



Waitakere City Council  
*Te Taiao o Waitakere*

## NOTICE OF MEETING

### NEW LYNN COMMUNITY BOARD

(Green Bay, Titirangi North and excluding Titirangi Village, Kelston, Glen Eden, New Lynn and Glendene)

I hereby give notice that a meeting of the New Lynn Community Board will be held on:-

**DATE:** Monday, 28 June 2010 **TIME:** 9.30 am

**MEETING ROOM:** Council Chamber

**VENUE:** Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere

to consider the business as set out herein and to take any necessary action connected therewith.

23 June 2010

Carmen Fernandes  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8887

#### MEMBERSHIP:

Mrs	GPJ	Marshall (Chairman)
Mr	P	van der Voort, JP (Deputy Chairman)
Cr	JM	Clews, QSO, JP
Mr	WR	Davis
Mr	AK	Hartnett
Cr	JP	Lawley, JP
Mrs	SL	Taylor, JP

(Quorum 4 members)

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(Meeting Room could be subject to change)

(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**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, 28 JUNE 2010,  
COMMENCING AT 9.30 AM**

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**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	CONFLICTS OF INTEREST	1
5	PRESENTATION ON PROJECT TWIN STREAMS ARTS IN GLEN EDEN	2
6	PUBLIC FORUM	2
7	CHAIRMAN'S REPORT	2
8	BOARD MEMBERS' REPORTS	3
9	COMMITTEE SECRETARY'S REPORT	4
10	VANGUARD ROAD, KELSTON - NEW NO STOPPING PARKING RESTRICTION 2.30 PM TO 3.15 PM MONDAY TO FRIDAY	7
11	CHAMARI CLOSE TITIRANGI - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION	9
12	VERONICA STREET, NEW LYNN - NEW BUS STOP 12 NOON TO 2 PM PARKING RESTRICTION	11
13	PROPOSED MEMORIAL PLAQUE TO THE LATE DOREEN KELLETT	13
14	GREEN BAY/SOUTH LYNN BUS SERVICES REVIEW	16

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Monday, 31 May 2010

**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, 31 May 2010, 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 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 ON PROJECT TWIN STREAMS ARTS IN GLEN EDEN

Project Twin Streams (PTS) Arts team is currently looking into the possibility of an art installation on the fence on the corner of Glenview and West Coast Roads in Glen Eden. Council's PTS Arts Coordinator was approached by the Glen Eden Business Community, with the view to creating a community artwork which would help to brighten up Glen Eden, involve schools, local businesses and the general community. A loose concept has been created by children from Glen Eden Primary School which reflects environmental and community themes. This concept will be presented to Members of the New Lynn Community Board for comments, feedback and suggestions.



## 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;
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time; and
- (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.

### **REPORT**

1. We are at end of June and heading to July, halfway through the year. This is the time of Matariki (PILAEDES) heralding in the coming of spring. In clear night skies, Matariki can be seen to the far left at the bottom of Orion and it is easier to see as the months move on. The seven sisters or the Jewel box are just two more of the names of this cluster.

2. As we move through the rest of the year towards the super city there is a pervading sense of the end not being too far away. The Community Board Members are still not clear of the delegated authority of the new Local Boards. It appears that the Local Boards will be in the same position the Community Boards have been in and that is due to the fact that delegations are decided by Councillors. There are Community Boards throughout New Zealand who have substantial delegations, and we would hope that this may be the decision of the new Council, if not it will be status quo as usual.

#### **Unsung Heroes Awards**

3. This was an event to recognise the long serving and dedicated volunteers in our communities. A good event with a great MC Rewi Spraggon made the evening flow with sincerity and humour, thank you Rewi. The Community Boards recognised three people with whom we have worked with and are our backbone in a lot of ways. They are Jean Andrew and Jack Burton whom we rely on to carry out our duties; and Barbara Cade who goes the extra mile to work with the Community Boards. There is one more person who is deserving of our praise and that is Tracy Haggio. Thank you and well done.

#### **Tree Planting**

4. Saturday, 19 June 2010 was a great day when around 200 trees were planted in Woodbank Drive, Glen Eden as part of 'Project Twin Streams Glen Eden Community Planting Day' which was the last planting for the year. These are great community gatherings where young and old alike join in the spirit of protecting our streams.

#### **Meetings**

5. There are numerous events happening in Waitakere and as we can all see there is a lot of work being done on our roads. The New Lynn Community Board's last meeting will be held on Monday, 4 October 2010 with invited guests. This is history so please keep this day free in your diary
6. Our sincere sympathy to Michael Riley and family on the loss of his father.

*Man cannot discover new oceans until he has courage to lose sight of the shore.*

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**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
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
Green Bay Community House Management Committee	Pim van der Voort
Keep Waitakere Beautiful Trust	Wayne Davis Tony Hartnett (alternate)
Waitakere Citizen 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)
<b>COUNCIL COMMITTEES</b>	
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 28 June 2010.

	<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
1.	Ken Maunder Park, New Lynn Footbridge Replacement  Resolution No. 3830/2007 3 December 2007 New Lynn Community Board  Resolution No. 3867/2007	As part of Council's ongoing structures renewal programme, physical works have commenced on the new footbridge linking Queen Mary Avenue with Ken Maunder Park, New Lynn.  Due to integration of art features into the footbridge construction, completion is scheduled for late August 2010.  Pedestrian lighting is being	Andreas Lilley  836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
	<p>4 December 2007 Infrastructure and Works Committee Resolution No. 1475/2009</p> <p>2 September 2009 Infrastructure and Works Committee</p>	<p>investigated for the length of the walkway from Queen Mary Avenue, through Ken Maunder Park to Rata Street. This is scheduled for installation in the 2010/2011 financial year.</p>	
2.	<p>Shadbolt Park, New Lynn Footbridge Replacement Resolution No. 1180/2009 6 July 2009 New Lynn Community Board Resolution No. 1340/2009 5 August 2009 Infrastructure and Works Committee</p>	<p>As part of Council's ongoing structures renewal programme, a replacement footbridge will be constructed on the walkway between Connell Street, Blockhouse Bay to Shadbolt Park, New Lynn. This will replace the previous footbridge removed in 2008 by Watercare from Shadbolt Park, New Lynn. Design work is completed and all consents have been obtained. Physical works are programmed for the 2010/2011 financial year.</p>	<p>Andreas Lilley  836 8000 Ext: 8553</p>
3.	<p>Parrs Park, Glen Eden, Artificial Turf Field Officer's Report</p>	<p>As part of Council's ongoing sports field renewal programme, an artificial turf field is being designed for development in the 2010/2011 financial year. This field will be an 8,000 square metres artificial turf and will be located on field numbers 8 and 9 at Parrs Park, Glen Eden. Associated works include field lighting and toilet and changing room facilities. Physical works are programmed to be undertaken in mid-2011.</p>	<p>Andreas Lilley  836 8000 Ext: 8553</p>
4.	<p>Parrs Park, Glen Eden North-East Development Resolution No. 367/2010 7 April 2010 Infrastructure and Works Committee Resolution No. 435/2010 12 April 2010 New Lynn Community Board</p>	<p>Detailed design and consent work is being completed on the Parrs Park, Glen Eden, north-east development in the 2009/2010 financial year. Physical works are programmed to be undertaken in the 2010/2011 and 2011/2012 financial years.</p>	<p>Tracey Hamilton  836 8000 Ext: 8969</p>

	Issue	Comments	Reporting Council Officer
5.	Gardner Reserve, New Lynn Toilet Development  Resolution No. 436/2010  12 April 2010  New Lynn Community Board	As part of the New Lynn Transit Oriented Development Project, a new public toilet is to be installed on Gardner Reserve, New Lynn.  The New Lynn Community Board approved the design and location at its meeting held on 12 April 2010. Physical works are programmed to commence by August 2010.	Tracey Hamilton  836 8000 Ext: 8969
6.	Sunvue Park, Glen Eden and Annison Green, Glen Eden Playground Upgrades  Officer's Report	<u>Sunvue Park, Glen Eden</u> Works completed in June 2010.  <u>Annison Green, Glen Eden</u>  Works have been delayed as a geotechnical report was required to confirm that soil conditions were suitable for construction. Physical works recommenced in late June 2010. It is anticipated that works will be completed by late July 2010.	Tracey Hamilton  836 8000 Ext: 8969
7.	Steps at Olympic Park, New Lynn  Officer's Report	The steps at Olympic Park, New Lynn have been placed on hold temporarily as it is pending approval of a funding application. Further updates will be provided when available.	Roscoe Webb  836 8000 Ext: 8768
8.	Community Park Rangers  Officer's Report	Training sessions were held for all Community Park Rangers on 17 and 18 June 2010. The Parks section have approximately 45 Park Rangers signed up. A second recruitment round will be held later this year.	Sarah Natac  836 8000 Ext: 8561
9.	Speeding Issues at Parker Avenue, New Lynn  Public Forum  Resolution No. 553/2010  3 May 2010  New Lynn Community Board	The speed traffic tube counters that were laid down in Parker Avenue, New Lynn have only just been lifted. The data will be received in the next few weeks after which time the result of the study will be reported to the residents.	Duncan Campbell  836 8000 Ext: 8019
10.	Naming of New Access Way at 8 Ambrico Place, New Lynn  Officer's Report	A road name is required for the new access way at 8 Ambrico Place, New Lynn as part of the ongoing works for the New Lynn Transit Oriented Development project.  Briar and Parker were the two recommended names for the new access way. Consultation was carried out with the New Lynn	Vinh Bui  836 8000 Ext: 8793

	Issue	Comments	Reporting Council Officer
		Community Board, the affected owners/residents at 1C Rankin Avenue, Council officers and New Zealand Post. There were no issues raised throughout the consultation process and Briar Way is the preferred road name for the new access way. A report is being prepared for the Infrastructure and Works Committee's approval at its meeting to be held on 7 July 2010.	

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Report	Resolution No. 1468/2005  3 August 2005  Last updated 31 May 2010	4 October 2010	Mark Abbot  836 8000 Ext: 8905

Report prepared by: Carmen Fernandes, Committee Secretary.



10 **VANGUARD ROAD, KELSTON - NEW NO STOPPING PARKING RESTRICTION 2.30 PM TO 3.15 PM MONDAY TO FRIDAY**

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the New Lynn Community Board's approval for a new No Stopping parking restriction 2.30 pm to 3.15 pm, Monday to Friday on Vanguard Road, Kelston.

Council officers consulted with Kelston Intermediate School and affected residents and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the No Stopping parking restriction 2.30 pm to 3.15 pm Monday to Friday, or to have the area remain unrestricted.

**RECOMMENDATIONS**

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

1. **Receive** the Vanguard Road, Kelston - New No Stopping Parking Restriction 2.30 pm to 3.15 pm Monday to Friday report.
2. **Approve** that in relation to **VANGUARD 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 western kerb line of **VANGUARD ROAD**, starting from the north boundary of property number 12 driveway and extending north for a distance of approximately 40 metres outside the Kelston Intermediate school entrance at Vanguard Road, the **NO STOPPING 2.30 PM TO 3.15 PM MONDAY TO FRIDAY** 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 parking limitation and restriction.

### **BACKGROUND**

1. Waitakere City Council has been asked by the New Zealand Police and Kelston Intermediate School to look at pedestrian safety concerns and traffic congestion at the entrance to Kelston Intermediate School. The concerns are predominately at the school entrance.

### **DECISION MAKING**

#### **Issues**

2. A request for a No Stopping parking restriction 2.30 pm to 3.15 pm Monday to Friday was received from the New Zealand Police and Kelston Intermediate School to maintain better traffic flow and reduce traffic congestion at the school entrance at school finish times.
3. The location of the new No Stopping parking restriction 2.30 pm to 3.15 pm Monday to Friday is indicated on the diagram attached at page A1.

A1

#### **Options Identified**

4. Two options have been identified: to put in a No Stopping parking restriction 2.30pm to 3.15pm Monday to Friday, or to have the area remain unrestricted.

#### **Consideration of Community Views**

5. Council officers consulted with Kelston Intermediate School and affected residents during June 2010. No objections were received.

#### **Preferred Option**

6. The new No Stopping parking restriction 2.30 pm to 3.30 pm Monday to Friday is recommended to improve traffic flow and parking congestion outside the school.

### **STRATEGIC CONTEXT**

7. Council's Transport Strategy 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.

8. No Stopping parking restrictions can be applied to ensure efficient, safe movement on roads.

### CONSULTATION

9. Consultation with internal staff and Maori, was not required for this report.

### RESOURCES

10. The new No Stopping parking restriction 2.30 pm to 3.15 pm Monday to Friday can be implemented under the Annual Plan 2010/2011 minor safety improvements budget.

### IMPLEMENTATION ISSUES

11. There are no implementation issues.

### AUCKLAND COUNCIL TRANSITION ISSUES

12. 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



## 11 CHAMARI CLOSE TITIRANGI - NEW NO STOPPING AT ALL TIMES 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 parking restriction on Chamari Close, Titirangi.

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

Two options have been identified: to install the No Stopping At All Times parking restriction or to have the area remain unrestricted.

### RECOMMENDATIONS

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

1. **Receive** the Chamari Close, Titirangi – New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **CHAMARI CLOSE, TITIRANGI**:

- (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 south kerb line of **CHAMARI CLOSE**, outside property number ten **CHAMARI CLOSE**, and extending south-west for a distance of approximately 125 metres, the new **NO STOPPING AT ALL TIMES** 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 and be put in place to properly establish, delineate and record the said parking limitation and restriction.

### **BACKGROUND**

1. A request for a new No Stopping At All Times parking restriction has been received from a resident who has concerns about vehicles parking on both sides of Chamari Close during school drop off and pick up times, in the evenings and on weekends.
2. Chamari Close is a narrow road, approximately 5.5 metres wide and when vehicles park on both sides of the road, it is impossible to maintain one traffic lane.

### **DECISION MAKING**

#### **Issues**

3. Chamari Close is a local residential street and residents are finding it difficult to turn in and out of their driveways and to drive up or down the street on school days during the school drop off and pick up times, evenings and weekends.
4. The location of the new No Stopping At All Times parking restriction is indicated on the diagram attached at page A2.

A2

#### **Options Identified**

5. Two options have been identified: to install the No Stopping At All Times parking restriction or to have the area remain unrestricted.

#### **Consideration of Community Views**

6. Council officers have consulted with the affected residents and have received no objections to this proposal. Two of the affected residents have contacted Council suggesting this is a good idea.

#### **Preferred Option**

7. The preferred option is to put in the No Stopping At All Times parking restriction to ensure a safe traffic lane in Chamari Close.

## STRATEGIC CONTEXT

8. Council's Transport Strategy 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.
9. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

## CONSULTATION

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

## RESOURCES

11. The new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2010/2011 minor improvements budget.

## IMPLEMENTATION ISSUES

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

## AUCKLAND COUNCIL TRANSITION ISSUES

13. 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.



## 12 VERONICA STREET, NEW LYNN - NEW BUS STOP 12 NOON TO 2 PM PARKING RESTRICTION

### EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval to install a new bus stop from 12 noon to 2 pm on Veronica Street, New Lynn.

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

Two options have been identified: to install the new bus stop from 12 noon to 2 pm on Veronica Street, New Lynn or to have the area remain unrestricted.

## **RECOMMENDATIONS**

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

1. **Receive** the Veronica Street, New Lynn - New Bus Stop 12 Noon to 2 pm Parking Restriction report.
2. **Approve** that in relation to **VERONICA STREET, NEW LYNN:**
  - (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 west kerb line of **VERONICA STREET**, starting from a point 18 metres from the intersection of Totara Avenue and Veronica Street, and extending south on Veronica Street for a distance of approximately 16 metres, the **BUS STOP 12 NOON TO 2 PM** 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 and be put in place to properly establish, delineate, and record the said bus stop parking limitation and restriction.

## **BACKGROUND**

1. The New Lynn Returned Services Association has asked Council to look at the possibility of installing a bus stop on Veronica Street between the hours of 12 noon and 2 pm to assist them with getting their members out and about. The New Lynn Returned Services Association will soon be undergoing renovations/alterations and this will mean there will be no facility or room to have buses/shuttles driving into their car park.

## **DECISION MAKING**

### **Issues**

2. Council officers are aware of the views of businesses about the availability of kerb side parking during the double tracking currently underway in New Lynn.
3. The location of the new bus stop parking restriction is indicated on the diagram attached at page A3.

A3

### **Options Identified**

4. Two options have been identified: to install the new bus stop from 12 noon to 2 pm on Veronica Street, New Lynn or to have the area remain unrestricted.

### **Consideration of Community Views**

5. Consultation was undertaken with the affected businesses during May 2010. No objections were received.

### **Preferred Option**

6. The preferred option is to install the bus stop parking restriction.

## STRATEGIC CONTEXT

7. Council's Transport Strategy 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.
8. Correctly marked and sign posted bus stops are desirable to both notify the public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

## CONSULTATION

9. Council officers have worked together with affected businesses to identify an optimal solution that delivers on the Returned Services Association members' requirements, while taking into account the needs of other road user groups.
10. Consultation with internal staff, external agencies and Maori, was not required for this report.

## RESOURCES

11. The new bus stop parking restriction can be implemented under the Annual Plan 2010/2011 minor improvements budget.

## IMPLEMENTATION ISSUES

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

## AUCKLAND COUNCIL TRANSITION ISSUES

13. 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 PROPOSED MEMORIAL PLAQUE TO THE LATE DOREEN KELLETT

### GLOSSARY

New Lynn Community Board

(the Board)

### EXECUTIVE SUMMARY

The purpose of this report is for the New Lynn Community Board (the Board) to recommend to the Policy and Strategy Committee that a memorial plaque and tree to be placed near the Ken Maunder Park footbridge, currently under construction, in memory of the late Doreen Kellett.

Approval for this request will be presented to the Policy and Strategy Committee, as the delegated authority, at its July 2010 meeting.

### **RECOMMENDATIONS**

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

1. **Receive** the Proposed Memorial Plaque to the Late Doreen Kellett report.
2. **Agree** that it be recommended to the Policy and Strategy Committee meeting to be held on Thursday, 8 July 2010 that the family of Doreen Kellett be given permission to place a memorial plaque near the Ken Maunder Park footbridge in memory of Doreen Kellett, and that Council provides a tree to be planted next to the memorial plaque.

### **BACKGROUND**

A4

1. The family of Doreen Kellett approached Council requesting that the footbridge currently under construction from Queen Mary Avenue to Ken Maunder Park, New Lynn be named after their mother and wife who passed away in September 2008. An aerial plan showing the footbridge is attached at page A4.
2. At the Board meeting held on Monday, 3 May 2010, it was resolved as follows:

*“The New Lynn Community Board resolved to:*

2. *Agree to request the Chief Executive Officer to bring back a report in June 2010 to the New Lynn Community Board and Council meetings on the feasibility of naming the Ken Maunder Park footbridge after Mrs Doreen Kellett, QSM, in honour of her contribution to Waitakere as a tidy kiwi.”*

554/2010

### **DECISION MAKING**

#### **Issues**

3. Council officers have been in contact with the family of Doreen Kellett to obtain more information about her. In 1990 she received a Queen's Service Medal for Public Services based on her work for the "Tidy Kiwi" programme which she commenced in 1977. She continued these services to the community until 1999 when she had to stop due to ill health.
4. The family has informed Council officers that Doreen Kellett did volunteer work for Keep Waitakere Beautiful and other organisations.

#### **The Parks Naming Policy**

5. The Parks Naming Policy was adopted by Council in 1999. The Parks Naming Policy outlines the requirements and considerations for the naming of all parks and can be used when considering the naming of assets within a park such as storm water ponds and bridges.
6. The Parks Naming Policy can be referenced when considering naming an asset within a park as follows:
  - Name after a significant natural feature, landscape, vegetation or fauna of the City;
  - Name after an important historical use or personage associated with the City; and

- Name in order to mark a significant event in the life of the City.

### The Draft Memorial on Parks Policy

7. The draft Memorial on Parks Policy outlines the requirements and considerations for the placement of plaques on parks. The draft Memorial on Parks Policy provides the following guidelines for the approval of plaques on parks. They shall be approved in the following cases:
- In recognition of an important historical figure or important person associated with the area;
  - In recognition of an organisation or community group involved in the development of the area;
  - In recognition of someone who has met with misadventure on the park;
  - In recognition of a significant event. These events may include visits by royalty, Heads of State and other dignitaries. Commemoration of international, national and local events, anniversaries of community organisations and other events of a civic nature may be considered appropriate for formal recognition; and
  - In recognition of the opening or unveiling of the park or major facility on the park.
8. Memorial plaques approved under the draft Memorial on Parks Policy are to be paid for by the applicant. Council will provide a tree to the applicant to be planted near the memorial plaque.

### Options Identified

9. Three possible options have been identified when considering a memorial to Doreen Kellett. The options are as follows:
- Option 1 - Request from the family of Doreen Kellett that the footbridge currently under construction from Queen Mary Avenue to Ken Maunder Park in New Lynn be named after Doreen Kellett and appropriate signage be placed on or near the footbridge by Council recognising the naming.
  - Option 2 - Proposed option from the Council that the family of Doreen Kellett be given permission to place a memorial plaque, at the family's cost, near the footbridge currently under construction from Queen Mary Avenue to Ken Maunder Park in memory of Doreen Kellett in line with the draft Memorial on Parks Policy with Council providing a tree to be planted next to the memorial plaque
  - Option 3 - That the request for a memorial to Doreen Kellett be declined.

### Assessment of Options

10. The following table considers Option 1 and Option 2:

	Option 1	Option 2
Parks Naming Policy	Option 1 is not in line with the Parks Naming Policy.	Not applicable as option 2 is not asking for naming of an asset within a park.
The Draft Memorial on Parks Policy	Not applicable.	Option 2 is supported through the draft Memorial on Parks Policy as Doreen Kellett was an important person associated to the area.

	Option 1	Option 2
Resources	The cost for signage would be approximately \$300 - \$1,000.	The family would pay for the memorial plaque. The cost for a tree would be approximately \$100.

### Preferred Option

- Option 2 is the preferred option, a memorial plaque and tree, as it is in line with the draft Memorial on Parks Policy.

### STRATEGIC CONTEXT

- The placement of memorials on parks, where appropriate, contributes to the Council's Cultural Wellbeing Strategy which aims to identify, protect and promote the City's heritage.

### CONSULTATION

- Consultation has taken place between Council officers and the family of Doreen Kellett.

### RESOURCES

- The cost of the tree, approximately \$100, can be accommodated within current Park's budgets.

### IMPLEMENTATION ISSUES

- Should the recommendation be approved, Council officers will work with the family of Doreen Kellett to install the memorial plaque.

### AUCKLAND COUNCIL TRANSITION ISSUES

- 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:** Sarah Natac, Customer Liaison Officer.



## 14 GREEN BAY/SOUTH LYNN BUS SERVICES REVIEW

### GLOSSARY

Auckland Regional Transport Authority (ARTA)  
Central Business District (CBD)

### EXECUTIVE SUMMARY

The purpose of this report is to advise the New Lynn Community Board of the Auckland Regional Transport Authority's (ARTA) review of bus services in the Green Bay/South Lynn area and bring a number of issues to the New Lynn Community Board's attention for possible inclusion in a Council submission on the bus service review.

ARTA staff will make a presentation to the New Lynn Community Board at the meeting and will be available to answer any questions at the meeting. The key requirements of this bus services review are to:

- Improve and simplifying bus routes through the area;
- Support the recent investment and planning for New Lynn transport interchange;
- Establish a high level of bus/rail integration;
- Support increased transfers between services; and
- Ensure appropriate Titirangi, Woodlands Park and Laingholm service levels.

ARTA intends to implement the proposed changes in time for the opening of the New Lynn transport interchange, or within the following month.

### **RECOMMENDATIONS**

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

1. **Receive** the Green Bay/South Lynn Bus Services Review report.
2. **Agree** that any feedback offered by the New Lynn Community Board at the meeting be considered by the Policy and Strategy Committee for inclusion in a Council submission to the Auckland Regional Transport Authority on the Green Bay/South Lynn bus services review.

### **BACKGROUND**

1. Responsibility for the planning and funding of urban passenger transport in the Auckland region is the responsibility of ARTA. The Council has a role in providing supporting on-road infrastructure, including bus stops and interchanges, bus shelters and information infrastructure at bus stops. In addition, the Council has an advocacy role and provides a valuable source of local knowledge about travel patterns and destinations for residents.
2. Bus services reviews, such as the current Green Bay/South Lynn review, are a key method to move towards the implementation of the Regional Public Transport Plan in Waitakere. ARTA has been undertaking reviews of sectors of the region's passenger transport network incrementally. ARTA has reviewed bus services in the Green Bay/South Lynn area, along with considering the overlapping Titirangi and Laingholm bus services, and is seeking feedback from the Council on proposed changes in bus services in the Green Bay/South Lynn areas.
3. The current bus routes in the Green Bay, Titirangi and Laingholm areas have evolved over the years into a complex network of bus services providing low frequency, circuitous routes. These routes provide a reasonable level of penetration but are primarily focussed on the Auckland Central Business District (CBD) as the key destination.
4. There is generally poor integration with bus or rail services where these intersect. This service structure was more appropriate when the rail network was severely run-down. However, the significant investment in the capacity and quality of rail services and infrastructure has enormously increased rail capacity, patronage and frequency over recent years. It is therefore important to support this investment with greater bus-rail integration and services to New Lynn Town Centre.

5. Green Bay/South Lynn bus services overlap with those from Titirangi and Laingholm (in terms of contract areas). While there is not a direct alignment with the timing of the Green Bay/South Lynn review, ARTA advises it is also seeking feedback on issues in Titirangi and Laingholm areas. It is also ARTA's intention to implement any Green Bay/South Lynn bus service changes in conjunction with the opening of the new New Lynn transport interchange, currently planned for September this year.
6. ARTA has agreed that engagement with Elected Members will be an important part of the bus service review process, as will localised public consultation to identify and address stakeholder and customer expectations where possible. ARTA is about to commence public consultation. ARTA staff will make a presentation at the meeting about the proposed new bus network and will be available to answer questions from Elected Members.

### DECISION MAKING

7. ARTA is seeking feedback from the Council on issues of interest to the review of bus services in Green Bay and South Lynn, as well as the Titirangi and Laingholm areas. This report outlines a range of issues and recommends potential feedback to ARTA on the review.

### Issues

8. A previous bus services review within Waitakere was reported to the City Development Committee at its March 2005 meeting. In that report, a series of overall principles were endorsed and these remain relevant to the current review. The principles are as follows:
  - **Bus/Rail Integration:** maximise the opportunity for customers to connect between buses and trains, especially at New Lynn and Henderson;
  - **Catering for New Development:** New bus services should be introduced in conjunction with, rather than significantly later than, new residential and commercial development;
  - **Supporting Town Centre Development:** The bus services review needs to support ongoing efforts to improve public transport access to, through and from the key town centres of Westgate, Henderson and New Lynn;
  - **Waitakere Central Transport Centre:** Changes in bus services should be introduced at the same time as the opening of the Waitakere Central Transport Centre and the completion of double-tracking to Henderson;
  - **Long Haul and Local Trips:** The bus services review should consider the appropriateness of express routes for long haul trips and local routes and connections for local trips; and
  - **Bus Priority Measures:** Along routes where bus priority measures are introduced, increased frequency of services is required to take advantage of faster and more reliable trips in order to increase patronage.

A5-A6

9. Recently a workshop was held between Council officers from a range of departments and ARTA representatives. Existing Council strategies, policies and current projects were discussed to identify issues of importance to the Council in the review of bus services. A letter from the Council's Transport Strategy team summarising these issues is attached at pages A5 to A6. The issues align with the Council's previously stated principles and included:
  - The need to support the significant investment at New Lynn;
  - The co-ordination and integration of bus services with the rail timetable;
  - The demonstration of the New Lynn transport interchange's role as a transfer point;

- The specific needs of the more rural areas of Titirangi and Laingholm; and
- Consideration of the demographics and transport needs of people in the Green Bay/South Lynn area.

### **Bus Service Review Proposals**

10. ARTA has advised that the key outcomes of this review are:
  - integration of the South Lynn/Green Bay local service with rail and other bus services in New Lynn;
  - a much simpler, more legible route structure;
  - some expansion to service hours and some increase in frequency where this can be done within existing resources;
  - the new structure as a base which can be built on in a modular fashion to increase frequencies as resources allow; and
  - designed to operate on a standalone basis but also integrate with a future review of Titirangi bus services.
11. A description of the specific proposal components is as outlined below in paragraphs 12 to 17.
12. Public consultation is underway and ARTA intends to implement the proposed changes in time for the opening of the New Lynn transport interchange, or within the following month.

### **Proposal - Green Bay To New Lynn Local Service**

13. ARTA is proposing to rearrange the existing complex network of Green Bay/South Lynn bus services into a single loop service that serves the Green Bay shopping area and uses the main linking roads of Astley Avenue and Hutchinson Avenue, New Lynn. One of the issues presented by this is whether the loop runs in one direction only at a higher frequency or in both directions at a lower frequency. The one-way loop would have advantages of simplicity but would give passengers at the beginning or end of the loop either a very short or very long trip to New Lynn. A two way loop would mean faster trips to New Lynn in both directions at the start and end of the loop but would mean that buses to New Lynn would serve stops on both sides of the road and hence may be confusing to customers.

### **Proposal - Green Bay to Britomart Service**

14. ARTA is proposing that the current New Lynn/South Lynn/Green Bay/Blockhouse Bay/Britomart service be truncated to Green Bay with the New Lynn/South Lynn/Green Bay connection provided by the Green Bay local service. Existing Britomart peak services from these areas would continue to be provided in the meantime by Go West but these services will be reviewed by ARTA in the near future.
15. Advice from the service provider is that there is very little use of the current service from South Lynn to Britomart (outside of the peak Go West buses). The current service is unreliable as unpredictable levels of traffic congestion mean it often cannot complete its trip within the allocated time. This has been exacerbated of late by the extensive road works in the New Lynn area. Running the service to and from Green Bay would allow it to operate much more reliably, which is the highest priority service attribute sought by customers.

### **Proposal - Minor Re-Routing of 2009 Service**

16. Part of ARTA's proposal for the Green Bay/South Lynn local service would withdraw the current 105 service which operates on Taylor Street, Blockhouse Bay in Auckland City. ARTA proposes to serve Taylor Street instead by re-routing the 009 cross town service that operates between New Lynn and Sylvia Park via Taylor Street and Wolverton Road, Blockhouse Bay instead of the current route via Bolton Street and Portage Road, New Lynn. While this would reduce the level of bus service in these two streets, they would be still served half-hourly during the day Monday to Saturday. The section along Portage Road is largely industrial in nature and generates very few public transport trips.

### **Proposal - New Lynn to Avondale Shoppers Service**

17. ARTA previously withdrew its proposal to discontinue the New Lynn to Avondale shoppers service in the face of strong opposition from the Council, the impacted communities and the service provider. ARTA has now developed a proposal to strengthen the northern leg of this service connecting New Lynn and Avondale by expanding its weekday hours of service. This is particularly designed to provide a direct non-school bus connection between New Lynn and Avondale College designed around the school's start and finish times. It will also provide a more suitable span of service focused on the needs of Avondale residents to access a variety of social, retail and community opportunities in New Lynn.

### **Assessment In Relation to Council's Overall Principles**

18. Bus/Rail integration principle - The core aim of this bus service review is to simplify the complex network of routes and focus routes upon the New Lynn hub where rail and bus interchange can take place. The underlying principle is that the New Lynn hub provides a significant range of route and mode options for customers, which is unable to be provided from every individual suburb. Overall, ARTA's bus plans focus the local routes upon the New Lynn transport interchange and offer the opportunity for bus-to-rail and bus-to-bus interchange, but the proposals also simplify the route structure. ARTA advises that the Green Bay to New Lynn local service will be timed to integrate with trains to and from Britomart at New Lynn.
19. Catering for new development principle - New developments are being planned in the various precincts around the New Lynn Town Centre. The bus service review does not specifically address these new developments, which are predominantly only in proposal-form and yet to be constructed. However, ARTA has indicated a willingness to modify the proposed bus routes through the area in the future once new roads through these precincts become available. This would be planned in advance to ensure bus services are operational from early in the development of these precincts, to establish a strong presence for these services.
20. Supporting town centre development principle - The bus service review will support the Council-funded bus interchange in New Lynn, which is well located for both rail connectivity and town centre integration. However, this review only covers a small selection of routes serving New Lynn so is only part of the larger picture. Further bus service reviews will occur over time for the remaining New Lynn routes. With the objective of better integrating with rail and adjusting service routes as new precincts develop, there is excellent opportunity to maximise the public transport usage and benefits around the Town Centre. Ultimately this will lead to reduced reliance on private motor vehicles, less demand for parking within the Town Centre, and a general improvement in the vitality of New Lynn.
21. Waitakere Central transport interchange principle - This bus service review is not relevant to the Waitakere Central Transport Centre.

22. Long haul and local trips principle - The bus service review is focussed on improving local bus services and in most cases starting/finishing these at New Lynn. This will naturally reduce the number of direct long haul trips (typically those to Britomart). This will affect passengers with that destination, however, the high volume of other Britomart-bound bus services and the option of improved rail services mean that any 'transfer penalty' is minimised. Local trips should be made simpler and more reliable by the proposed changes, however, it is recognised that some current users may no longer have a bus service on their road. The connectivity of the local road network means that those users will have access to an improved service nearby.
23. Bus priority measures principle - There are a number of bus priority measures planned in the road network around the New Lynn transport interchange, although these are not of particular relevance to this bus service review.

#### **Assessment In Relation To Specific Green Bay/South Lynn Issues**

24. The following sections assess whether ARTA's proposals address the specific issues of importance identified by Council officers.

#### **Route Improvement Process**

25. Council officers requested that this service review be undertaken as a route improvement process rather than a 'value for money' exercise. While the Council does not have insight into ARTA's financial operations, it is clear that the proposals specifically address existing anomalies and support upcoming land use and infrastructure changes. There are efficiency gains for ARTA from the changes, through a reduction in service duplication and inefficient or unreliable routing, however overall it can be seen that the proposals improve bus services in the Green Bay/South Lynn area.
26. Council officers sought that the meandering and duplicating nature of many of the routes should be addressed through this review. Clearly any route simplification may result in some streets no longer being served, but it is important for the overall transport system that the network is as efficient and effective as possible. As noted earlier, the permeability of the local road network means that those disadvantaged users will have access to an improved service nearby.
27. ARTA specifically requested feedback on whether the proposed Green Bay loop runs in one direction only at a higher frequency or in both directions at a lower frequency. Council officers' preference is for two-way running, to allow faster trips to New Lynn and avoid customers needing to travel in the opposite direction to their destination.

#### **Demographics**

28. Council officers' analysis of demographics indicates that there is a higher proportion of older people in the Green Bay/Titirangi area, and there are lower income levels around New Lynn, with higher levels towards Titirangi. This would indicate that there is potentially more reliance on bus travel by older people (in Green Bay) and financially disadvantaged people (New Lynn). ARTA has been requested to consider these specific transport needs within the review.
29. ARTA staff advise that providing services close to Green Bay or South Lynn retirement villages was a key design consideration, and the simpler and more direct link to New Lynn should benefit older people making local shopping trips. Conversely, commuters heading for the Auckland CBD will be disadvantaged by the need to transfer at New Lynn. However, New Lynn was always intended to have a strong interchange role. It is also recognised that some transport disadvantaged residents of Green Bay/South Lynn will now have a longer walk to a bus stop, however, overall the network improvements justify the changes.

### **Contract Restrictions**

30. Council officers recognise that the nature of current contracts in this area means that only some of the routes are able to be revised at this stage, and many of the issues raised will need to be deferred until other contracts are due for review (for instance Titirangi and Laingholm). It is important that any service review is cognisant of the issues of surrounding areas, and many of local issues will be applicable to the wider area.
31. Council officers are also concerned that any service changes need to have fully committed funding in both the short and long term, to offer certainty to the Council and residents about the longevity of the route changes. ARTA has committed to the development of these routes as a more efficient network which makes better use of on-going funding and there is no suggestion that the changes are anything other than a long term network improvement. The changes are based upon continuing to serve known areas of passenger demand, to ensure services are viable and well used from day one.

### **New Lynn Issues**

32. A key Council goal has been to improve bus services to support the significant investment and future intensification at New Lynn. ARTA was made aware in the review that targeted growth of up to 20,000 residents and 14,000 workers was expected, and that the services would need to provide for this growth – such as by ensuring possible new routes through developing New Lynn precincts (e.g. Crown Lynn precinct) are adequately provided for. The service review needs to encourage the wider Green Bay/South Lynn catchment to use buses to travel to New Lynn. Such changes could only occur with better co-ordination and integration of bus services with the rail timetable and the fulfilment of the New Lynn transport interchange's greater role as a transfer point, either between local and through services, or between modes.
33. The proposed service structure properly focuses on New Lynn and supports the Council's significant investment in a range of transport infrastructure – for bus, rail and road users. This investment would have been undermined had the service review proposed to continue a significant level of Britomart-bound services. It is acknowledged that the review's change in service focus will affect some passengers, notably commuters, however New Lynn's high volume of existing Britomart-bound bus services, the very short walk distances for bus-to-bus and bus-to rail transfer at the new New Lynn bus/rail interchange and the option of the newly improved rail services mean that any 'transfer penalty' is minimised.
34. With the full opening of the New Lynn rail station and interchange due later this year, Council officers requested that the Green Bay/New Lynn service changes provide a useful demonstration of this interchange function, with passengers using bus services to transfer in a timely manner. It is recognised however that full and efficient utilisation of transfers would not be possible until the longer term implementation of integrated ticketing, fares and zones. ARTA advises that the proposed changes are viable in the interim and will be even more efficient once these improvements have occurred, expected to be from 2011.

### **Titirangi Issues**

35. Whilst the current bus service review focuses on Green Bay and parts of South Lynn, these services overlap with some Titirangi bus services. With this in mind, Council officers raised with ARTA a number of issues from that area and recognised the difficulty in maintaining a high level of bus services in the more rural areas of Titirangi, Woodlands Park and Laingholm due to the narrow, meandering and sparsely populated routes

36. There is a need to improve the turnaround of buses in the Laingholm and South Titirangi areas, which currently create safety concerns, as does the use of large vehicles on many of the narrow roads. It is expected that in the future services would make use of smaller vehicles, which effectively reduces service capacity, however, would be a more appropriate service format for many more rural areas.
37. Council officers also raised with ARTA the consideration of services for school-aged children in those out-lying areas if any rationalisation occurs. There are several primary schools in these areas and demand for travel to secondary schools in areas such as Green Bay and Avondale. Any reduction in services or service capacity must be mindful of the lack of travel options for many people in the more rural areas of Titirangi, Woodlands Park and Laingholm. ARTA advises that more dedicated school bus services will be considered as part of this work.

### STRATEGIC CONTEXT

38. The implementation of the Green Bay/South Lynn bus service changes (as well as the eventual Titirangi and Laingholm service changes) would contribute to the achievement of the following strategic outcomes:
  - **Social Strategy:** Build strong, resilient communities and develop community leadership, and develop Waitakere's community infrastructure and assets.
  - **Environment Strategy:** Become a low carbon city by creating alternatives to fossil fuel use.
  - **Transport Strategy:** Make significant improvements in passenger transport, walk and cycleways and incorporate these elements, as appropriate, in road improvements; Encourage alternatives to single-occupant vehicle use and Implement a range of measures to manage the demand for travel, instead of building more roads or wider roads to meet predicted demand.
  - **Growth Management Strategy:** A dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all.

### CONSULTATION

39. ARTA has agreed that engagement with Elected Members is an important part of the bus service review process, as is localised public consultation to identify and address stakeholder and customer expectations where possible. ARTA proposes to undertake a public consultation process during July, including notices at bus stops, posters on buses, a letterbox drop local media advertising, and one-to-one liaison with specific user groups including retirement villages.
40. Internal consultation within Strategic Planning has taken place as part of the process. Any consultation with Maori needed is the responsibility of ARTA. The Council will offer the use of Waitakere's processes for consultation with tangata whenua.

### RESOURCES

41. At this stage, no resources apart from staff time are needed. Implementation of the bus service changes may require changes to bus stops. This can be funded out of existing budgets.

### IMPLEMENTATION ISSUES

42. Any implementation issues would be the subject of reports to the relevant Community Board or committee at that time. This is likely to involve a report to the relevant Community Board requesting the resolution of new bus stops and revoking the resolution of other bus stops to match the new bus service structure. This is expected to occur prior to the new services becoming operational.

## AUCKLAND COUNCIL TRANSITION ISSUES

43. 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:** Kevin Wright, Manager: Transport Strategy.

