreation and leisure assets.

Waitakere City Council is often approached by community groups and schools requesting financial support for the development of a new asset and in return offering community access to the facilities. At present Council's financial support in such circumstances is on an ad hoc basis with no formal processes or criteria for Council to assess proposals to allow consistent decisions to be made.

The Long Term Council Community Plan and Annual Plan Special Committee passed the following resolution at its meeting on 25 March 2003:

“That the development of criteria and processes for assessing community facility partnership opportunities with schools is referred for consideration to the Annual Plan process.”

583/2003

This resolution was then adopted in the final 2003/2004 Annual Plan. In February 2004 a high level summary of the research to date to guide the general criteria of the Policy was presented to the City Development Committee. The following resolutions were passed:

1. *That the City Development Committee endorses the concept of working in partnership with community organisations, schools, funding trusts and potentially other Councils through a Leisure Facility Partnership Policy.*
2. *That the City Development Committee approves the development of a facility partnership policy to guide Council’s funding support to partnership opportunities with leisure and recreation assets, based on the draft direction outlined in the Agenda report, as part of the draft direction for the Facility Partnership Policy and incorporating the comments from the Committee.*
3. *That the City Development Committee supports the requirement for Council to commit a set amount of capital through the Long Term Council Community Plan towards supporting projects through a Facility Partnership Policy.”*

72/2004

In November 2005 the draft Policy was presented to Council’s City Development Committee. The Committee passed the following resolution:

2. *That the City Development Committee endorse the draft Leisure Facility Partnership Policy subject to stakeholder consultation.”*

2138/2005

Council officers are now undertaking community consultation before finalising the Policy.

STRATEGIC CONTEXT

Council’s strategic objective for leisure is to provide a comprehensive range of leisure, recreation and sports services and facilities are provided. To improve the well being of the City’s people and communities, Council provides and supports a diverse range of leisure opportunities through facility operation and development, direct funding, assistance to access other funding and support of activity initiatives. Council’s leisure facilities and activities contribute to the well being of the City’s residents by providing recreational opportunities that promote health and social cohesion. The adoption of a Leisure Facility Partnership Policy will increase the number of community facilities being provided while provide clear strategic direction for Council’s investment.

Through the Strategic Plan Council has adopted a platform of ‘Strong Communities’ stating that in the next 10 years Council will develop the City as a renowned hub of social activity, arts, leisure, sports and recreation. By developing partnerships with community groups Council can achieve this platform.

ISSUES

Research was undertaken to develop a Policy throughout 2004 and early 2005. In February 2005 a report providing a high-level summary of the research was presented to Council's City Development Committee for its comments on the issues and options that surround the development of a Leisure Facility Partnership Policy. Comments from Council's City Development Committee were incorporated and a modified version of the draft Leisure Facility Partnership Policy was represented in November 2005.

The key aims of the Policy are to:

- Standardise the process by which capital development grants are made to community organisations to ensure transparency.
- Ensure the community leisure benefits derived from every facility partnership grant are maximised.
- Utilise the Leisure Facility Partnership Policy to support the implementation of core strategic actions from Council strategies, policies and plans such as:
 - Waitakere City Council's Long Term Council Community Plan,
 - Waitakere City Council's Parks and Open Space Strategy,
 - Waitakere City Council's Leisure Strategy.
- Utilise the Leisure Facility Partnership Policy to support local, regional and national strategies and plans such as:
 - Auckland Regional Physical Activity and Sport Strategy,
 - Sports and Recreation New Zealand's (SPARC's) 'Push Play' initiative.
 - Sport Waitakere Strategic Plan.
- Improve the sustainability of community leisure organisations.
- Form lasting holistic ongoing partnerships with community organisations.

The Policy will have three distinct stages, with more detailed information being required at each stage. Each stage will then have different types of evaluation criteria to optimise the community's and Council officers' time.

It is suggested that a working group consisting of Council officers from Parks, Leisure Services and Public Affairs evaluate the proposals at each stage against the criteria before presenting them to the City Development Committee. The Leisure Projects and Contracts officer would be responsible for the administration of the Policy.

After evaluation by a Council Committee some proposals may be excluded from proceeding to the next stage. Unsuccessful organisations will be informed and provided reasons why their proposal was not successful. Council officers will work with successful organisations to assist them to provide the information required for the next stage.

Once an organisation has been successful through all three stages Council will enter into a contract which will detail the specifics of the partnership, for example, what portion of the operation must be used by the community and what is deemed a breach of the terms. It is not envisaged that Council will provide any on-going operational funding support to the projects successful in gaining Leisure Facility Partnership Policy grants.

The final policy will also incorporate details of stewardship and how Council's interests will be maintained long term. Partners will be required to assure the Council of their long term financial viability and the sustainability of the development.

After the completion of a facility Council will reserve the right to audit sites. In addition facilities will be required to submit annual reports. The Projects and Contracts officer will be responsible for reviewing the reports and accessing the maintenance of the facility ensuring the terms and conditions of the contract are carried out.

A2-A14

The Policy provides details of what level of information is required and the criteria it will be measured against. Pages A2 to A14 provides a full copy of the report.

This Policy is now being presented to sports groups, schools, local iwi and community groups for consultation. Submissions close at 5pm, 3 March 2006. This report provides the opportunity for New Lynn Community Board to comment on the Policy.

RESOURCES

Through the Long Term Council Community Plan 2003-2013 \$500,000 has been budgeted annually for leisure facility improvements. It is proposed that the funding be utilised for the Leisure Facility Partnership Policy subject to confirmation by Council on an annual basis.

CONCLUSION

There is a need for Council to develop a Leisure Facility Partnership Policy. The Policy would guide Council in its decisions towards financial support for partnerships with community groups and schools regarding the development and utilisation of leisure and recreation assets. At present this financial support is provided on an ad hoc basis. A Leisure Facility Partnership Policy would enable Council to adopt a transparent process for assessing potential initiatives. This report presents the draft Policy for community consultation. Council officers encourage New Lynn Community Board to compile their comments and submit a submission.

RECOMMENDATIONS

1. That the draft Waitakere City Leisure Facility Partnership Policy Consultation report be received.
2. That New Lynn Community Board make recommendations on the draft Waitakere City Leisure Facility Partnership Policy via written submissions by 5pm, 3 March 2005.

Report prepared by: Clare Dwyer, Leisure Planner.



11 PLEASANT ROAD - NEW NO STOPPING CONTROL

PURPOSE OF THE REPORT

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

BACKGROUND

The owner of 85 Pleasant Road has requested that Council consider a parking restriction in the road reserve area between the front boundary of his property and the south edge of the carriageway of Pleasant Road. This area is mostly grassed, but there is also an asphalt driveway providing access to 85 Pleasant Road. The driveway is shaped in a manner that provides an area for the occupants of 85 Pleasant Road to turn their vehicles on so that they do not need to reverse onto the carriageway of Pleasant Road when leaving the property.

STRATEGIC CONTEXT

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

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The owner of 85 Pleasant Road originally contacted Council with concerns about the grassed road reserve area outside his property in March 2004. He had experienced on going problems with non-residents visiting the area to become intoxicated, take narcotics and undertake other illegal or undesirable activities. The occupants of 85 Pleasant Road are elderly and have at times been intimidated and abused by non-residents using this area. They have also experienced problems with vehicles parked in this area restricting access between their property and the Pleasant Road carriageway.

In late 2004, works were undertaken by Council at the request of the owner of 85 Pleasant Road to tidy up the road reserve area outside his property. These works included the removal of a superfluous vehicle crossing, replacement of a small gravel covered area with grass, minor alterations to the turn around area and maintenance on a low half round wooden fence running between the grassed area and the carriageway. The owner of 85 Pleasant Road reports that these works have been quite effective in discouraging non-residents from using the area for undesirable activities, but he still experiences some problems with vehicles parked in the area in a manner that prevents or restricts vehicle access to his property, in particular vehicles parked over the area that allows reversing vehicles to turn around before entering Pleasant Road.

To encourage drivers not to park in this area it is recommended that 'No Stopping' markings be installed on the edges of both sides of the sealed driveway and turnaround area providing access to 85 Pleasant Road.

The residents of nearby properties were consulted regarding the proposed parking restriction markings. One response was received from the owner of 1 Atkinson Road. This person stated that visitors to their property sometimes parked in the area used by the occupants of 85 Pleasant Road to turn their vehicles and that the proposed restriction would prohibit parking in this area.

When the turning area is occupied by a parked vehicle the occupants of 85 Pleasant Road are unable to turn their vehicle before entering Pleasant Road and must reverse on to the carriageway. Pleasant Road is a collector road with a traffic volume of around 6,400 vehicles per day. For safety reasons it is desirable, where possible, for vehicles to enter the carriageway nose first rather than reverse into the traffic lanes. There are alternative parking locations for visitors to 1 Atkinson Road, either on Pleasant Road or in the driveway of 1 Atkinson Road.

The owner of 85 Pleasant Road has stated that prior to 1990 the entire area to the south of the carriageway of Pleasant Road was covered with gravel but this was replaced with grass in a city-wide clean-up before the Commonwealth Games. He states that when this was done he had a verbal agreement with Council that provision would be made to allow occupants of this property to turn their vehicles before entering the carriageway of Pleasant Road.

RESOURCES

The proposed road markings can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

CONCLUSION

The proposed 'No Stopping' restriction is recommended to encourage drivers not to park in a location that would restrict vehicle access to 85 Pleasant Road or prevent the occupants of this property being able to turn their vehicles.

RECOMMENDATIONS

1. That the Pleasant Road - New No Stopping Control report be received.
2. That in relation to **PLEASANT ROAD, GLEN EDEN**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) On the sealed road reserve area to the south of the carriageway of **PLEASANT ROAD** outside **85 PLEASANT ROAD** and **1 ATKINSON ROAD** a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



12 PORTAGE ROAD - NEW P120 CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for the installation of a new P120 parking control outside 87 Portage Road, New Lynn.

BACKGROUND

At the 31 October 2005 meeting of the New Lynn Community Board, the Board considered a report recommending a new P120 parking control outside 87 Portage Road, New Lynn. After considering the report the Board made the following resolutions;

"That the Portage Road, New Lynn - New P120 Control report be received."
(2072/2005)

That further information and in particular the specific reasons for the proposed parking restrictions between 87-89 Portage Road, New Lynn be brought back to the Board.

(2073/2005)

A16-A17

This report provides the information requested by resolution 2073/2005. A copy of the original report is attached at pages A16 to A17.

Advanced Natural Medicine occupies 87 Portage Road. This business provides alternative medicine and treatments, including natural remedies and massage therapy.

STRATEGIC CONTEXT

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

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

ISSUES

Specific reasons for proposed change

The 31 October 2005 report states that the portion of Portage Road in which 87 Portage Road is located is on the fringe of the New Lynn town centre and that the surrounding development is largely industrial in character. A time limit parking restriction in an area of this nature would normally only be recommended where exceptional circumstances existed.

Before preparation of the 31 October 2005 report a Council Transport Engineer, the Liaison Officer and the Chair of the New Lynn Community Board met at the site of the proposed restriction with a representative of Advanced Natural Medicine. The representative explained that many of the patients of Advanced Natural Medicine were ill and had difficulty walking more than a short distance. Due to heavy on-street parking demand nearby in Portage Road the nearest available parking was often 100 to 200 hundred metres or more away. During discussion on the issue the Engineer stated that time limits on street parking were not common in industrial areas and that exceptional circumstances would need to exist for a restriction of this type to be recommended. The Chair of the New Lynn Community Board believed that a time limit restriction was warranted in this case and requested that the report on the matter to be put to the Board for its consideration.

Businesses providing alternative medicine are not common in the industrial parts of Waitakere City. The nature of the business located at 87 Portage Road means that their clients are more likely to face difficulty walking long to medium distances than the general population and this may warrant an exception to normal practice. This report recommends that a P120 parking restriction be approved outside 87 Portage Road.

There is an existing P5 parking restriction outside the childcare facility at 91 Portage Road. These kinds of restrictions are often imposed outside schools or childcare facilities to allow for quick pick up and drop off of children.

Adequacy of existing onsite parking and length of time limit

Questions were raised at the 31 October 2005 meeting regarding the adequacy of the existing onsite parking for 87 Portage Road and the length of time restriction that has been recommended.

Six staff normally work at 87 Portage Road, two administrative staff and four practitioners. At any one time all four practitioners may be seeing patients and additional patients may be waiting. It is possible for up to five vehicles to be parked on site at 87 Portage Road at any one time, however two of the five parking spaces are 'stacked' parking. 87 Portage Road is zoned working environment. In this environment the District Plan requires one parking space for every 35 square metres of floor area for an activity to be a permitted activity under the Plan. The total floor area of 87 Portage Road is 144 square metres, representing a requirement of five parking spaces and this is in fact the amount of parking spaces provided.

'Stacked' parking spaces are spaces that have been placed behind another parking space so that they are only accessible when the other space is empty. A limited number of 'stacked' parking spaces are permitted when calculating parking requirements under the District Plan. At present the 'stacked' parking spaces are not used and there are effectively three on site parking spaces for the business. Two of these spaces are for the use of patients. The owner of the business uses the remaining space. The proposed P120 area will allow parking on street for up to three cars.

Patients normally see a practitioner for a one hour appointment. However, first appointments with new patients last one and a half hours. Taking into account waiting time before an appointment, some patients will need parking for close to two hours.

A18

The location of the proposed new parking control is shown on the aerial photograph attached at page A18.

RESOURCES

The proposed markings and signage changes can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

CONCLUSION

The proposed installation of a P120 control outside 87 Portage Road would help ensure that this area is available for customers of Advanced Natural Medicine.

RECOMMENDATIONS

1. That the Portage Road - New P120 Control report be received.
2. That in relation to **PORTAGE ROAD, NEW LYNN**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **PORTAGE ROAD** starting from a point 4 metres north along the kerb line from a point adjacent to the property boundaries between numbers 87 and 89 **PORTAGE ROAD** and extending to a point a further 18 metres north along the kerb line a new **P120, MONDAY TO FRIDAY ONLY** control be put in place.

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

Report prepared by: Paul Schischka, Transport Engineer.



13 MELVIEW PLACE - NEW NO STOPPING LINE

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to install a new 'No Stopping' line in Melview Place.

BACKGROUND

Council has received a request from a member of the public requesting installation of a 'No Stopping' line in Melview Place in order to discourage people from parking on both sides of Melview Place and blocking the road.

STRATEGIC CONTEXT

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

'No Stopping' lines can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The width of Melview Place is 5.5 metres. According to Council's 'Code of Practice' the width of the road that can accommodate parallel parking on both sides would need to be at least 8.5 metres. Therefore the width of Melview Place is insufficient to enable vehicles to park on both sides.

The original parking restriction proposal was to extend the existing 'No Stopping' line on the south kerb line of the road to the end of Melview Place. During the consultation process, two responses were received. One was from a resident at 12/12 Ambrico Place. The resident objected to one section of the proposed 'No Stopping' line, which is in front of 12 Ambrico Place stating that the parking situation in that section of the road does not need further modification. Council staff met with the resident on site and investigated the status of parking outside 12 Ambrico Place and the layout of the road, which is a cul de sac with low volume of traffic. Council staff recommend not to install the 'No Stopping' line in front of 12 Ambrico Place as requested by the resident.

Another response was received from a resident at 21 Melview Place. This resident is concerned that the proposed 'No Stopping' line will reduce the available parking spaces in Melview Place. Due to the limited width of the road in Melview Place, residents are already parking on one side of the road and installing a 'No Stopping' line on one side of the road will not reduce the overall available parking spaces. A reply via email has been sent to the resident to this effect.

It is therefore proposed to extend the existing 'No Stopping' line to the intersection of Melview Place with Ambrico Place. The purpose of installing 'No Stopping' line is to align the parking of vehicles on one side of the road in order to maintain uninterrupted, smooth through traffic flow.

A19

The location of the proposed new marking control is shown on the aerial photograph attached at page A19.

RESOURCES

The proposed parking controls can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

CONCLUSION

The proposed 'No Stopping' line in Melview Place is desirable to ensure that the traffic in the road will not be obstructed by the park vehicles.

RECOMMENDATIONS

1. That the Melview Place – New 'No Stopping' line report be received.
2. That in relation to the **MELVIEW PLACE, NEW LYNN:**
 - (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) Extend the existing '**NO STOPPING**' line on the south kerb of **MELVIEW PLACE** alongside the kerb line of **MELVIEW PLACE** to a point 79 meters away on the east side of the kerb line of **MELVIEW PLACE**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



14 RANKIN AVENUE - PEDESTRIAN CROSSING

PURPOSE OF THE REPORT

The purpose of this report is to provide the New Lynn Community Board with information on the pedestrian crossing in Rankin Avenue, New Lynn.

BACKGROUND

During the Public Forum of the 30 May 2005 meeting of the New Lynn Community Board a member of the public addressed the Board about pedestrian safety issues in Rankin Avenue, New Lynn.

After the meeting the Chair of the New Lynn Community Board requested that a report be presented to the Board regarding the pedestrian crossing in Rankin Avenue. This crossing is located close to the mid point between the intersection with Clark Street and Ambrico Place.

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.

Under the Local Government Act, the Council has a responsibility to provide for the well being of its community in terms of social, cultural, economic and environmental outcomes. In this context, ensuring public safety is of paramount importance.

ISSUES

The pedestrian crossing in Rankin Avenue is a mid-block crossing located just over 100 metres from the nearest intersection. Sight lines between pedestrians crossing or waiting to cross and moving traffic are good and the crossing has no usual features that may create a safety hazard that is not normally present at pedestrian crossings.

A20

An aerial photograph of the crossing and surrounding section of Rankin Avenue is attached at page A20.

Accident Record

The most common accident types associated with pedestrian crossings are vehicles striking pedestrians and nose to tail type accidents where a vehicle brakes suddenly for a pedestrian and a following vehicle strikes it from behind.

A check of the five-year accident record in the Land Transport New Zealand accident database shows no accidents reported by the police at the Rankin Avenue pedestrian crossing. 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. Non-reported accidents are less likely to be serious in nature and tend to be vehicle damage only type incidents.

A Council officer recently phoned the member of the public who addressed the board at the 30 May 2005 meeting to discuss his observations in regard to Rankin Avenue. This person has observed an accident near the crossing where a girl on the footpath at the vehicle crossing to the Les Mills World of Fitness car park was struck by a vehicle leaving the car park. The girl was injured and was taken away in an ambulance. There is no accident report from the police on this accident. The member of the public stated in the phone call that he considered the pedestrian crossing a potential accident location and that he believed that Council should examine safety improvements in this location, but he had not seen anyone hit on the crossing.

Potential Safety Improvements

This report provides details of a number of potential safety improvements at the Rankin Avenue pedestrian crossing. These improvements are detailed below:

Removal of Crossing

As a general guideline pedestrian crossings are most appropriate where the following conditions exist;

- The number of pedestrians using the crossing is high. Fifty or more pedestrians per hour at peak times is recommended at the minimum pedestrian volume.
- Traffic volumes are medium to high. Crossings are only recommended where the product of the hourly traffic count and pedestrian numbers at peak times exceeds 20,000.
- The distance pedestrians must cross and traffic volumes are such that the average length of time a pedestrian would need to wait for a suitable gap in the traffic to cross is excessive and a crossing to give priority to pedestrians is appropriate.

Where these conditions are not met other measures are often more suitable from a safety perspective. Pedestrian refuges, kerb projections, raised platforms, traffic calming devices or kea crossings can provide for better road user safety given the right circumstances.

All the listed conditions exist in Rankin Avenue and removal of the crossing is not recommended. A survey of pedestrian usage of the crossing found an average of 71 people using the crossing per hour between 11am and 1.30pm, traffic volumes in the road are moderate to high and the carriageway is 11 metres wide.

Road Markings and Signage

The pedestrian crossing in Rankin Avenue has all the legally required road markings and signage to warn drivers that they are approaching a crossing. Belisha disks have been installed both sides, fluorescent advance warning signage is in place on both approaches as are 'pedestrian crossing ahead diamond' road markings.

'No stopping at all times' road markings have been installed on both approaches to the crossing to ensure parked vehicles do not obscure the crossing.

The Traffic Control Devices Rule 2004 has recently been changed to require all road controlling authorities to install a 200mm wide 'limit line' at right angles to the kerb in all approaching traffic lanes no less than 5 metres from all pedestrian crossings. Road controlling authorities have until 30 June 2006 to install these new markings. They have not been installed yet at the Rankin Avenue pedestrian crossing. To help make this crossing more conspicuous to drivers it is recommended that limit lines be installed at this crossing.

There is a flush median in Rankin Avenue where the pedestrian crossing is located. This median is continuous through the crossing and the 'zebra' bars are marked on both sides of this crossing.

Prior to changes to the Land Transport (Road User) Rule 2004, that came into effect in February 2005, drivers were only required to stop at a pedestrian crossing on a road with a centre line when a pedestrian was on the same side of the centre line as the drivers vehicle. The changes made to the rule now require drivers to stop for pedestrians anywhere on the crossing, except where a central island was installed.

Given these changes it is recommended road markings at the crossing be altered so that the flush median stops at the limit lines, 5 metres from the crossing, and that the crossing be marked as a continuous series of bars from one side of the carriageway to the other. These changes to the road markings will make the crossing more conspicuous to drivers and are also more in keeping with the new requirement to stop for a pedestrian anywhere on the crossing.

Kerb Projections

Kerb projections are small traffic islands placed adjacent to the kerb line on both sides of the road next to the crossing. Kerb projections work by making the crossing and pedestrians more conspicuous to drivers. Pedestrians waiting to cross can safely step out on the carriageway behind the projections to a location where they are more easily seen by drivers and it is obvious they are waiting to cross, rather than just passing the crossing on the footpath.

Kerb projections also narrow the carriageway around the crossing which encourages drivers to slow and reduces the crossing distance which pedestrians are potentially exposed to traffic.

Due to the presence of vehicle crossings on both sides of the Rankin Avenue crossing, the crossing would need to be relocated south by approximately 15 to 20 metres if kerb projections were to be installed. Relocating the crossing is not recommended. Pedestrian facilities must be kept on or as close as possible to the 'pedestrian desire line', the place where pedestrians want to cross. Many pedestrians will not walk even a small extra distance to use a pedestrian facility and relocating the Rankin Avenue crossing away from the town centre may result in fewer pedestrians using the crossing and more crossing in other parts of the road.

Funds for road safety projects are limited and it is not possible for all projects that may have a potential safety benefit to be implemented. Given the lack of a recorded accident record at the Rankin Avenue crossing, the cost of installing kerb projections is not warranted in this location.

Central Pedestrian Refuge

A central pedestrian refuge island can provide similar benefits to kerb projections in regard to vehicle operating speed reductions due to a narrowing of the carriageway. Refuges also reduce the distance which pedestrians must cross at once, and allow them an opportunity to check for moving traffic in the far traffic lane from a safe location. Refuges designed in a suitable manner encourage pedestrians to face oncoming traffic before proceeding from the island across a traffic lane.

Some studies of accidents rates at pedestrian crossings have shown that although both kerb projections and pedestrian refuges are effective accident reduction measures, kerb projections are on average somewhat more effective. The carriageway of Rankin Avenue is 11 metres wide. This width would be sufficient for the installation of both a central refuge and kerb projections both sides. However, the kerb projections would be smaller than usual. Should only either kerb projections or a central refuge be implemented, kerb projections would be the preferred option.

The presence of nearby vehicle crossings would mean that installation of a central refuge would also require relocation of the crossing to the south. For a central refuge the crossing would need to be relocated 20 to 25 metres south. A central pedestrian refuge is not recommended at the Rankin Avenue pedestrian crossing for the same reason that kerb projections are not recommended, limited safety funds and the risk that relocation may move the crossing away from 'pedestrian desire lines'.

Lighting

There is no dedicated flood lighting at the Rankin Avenue pedestrian crossing. There is, however, a street light located close to one side of the crossing that does provide some illumination. Night time illumination levels at the crossing have been measured with a hand held light meter. The measurements taken show that existing lighting levels are below the levels currently recommended by Transit New Zealand for pedestrian crossings.

A preliminary cost estimate of installing dedicated flood lighting at the crossing is \$6,000. There are no funds allocated for street light upgrades in the 2005/2006 Annual Plan and this work cannot be funded at this time.

The majority of the 71 pedestrian crossings in Waitakere City do not have flood lighting. As the Rankin Avenue crossing has no recorded night time accidents it would not be recommended to be the first crossing to receive flood lights if funds were allocated to street lighting upgrades.

RESOURCES

The proposed road markings can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

CONCLUSION

There are no recorded accidents at the Rankin Avenue pedestrian crossing. The crossing has good sight lines between pedestrians and approaching motorists, and there are no unusual features at the crossing that may create a safety hazard. Significant expenditures of funds or major changes to the crossing to improve safety are not warranted in this location.

Road marking changes can be implemented cheaply and will make the crossing more conspicuous to approaching drivers. Due to changes in the Traffic Control Devices Rule 2004 new road markings will have to be installed in this location and it is recommend that these changes be made before 30th June 2006.

RECOMMENDATION

That the Rankin Avenue - Pedestrian Crossing report be received.

Report prepared by: Paul Schischka, Transport Engineer.



15 BOARD MEMBERS' REPORTS

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

NEW LYNN COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Gayle Marshall (Alternate: Pim van der Voort)
Keep Waitakere Beautiful Committee	Elizabeth Francke
Glen Eden Citizens Advice Bureau	Gayle Marshall
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort (Alternate: SL Taylor)

OUTSIDE ORGANISATIONS	APPOINTMENT
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)
COUNCIL COMMITTEES	
Hearings Committee	Elizabeth Francke (Alternate: SL Taylor)
Community Sports Fund Allocation Subcommittee	WD Buchanan (Alternate: Gayle Marshall)
Long Term Council Community Plan and Annual Plan Special Committee	Pim van der Voort (Alternate: Gayle Marshall)
COMMUNITY BOARD SUBCOMMITTEE	
New Lynn Community Board Street Events Subcommittee	WD Buchanan
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Francke SL Taylor

