

**AGENDA FOR A MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE
HELD IN THE COUNCIL CHAMBER, AT WAITAKERE CENTRAL,
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE,
ON MONDAY, 6 JULY 2009, COMMENCING AT 7.15 PM**

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AGENDA FOR A MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD IN THE COUNCIL CHAMBER, AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON MONDAY, 6 JULY 2009, COMMENCING AT 7.15 PM

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 8 June 2009

RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

Receive the minutes of the meeting of the New Lynn Community Board held on Monday, 8 June 2009, as circulated, and that they 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 Chairman 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 CONFLICTS OF INTEREST

The Council has acknowledged in its Code of Conduct that Elected Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



5 PRESENTATION BY SAFE WAITAKERE INJURY PREVENTION BOARD

Council officers from Safe Waitakere will be presenting to the New Lynn Community Board to raise the profile and awareness of injury prevention with local representatives. They will present statistics on injuries in Waitakere and information on the long term impact of these injuries on our communities. They will also highlight key initiatives in Waitakere, through their project, regional partners and the Council itself.



6 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 Chairman at the beginning of the meeting; and
- (ii) the Chairman 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.



7 CHAIRMAN'S REPORT

RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

Receive the Chairman's Report dated 6 July 2009.

Super City

The first round of submissions is over and for a while we can reflect on what impact those submissions will make on the Select Committee. It has been a difficult process for everyone connected with putting together submissions. We all have personal views and it is not simple to step away and put all your energy into what is best for the people who will be affected in many ways by the coming changes. That of course includes what we have submitted. It is sad to see political groups rearing their heads and therefore making a possible Super City politically motivated. When do we start considering our community and what is best for them or have the majority forgotten or not been close to their community to realise they have been demoralised once again by political grandstanding and the nature of the beast does not change.

Unsung Heroes Awards

Congratulations to everybody connected with the awards. All reports have been good and the feedback from the recipients I have talked to since the awards ceremony, have said they are overwhelmed at being put forward by their Community.

New Lynn 2009 recipients included:

Lyn Brown, Billie Bartrum, Victor Holland, Lyn MacDonald, Aline Radovan, Audrey Chan and Neil Turner.

Mei Hill

I was invited to the whakatau for Mei who has become the Sustainable Neighbourhood Broker for Span Farm, Glendene and Kelston study. Mei lives in the Span Farm area and I am sure is already aware of the existing problems in that area.

New Lynn

On Wednesday, 24 June 2009, a meeting was held for the business sector of New Lynn. Councillor Ross Clow and I welcomed the attendees. The meeting was supported by officers and a big thanks to Tracy Mulholland who has worked tirelessly in New Lynn. 65 businesses replied and an in depth presentation was given. There is concern about the downturn in business and of course the trenching of the rail in New Lynn was the main topic. The meeting, I am sure, will revive the New Lynn Business Association because at this point of time in the trenching project networking is important. The community as a whole have not complained en masse and are very interested in the changes taking place in the area.

Citizenship Ceremonies

One small thing about the super city. How will the Citizenship Ceremonies be run? The ceremony on 19 June 2009 was the 60th anniversary of Citizenship ceremonies which first started in June 1949. For our new citizens this is a significant and moving day as it cannot be easy to pledge to, and take on board the laws and challenges of, another country.

Just something small to think about.

GPJ Marshall
CHAIRMAN



8 **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 Tony Hartnett (alternate)
City Safety Action Group	Sandy Taylor Pim van der Voort (alternate)
Glen Eden Community House Management Committee	Tony Hartnett

OUTSIDE ORGANISATIONS	APPOINTMENT
Green Bay Community House Management Committee	Pim van der Voort
Keep Waitakere Beautiful Trust	Wayne Davis Tony Hartnett (alternate)
Waitakere Citizen's Advice Bureau	Gayle Marshall
Waitakere Road Safety Steering Group	Pim van der Voort Sandy Taylor (alternate)
Waikumete Cemetery Advisory Group	Sandy Taylor Gayle Marshall (alternate)
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Pim van der Voort Wayne Davis (alternate)
New Lynn Community Board Street Events Subcommittee	Sandy Taylor
Long Term Council Community Plan and Annual Plan Committee	Gayle Marshall Pim van der Voort (alternate)




9 COMMITTEE SECRETARY'S REPORT

RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

Receive the Committee Secretary's Report for the New Lynn Community Board dated 6 July 2009.

	Issue	Comments	Reporting Council Officer
1.	Ken Maunder Park Footbridge Replacement Resolution No. 3830/2007 3 December 2007 New Lynn Community Board Resolution No. 3867/2007 4 December 2007 Infrastructure and Works Committee	To reduce costs the truss arch style bridge will be replaced by a more economical design. Redesign work commenced in April 2009 with consent applications to be updated by July 2009. A new date for the Consent Hearing will be advised by Auckland Regional Council in mid to late 2009. It is anticipated that physical works will commence in early 2010. A project update flyer is being prepared for distribution to the surrounding community in late July 2009.	Andreas Lilley  836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
2.	Rewarewa Walkway Resolution No. 762/2007 30 April 2007 New Lynn Community Board	This project has not been included in the Annual Plan 2009/2010 and the section of walkway will remain closed.	Andreas Lilley ☎ 836 8000 Ext: 8553
3.	Shadbolt Park Sand Field Construction Officer's Report	The upgrade of the number one sand field at Shadbolt Park is still in progress. The sand field will be unavailable for the winter 2009 season. User groups have been notified and reallocated to alternative locations. The sand field will be available for use by November / December 2009.	Andreas Lilley ☎ 836 8000 Ext: 8553
4.	Manawa Wetland Reserve Officer's Report	Works commenced on the construction of the walkway in April 2009 and are scheduled to be completed by June 2009. Weed control will continue to be carried out at this site.	Helen Biffin ☎ 836 8000 Ext: 8758
5.	Fruitvale Railway Station Public Toilet Resolution No. 20/2009 2 February 2009 New Lynn Community Board	This project is now completed.	Tracey Hamilton ☎ 836 8000 Ext: 8969
6.	Mason Park Refurbishment Officer's Report	This project is now completed.	Tracey Hamilton ☎ 836 8000 Ext: 8969
7.	Community Board Minor Parks Projects Officer's Report	The status of the projects approved for the 2008/2009 financial year is as follows: Picnic benches (x4) at Shadbolt Park – complete. Shade tree planting (x4) at Shadbolt Park – complete. Noticeboard on road reserve in Green Bay Town Centre – a consent is required for this project and will be lodged with Council in July 2009. Concrete footpath on Harold Moody Reserve – complete.	Sarah Natac ☎ 836 8000 Ext: 8561

	Issue	Comments	Reporting Council Officer
8.	Tirimoana Reserve Footbridge Replacement Officer's Report	The existing footbridge at Tirimoana Reserve is planned to be replaced in the 2009/2010 financial year as part of Council's ongoing structures renewal programme. The New Lynn Community Board approved the concept design and proposed location of the bridge at its meeting held on Monday, 4 May 2009 meeting. Detailed design and lodging of consents was completed by the end of June 2009. Construction is scheduled to commence in October 2009.	Andreas Lilley ☎ 836 8000 Ext: 8553
9.	Konini Road Issues Public Forum 4 May 2009	At the New Lynn Community Board meeting held on Monday, 4 May 2009, a resident raised concern about the poor state of the footpaths, stormwater, kerb and channelling, and road surface on Konini Road (from Onedin Place to Daffodil Street). Council officer advises that all identified maintenance work is being addressed and the footpath repairs are programmed to be undertaken in June 2009. The concerned resident has been kept informed of the progress.	Sue Liddell ☎ 836 8000 Ext: 8736
10.	Parking Stakeholder Consultation Officer's Report	Public consultation on the draft Waitakere City Parking Plan and the draft Parking Management Plans for Henderson, New Lynn and Westgate Town Centres commenced on Friday, 19 June 2009. Consultation material is available online, at Waitakere Libraries, Community Centres, Council Offices and through the Call Centre. Consultation information will be circulated to previous submitters and to the business community. No public meetings are planned but Transport Strategy is available to meet with interested groups on request. Feedback should be received by 5 pm on Monday, 20 July 2009.	Charlie Inggs ☎ 836 8000 Ext: 8854

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	Resolution No. 1445/2005 1 August 2005 Last updated 4 February 2008	3 August 2009	Tony Miguel ☎ 836 8000 Ext: 8294

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Glen Eden Township - Pedestrian Safety Issues and Lack of Disabled Parking Bays	Public Forum 3 September 2007	3 August 2009	Caisey Marter ☎ 836 8000 Ext: 8138

Report prepared by: Carmen Fernandes, Committee Secretary.



10 SHADBOLT PARK REPLACEMENT FOOTBRIDGE

EXECUTIVE SUMMARY

The purpose of this report is to advise the New Lynn Community Board of the proposed concept design and location for the replacement footbridge at Shadbolt Park.

RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

Receive the Shadbolt Park Replacement Footbridge report.

BACKGROUND

1. It is intended to replace a pedestrian footbridge at Shadbolt Park adjacent to the main Watercare Huia No.1 water pipeline in Avondale Stream. The previous footbridge was removed by Watercare in August 2008 as part of emergency repair works to the pipeline. The footbridge was used as a convenient entry point in to the park from the Connell Street area.
2. Since Watercare removed the footbridge to undertake the emergency works they have not replaced the structure due to the configuration of the pipeline being altered. The footbridge was installed by Watercare in 1998 to operate their scour valve located mid-span of the pipeline. As the new pipeline has a scour valve located for easy maintenance access from the stream bank on the Connell Street side, Watercare has advised they have no need to replace the footbridge. Photos of the replacement pipeline and previous footbridge and surrounding area are attached at pages A1 to A2. Council officers have identified the replacement of this connection to Shadbolt Park as a priority as it provides a key pedestrian link.
3. Since removal of the footbridge there has been no direct link from Connell Street in to Shadbolt Park, except via a bush walk which navigates the perimeter of the park. This route is secluded in places and contains areas that present potential safety issues.

A1-A2

DECISION MAKING

Issues

4. As Shadbolt Park is a Citywide sports park, delegation for approval of the concept design and location of the footbridge sits with the Infrastructure and Works Committee.

5. It is proposed to construct a new footbridge as the direct access it will provide to the park from surrounding residential areas provides recreation benefits. Re-establishing this connection into Shadbolt Park will also improve the link to the clubrooms and car park of the Suburbs Rugby Football Club on Portage Road. It is considered necessary to reinstate this direct link rather than continuing only with the indirect bush route around the perimeter of the park. The footbridge was, until August 2008, also known to be used as a key walking school bus route.
- A3 6. The most suitable location for the replacement footbridge is adjacent to the upgraded Watercare pipeline. It is proposed to position the bridge a minimum of three metres away from the pipeline to avoid interfering with the foundations of the Watercare structure. An aerial plan showing the proposed location of the footbridge is shown at page attached at A3.
- A4 7. The new bridge structure will be constructed to provide a level entry on to the bridge from the sports field above the 100 year flood level. The bridge will be constructed from steel "I" beams supported on two piles either side of the stream, with standard timber decking and steel handrail. Constructed at the Connell Street end of the footbridge will be a timber boardwalk with steel handrails that will connect to the existing park boardwalk. A concept plan showing the details for the proposed footbridge is shown at page attached at A4.
8. Minimal vegetation removal will be required to facilitate the construction of the footbridge. The vegetation to be removed includes one large willow on the sports field approach to the bridge. Part of the scope of this project is the revegetation of the stream banks where the willow will be removed and also to complement the areas of revegetation planting undertaken by Watercare during their reinstatement works for the pipeline.

STRATEGIC CONTEXT

9. This project contributes to Council's strategic platform of Strong Communities where people are active, healthy and content, where they feel safe and there is a strong sense of community. The replacement footbridge in Shadbolt Park improves the functionality of the walkway through the reserve and encourages the safe use of the park for recreation and access to nearby community facilities.

CONSULTATION

10. The proposed footbridge replacement at Shadbolt Park has the approval of the Parks Design Review Panel. Approval from Watercare and Transpower has also been sought as the footbridge would be located in the vicinity of these agencies' assets.
11. A mail drop was delivered to properties at the end of Connell Street in Auckland City. This mail drop included the proposed concept design and the proposed location.
12. Information on the proposed footbridge was also sent to the Suburbs Rugby Football Club who are based at Shadbolt Park.
13. At the time of preparing this report there were no adverse issues that had been raised about the proposal as a result of the consultation process.

RESOURCES

14. Funding of \$175,000 has been provided in the Long Term Council Community Plan 2009-2019 for the 2010/2011 financial year to carry out all physical works associated with the footbridge installation including project supervision and contingencies. A preliminary cost estimate of the concept design for the footbridge is within the available project budget.

IMPLEMENTATION ISSUES

15. There are no implementation issues associated with this report.

AUCKLAND COUNCIL TRANSITION ISSUES

16. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Andreas Lilley, Team Leader – Parks Project Development



11 SLOW STREET POLICY AND GUIDELINES

GLOSSARY

Slow Street Policy and Guidelines (SSPG)

EXECUTIVE SUMMARY

The purpose of this report is to consult with the New Lynn Community Board regarding the Slow Street Policy and Guidelines (SSPG) approved in principle by the Infrastructure and Works Committee meeting held on 6 May 2009. The SSPG has been developed over the past year as a result of Council's desire to avoid the ambiguity within the Council's current slow street guidelines regarding the slow street evaluation process. The SSPG has been developed in order to give a guideline and an operational policy document which provides consistent and clear guidance for evaluating slow street applications.

RECOMMENDATIONS

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Slow Street Policy And Guidelines report.
2. **Invite** the New Lynn Community Board to provide feedback on the Slow Street Policy and Guidelines for consideration by the Chairman of the Infrastructure and Works Committee.

BACKGROUND

1. In some residential neighbourhoods, traffic travels at excessive speed or at speeds not safe for a residential neighbourhood.
2. This can disturb a quiet neighbourhood and prompt the community to request Council to implement Local Area Traffic Management measures, commonly referred to as slow street traffic management.

3. Council currently does not have a slow street policy. There is a need to update the current slow street guidelines as the slow street application process has been modified in the past two years.
4. At its meeting held on 6 May 2009, the Infrastructure and Works Committee resolved to:

“The Infrastructure and Works Committee resolved to:

1. **Receive** the Slow Street Policy and Guidelines report.
2. **Agree** to adopt the Slow Street Policy and Guidelines in principle for consultation with Community Boards and the authority be delegated to the Chairman or Deputy Chairman of the Infrastructure and Works Committee to sign off the final guidelines.”

661/2009

DECISION MAKING

Issues

5. Many slow street applications are received from the community in which concerns are raised regarding the speed of the vehicles travelling through the street and the compromised safety of pedestrians.
6. If every slow street request that Council received was to be implemented, it would require substantial Council resource and funding.
7. The SSPG has procedures for the investigation of requests for slow street measures to determine if the measures are appropriate for that site.
- A5-A52 8. These procedures will enable Council to prioritise the sites in terms of benefits to the community. The criteria for prioritisation can be seen on page 19, “5.2 Stage B - Slow Street Prioritising (Benefit Value Ranking)” of the SSPG report attached at pages A5 to A52.
9. A common approach has been taken to prepare and develop policy based on the review and evaluation of other local councils’ slow street policies, e.g. Auckland City Council and Papakura District Council.
10. The SSPG describes the implementation stage and the general evaluation method to ensure that the work has been completed successfully and to analyse the project so that the results can be utilised in future works.

Consideration of Community Views

11. Speed is a common problem around the City. The Council’s current slow street priority list has 10 sites and some of these sites have been on the list for more than five years because of the limited budget allocated for this activity. Council’s SSPG will help to prioritise the slow street applications in terms of benefits to the community.

STRATEGIC CONTEXT

12. 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.

13. The implementation of slow streets treatment focuses on addressing speed related safety problems and providing a more pedestrian friendly environment. However, implementing slow streets has some negative consequences including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants including public transport.

CONSULTATION

14. Consultation has been completed with the Transport Assets and Transport Strategy teams within Council. The draft SSPG was also submitted to the New Zealand Transport Agency for their comments. All feedback is incorporated into the SSPG to ensure the document states the clear procedures for slow street evaluation.
15. It is not considered necessary to consult further with the community on the SSPG as the document has been prepared to address technical and practical aspects of traffic operations.
16. This report is submitted to the New Lynn Community Board to enable the Board to provide feedback on the SSPG and amendments for consideration by the Chairman of the Infrastructure and Works Committee.

RESOURCES

17. There are no resources required for the implementation of the SSPG other than staff time.

IMPLEMENTATION ISSUES

18. If adopted the SSPG will be placed on Council's website for download by residents.

AUCKLAND COUNCIL TRANSITION ISSUES

19. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.



12 **CARTWRIGHT ROAD, KELSTON - NEW NO STOPPING AT ALL TIMES 12 NOON TO 2.30 PM ON FRIDAYS, PARKING RESTRICTION**

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval for a new No Stopping At All Times 12 noon to 2.30 pm on Fridays, parking restriction on Cartwright Road, Kelston.

Council officers consulted with affected businesses and have taken into consideration the best option for serving them and the community.

Two options were considered: to install the No Stopping At All Times 12 noon to 2.30 pm on Fridays, parking restriction or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the New Lynn Community Board resolve to:

1. **Receive** the Cartwright Road, Kelston - New No Stopping At All Times 12 Noon To 2.30 pm On Fridays Parking Restriction report.
2. **Approve** that in relation to **CARTWRIGHT ROAD, KELSTON:**
 - (a) and 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 restriction now be resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **CARTWRIGHT ROAD** outside property numbers 34 to 42 Cartwright Road, a distance of approximately 45 metres a new **NO STOPPING AT ALL TIMES 12 NOON TO 2.30 PM ON FRIDAYS** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the 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 restriction.

BACKGROUND

1. Following traffic safety concerns raised by a local business that operates in Cartwright Road, Council officers investigated options for improvements. A suitable option for this location is to install a new No Stopping At All Times 12 noon to 2.30 pm on Fridays parking restriction.
2. Cartwright Road narrows down to one lane where it joins Netherlands Avenue. There is a building at number 45 Cartwright Road (Abu Hurairah Trust) that holds prayer meetings on Friday afternoons. The parking during this time is such that at times Cartwright Road is completely blocked from both directions.

DECISION MAKING

Issues

3. Due to the commercial/industrial nature in this section of Cartwright Road, trucks or large vehicles are frequently making deliveries or pick ups. At times when prayer meetings are being held, trucks have been known to back up Cartwright Road to find suitable parking in order to make deliveries or pick ups as they have been unable to access the required driveway.
4. The location of the new No Stopping At All Times 12 noon to 2.30 pm on Fridays parking restriction is attached at page A53.

A53

Options Identified

5. Two options have been identified: to put in a new No Stopping At All Times 12 noon to 2.30 pm on Fridays parking restriction, or to have the area remain unrestricted.
6. The installation of a new No Stopping At All Times 12 noon to 2.30pm parking restriction will improve traffic safety around this narrow section of Cartwright Road for all road users.

Consideration of Community Views

7. Community consultation was undertaken with affected businesses during May 2009. No objections were received.

Preferred Option

8. The preferred option is to put in the No Stopping At All Times 12 noon to 2.30 pm on Fridays parking restriction to improve traffic safety.

STRATEGIC CONTEXT

9. 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 safe 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.
10. No Stopping At All Times 12 noon to 2.30 pm on Fridays parking restriction can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

11. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

12. The new No Stopping At All Times 12 noon to 2.30 pm on Fridays parking restriction can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

13. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

14. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jane Harris, Transport Technician.



13 **TWIN STREAMS WALK AND CYCLEWAYS LIGHTING - DESIGN AND INSTALLATION**

GLOSSARY

Twin Streams Walk and Cycleways	(walk and cycleways)
New Zealand Transport Agency	(NZTA)
Infrastructure Auckland	(IA)
Lighting Design Partnership Limited	(LDP)
Light Emitting Diode	(LED)

EXECUTIVE SUMMARY

The purpose of this report is to advise the New Lynn Community Board of a project to install lighting along the Upper Opanuku Walk and Cycleway.

The project has been funded by the New Zealand Transport Agency (NZTA) and Infrastructure Auckland (IA).

Tenders for a design and installation contract have been advertised and the tenders are undergoing evaluation. A report is to be submitted to the Tenders Subcommittee on 12 July 2009, seeking approval to award a design and installation contract.

The lighting of the walk and cycleways will be provided in peak commuting periods that fall within the hours of darkness, on weekdays only. The duration of the lighting hours run will vary between the summer and winter months.

Design and installation of the lights will comply with the requirements of the District Plan and will comply with performance based standards specified in the tender documents.

The design stage of the contract shall commence in July 2009 and the installation of lights is expected to be completed in April 2010.

RECOMMENDATION

It is recommended that the New Lynn Community Board resolve to:

Receive the Twin Streams Walk And Cycleways Lighting - Design And Installation report.

BACKGROUND

A54

1. The Twin Streams Walk and Cycleways (walk and cycleways) have been under construction over the last two and a half years, since early 2007. The walk and cycleways that falls (partially) within the Waitakere Ward is the Upper Opanuku Stream Walk and Cycleway. The Upper Opanuku Walk and Cycleway is currently under construction and is due to be completed in April 2010. This walk and cycleway forms part of the Twin Streams Walk and Cycleways project and lies partially in the Waitakere Ward and partially in the Henderson Ward. The other walk and cycleways in the Twin Streams project are listed below and shown in the map attached at page A54:

- The Lower Opanuku Stream Walk and Cycleway (Henderson Ward);
- The Oratia Stream Walk and Cycleway (Henderson Ward);
- The Lower Waikumete Stream Walk and Cycleway (Henderson Ward); and
- The Upper Waikumete Stream Walk and Cycleway (New Lynn Ward).

2. The construction of the walk and cycleways has been funded partially by NZTA. A condition of the funding is that the walk and cycleways are to serve as commuter routes for pedestrian and cyclist traffic, in addition to the function that they provide for exercise and leisure. A consequence of this requirement is that the walk and cycleways are required to be lit to provide safe passage for commuters in peak commuting times that fall within the hours of darkness.
3. A lighting options report by Lighting Design Partnership Limited (LDP) was commissioned in 2007. The report outlined options for lighting of the walk and cycleways, including the spacing of lights, type of lights (for example Metal Halide, Light Emitting Diode etc) and the proposed hours of operation. Preliminary cost estimates were provided by LDP. These cost estimates were then used as a basis for funding applications to funding agencies.
4. IA have provided a grant of \$1,255,000 for the provision of lighting to the walk and cycleways. In April 2009 the award of a contract for the construction of the Upper Opanuku Stream Walk and Cycleway resulted in a saving to the project budget of \$650,000. This saving has been transferred to the lighting project.
5. Tenders for the design and installation of lighting along the walk and cycleways were advertised on 16 May 2009 and tenders closed on 9 June 2009. The tenders are presently under consideration, with a report due to be considered by the Tenders Subcommittee on 12 July 2009. The design period will commence in mid July 2009 and the installation of the lights is scheduled to commence in mid September 2009. The lighting installation to all the walk and cycleways is expected to be completed in April 2010.

DECISION MAKING

Issues

6. The hours of operation of the lights along the walk and cycleways will be restricted to provide lighting for pedestrians and cyclists in peak commuting times falling within the hours of darkness on weekdays. The LDP report identifies the hours of sunrise and sunset for every week of the year. The report identifies a worst case scenario where commuter pedestrians and cyclists start work at 7.00 am and finish at 6.00 pm and take a maximum of one hour each way to complete their trips. The duration of the lighting hours run will vary considerably between summer and winter. The maximum daily operation of the lights in the winter months will be three hours and twenty minutes while during December the lights will not be required at all. The average daily lighting hours run over a year will be one hour and twenty minutes. Lights will be controlled by timers linked to daylight sensors.
7. As the operation of the lights will be limited during hours of darkness, illuminated signs warning users of the limited hours will be placed at the entry points to the walk and cycleways.
8. The light spill levels at boundaries neighbouring the walk and cycleways will be limited as per the requirements of the District Plan. The design of the lighting will need to take account of this requirement. In addition the lights will be limited in height to 5 metres in order to limit light spill. Wherever possible, lights will be positioned so that illumination is aimed away from residential and commercial property boundaries, towards the streams.
9. The lighting equipment will be required to comply with the following performance requirements:
 - Good quality suitable for long term ownership and operation;
 - Energy efficient;
 - Low maintenance;

- Cost effective; and
 - Good light control with no upward light.
10. These requirements have been clearly defined in the tender document and accompanying lighting design standards.

Options Identified

11. In order to obtain the most favourable outcome in terms of performance, cost efficiency and sustainability, tenders were advertised for a design and installation contract with the intention of targeting lighting suppliers as well as contractors and consultants. Tenderers have been invited to submit performance based tenders complying with the requirements listed in paragraph nine above. Tenders will be evaluated on the capital cost as well as the long term operational cost and efficiency of the lighting systems offered at tender stage. The designs will then be developed for approval by Council officers prior to the start of installation.
12. Two options relating to the spacing of the lights have been priced by tenderers. The prices will be assessed by Council officers in the light of available budgets and recommendations will be made in the report to the Tenders Subcommittee on 12 July 2009. The two options are:
- Lighting at varied spacing according to topography and configuration of the walk and cycleways.
 - Lighting at a constant (wider) spacing to provide safe lighting.

Assessment of Options

13. Tenders have been received for the design and installation contract and at the time of writing this report are being evaluated. The report to the Tenders Subcommittee will include recommendations for the type and spacing of lighting to be designed and installed under the design and installation contract. The particular option decided on will be further developed during the design stages of the contract.

Consideration of Community Views

14. The lighting contract is part of the overall Twin Streams Walk and Cycleways project. Extensive community consultation was carried out during the planning and consenting stages for the construction project. Public notification of the lighting contract will be conducted through the following channels:
- A news article in the Waitakere News in August 2009.
 - An article in the Twin Streams Newsletter in August 2009, and a further update in December 2009.
 - Letter drops to properties bordering on the walk and cycleways.

STRATEGIC CONTEXT

15. The Twin Streams Walk and Cycleway lighting contributes to the Strategic Platforms of Integrated Transport and Communication and Strong Communities.
16. The lighting of the walk and cycleways in commuting periods during hours of darkness will encourage greater dependence on walking and cycling as methods of commuting. The lighting will also contribute to strong communities by providing a degree of security to commuters and users.

CONSULTATION

17. Consultation with internal Council staff has been undertaken for the lighting project.

RESOURCES

18. The Twin Streams Walk and Cycleways Lighting – Design and Installation will be implemented using the Draft Annual Plan 2009/2010 budget for the Twin Streams Project.

IMPLEMENTATION ISSUES

19. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

20. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

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