



**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,  
30 AUGUST 2010, COMMENCING AT 7.15 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Monday, 2 August 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, Monday, 2 August 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 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.



## 6 CHAIRMAN'S REPORT

### RECOMMENDATION

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

**Receive** the Chairman's Report dated 30 August 2010.

### **REPORT**

1. It seems no time at all since the last Board meeting and of course it is just our perception of time or how busy we might be that allows us to think time has certainly moved faster.

#### **Walkway**

2. The meeting with regards to the walkway between Cartwright and Great North Roads, Kelston required a decision that would address the majority of complaints received from the community and the businesses adjacent to and on either side of the walkway. An email about the meeting was forwarded to all Board Members.

#### **Waitakere Citizens Advice Bureaux**

3. The Waitakere Citizens Advice Bureaux (WaiCAB) has a new Chairperson. After serving the statutory four years as Chairperson, Christine Peters has stepped down and the new Chairperson has taken up the position. Christine has done an excellent job and is now on the Committee of WaiCAB. My position on the Committee as Community Boards' Representative rolls over till 31 October 2010. Council's Migrant Information Co-ordinator from Library Services is also on the WaiCAB Committee and as always is very supportive and a pleasure to work with. The volunteers are truly our unsung heroes as the time they give and the hours they put in as well as the training required is quite substantial.

### Auckland Regional and Far North Community Boards Association

4. The Annual General Meeting of the Auckland Regional and Far North Community Boards Association was held on Saturday, 14 August 2010 at the Mt Eden Bowling Club. Mike Cohen's report left no doubt about the issues that had held back the Community Boards and his hope for the future of the new Community Boards. The constitution was amended including the new Auckland Council Local Boards which will be absolutely necessary. The service and time that Mike Cohen, David Thornton and Bridgett Graham have dedicated to the Auckland Regional and Far North Community Boards Association needs to be commended. Mike Cohen has tirelessly worked for the benefit of the Community Boards and we hope to see him elected back in October 2010.

### New Lynn

5. The New Lynn Open Day was a great success. For the hours I attended there were no less than 20 of the community present at all times. There were quite a few residents from Ambrico Place, New Lynn who were vocal as to the outcome for New Lynn and had many questions to the future development. The plans for the new childcare centre were on display and there was a lot of interest around the design and placement of the facility. Thanks to the staff, who were as ever, cordial and answering everybody's questions. It was also great to see them wearing the 'I Love New Lynn' t-shirts.

### Agendas

6. As can be seen by agendas finishing off that winding down is very apparent and this is really happening with little time left. It is not easy to assure people that it will all work as we ourselves have many questions. For me it is about reassuring the community that time will be a big factor as to how the new City will work, and of course the integrity and commitment by Elected Members who will dedicate their time and energy to the Auckland Council.

### Last meeting

7. The New Lynn Community Board's last meeting is on Monday, 4 October 2010 and I have requested that we start at 6 30pm as there will be a few agenda items. The last agenda is the perfect place for each Board Member to write a report reflecting on their term as Member of the New Lynn Community Board as a contribution to the last historic meeting of the Board. I look forward to reading these reports.

*Life is full and overflowing with the new,  
But it is necessary to empty out the old to make room for the new to enter.*

GPJ Marshall  
**CHAIRMAN**



**7 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)






**8 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 30 August 2010.

	<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
1.	Ken Maunder Park, New Lynn Footbridge Replacement	As part of Council's ongoing structures renewal programme, physical works are continuing on the new footbridge linking Queen Mary Avenue with Ken Maunder Park, New Lynn.	Andreas Lilley  836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
	<p>Resolution No. 3830/2007 3 December 2007 New Lynn Community Board</p> <p>Resolution No. 3867/2007 4 December 2007 Infrastructure and Works Committee</p> <p>Resolution No. 1475/2009 2 September 2009 Infrastructure and Works Committee</p>	<p>Due to integration of art features into the footbridge construction, completion is scheduled for early September 2010. An opening event is planned for Saturday, 9 October 2010.</p> <p>Pedestrian lighting is being investigated for the length of the walkway from Queen Mary Avenue, through Ken Maunder Park to Rata Street, New Lynn. This is scheduled for installation in the 2010/2011 financial year.</p>	
2.	<p>Shadbolt Park, New Lynn Footbridge Replacement</p> <p>Resolution No. 1180/2009 6 July 2009 New Lynn Community Board</p> <p>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 and 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 summer of the 2010/2011 financial year.</p>	<p>Andreas Lilley  836 8000 Ext: 8553</p>
3.	<p>Parrs Park, Glen Eden, Artificial Turf Field</p> <p>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 commence from early 2011.</p>	<p>Andreas Lilley  836 8000 Ext: 8553</p>

	Issue	Comments	Reporting Council Officer
4.	<p>Parrs Park, Glen Eden North-East Development</p> <p>Resolution No. 367/2010</p> <p>7 April 2010</p> <p>Infrastructure and Works Committee</p> <p>Resolution No. 435/2010</p> <p>12 April 2010</p> <p>New Lynn Community Board</p>	<p>Detailed design has been finalised on the Parrs Park, Glen Eden, north-east development. Stage One of the physical works is programmed to be undertaken in early 2011. Stage Two of the physical works will be undertaken in the 2011/2012 financial year.</p>	<p>Tracey Hamilton</p> <p> 836 8000</p> <p>Ext: 8969</p>
5.	<p>Gardner Reserve, New Lynn Toilet Development</p> <p>Resolution No. 436/2010</p> <p>12 April 2010</p> <p>New Lynn Community Board</p>	<p>As part of the New Lynn Transit Oriented Development Project, a new public toilet is to be installed on Gardner Reserve, New Lynn.</p> <p>The New Lynn Community Board approved the design and location at its meeting held on 12 April 2010. Physical works are programmed to commence in late September 2010.</p>	<p>Tracey Hamilton</p> <p> 836 8000</p> <p>Ext: 8969</p>
6.	<p>Annison Green, Glen Eden Playground Upgrades</p> <p>Officer's Report</p>	<p>Works on Annison Green, Glen Eden have been delayed as a geotechnical report confirmed that soil conditions were not suitable for construction. Investigations are currently underway to determine the feasibility of relocating the playground elsewhere on Annison Green, Glen Eden.</p> <p>It is anticipated that a decision on the location of the playground will be made in early September 2010.</p>	<p>Tracey Hamilton</p> <p> 836 8000</p> <p>Ext: 8969</p>
7.	<p>Steps at Olympic Park, New Lynn</p> <p>Officer's Report</p>	<p>Tenders have now closed for this project with award likely in September 2010. Works will be programmed to commence in late September/early October 2010.</p>	<p>Roscoe Webb</p> <p> 836 8000</p> <p>Ext: 8768</p>
8.	<p>Parrs Park, Glen Eden, Car Park Upgrade</p> <p>Officer's Report</p>	<p>As part of Council's ongoing car park renewal programme, the car park adjacent to Hoani Waititi Marae at Parrs Park, Glen Eden is undergoing further upgrade work in the 2010/2011 financial year. Works involve an overlay of the recently completed chip seal car park surface with AC hotmix. Construction will take place in late 2010.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext: 8553</p>

	Issue	Comments	Reporting Council Officer
9.	Ceramco Park, Glen Eden, Car Park Upgrade  Officer's Report	As part of Council's ongoing car park renewal programme, the Ceramco Park, Glen Eden car park which is adjacent to the Glen Eden Scout Group Club building is being upgraded in the 2010/2011 financial year. Works involve construction of kerb and channel, and an overlay of the metal car park surface with AC hotmix. Construction will take place in late 2010.	Andreas Lilley ☎ 836 8000 Ext: 8553
10.	Barrons Green, Green Bay, Public Toilet Upgrade  Officer's Report	The existing single toilet cubicle at Barrons Green, Green Bay, has come to the end of its serviceable life and requires replacement.  Designs will be undertaken during the 2010/2011 financial year and physical works are planned for the 2011/2012 financial year.	Tracey Hodder ☎ 836 8000 Ext: 8969
11.	Parrs Park , Glen Eden, Playground Upgrade - Update Requested by the Board  Officer's Report	In the 2008/2009 financial year, design work commenced on the Parrs Park playground upgrade project. This project was removed from the Annual Plan 2009/2010 and work on this project ceased. The existing playground at Parrs Park is programmed for renewal in the 2012/2013 financial year.	Tracey Hodder ☎ 836 8000 Ext: 8969
12.	Ken Maunder Park, New Lynn, Public Toilet and Changing Room Upgrade  Officer's Report	The public toilet and changing room at Ken Maunder Park has reached the end of its serviceable life and requires replacement. Council has contributed funding to the Ken Maunder Park Community Trust and the public facilities are being incorporated into the indoor training facility. This project is programmed to be completed by the end of September 2010.	Tracey Hodder ☎ 836 8000 Ext: 8969
13.	Proposed Memorial Plaque to the Late Doreen Kellett Resolution No. 864/2010 28 June 2010 New Lynn Community Board Resolution No. 935/2010 8 July 2010 Policy and Strategy Committee	The memorial plaque and tree will be unveiled at the official opening of the Ken Maunder Park footbridge on Saturday, 9 October 2010.	Sarah Natac ☎ 836 8000 Ext: 8561

	Issue	Comments	Reporting Council Officer
14.	Waitakere City Council Election Signs Bylaw 2010 Officer's Report	The Waitakere City Council Election Bylaw 2010 has been publicly notified and is available on the Council website.  Signs may be erected on Council-owned land in Waitakere, other than on sites specifically prohibited, and on private land with the owners consent, for a period of two months prior to Election Day on Saturday, 9 October 2010 (except where a resource consent on private land has been issued for a longer period) (i.e. from Sunday, 8 August 2010 to midnight on Friday, 8 October 2010).	Charlie Inggs ☎ 836 8000 Ext: 8854

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.



## 9 COMMUNITY BOARD MINOR PARKS PROJECTS 2010/2011 - NEW LYNN WARD

### GLOSSARY

New Lynn Community Board	(the Board)
Community Board Minor Parks Project	(CBMPP)
Minor Parks Project	(MPP)
New Lynn Ward	(the Ward)
Possible	(POS)

### EXECUTIVE SUMMARY

The purpose of this report is to present the proposals received for Community Board Minor Parks Projects (CBMPPs) for the New Lynn Ward (the Ward) and to request that the New Lynn Community Board (the Board) prioritise and approve those projects that should be funded from the Annual Plan 2010/2011.

### RECOMMENDATIONS

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

1. **Receive** the Community Board Minor Parks Projects 2010/2011 – New Lynn Ward report

2. **Agree** to determine the priority for expenditure of the budget allocated in the Annual Plan 2010/2011 for Community Board Minor Parks Projects in the New Lynn Ward.

### BACKGROUND

1. In December 1999, the Community Facilities and Recreation Committee resolved to provide a discretionary budget for allocation by Community Boards for capital development projects on parkland. This decision recognised that there are a number of projects, generally less than \$10,000 in cost, which are raised as possible projects through Annual Plan submissions, Community Board public forums and other consultation processes. Undertaking these small projects is an important means of meeting local needs within the community.
2. In the Annual Plan 2010/2011, a total of \$120,000 was allocated to CBMPPs. This total budget has been divided between the four Wards on a per population basis using statistics from the 30 June 2009 census. The Board has \$36,324 to distribute.
3. During July 2010, Parks undertook a consultation process whereby stakeholders and community groups were invited to submit proposals for suitable Minor Parks Projects (MPPs). In total, 58 applications were received for 66 projects, some applications including multiple projects. Of these, 11 projects were located in the Ward. The following table shows the distribution of projects, population and funding for each ward.

WARD	Population	% of 204,500	% of \$120,000	No of projects
Henderson	62,700	30.66%	\$36,792.00	20
New Lynn	61,900	30.27%	\$36,324.00	11
Massey	54,400	26.60%	\$31,920.00	21
Waitakere	25,500	12.47%	\$14,964.00	14
<b>TOTALS</b>	<b>204,500</b>	<b>100.00%</b>	<b>\$120,000.00</b>	<b>66</b>

### DECISION MAKING

4. Parks officers have reviewed the applications and where relevant made comments and recommendations. In some cases the sites have been visited in order to assess the location and viability of the proposals. Wherever possible, an estimate of costs has been attached to the proposal. These are based on the information available at the time of writing this report and may be updated as additional information is received.
5. Comments and recommendations by Parks officers are based on the following criteria for the funding of projects through the CBMPP budget:
  - The funds are to be used for development projects on parks/Council owned land – this does not include projects on community buildings, club assets and lease areas, maintenance or renewal items;
  - The project must benefit the community and be available to the public; and
  - A maximum of \$20,000 can be spent on any one project in each financial year. The decision to extend the maximum amount of \$20,000 for any one project rests with the Board, but if it chooses to extend the \$20,000 for any one project, a recommendation to the appropriate Council Committee is required.
6. While projects have been recommended according to the Parks Capital Works criteria, the final decision rests with the Board.

## Issues

### Possible Development Projects

7. The following table outlines the approximate cost of a range of projects that can be undertaken for less than \$20,000. These costs are an average in order to give guidance to the Board, and do not take into account site-specific situations and variability.

Project Type	Approximate Cost Including Consents, Supply and Installation
Basketball half court	\$14,700
Sealing an existing gravel car park of approximately 250 square metres	\$13,125 for 10 car parking spaces including marking
Gravel path with timber edging	\$89 per lineal metre at 1.5 metre wide
Concrete path	\$130 per lineal metre at 1.5 metre wide
Creating/extending a gravel car park	\$7,350 for 10 car parking spaces
10 metre length of boardwalk	\$4,200
Macrocarpa bench seat	\$945
Macrocarpa bench seat with back	\$1,220
Macrocarpa picnic table	\$1,945
Town Centre/urban seat	\$845
Town Centre/urban picnic table	\$1,732
Set of two swings with bark under surfacing, scuff mats, new edging and local drainage, including Council consent fees (new stand alone park)	\$15,750
Set of two swings with scuff mats in an existing playground, including Council consent fees	\$5,250
Seesaw with bark under surfacing in an existing playground	\$3,675
Community Art Project	\$5,250
Small skate ramp - on existing slab	\$16,800
Planting - specimen trees	\$205 per tree
Planting - shrubbery	\$735 for 10 square metres
Barrier fencing (bollards and chain)	\$925 for 10 metres
Drinking fountain (by water supply)	\$3,465 (includes \$525 water meter)
Standard rubbish bin - stainless steel bin	\$1,260 per bin
Park name sign - 2 panel	\$1,260
Community Sign – Waitakere City Council standard	\$3,150

### Proposals

8. The Proposals received are outlined below with estimated costs and the Council officer's recommendations for each project. Under the 'Officer Recommendation' 'IN' means the project is recommended to be considered for allocation of funding and 'POS' (possible) means the project is eligible for funding but is not considered to be a high priority for reasons outlined in the report, e.g. it is a relatively high cost in relation to the total funding available. 'OUT' means the project is not recommended to be considered for allocation of funding for reasons which are outlined in the report, e.g. it is contrary to Parks Policy.

### Glen Eden Athletic & Harrier Club

Park	Proposal	Cost Estimate	Officer Recommendation
Ceramco Park	Drinking fountain near community building.	\$3,465	IN

- The drinking fountain might be better located near playground.

### Waitemata Table Tennis

Park	Proposal	Cost Estimate	Officer Recommendation
Parrs Park	Light for Table Tennis clubroom carpark	\$1,000	IN

- There have been ongoing security problems in this car park.

### Glen Eden Community House

Park	Proposal	Cost Estimate	Officer Recommendation
Prospect Park	Pedestrian walkway beside vehicle access, road is main access to community centre, dangerous, multi purpose and well used	Approx 90 sm x \$100pm = \$9,000	IN

- No consent required.

### New Lynn Rugby League

Park	Proposal	Cost Estimate	Officer Recommendation
Lawson Park	Boundary Trees trimmed (Seabrooke), bench seat and picnic table	\$2,990 table & seat	IN

- Tree trimming referred to tree maintenance contract and budget.

### Suburbs Rugby Football Club

Park	Proposal	Cost Estimate	Officer Recommendation
Shadbolt Park	Pathway, planting and lighting to enhance park and make it more useable for passive recreation	Path \$7,200 Seat \$1,220 = \$8,420	IN

- No lights, don't want to encourage people along the walkway at night. Could do with path, seats and/or plants.

### Policy and Strategy Committee resolution 936/2010 (July 2010)

Park	Proposal	Cost Estimate	Officer Recommendation
Ken Maunder Park	Placement of a memorial plaque and tree next to the Ken Maunder Park footbridge in memory of the late Doreen Kellett	\$1,500	IN

### Glen Eden Athletic & Harrier Club

Park	Proposal	Cost Estimate	Officer Recommendation
Ceramco Park	Recycling bins like those at Glen mall. School children use the park to cross and leave rubbish behind. 1 bin near playground 1 near car park.	\$10,000 each	POS

- Existing bins in this park are located near car park and playground and there is only one field. Encourage users to take rubbish home. Maybe useful as a site trial but a large proportion of funding.

### West Auckland Historical Society

Park	Proposal	Cost Estimate	Officer Recommendation
Roadside Reserve corner Rankin Avenue and Clark Street	Install historic Auckland Brick & Tile gate post & plaque close to original location.	\$2,000	POS

- This may not be best long-term location due to the prospect of ongoing work in this area including possible road widening as part of New Lynn upgrade.

### Parks/Community Board

Park	Proposal	Cost Estimate	Officer Recommendation
Copley Reserve	Playground extension	\$15,000	POS

- Extended in 2008/2009 CBMPP Fund. Could add spinner or seesaw which would require a ground extension and a large proportion of funding.

### Green Bay Community Centre

Park	Proposal	Cost Estimate	Officer Recommendation
Barron Green	Information sign	\$3,150	POS

- Currently not encouraging new Waitakere City Council branded signs due to upcoming Auckland Council restructure.

### West Lynn Garden Society

Park	Proposal	Cost Estimate	Officer Recommendation
West Lynn Gardens	Outdoor drinking fountain	\$3,465	NO

- Project does not meet funding criteria - not Council owned land.

- A workshop is being held with the Board immediately prior to the meeting of 30 August 2010 to discuss each proposal in detail including taking into consideration the following:

- The cost-benefits of each option in terms of present and future economic, environmental, social and cultural wellbeing;
- The extent to which community outcomes would be promoted or achieved; and
- The impact of each option in providing for present and future needs.

### **Consideration of Community Views**

10. The bulk of the proposals outlined in this report were submitted by members of the community. The applicants and other parties affected by projects approved by the Board will be consulted as applicable; i.e. in regards to the most suitable placement of the asset.

### **STRATEGIC CONTEXT**

11. These projects contribute to Council's Social Strategy. The vision for the Social Strategy is that everyone feels valued and connected to their communities, neighbourhoods and the natural environment; everyone can access the facilities activities and services they need to achieve optimal health and wellbeing; everyone is safe in their families and communities; everyone has enough to live on; everyone has the information, skills and knowledge they need to participate fully in society, everyone has affordable sustainable and healthy housing choices and every child is health and ready to learn.
12. The objectives of this Social Strategy are: Build strong resilient communities and develop community leadership; Develop Waitakere's community infrastructure and assets; Create built and natural environments that are accessible, sustainable and promote the health and wellbeing of all people; and prioritise the needs of children and young people.

### **CONSULTATION**

13. The CBMPP budget is a fund that allows for community organisations to have a direct say in the development of minor capital projects on park land. Community organisations were invited to submit proposals for suitable MPPs through a consultation process that included the Council "Have your Say" website and a letter sent to Residents and Ratepayer's associations, sports clubs and other user groups and stakeholders. In addition, Parks officers reviewed the Annual Plan 2010/2011 and Long Term Council Community Plan 2009-2019 submissions and received requests made through the Call Centre.

### **RESOURCES**

14. The allocation for CBMPPs in the Ward, through the Annual Plan 2010/2011, is \$36,324.

### **IMPLEMENTATION ISSUES**

15. In all, a total of 11 applications were received for the Ward. Of these, only one did not meet the criteria. The total costs of the 10 funding applications that did meet the criteria are \$56,525. Of these, the six proposals recommended for funding (IN) amount to \$26,375. This leaves a balance of \$9,949.00 which could be allocated to another project. There are an additional four possible (POS) proposals amounting to \$30,150. The Board should assess the proposals and decide which projects will be completed equating to an estimated cost of \$36,324 or less.
16. Once the decision has been made as to which projects will go ahead, no implementation issues are foreseen.

## AUCKLAND COUNCIL TRANSITION ISSUES

17. 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:** Mandy McMullin, Parks Assets.



## 10 WAITAKERE GYMNASTICS INCORPORATED

### GLOSSARY

Olympic Park Recreational Reserve Management Plan 2003 (the Management Plan)  
Waitakere Gymnastics Incorporated (WGI)

### EXECUTIVE SUMMARY

The purpose of this report is to inform the New Lynn Community Board that on 1 September 2010, the Infrastructure and Works Committee, as the delegated authority, will be hearing an application to negotiate a new lease of land located at Olympic Park being Part Sections 19 and 21 on SO 30628 and Part Lot 7 on DP 36352 with Waitakere Gymnastics Incorporated (WGI).

### RECOMMENDATION

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

**Receive** the Waitakere Gymnastics Incorporated - New Lease at Olympic Park report.

### BACKGROUND

1. Olympic Park is a Citywide sports field comprising 7.0561 hectares owned in fee simple by Waitakere City Council.
2. WGI's (formerly Lynrey Gymnastics Club) building was built in the late 1980s and is situated on the land encompassing Part Sections 19 and 21 on SO 30628 and Part Lot 7 on DP 36352 and is classified as recreation purposes under the Reserves Act 1977.
3. WGI has been situated at Olympic Park providing gymnastics to west Auckland since 1957. WGI's current membership is approximately 245 children. WGI objectives from its constitution are to:

*"promote the sport of gymnastics; create opportunities for all participants, (eg committee members, gymnasts, coaches, judges etc) to reach their potential and encourage and develop quality performance at the varying levels and disciplines of gymnasts".*

4. The Council and WGI entered into a ten year lease which expired on 18 November 2008. WGI desire a new lease for a period of ten years with a right of renewal for a further five years in accordance with the Council's Community Leases Policy.
5. WGI claim to be the only gymnastic club in Waitakere and one of the best equipped gymnasiums within the Auckland region.
6. WGI's building is heavily utilised in offering programmes to 1,500 children including pre-school, recreation, competitive gymnastics and acrobatic tumbling for all ages and abilities. WGI operate a Kiwi Gym Fun Program, covering gymnastic curriculum, for a large number of primary and intermediate schools located within Waitakere and surrounding areas. Adult classes are rapidly expanding due to demand.
7. WGI holds two regional gymnastics competitions per year attracting 200 competitors, their families and friends from Whangarei to Pukekohe.
8. Over the years WGI has invested substantially in its gymnasium building and equipment. Strong letters of support have been received by the Council supporting this proposal from Sport Waitakere, Point Chevalier School, Oratia District School, Hebron Christian College and GymSports New Zealand.

## DECISION MAKING

### Lease

A1

9. It is proposed that a new lease be negotiated and concluded with WGI of the footprint of its building as attached at page A1 at Olympic Park located on Part Sections 19 and 21 on SO 30628 and Part Lot 7 on DP 36352.
10. It is proposed that the new lease under section 54(1)(b) of the Reserves Act 1977, be in accordance with the Community Leases Policy for a term of ten years with one right of renewal of five years at \$250 per annum.

### **Olympic Park Recreational Reserve Management Plan 2003** (the Management Plan)

11. Olympic Park's principal purpose is to provide an integrated mix of organised sport and passive recreation. It has a strong sporting history attracting local and Citywide users.
12. Policy 5.2 of the Management Plan relating to leases states:

*"Provide for the continuation of leasing areas of land within the reserve to provide for community use and well-being".*

### **Reserves Act 1977**

13. Olympic Park is categorised by the Council as a Citywide sports field and is classified under the Reserves Act 1977 as a recreation reserve.
14. The consent of the Minister of Conservation is not required under section 54(1)(b) of the Reserves Act 1977 and neither is public notice required because the activity is an existing use and is in conformity with and contemplated by the Management Plan.

### Community Leases Policy

15. WGI conforms with the Council's Community Leases Policy. Membership is open and WGI's building and facilities are utilised by In Flight Circus and Trapeze School and dancing groups.

### STRATEGIC CONTEXT

16. The proposal is in keeping with the Council's Parks Open Space Strategic Plan 2009 and the Social Strategy in that it provides access to a recreation facility in which members of the community can participate and feel connected thereby enhancing the community's quality of life. The proposal also fits with the Council's Cultural Wellbeing Strategy by promoting the health and wellbeing of people in the community.

### CONSULTATION

17. The Council's Lease Assessment Group has been consulted and is agreeable to the proposal.

### RESOURCES

18. There are no resources required other than staff time.

### IMPLEMENTATION ISSUES

19. If approval is granted a new lease will be negotiated and agreed with WGI.

### 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.

Report prepared by: Odette Pepers, Community and Reserves Lease Officer



## 11 NEW LYNN RUGBY LEAGUE FOOTBALL CLUB INCORPORATED - NEW LEASE AT LAWSON PARK, NEW LYNN

### GLOSSARY

New Lynn Rugby League Football Club Incorporated (NLRLFCI)  
New Lynn Reserves Management Plan 2004 (the Management Plan)

### EXECUTIVE SUMMARY

The purpose of this report is to inform the New Lynn Community Board that on 1 September 2010, the Infrastructure and Works Committee as delegated authority will be hearing an application to negotiate a new lease of land located on part of Section 1 Block V SO Plan 12265 at Lawson Park with New Lynn Rugby League Football Club Incorporated (NLRLFCI).

## **RECOMMENDATION**

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

**Receive** the New Lynn Rugby League Football Club Incorporated – New Lease at Lawson Park, New Lynn report.

## **BACKGROUND**

- A2
1. Lawson Park is a Citywide sports field in the New Lynn Ward and is classified as a recreation reserve under the Reserves Act 1977.
  2. NLRLFCI clubrooms are situated on part of the land encompassing Sec 1 Block V SO 12265 as shown in diagram attached at page A2.
  3. The Council and NLRLFCI entered into a 21 year lease from 1 April 1982. The lease has expired with no right of renewal. NLRLFCI desire a new lease for a period of ten years with a right of renewal for a further five years in accordance with Council's Community Leases Policy.
  4. NLRLFCI has played rugby league at Lawson Park since 1967 and is affiliated to Auckland Rugby League Incorporated and New Zealand Rugby League Incorporated. NLRLFCI uses its clubrooms every day of the week from 8.00 am to 11.00 pm. NLRLFCI has 242 members and 98 are under 18 years of age.
  5. NLRLFCI is interested in renovating its clubrooms and to purchase further equipment.

## **DECISION MAKING**

### **Issues**

#### **Lease**

6. It is proposed that a new lease under section 54(1)(b) of the Reserves Act 1977, be in accordance with the Community Leases Policy for a term of ten years with one right of renewal of five years at \$250 per annum.

#### **New Lynn Reserves Management Plan 2004 (the Management Plan)**

7. The Management Plan makes reference to NLRLFCI's expired lease and contemplates the drafting of a further lease. A lease was drafted in 2006 but not executed.
8. The Management Plan also acknowledges under the expired lease that the NLRLFCI is to make available the public toilets and changing rooms in the clubrooms to the public at all times. Council has now gifted ownership of the toilet and changing room facilities to NLRLFCI, so this requirement to the public has ceased.
9. The Infrastructure and Works Committee at its meeting held on 2 December 2009 resolved as follows:

*“The Infrastructure and Works Committee resolved to:*

*Approve the change of ownership of the toilet and changing room facilities that are incorporated into the clubrooms of the New Lynn Rugby League Football Club Incorporated at Lawson Park from the Waitakere City Council to the New Lynn Rugby League Football Club Incorporated.”*

10. Policy 2.2 of the Management Plan states:  

*“To promote wherever possible, the shared use of the mixed-use reserves and their facilities by a range of appropriate user groups.”*
11. Policy 9.5 of the Management Plan states:  

*“To use the control of lease agreements to ensure the most effective and equitable use of the New Lynn Reserves and facilities.”*
12. NLRLFCI is currently working with the Council and Sport Waitakere regarding a possible joint venture with Western Magpies Softball Club Incorporated. This is a positive move which Council supports through the Active Recreation Strategy 2009 where ‘Partnership Projects’ are seen as an effective and sustainable way to develop active recreation infrastructure in Waitakere.
13. Policy 2.2 of the Management Plan also states:  

*“Ensure that the concerns of local residents are taken into consideration when renegotiating the lease for the Clubrooms and facilities at Lawson Park.”*
14. It is proposed to add a clause under the special conditions of the lease that NLRLFCI do not allow any act to be done on Lawson Park which may be a nuisance, disturbance or annoyance to neighbours or to Council and not to carry on any activity causing noise after 12pm on any evening.

#### **Reserves Act 1977**

15. Lawson Park is categorised by Council as a Citywide sports field and is classified under the Reserves Act 1977 as a recreation reserve.
16. The consent of the Minister of Conservation is not required under section 54(1)(b) of the Reserves Act 1977 and neither is public notice required because the activity is an existing use and is in conformity with and contemplated by the Management Plan.

#### **Community Leases Policy**

17. NLRLFCI conforms with Council’s Community Leases Policy. It is an incorporated society with open membership.

#### **STRATEGIC CONTEXT**

18. The proposal is in keeping with Council’s Parks, First Call for Children and Strong Communities Strategies in that it provides access to a recreation facility in which members of the community can participate and feel connected thereby contributing to the wellbeing of the City.

#### **CONSULTATION**

19. Council’s Lease Assessment Group has been consulted and is agreeable to the proposal.

#### **RESOURCES**

20. There are no resources required other than staff time.

## IMPLEMENTATION ISSUES

21. If approval is granted a new lease will be negotiated and agreed with NLRLFCI.

## AUCKLAND COUNCIL TRANSITION ISSUES

22. 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: Odette Pepers, Community and Reserves Lease Officer



## 12 CLASSIFICATION OF PROPERTIES AS RESERVES PURSUANT TO SECTION 14 OF THE RESERVES ACT 1977

### GLOSSARY

Project Twin Streams (PTS)  
Reserves Act 1977 (the Act)

### EXECUTIVE SUMMARY

The purpose of this report is to obtain approval from the New Lynn Community Board to publicly notify Council's intention to classify properties purchased via Project Twin Streams (PTS) as reserves pursuant to section 14 of the Reserves Act 1977 (the Act).

Classification pursuant to the Act provides a mechanism for greater protection of the properties, and the purpose(s) for which they were acquired, than if the properties were to be administered as undesignated freehold sites.

### RECOMMENDATIONS

It is recommended that New Lynn Community Board resolve to:

1. **Receive** the Classification of Properties as Reserves Pursuant to section 14 of the Reserves Act 1977 report.
2. **Agree** to the public notification of Council's intention to classify the properties for designated purpose(s) scheduled in the table below as reserves pursuant to section 14 of the Reserves Act 1977:

	Property Address	Legal Description	Proposed Reserve Status
38A	Glendale Road	LOT 2 DP 413305	Local Purpose (Esplanade) Reserve
40	Glendale Road	LOT 2 DP 37652	Local Purpose (Esplanade) Reserve
60A	Glendale Road	Lot 1 DP39601	Local Purpose (Esplanade) Reserve

	Property Address	Legal Description	Proposed Reserve Status
64	Glendale Road	Sec 5 SO 40442	Local Purpose (Esplanade) Reserve
68	Glendale Road	Sec 4 SO 40442	Local Purpose (Esplanade) Reserve (Part only)
70-72	Glendale Road	Sec 2 and 3 SO 40442	Local Purpose (Esplanade and Cycleway) Reserve
84	Glendale Road	Sec 8 SO 404010	Local Purpose (Esplanade) Reserve (Part only)
88	Glendale Road	Sec 7 SO 404010	Local Purpose (Esplanade) Reserve (Part only)
90	Glendale Road	Sec 6 SO 404010	Local Purpose (Esplanade) Reserve (Part only)
92	Glendale Road	Sec 5 SO 404010	Local Purpose (Esplanade) Reserve
94	Glendale Road	Sec 4 SO 404010	Local Purpose (Esplanade) Reserve
98	Glendale Road	Lot 9 DP39430	Local Purpose (Esplanade) Reserve (Part only)
110 (108)	Glendale Road	LOT 1 DP 181201 LOT 1 DP 181201	Local Purpose (Esplanade) Reserve (Part only)
13c	Inver Street	LOT 11 DP 63755	Local Purpose (Esplanade and Cycleway) Reserve
15a	Inver Street	LOT 10 DP 63755	Local Purpose (Esplanade and Cycleway) Reserve
6a	Lucinda Place	LOT 2 DP 58034	Local Purpose (Esplanade) Reserve
6b	Lucinda Place	LOT 3 DP 58034	Local Purpose (Esplanade) Reserve
18	Lucinda Place	LOT 9 DP 58034	Local Purpose (Esplanade) Reserve (Part only)
2/20	Lucinda Place	LOT 10 DP 58034	Local Purpose (Esplanade) Reserve
24	Lucinda Place	LOT 4 DP 64780	Local Purpose (Esplanade) Reserve
69	Routley Drive	LOT 5 DP 35530	Local Purpose (Esplanade and Cycleway) Reserve
72	Routley Drive	LOT 23 DP 35530 LOT 2 DP 381537 LOT 1 DP 382275 LOT 2 DP 397383 LOT 4 DP 397383 LOT 1 DP 381657 SEC 2 SO 404422 SEC 3 SO 404422 SEC 4 SO 404422 SEC 5 SO 404422 SEC 7 SO 404422 SEC 3 SO 404010 SEC 4 SO 404010 SEC 5 SO 404010 LOT 2 DP 415321	Local Purpose (Esplanade and Cycleway) Reserve
59A	Savoy Road	SEC 1 SO 420767	Local Purpose (Esplanade) Reserve (Part only)
61	Savoy Road	LOT 3 DP 43771	Local Purpose (Esplanade) Reserve

	Property Address	Legal Description	Proposed Reserve Status
63	Savoy Road	LOT 2 DP 43771	Local Purpose (Esplanade) Reserve
72	Savoy Road	PT LOT 1 DP 55342	Local Purpose (Esplanade and Cycleway) Reserve
72A	Savoy Road	LOT 2 DP 55342	Local Purpose (Esplanade and Cycleway) Reserve
337	West Coast Road	LOT 4 DP 51389	Local Purpose (Esplanade) Reserve
338b	West Coast Road	LOT 2 DP 64018	Local Purpose (Esplanade) Reserve
338c	West Coast Road	LOT 2 DP 404975	Local Purpose (Esplanade) Reserve
339	West Coast Road	LOT 3 DP 51389	Local Purpose (Esplanade) Reserve
2/340	West Coast Road	LOT 1 DP 64018	Local Purpose (Esplanade) Reserve
341	West Coast Road	LOT 2 DP 51389	Local Purpose (Esplanade) Reserve
343	West Coast Road	LOT 1 DP 51389	Local Purpose (Esplanade) Reserve
4	Woodglen Road	LOT 1 DP 61475	Local Purpose (Esplanade) Reserve (Part only)
6	Woodglen Road	LOT 21 DEEDS W79	Local Purpose (Esplanade) Reserve (Part only)
10	Woodglen Road	LOT 1 DP 93539	Local Purpose (Esplanade) Reserve (Part only)
18A	Woodglen Road	LOT 2 DP 78524	Local Purpose (Esplanade) Reserve (Part only)
20	Woodglen Road	LOT 2 DP 393850	Local Purpose (Esplanade) Reserve (Part only)

3. **Agree** that for those properties where no objections are submitted, it be recommended that Council declares these properties (detailed in Resolution 2) to be reserves of the status and purpose(s) scheduled pursuant to section 14 of the Reserves Act 1997, and that Council's resolution be gazetted pursuant to the powers delegated to Council by the Minister of Conservation.
4. **Agree** that a special meeting of the New Lynn Community Board be held in September 2010 to hear any objections to the classification of the properties listed in Resolution 2 as reserves, if necessary.

### BACKGROUND

1. PTS is a Council and community partnership project which aims to restore the riparian margin along Henderson Creek, and the Oratia, Opanuku, Waikumete, and Swanson streams.
2. PTS is funded via grants provided by Auckland Regional Holdings and by Council.
3. As part of PTS, Council has purchased 37 properties in the New Lynn Ward to:
  - remove the properties from flood hazards;
  - obtain riparian margins for stream restoration, and;
  - obtain land for walk/cycleway construction.
4. A list of the properties purchased in the New Lynn Ward is scheduled in resolution 2 with a map showing the location of the properties attached at page A3.

## DECISION MAKING

### Issues

5. Through PTS, Council and community have invested resources and goodwill in restoring the riparian margins that run through these properties. The grant funding provided to PTS for property acquisitions has no provision for ongoing maintenance of the properties purchased. Hence, all the properties acquired need to be classified as reserves so they can be incorporated into Council's maintenance schedule.
6. In order for this handover to occur, the properties need to be classified as reserves under the Act for the reason that classification provides an additional mechanism for the protection of the land and its stated purpose (use). This makes it difficult to implement changes which affect the reserve's designated use, or to dispose of the land.
7. The proposed designated use also provides protection for the walk and cycleways which have been newly constructed on some of these properties.
8. The reserve designation proposed for each property has been determined based on the status of reserves adjoining them. This will ensure there is consistency in the status of each property parcel currently managed within reserves.

### Options Identified

9. Two options have been identified:
  - Option 1 – Classification of the properties scheduled in Resolution 2 as reserves pursuant to the Act. The cost of this option is estimated at \$3,000.
  - Option 2 – Continue to administer the properties as undesignated freehold lots. This is the “do nothing” option, and there are no additional costs associated with this option.

### Assessment of Options

10. The advantages and disadvantages of each of the two options are noted in Table 1 below.

Option 1	Advantages	<ul style="list-style-type: none"> <li>• The purpose of the land is clearly stated and ongoing work can be programmed.</li> <li>• Additional protection is provided to the property as the process involved with altering its purpose(s), status and ownership is more stringent than if administering the property as freehold land only.</li> <li>• The properties being proposed for designation will have similar status to the existing reserves adjoining them.</li> </ul>
	Disadvantages	<ul style="list-style-type: none"> <li>• Council will be required to follow a much more stringent set of processes to implement any changes to the purpose(s), status or ownership of these properties.</li> <li>• This option will incur costs associated with advertising for community consultation, which is estimated at \$3,000.</li> </ul>

Option 2	Advantages	<ul style="list-style-type: none"> <li>• Council will have flexibility and ability to make decisions internally on all management matters affecting these properties.</li> <li>• There are no additional costs associated with this option.</li> </ul>
	Disadvantages	<ul style="list-style-type: none"> <li>• The process to change the use, status or ownership (through disposal) of the properties is more straightforward than if they were designated. This increases the risk of losing the land, and/or its intended purpose if future management were to pursue this avenue.</li> </ul>

**Table 1 - Assessment of Options.**

### Consideration of Community Views

11. The Council, through this report, is seeking approval to invite community views by publicly notifying its intentions to classify the scheduled properties.

### Preferred Option

12. The preferred option is Option 1. This option takes into consideration that it is desirable to put in place the greatest protection mechanisms as possible to administer the properties scheduled in Resolution 2 within Council ownership for the intended purpose(s) for which they were purchased.

### STRATEGIC CONTEXT

13. Classification of the scheduled properties for their designated purpose(s), contribute to the following Council strategies:
  - Environment
    - Maintaining, protecting and enhancing the natural environment.
    - Enabling community care and conservation of the green network.
  - Transport
    - Increasing the walking and cycling network.

### CONSULTATION

14. Consultation has been carried out internally with Parks Assets (as the future administrators of these properties), who have expressed support for Option 1.

### RESOURCES

15. Legal Services is required to assist with preparation of the public notification, which they have been consulted on, and have agreed to do.
16. The cost of advertising is estimated at \$3,000, and will be funded by revenue obtained from the sale of properties surplus to PTS requirements.
17. Council is the current landowner of these properties, and administers them as fee simple open spaces. Therefore, long term the cost of maintenance will require the allocation of resources on an ongoing basis.

## IMPLEMENTATION ISSUES

18. Council is required to publicly notify its intention to classify the properties as reserves pursuant to the Act and allow at least one month for submissions. This means that reporting and hearing of objections, if any, will need to take place at a special meeting of the New Lynn Community Board in September 2010.
19. Council shares part ownership of seven properties which are in cross-lease or stratum titles. Council is in the process of extracting itself from these cross-lease situations in order to ensure that all properties handed over to Parks Assets are in freehold title.

## 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.

**Report prepared by:** Anil Karan, Evaluations Leader – Project Twin Streams.



## 13 DELTA AVENUE, NEW LYNN - NEW 20 P120 PARKING RESTRICTIONS

### EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval for 20 new P120 parking restrictions in the off-street car park located at number 2 Delta Avenue, New Lynn.

Council officers consulted with the management of the car park and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the 20 P120 parking restrictions or to have the area remain unrestricted.

### RECOMMENDATIONS

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

1. **Receive** the Delta Avenue, New Lynn - New 20 P120 Parking Restrictions report.
2. **Approve** that in relation to **DELTA AVENUE, 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 south-western boundary line of the car park at number **2 DELTA AVENUE**, starting from the first angle parking bay closest to Great North Road and extending west for 20 angle spaces, the **P120** parking restrictions 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 restrictions.

### **BACKGROUND**

1. Recently New Lynn has undergone some major changes and as a result of those changes there has been some loss of on-street parking. Council has been asked to identify an area where restricted parking can be implemented to compensate the loss of on-street parking. The area identified is currently unrestricted.

### **DECISION MAKING**

#### **Issues**

2. A request for 20 P120 parking restrictions was received to assist with the loss of on-street parking in New Lynn.
3. The location of the new 20 P120 parking restrictions is indicated on the diagram attached at page A4.

A4

#### **Options Identified**

4. Two options have been identified: to install the 20 P120 parking restrictions or to have the area remain unrestricted.

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

5. Consultation was undertaken with the management of the car park during July 2010. No objections were received.

#### **Preferred Option**

6. The new 20 P120 parking restrictions are recommended to provide suitable customer parking to the adjacent businesses.

### **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. Parking restrictions can be applied to ensure efficient, safe movement on roads.

### **CONSULTATION**

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

### **RESOURCES**

10. The new P120 parking restriction can be implemented under the Annual Plan 2010/2011 minor safety improvements budget.

### **IMPLEMENTATION ISSUES**

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

## 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.



## 14 MARGAN AVENUE, NEW LYNN – NEW BUS STOP PARKING RESTRICTIONS

### GLOSSARY

Auckland Regional Transport Authority (ARTA)

### EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval to install two new bus stop parking restrictions on Margan Avenue, New Lynn.

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 two new bus stop parking restrictions or to leave the area as it is.

### RECOMMENDATIONS

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

1. **Receive** the Margan Avenue, New Lynn – New Bus Stop Parking Restrictions report.
2. **Approve** that in relation to **MARGAN AVENUE, 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 restrictions now be resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **MARGAN AVENUE**, outside property number 49 Margan Avenue for a distance of approximately 16 metres, the **BUS STOP** parking restriction be put in place.
    - (ii) on the north kerb line of **MARGAN AVENUE**, outside property number 10 Margan Avenue (large corner property) for a distance of approximately 16 metres, the **BUS STOP** 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 limitations and restrictions.

### **BACKGROUND**

1. The Auckland Regional Transport Authority (ARTA) is planning to implement redesigned bus services in the Green Bay area in late September 2010 in conjunction with the opening of the New Lynn Bus Rail Interchange and the introduction of a new western line train timetable. These new services are designed to make South Lynn and Green Bay bus services more direct and better connected to New Lynn. They are designed to integrate with the new rail timetable.

### **DECISION MAKING**

#### **Issues**

2. ARTA has requested additional bus stop parking restrictions on Margan Avenue, New Lynn, as they propose to provide bus service between Hutchinson Avenue and Astley Avenue, New Lynn. There is a retirement village in the vicinity of 73/75 Margan Avenue which currently has no public transport service.

A5

3. The location of the two new bus stop parking restrictions is indicated on the diagram attached at page A5.

#### **Options Identified**

4. Two options have been identified: to install the two new bus stop parking restrictions to allow for the new scheduled bus services and a potential increase in bus use or to leave the area as it is.
5. The proposal to provide bus service to this section of Margan Avenue is dependent on the approval of suitable bus stop locations.

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

6. Consultation was undertaken with the affected residents during July 2010. No objections were received.

#### **Preferred Option**

7. The preferred option is to install the bus stop parking restrictions.

### **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. 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

10. Council and ARTA officers have worked together to identify optimal solutions that deliver on bus customer requirements while taking into account of the needs of other road user groups.
11. Consultation with internal staff and Maori was not required for this report.

## RESOURCES

12. The new bus stop parking restrictions can be implemented under the Annual Plan 2010/2011 minor improvements 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.



## 15 SEABROOK AVENUE, NEW LYNN – NEW BUS STOP PARKING RESTRICTIONS

### GLOSSARY

Auckland Regional Transport Authority (ARTA)

### EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval to install four new bus stop parking restrictions on Seabrook Avenue, New Lynn.

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 four new bus stop parking restrictions or to leave the area as it is.

### RECOMMENDATIONS

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

1. **Receive** the Seabrook Avenue, New Lynn – New Bus Stop Parking Restrictions report.

2. **Approve** that in relation to **SEABROOK AVENUE, 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 restrictions now be resolved to be specified and imposed, namely,
    - (i) on the eastern kerb line of **SEABROOK AVENUE**, outside property numbers 6 and 44 Seabrook Avenue for a distance of approximately 14 metres, the **BUS STOP** parking restrictions be put in place.
    - (ii) on the western kerb line of **SEABROOK AVENUE**, outside property numbers 11 and 33 Seabrook Avenue for a distance of approximately 15 metres, the **BUS STOP** parking restrictions 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 limitations and restrictions.

## BACKGROUND

1. The Auckland Regional Transport Authority (ARTA) is planning to implement redesigned bus services in the Green Bay area in late September 2010 in conjunction with the opening of the New Lynn Bus Rail Interchange and the introduction of a new western line train timetable. These new services are designed to make South Lynn and Green Bay bus services more direct and better connected to New Lynn. They are also designed to integrate with the new rail timetable.

## DECISION MAKING

### Issues

2. ARTA has requested additional bus stop parking restrictions on Seabrook Avenue, New Lynn as they propose to provide a new bus service between Willerton Avenue and Margan Avenue, New Lynn. There is housing for older adults and social housing in this section of Seabrook Avenue which currently has no public transport service.
3. The location of the four new bus stop parking restrictions is indicated on the diagram attached at page A6.

### Options Identified

4. Two options have been identified: to install the four new bus stop parking restrictions on Seabrook Avenue to allow for the new scheduled bus services and a potential increase in bus use or to leave the area as it is.
5. The proposal to provide a bus service to the northern end of Seabrook Avenue is dependent on the approval of suitable bus stop locations.

### **Consideration of Community Views**

6. Consultation was undertaken with affected residents during July 2010. No objections were received.

### **Preferred Option**

7. The preferred option is to install the new bus stop parking restrictions.

### **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. 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**

10. Council and ARTA officers have worked together to identify optimal solutions that deliver on bus customer requirements while taking account of the needs of other road user groups.
11. Consultation with internal officers and Maori was not required for this report.

### **RESOURCES**

12. The new bus stop parking restrictions can be implemented under the Annual Plan 2010/2011 minor improvements 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.



16 **SEYMOUR ROAD / PARRS CROSS ROAD, SUNNYVALE - ROUNDABOUT REVIEW**

**EXECUTIVE SUMMARY**

The purpose of this report is to update the New Lynn Community Board regarding the July 2010 review of the roundabout installed in April 2010 at the intersection of Seymour Road and Parrs Cross Road, Sunnyvale. These works were undertaken as part of the 2009/2010 Citywide minor improvement programme.

In summary, the review showed the roundabout is working well and no incidents of significance were observed. However, some road marking changes will be undertaken which are expected to improve the roundabout's operation.

**RECOMMENDATION**

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

**Receive** the Seymour Road / Parrs Cross Road, Sunnyvale - Roundabout Review report.

**BACKGROUND**

1. Seymour Road and Parrs Cross Road are classified as district arterial roads in the Waitakere City Council District Plan, and carry approximately 12,000 and 30,000 vehicles per day respectively.
- A7 2. Prior to the roundabout being installed in April 2010, there were driver delays for vehicles turning right into or out of Seymour Road during peak periods and the Council received requests to improve this situation. In addition, there was a pattern of accidents at this intersection with 17 being reported between 2004 and 2008. Five accidents involved vehicles turning into Seymour Road, including two injuries. The new roundabout was designed to address the safety problems at this intersection, and reduce delays for Seymour Road traffic with overall reduction in driver delays. The location and design of the new roundabout is indicated on the diagram attached at page A7.
3. Subsequent to the roundabout being installed, Council received concerns from the public regarding the narrow lane width of the approaches and through the roundabout. These have been designed to comfortably accommodate two large cars side by side, but large trucks and buses are expected to straddle both lanes. Reasons for such a layout are:
  - better speed control is achieved through the roundabout, which is beneficial to traffic safety (especially for pedestrians and cyclists);
  - a smaller diameter roundabout can be used which is more economic to install; and
  - it is safer for cyclists to travel through the roundabout and for pedestrians to cross since cars are not able to overtake them within the traffic lanes.
4. A request for Council to review the operation of this newly installed roundabout was raised during the June 2010 meeting of the Infrastructure and Works Committee in July 2010 (three months after installation) and report back to this Committee.

**DECISION MAKING**

**Issues**

- A8-A27 5. A review was carried out in late July 2010 and a copy is attached at pages A8 to A27. The review included analysis of six hours video footage of Parrs Cross Road approaches to the roundabout, on a fine weather weekday from 7.30 am to 10.30 am and 3.00 pm to 6.00 pm. Key findings were as follows:

- In general the roundabout is working well and no incidents of significance were observed. However some roadmarking changes are recommended which are expected to improve its operation.
- The Parrs Cross Road south-bound approach does experience some delays in peak periods which are due to the kerb side lane being under utilised by vehicles heading towards Glen Eden. However, vehicle queues are generally not longer than eight vehicles at any time before drivers start using the kerb side lane.
- Large trucks use of the narrow lanes was exemplary, with only one significant incident observed during the six hour period. This incident involved a bus entering alongside a car, but speeds were low enough that the car was able to slow and let the bus get past on the circulating carriageway. In general large truck users have well adapted to straddling both traffic lanes.
- Although lane widths for both Parrs Cross Road approaches are adequate for two large passenger vehicles to drive alongside one another, there were examples of lane cutting across the kerbside lane by adjacent vehicles. In one or two incidents there was a near conflict observed, both at the Parrs Cross Road north-bound approach just after entering the roundabout. It is considered that some new raised profile road markings between traffic lanes in this area will address this. Unless it is reported by the police or members of the public that accidents are occurring, more works than this are not considered to be justifiable at this stage.
- Several cyclists were observed to travel through the roundabout during the survey period, and all were well able to 'claim the lane' and travel through safely without vehicles overtaking.
- Relocating the vehicle limit line on Seymour Road approach back one metre is being undertaken, as cars occasionally protrude into the roundabout and create an obstruction for circulating vehicles.

### **STRATEGIC CONTEXT**

6. 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.
7. The new roundabout addresses the previous operational and traffic safety issues that were being experienced at the intersection.

### **CONSULTATION**

8. No further consultation has been undertaken regarding the roundabout following its installation in April 2010.

### **RESOURCES**

9. Funding for the road marking improvements at the roundabout can be provided from the Annual Plan 2010/2011 minor improvements budget.

### **IMPLEMENTATION ISSUES**

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

## AUCKLAND COUNCIL TRANSITION ISSUES

11. 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:** Duncan Campbell, Senior Transport Engineer.



## 17 RATA STREET, NEW LYNN - NEW SIGNALISED PEDESTRIAN CROSSING SIGNALS

### EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval for the installation of new signalised pedestrian crossing signals on Rata Street just south of Rimu Street, New Lynn.

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

Two options have been identified: to install the new signalised pedestrian crossing signals or leave the area as it is.

### RECOMMENDATIONS

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

1. **Receive** the Rata Street, New Lynn - New Signalised Pedestrian Crossing Signals report.
2. **Approve** the installation of **SIGNALISED PEDESTRIAN CROSSING SIGNALS** on **RATA STREET, NEW LYNN**, just south of Rimu Street as indicated on the diagram attached at page A28.
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 signalised pedestrian crossing signals.

### BACKGROUND

1. Council officers have identified that there is a significant safety issue for pedestrians crossing Rata Street just south of Rimu Street, as indicated on the diagram attached at page A28. Although there is a pedestrian refuge island at this location, there have been a number of pedestrian injuries reported to the Police. Council is now proposing to install signalised pedestrian crossing signals on Rata Street just south of Rimu Street. This is expected to improve pedestrian safety in the vicinity.

## **DECISION MAKING**

### **Issues**

2. Rata Street is classified as a regional arterial road and carries approximately 40,000 vehicles per day.
3. A search of the New Zealand Transport Agency database shows that since 2001 there have been five reported pedestrian injury accidents on Rata Street within close vicinity of the pedestrian refuge island, including one serious injury. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred in this street.
4. Given the number of pedestrians crossing Rata Street in the vicinity of Rimu Street as well as its accident history, a set of signalised pedestrian crossing signals is considered to be justified.

### **Options Identified**

5. Two options have been identified: to install the new signalised pedestrian crossing signals or leave the area as it is.

### **Consideration of Community Views**

6. Consultation was undertaken with affected residents during March 2010. No responses were received.

### **Preferred Option**

7. The preferred option is to install the signalised pedestrian crossing signals.

## **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. Provision of a signalised intersection facility here will encourage walking as a mode of transport for short journeys and make it safer for pedestrians to cross the road.

## **CONSULTATION**

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

## **RESOURCES**

11. Funding of \$120,000 has been provided in the Annual Plan 2010/2011 for pedestrian signals and the proposed pedestrian signals can be implemented under this 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:** Duncan Campbell, Senior Transport Engineer.



## 18 SOLAR ROAD, GLEN EDEN – NEW SPEED CUSHIONS SCHEME

### EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the New Lynn Community Board to construct speed cushions in Solar Road, Glen Eden, between Pisces Road and Libra Street as part of the Slow Streets programme funded in the Annual Plan 2010/2011.

Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

Four options have been identified: to install speed cushions, speed humps, chicanes, or to leave the area as it is.

### RECOMMENDATIONS

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

1. **Receive** the Solar Road, Glen Eden – New Speed Cushions Scheme report.
2. **Approve** the proposed design and construction of **SPEED CUSHIONS** in **SOLAR ROAD, GLEN EDEN**.
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 signalised pedestrian crossing signals.

### BACKGROUND

1. Solar Road has been on the Slow Streets priority list for a number of years and was identified as one of the top priorities for implementation in the 2010/2011 year.
2. The section of Solar Road between Pisces Road and Libra Street is classified as a local road in the Waitakere City Council District Plan, and has a carriageway width of 11 metres for a length of approximately 400 metres.

## DECISION MAKING

### Issues

3. Vehicle speed and volume data was collected on Solar Road from Tuesday, 22 June to Monday, 28 June 2010. The average daily traffic flow over the seven day period was approximately 800 vehicles per day. The 85<sup>th</sup> percentile speed (the speed exceeded by 15 percent of vehicles) of the vehicles on the street was approximately 56 kilometres per hour.
4. A search of the New Zealand Transport Agency database shows there have been three reported accidents on this section of Solar Road in the five year period between 2005 and 2009. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred in this street.
5. Given the relatively high 85<sup>th</sup> percentile speed recorded in a residential street, and some reported accidents, traffic calming measures are considered justified on Solar Road.
6. Solar Road is a regular bus route, and it is undesirable to adversely affect bus services with speed humps. Although the remainder of Solar Road does have seven speed humps, the Auckland Regional Transport Authority has expressed reluctance for any more of these to be installed on this bus route. The proposed speed cushions are similar to those installed elsewhere in Waitakere in recent years (e.g. Wattle Street and Castleford Street). They have been successful in reducing vehicle speeds and have been positively received by the bus companies.
7. The location and design of the speed cushions are indicated on the diagram attached at page A29. The construction material of the speed cushions is asphalt and the implementation will include road markings to define the position of the speed cushions and the standard warning signs at the start and end of the road.

A29

### Options Identified

8. Four options have been identified: to install speed cushions, speed humps, chicanes, or to leave the area as it is.
9. Speed humps would adversely affect bus services on Solar Road, and effective chicanes are impractical to design for buses and also require removal of on-street parking. Speed cushions are easily traversable by buses, and are reasonably economic to install.

### Consideration of Community Views

10. A letter drop on 9 August 2010 notified the residents of Solar Road, Pisces Road and Libra Street of the proposed scheme together with survey sheets asking residents to indicate whether they were in favour of, or opposed to, the installation of speed cushions. The results of the consultation will be presented at the New Lynn Community Board meeting.
11. Letters will be sent out to any residents who oppose the scheme to give them the opportunity to raise any further concerns at the New Lynn Community Board meeting held on 30 August 2010.

### Preferred Option

12. The preferred option is to construct speed cushions on Solar Road.

### STRATEGIC CONTEXT

13. 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.
14. The implementation of slow street 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. Speed cushions can mitigate these effects to a degree.

### CONSULTATION

15. Consultation was undertaken with the Auckland Regional Transport Authority during July 2010. The Auckland Regional Transport Authority prefers the proposed speed cushions to alternative devices. Previous installation of speed cushions in Wattle Road, Sunnyvale was trialled with Go West, the bus operator in the area, and received favourable comment from them. Go West considers that speed cushions give a much more comfortable ride for bus customers than other traffic calming measures such as speed humps and speed tables.
16. Consultation with internal staff and Maori was not required for this report.

### RESOURCES

17. Funding of \$50,000 has been provided in the Annual Plan 2010/2011 for slow streets and the proposed speed cushions can be implemented under this budget.

### IMPLEMENTATION ISSUES

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

### 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:** Duncan Campbell, Senior Transport Engineer.



19 **SABULITE ROAD, KELSTON – 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 Sabulite Road, Kelston.

Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

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 Board resolve to:

1. **Receive** the Sabulite Road, Kelston – New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **SABULITE 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 **SABULITE ROAD**, from a distance approximately 40 metres east of the east kerb line of Great North Road and extending east for a distance of approximately 30 metres, the **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. Council received a request from a resident of Sabulite Road for a parking restriction opposite number 1 Sabulite Road. When vehicles wait to turn right into this property, they can on occasion, block east-bound traffic which can then queue back to Great North Road. If a parking restriction was installed on the north kerb, these east-bound vehicles could get past.

**DECISION MAKING**

**Issues**

2. Vehicles parking on the north side of Sabulite Road can impede east-bound traffic when vehicles are waiting to turn right into properties on the south side.
3. A search of the New Zealand Transport Agency database shows there have been three reported accidents in the vicinity of this proposed parking restriction in the five year period between 2005 and 2009. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred on this road.

A30

4. The location of the new No Stopping At All Times parking restriction is indicated on the diagram attached at page A30.

#### **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. Consultation with affected residents is currently being undertaken and any feedback will be presented at the meeting.

#### **Preferred Option**

7. The preferred option is to put in the No Stopping At All Times parking restriction to improve traffic flow.

#### **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:** Duncan Campbell, Senior Transport Engineer.



20 **NEW LYNN TRANSIT ORIENTED DEVELOPMENT – TRAFFIC MEASURES FOR STAGES 2 AND 3**

**GLOSSARY**

Transit Oriented Development (TOD)

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the New Lynn Community Board's approval for the installation of new traffic signals with pedestrian crossings, controls on stopping, controls on turning and median islands. The traffic measures are an integral part of the New Lynn Transit Oriented Development (TOD) project implementation phase for stages 2 and 3. The proposed works are located in New Lynn on the new Clark Street extension, Totara Avenue, Todd Avenue, Great North Road and Memorial Drive.

The Council has implemented a comprehensive community outcome programme with positive feedback from the community for the New Lynn TOD project and associated transport infrastructure. The needs of affected owners and occupiers have been identified through consultation and have been addressed in the detailed design.

**RECOMMENDATIONS**

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

1. **Receive** the New Lynn Transit Oriented Development – Traffic Measures For Stages 2 and 3 report.
- A31 2. **Approve** that the installation of three sets of **PEDESTRIAN CROSSING SIGNALS** be put in place at the intersection of **TOTARA AVENUE AND RANKIN AVENUE** as indicated on the diagram attached at page A31.
- A31 3. **Approve** that the installation of three sets of **PEDESTRIAN CROSSING SIGNALS** be put in place at the intersection of **CLARK STREET (EXTENSION) AND RANKIN AVENUE** as indicated on the diagram attached at page A31.
- A31 4. **Approve** that the installation of two sets of **PEDESTRIAN CROSSING SIGNALS** be put in place at the intersection of **CLARK STREET (EXTENSION) AND CAMBRIDGE ACCESS WAY** as indicated on the diagram attached at page A31.
- A31 5. **Approve** that the installation of two sets of **PEDESTRIAN CROSSING SIGNALS** be put in place at the intersection of **CLARK STREET (EXTENSION) AND GREAT NORTH ROAD** as indicated on the diagram attached at page A31.
- A31 6. **Approve** that the installation of three sets of **PEDESTRIAN CROSSING SIGNALS** be put in place at the intersection of **GREAT NORTH ROAD AND TODD AVENUE** as indicated on the diagram attached at page A31.
7. **Approve** that in relation to **CLARK STREET (EXTENSION), 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 restrictions now be resolved to be specified and imposed, namely,

- (i) on the north kerb line of **CLARK STREET**, starting from **RANKIN AVENUE** and extending west to **GREAT NORTH ROAD** for a distance of approximately 330 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
- (ii) on the south kerb line of **CLARK STREET**, starting from **RANKIN AVENUE** and extending west to **GREAT NORTH ROAD** for a distance of approximately 330 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

A31

- (b) on the centre of the carriageway on **CLARK STREET**, starting from **RANKIN AVENUE** and extending west for a distance of approximately 28 metres, a **RAISED MEDIAN ISLAND** be put in place as indicated on the diagram attached at page A31.
- (c) on the centre of the carriageway on **CLARK STREET**, starting from a distance of approximately 28 metres west of **RANKIN AVENUE** and extending further west for a distance of approximately 280 metres, a **FLUSH MEDIAN** be put in place.

A31

- (d) that to permanently ban the left turning movements of all vehicles from **CLARK STREET** eastbound to **RANKIN AVENUE** by using the appropriate signage as indicated on the diagram attached at page A31.

8. **Approve** that in relation to **TOTARA AVENUE (WEST), NEW LYNN:**

- (a) all existing parking restrictions or limitations currently applicable to **TOTARA AVENUE**, imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner, and
- (b) 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 restrictions now be resolved to be specified and imposed, namely,
  - (i) on the north kerb line of **TOTARA AVENUE**, starting from **RANKIN AVENUE** and extending west for a distance of approximately 30 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
  - (ii) on the south kerb line of **TOTARA AVENUE**, starting from **RANKIN AVENUE** and extending west for a distance of approximately 30 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
  - (iii) on the north kerb line of **TOTARA AVENUE**, starting from **RANKIN AVENUE** and extending west to **TODD AVENUE**, the eight **P30** parking restrictions be put in place.
  - (iv) on the south kerb line of **TOTARA AVENUE**, starting from **RANKIN AVENUE** and extending west for a distance of approximately 210 metres, the six **P30** and one **P5** parking restrictions be put in place.

9. **Approve** that in relation to **TODD AVENUE, NEW LYNN:**
- (a) all existing parking restrictions or limitations currently applicable to **TODD AVENUE**, imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner, and
  - (b) 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 restrictions now be resolved to be specified and imposed, namely,
    - (i) on the east kerb line of **TODD AVENUE**, starting from **GREAT NORTH ROAD** and extending south for a distance of approximately 20 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the west kerb line of **TODD AVENUE**, starting from **GREAT NORTH ROAD** and extending south for a distance of approximately 20 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
10. **Approve** that in relation to **GREAT NORTH ROAD, NEW LYNN:**
- (a) all existing parking restrictions or limitations currently applicable to **GREAT NORTH ROAD**, imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner, and
  - (b) 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 restrictions now be resolved to be specified and imposed, namely,
    - (i) on the north kerb line of **GREAT NORTH ROAD**, starting from **TODD AVENUE** and extending west for a distance of approximately 70 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (ii) on the south kerb line of **GREAT NORTH ROAD**, starting from **TODD AVENUE** and extending west for a distance of approximately 70 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
    - (iii) on the north kerb line of **GREAT NORTH ROAD**, starting from **TODD AVENUE** and extending east for a distance of approximately 20 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (iv) on the south kerb line of **GREAT NORTH ROAD**, starting from **TODD AVENUE** and extending east for a distance of approximately 20 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

11. **Approve** that in relation to **RANKIN AVENUE, 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,
  - A31 (i) on **RANKIN AVENUE** northbound intersecting with **TOTARA AVENUE**, a **BUS PRIORITY LANE** be put in place as indicated on the diagram attached at page A31.
  - A31 (b) on the centre of the carriageway on **RANKIN AVENUE**, between **TOTARA AVENUE** and **CLARK STREET**, a **RAISED MEDIAN ISLAND** be put in place as indicated on the diagram attached at page A31.
  - A31 (c) that to permanently ban the left turning movements of all vehicles from **RANKIN AVENUE** northbound to **CLARK STREET (EXTENSION)** by using the appropriate signage as indicated on the diagram attached at page A31.

12. **Approve** that in relation to **CAMBRIDGE ACCESS WAY, 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 restrictions now be resolved to be specified and imposed, namely,
  - (i) on the north kerb line of **CAMBRIDGE ACCESS WAY** starting from **CLARK STREET** and extending west for a distance of approximately 50 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
  - (ii) on the south kerb line of **CAMBRIDGE ACCESS WAY**, starting from **CLARK STREET** and extending west for a distance of approximately 60 metres, the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

13. **Approve** that in relation to **MEMORIAL DRIVE, NEW LYNN**:

- (a) all existing parking restrictions or limitations currently applicable to **MEMORIAL DRIVE**, imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner, and
- (b) 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,

A32

- (i) the 32 **P30** parking restriction be put in place at **3 MEMORIAL DRIVE** (McCrae Way car park) as indicated on the diagram attached at page A32.

14. **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 limitations and restrictions.

## BACKGROUND

1. At its meeting held on 15 October 2008, the Council resolved as follows:

*“The Council resolved to:*

2. **Agree** that the Developed Design for transport infrastructure, associated with the New Lynn Transit Oriented Development Project, as shown on the map attached at page A1 to the agenda report be approved.
3. **Agree** that Council is committed to building the Clark Street extension and flyover.”

1773/2008

2. At its meeting held on 2 December 2009, the Infrastructure and Works Committee resolved as follows:

*“The Infrastructure and Works Committee resolved to:*

2. **Approve** the “Shared Street” concept for Totara Avenue West, New Lynn forming Stage 3 of the New Lynn Integrated Programme.”

1931/2009

3. The New Lynn TOD Stage 1 construction works are expected to be completed by 31 October 2010.
4. The designs for the New Lynn TOD Stage 2 (Clark Street Extension) and Stage 3 (Totara Avenue West Shared Space Concept) have been completed and are being tendered for construction. Construction is expected to start in late 2010 following the completion of Stage 1 works.

## DECISION MAKING

### Issues

5. As part of the overall New Lynn TOD Stage 2 and Stage 3 works, it is proposed to install permanent traffic measures as an integral part of the implementation phase, as detailed below:

A31

6. It is proposed to implement traffic measures on Clark Street as indicated on the diagram attached at page A31, as follows:

- to install three sets of pedestrian crossing signals at the intersection of Clark Street and Rankin Avenue;
- to install two sets of pedestrian crossing signals at the intersection of Clark Street and Cambridge access way;

- to install two sets of pedestrian crossing signals at the intersection of Clark Street and Great North Road;
- to install a raised median island and flush median on Clark Street between Rankin Avenue and Great North Road;
- to install no stopping at all times parking restriction on both sides of Clark Street between Rankin Avenue and Great North Road; and
- to permanently ban the left turning movements of all vehicles from Clark Street eastbound to Rankin Avenue by using the appropriate road signage.

A31 7. It is proposed to implement traffic measures on Totara Avenue (West) as indicated on the diagram attached at page A31, as follows:

- to install three sets of pedestrian crossing signals at the intersection of Totara Avenue and Rankin Avenue;
- to install no stopping at all times parking restrictions on both sides of Totara Avenue where it intersects with Rankin Avenue; and
- to install P30 and P5 parking restrictions on Totara Avenue between Rankin Avenue and Great North Road.

A31 8. It is proposed to implement traffic measures on Todd Avenue as indicated on the diagram attached at page A31, as follows:

- to install three sets of pedestrian crossing signals at the intersection of Todd Avenue and Great North Road; and
- to install no stopping at all times parking restrictions on both sides of Todd Avenue where it intersects with Great North Road.

A31 9. It is proposed to implement traffic measures on Great North Road as indicated on the diagram attached at page A31, as follows:

- to install no stopping at all times parking restrictions on both sides of Great North Road between Clark Street and Todd Avenue.

A31 10. It is proposed to implement traffic measures on Rankin Avenue as indicated on the diagram attached at page A31, as follows:

- to install a bus priority lane on Rankin Avenue northbound where it intersects with Totara Avenue;
- to install a raised median island on Rankin Avenue between Totara Avenue and Clark Street; and
- to permanently ban the left turning movements of all vehicles from Rankin Avenue northbound to Clark Street by using the appropriate road signage.

A31 11. It is proposed to implement traffic measures on Cambridge access way as indicated on the diagram attached at page A31, as follows:

- to install no stopping at all times parking restrictions on both sides of Cambridge access way.

A32 12. It is proposed to implement the change of parking restriction of 32 parking spaces at 3 Memorial Drive (McCrae Way carpark) as indicated on the diagram attached at page A32. The proposed change is from P120 to P30 to enable a greater turnover and a greater chance that a parking space will be available to customers of Totara Avenue West businesses.

### Options Identified

13. Council's approval on the New Lynn TOD project included an evaluation of many options over several years. This process determined the preferred options and no further analysis is required.

### Consideration of Community Views

14. Council has undertaken a consultation programme with New Lynn landowners and businesses regarding the New Lynn TOD project, and has held many public consultation meetings. A portfolio has been established with the responsibility of communications.
15. Presentation boards showing information about the New Lynn TOD project and the wider New Lynn Town Centre are on display in the New Lynn Library and information about the project is available on the Council website.
16. Council has held several Public Open Days since December 2006 and will continue to have more Open Days. The purpose is to inform and update the community on more recent work and also on future development work in the New Lynn Town Centre.

### STRATEGIC CONTEXT

17. The New Lynn TOD project is identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2009-2019.
18. The New Lynn TOD project delivers on the following community outcomes:
  - Strong Economy;
  - Sustainable and Integrated Transport; and
  - Urban and Rural Villages.
19. The New Lynn TOD project is aligned with the following strategies:
  - Economic Wellbeing - a catalytic environment for a flourishing and resilient community;
  - Transport - a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city;
  - Growth Management - a dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all; and
  - The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre.

### CONSULTATION

20. The landowners and businesses have been consulted on the proposed works as part of the Resource Management Act 1991 requirements and the ongoing consultation programme. These consent requirements were approved in early April 2010.
21. Consultation has taken place with the New Lynn Project Control Group who is represented by every unit across Council including the Urban Design and Development team of Strategic Planning.

22. Consultation with Maori, KiwiRail and Auckland Regional Transport Authority was not required for the proposed traffic measures in this report as it does not affect them.

### RESOURCES

23. The budget for the proposed works has been provided in the Annual Plan 2010/2011 work programme line item 'New Lynn TOD'.

### IMPLEMENTATION ISSUES

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

### AUCKLAND COUNCIL TRANSITION ISSUES

25. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 section 31(4)(b) imposes restrictions on Waitakere City Council's decision making capabilities in respect of a decision to adopt or amend a long-term council community plan or to adopt an annual plan.
26. The Auckland Transition Agency notified Council on 29 June 2009 that it approved the Long Term Council Community Plan, but issued a notice under section 20 and 31(1)b of the Act, that any decision with regards to the wider New Lynn project required specific Auckland Transition Agency confirmation prior to implementation.
27. Subsequently the Auckland Transition Agency notified Council on 31 August 2009 of approved expenditure on the New Lynn project and thus the recommendations in this report can be made without referral to the Auckland Transition Agency.

**Report prepared by:** Vinh Bui, Team Leader: Transport Assets.

