

**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, 4 OCTOBER 2010,
COMMENCING AT 6.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 30 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, 30 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 PRESENTATION FROM NEW ZEALAND POLICE

Provision has been made on this agenda for a representative from the New Zealand Police to update the New Lynn Community Board on matters in the New Lynn Ward.



6 PUBLIC FORUM

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

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

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



7 CHAIRMAN'S REPORT

RECOMMENDATION

Receive the Chairman's Report dated 4 October 2010.

REPORT

Final Meetings

1. It has been a month of last meetings for Council Committees bringing the end of Waitakere City Council closer everyday. The hallways are virtually empty and it is difficult not to ask, whomever one meets, if they are still with us. It is sad and very uncomfortable.
2. As Chairman of the New Lynn Community Board, I have been saying quite a few farewells but am still involved outside of the Council. Waitakere Citizens Advice Bureaux (WaiCAB) is one in particular that has been a pleasure and privilege to be a Community Board representative on. A great organisation, absolutely dedicated to working for the community.

Te Taumata Runanga

3. The last meeting of Te Taumata Runanga saw this Committee disbanded and I cannot help but wonder where from here for Maori in our Waitakere. The liveliness and debate will be missed. I salute each and everyone as we move into a new era and may the issues that have been brought to this Committee not be buried but remain on the table for the best outcomes. Kia Ora, Me te Aroha, Kia Kaha.

New Lynn

4. The New Lynn Rail complex was officially opened on Friday, 24 September 2010, and it is a grand design. We can see the changes for the future of this sub-regional centre moving forward. The Deputy Mayor Penny Hulse did a great job at the first step of demolishing the old shops where the old bus depot was.

Lancaster Memorial and Walkway of Fame

5. The Lancaster Memorial was unveiled at Te Atatu on Friday, 17 September 2010 in honour of the two local airmen who lost their lives in Germany in 1949. The Memorial was dedicated by the Governor General.
6. There was an official dinner that evening to celebrate the occasion.
7. The last Walkway of Fame took place on Saturday, 25 September 2010. Four plaques were laid, one being for all Elected Members over the last 20 years. Thank you to the Henderson Community Board and especially the Chairman Elizabeth Grimmer for all the work with regards to these two very special occasions.

ICONZ Awards

8. Ten awards were presented to outstanding people in the Maori community who are dedicated and work tirelessly for the community. Congratulations to all and well done to our Maori Relations unit for such a splendid and enjoyable occasion. A great way to farewell this Council.
9. I could keep going, but will not. So it is here I will say thank you to the New Lynn Community Board. It has been a privilege and a pleasure to work with each and everyone of you and I wish you all well in your endeavours wherever or whatever they may be.
10. Thank you to all the staff I have had the pleasure to work with, I thank you for the respect and co-operation you have shown.
11. The Auckland Super City will be what each and everyone makes it. No room to be negative around this as it needs enthusiasm and co-operation to make this work for the Community. West is West and always will be.

It is as the caterpillar who sees only the end but, the master sees the butterfly. For me I will see the butterfly. Kia Kaha, be strong.

GPJ Marshall
CHAIRMAN



8 BOARD MEMBERS' REPORTS

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

A1-A2 P van der Voort's report is attached at pages A1 to A2.

NEW LYNN COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Gayle Marshall Tony Hartnett (alternate)
City Safety Action Group	Sandy Taylor Pim van der Voort (alternate)
Glen Eden Community House Management Committee	Tony Hartnett
Green Bay Community House Management Committee	Pim van der Voort
Keep Waitakere Beautiful Trust	Wayne Davis Tony Hartnett (alternate)
Waitakere Citizens Advice Bureau	Gayle Marshall
Waitakere Road Safety Steering Group	Pim van der Voort Sandy Taylor (alternate)
Waikumete Cemetery Advisory Group	Sandy Taylor Gayle Marshall (alternate)
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Pim van der Voort Wayne Davis (alternate)
New Lynn Community Board Street Events Subcommittee	Sandy Taylor
Long Term Council Community Plan and Annual Plan Committee	Gayle Marshall Pim van der Voort (alternate)





9 **COMMITTEE SECRETARY'S REPORT**

RECOMMENDATION


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

Receive the Committee Secretary's Report for the New Lynn Community Board dated 4 October 2010.

	Issue	Comments	Reporting Council Officer
1.	<p>Ken Maunder Park, New Lynn Footbridge Replacement</p> <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>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.</p> <p>Due to integration of art features into the footbridge construction, completion is scheduled for October 2010. An opening event is tentatively planned for Saturday, 30 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. The installation of the lighting is scheduled for February 2011.</p>	<p>Andreas Lilley</p> <p> 836 8000</p> <p>Ext: 8553</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</p> <p> 836 8000</p> <p>Ext: 8553</p>

	Issue	Comments	Reporting Council Officer
3.	Parrs Park, Glen Eden, Artificial Turf Field Officer's Report	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.	Andreas Lilley ☎ 836 8000 Ext: 8553
4.	Parrs Park, Glen Eden North-East Development Resolution No. 367/2010 7 April 2010 Infrastructure and Works Committee Resolution No. 435/2010 12 April 2010 New Lynn Community Board	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.	Tracey Hamilton ☎ 836 8000 Ext: 8969
5.	Gardner Reserve, New Lynn Toilet Development Resolution No. 436/2010 12 April 2010 New Lynn Community Board	As part of the New Lynn Transit Oriented Development Project, a new public toilet is to be installed on Gardner Reserve, New Lynn. The New Lynn Community Board approved the design and location at its meeting held on 12 April 2010. Physical works commenced in September 2010 and are scheduled to be completed in early November 2010.	Tracey Hamilton ☎ 836 8000 Ext: 8969
6.	Annison Green, Glen Eden Playground Upgrades Officer's Report	Works on Annison Green, Glen Eden have been delayed as a geotechnical report confirmed that soil conditions were not suitable for construction. Investigations are being carried out to determine the feasibility of reducing the scope of the playground upgrade to fit within the project budget. This includes removing some items to allow for additional foundation works. It is anticipated that, if feasible, works will take place in October/November 2010.	Tracey Hamilton ☎ 836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
7.	Steps at Olympic Park, New Lynn Officer's Report	Tenders have now closed for this project. Works are programmed to commence in early October 2010.	Roscoe Webb ☎ 836 8000 Ext: 8768
8.	Parrs Park, Glen Eden, Car Park Upgrade Officer's Report	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 is scheduled for completion by the end of September 2010.	Andreas Lilley ☎ 836 8000 Ext: 8553
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 October 2010.	Tracey Hodder ☎ 836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
13.	<p>Proposed Memorial Plaque to the Late Doreen Kellett</p> <p>Resolution No. 864/2010</p> <p>28 June 2010</p> <p>New Lynn Community Board</p> <p>Resolution No. 935/2010</p> <p>8 July 2010</p> <p>Policy and Strategy Committee</p>	<p>The memorial plaque and tree will be unveiled at the official opening of the Ken Maunder Park footbridge tentatively planned for Saturday, 30 October 2010.</p>	<p>Sarah Natac</p> <p> 836 8000</p> <p>Ext: 8561</p>

Report prepared by: Carmen Fernandes, Committee Secretary.



10 CARTWRIGHT ROAD, KELSTON – CLOSURE OF THE PEDESTRIAN WALKWAY

GLOSSARY

Crime Prevention Through Environmental Design (CPTED)

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval to close the pedestrian walkway that runs from 4097 Great North Road to Cartwright Road, Kelston, for a 12-month period.

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

Two options have been identified: to close the pedestrian walkway for a 12-month period; or to upgrade the pedestrian walkway.

RECOMMENDATIONS

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

1. **Receive** the Cartwright Road, Kelston - Closure of the Pedestrian Walkway report.
2. **Agree** that the **PEDESTRIAN WALKWAY** that runs between **4097 GREAT NORTH ROAD** and **CARTWRIGHT ROAD, KELSTON** be closed for a 12-month period to September 2011 and that the closure be reviewed after that date by Auckland Transport and the Whau Local Board.

3. **Agree** to recommend to Auckland Transport and the Whau Local Board that they review the closure of the **PEDESTRIAN WALKWAY** that runs between **4097 GREAT NORTH ROAD** and **CARTWRIGHT ROAD, KELSTON**, as soon as practical.

BACKGROUND

1. The pedestrian walkway is one of a series of pedestrian walkways that provides the immediate community links to retail shopping and public transport access.
2. A request was received from local businesses to close the pedestrian walkway due to ongoing and continuous graffiti, property damage, and safety concerns for public using the pedestrian walkway.
3. Consultation was carried out with the community in October 2009 in regards to the use of the pedestrian walkway and to identify any issues from the community. The feedback from the community showed that the pedestrian walkway is used by local residents and by employees of the businesses on Cartwright Road. Concern for personal safety while using the pedestrian walkway was a key factor identified in the consultation.
- A3-A10* 4. In December 2009, Safe Waitakere carried out a Crime Prevention Through Environmental Design (CPTED) Safety Audit of the pedestrian walkway, as attached at pages A3 to A10. The report identified multiple issues that were closely related to the concerns of the community. The estimated cost of the works required to keep the pedestrian walkway open was \$50,000.
5. Following the CPTED Safety Audit in December 2009 the pedestrian walkway was temporarily closed in January 2010 while some of the recommendations from the CPTED report were carried out. This included the replacement of a section of the fencing and the installation of additional gates along the pedestrian walkway, at a cost of approximately \$12,000. A letter was sent to the community informing them of the temporary closure.
6. The pedestrian walkway has not been reopened.

DECISION MAKING

Issues

- A11* 7. The location of the pedestrian walkway is indicated on the diagram attached at page A11.
8. A CPTED assessment of the pedestrian walkway was carried out by Safe Waitakere in December 2009 and identified approximately \$50,000 of outstanding works that are required to make the pedestrian walkway safe to reopen.
9. The pedestrian walkway is 130 metres in length and has an average width of two metres. The Council standard for pedestrian walkways is a width of four metres.
10. The pedestrian walkway is between commercial properties which have building structures built on the property boundary on both sides of the pedestrian walkway.
11. Given the commercial buildings structures are on the boundary, a partial land take from the adjoining properties is not feasible.
12. To ensure that the pedestrian walkway meets current Council standards, purchase of the adjoining properties on one side of the pedestrian walkway would be required to meet Council's standard for pedestrian walkways. This would require additional funding over and above the \$50,000 for CPTED improvements. There is currently no funding for land purchases of this nature.

Options Identified

13. Two options have been identified: to close the pedestrian walkway, for a twelve month period, or to upgrade the pedestrian walkway.

Assessment of Options

14. Table 1 below lists the differing options for the Cartwright Road pedestrian walkway and the associated costs. Note that the upgrade cost estimate does not include any land purchases to enable the pedestrian walkway to meet Council's standard.

	Advantages	Disadvantages	\$ Spent To Date	\$ Further Work
Pedestrian Walkway - Temporarily Closed	Removes Current Safety Risk For Pedestrians. Minimises Property Damage And Maintenance Issues For The Adjoining Property Owners.	Pedestrian Access To Cartwright Road And Great North Road Limited.	2,000	500
Pedestrian Walkway - Upgraded (Excluding Any Land Purchases)	Improved Safe Access For Pedestrians.	Ongoing Maintenance Costs.	10,000	38,000
		Total	12,000	38,500¹

Table 1: Cartwright Road Pedestrian Walkway Options and Costs

Consideration of Community Views

15. Consultation was undertaken with the affected businesses and residents between October 2009 and July 2010.
16. Five objections to the closure of the pedestrian walkway have been received from the public since January 2010. Reasons given included increased distances to walk to retail areas and public transport. Also concern was expressed for children walking along Great North Road to get to school.
17. Further consultation was undertaken with the affected businesses and residents that objected in September 2010. At the time of writing this report no feedback had been received. Any feedback that is received will be presented to the Community Board at the meeting. If the decision to close the walkway for a further 12 months then notice of the decision should be advised to the affected businesses and residents.

Preferred Option

18. The preferred option is to close the pedestrian walkway for a twelve month period to September 2011. The closure should be reviewed after that date by the Auckland Transport and the Whau Community Board. That review can determine the future of the pedestrian walkway and availability of budget to carry out the required work to bring the pedestrian walkway to meet the required standard and including any land purchase requirements.

STRATEGIC CONTEXT

19. 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.
20. Pedestrian walkways as part of the footpath network, need to be safe and well designed to ensure efficient and safe movement at all times through out Waitakere.

CONSULTATION

21. Consultation has been undertaken with the Council's Transport Strategy and Safe Waitakere sections.
22. Safe Waitakere supported the temporary closure with the recommended improvements to the pedestrian walkway including vegetation, signage, lighting, maintenance and surveillance improvements, as well as improving community involvement and ownership of the pedestrian walkway.
23. In August 2010, Transport Strategy produced a case study report regarding the Cartwright Road pedestrian walkway, as attached at pages A12 to A15. Transport Strategy support the fact that it is the role of the Council to preserve public access, including keeping this pedestrian walkway open. Transport Strategy support the recommendations made by Safe Waitakere and the temporary closure of the pedestrian walkway. Transport Strategy also support that land purchase is required to improve the pedestrian walkway so that it can be used by the public at all hours of the day and night without attracting anti-social behaviours.
24. Consultation with external agencies and Maori was not required for this report.

A12-A15

RESOURCES

25. Funding for upgrading the pedestrian walkway of \$38,000 has not been allocated under the Annual Plan 2011/2012 and there is no current funding for any land purchases to bring the walkway up to the Council standard.

IMPLEMENTATION ISSUES

26. If the decision is confirmed to temporarily close the walkway then affected businesses and residents should be advised of the Community Board's decision and that Auckland Transport and the Whau Local Board have requested to review the pedestrian walkway closure as soon as practical.

AUCKLAND COUNCIL TRANSITION ISSUES

27. 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: Vicki Daley, Transport Engineer.



11 **CAPTAIN SCOTT ROAD, GLEN EDEN – RELOCATION OF A BUS STOP PARKING RESTRICTION**

GLOSSARY

Auckland Regional Transport Authority (ARTA)

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval to relocate a bus stop parking restriction on Captain Scott Road, Glen Eden.

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 relocate the bus stop parking restriction from 34 Captain Scott Road to outside 30 Captain Scott Road, Glen Eden; or to leave the area as is.

RECOMMENDATIONS

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

1. **Receive** the Captain Scott Road, Glen Eden - Relocation of a Bus Stop Parking Restriction report.
2. **Approve** that in relation to **CAPTAIN SCOTT ROAD, GLEN EDEN:**
 - (a) all existing parking restrictions or limitations currently applicable to **34 CAPTAIN SCOTT 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 the 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,
 - (i) on the eastern kerb line of **CAPTAIN SCOTT ROAD**, starting from a point 85 metres north of the intersection of Savoy Road and extending north for a distance of approximately 9 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.

BACKGROUND

1. A complaint was received from the public regarding the inaccessibility of the existing bus stop at 34 Captain Scott Road, Glen Eden.

DECISION MAKING

Issues

- A16
2. Due to the rolling topography in the area, the existing bus stop and footpath at 34 Captain Scott Road is approximately 500 millimetres above the carriageway. The steep grass berm linking Captain Scott Road to the footpath is a trip hazard for those entering or leaving buses.
 3. The relocation of the bus stop parking restriction is indicated on the diagram attached at page A16.

Options Identified

4. Two options have been identified: to relocate the bus stop parking restriction from 34 Captain Scott Road to outside 30 Captain Scott Road, Glen Eden; or to leave the area as is.

Consideration of Community Views

5. Consultation was undertaken with affected residents during August 2010. Two objections have been received to date. The objections are as follows.
 - (i) The spacing of the bus stops on Captain Scott Road between Oates Road and Routley Drive, Glen Eden are closely spaced. Relocation of the bus stop will render the other neighbouring bus stops redundant. Ideally in urban environments the spacing between bus stops is 400 metres. The bus stop spacing along Captain Scott Road was reviewed by the Auckland Regional Transport Authority (ARTA). ARTA supported the relocation of the bus stop to 28 Captain Scott Road.
 - (i) Other objections received regarding the bus stop included noise, loitering and litter issues. Concern was also expressed in regards to the traffic environment at the bus stop. Double no over taking lines have been installed along Captain Scott Road through this location due to the limited sight distances.

Preferred Option

6. The preferred option is to install the bus stop parking restriction outside 30 Captain Scott Road, Glen Eden.

STRATEGIC CONTEXT

7. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe City travel facilitated by integrated, environmentally-responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
8. Correctly marked and sign posted bus stops are desirable to both notify the public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

CONSULTATION

9. Council and Auckland Regional Transport Authority staff have worked together to identify optimal solutions that deliver on bus customer requirements while taking account of the needs of other road user groups.
10. Consultation with Maori was not required for this report.

RESOURCES

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

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Vicki Daley, Transport Engineer.



12 COMMUNITY WELLBEING LOCAL FUND ALLOCATION 2010/2011

GLOSSARY

New Lynn Community Board	(NLCB)
Community Wellbeing Local Fund	(CWLF)
Community Assistance Fund Policy and Guidelines	(Policy and Guidelines)

EXECUTIVE SUMMARY

The purpose of this report is to provide the New Lynn Community Board (NLCB) with information on the New Lynn ward applications to the Community Wellbeing Local Fund (CWLF) to allow the NLCB to make allocation decisions.

Fourteen New Lynn ward applications were received for the CWLF 2010/2011, with all deemed eligible when assessed against the Community Assistance Fund Policy and Guidelines (Policy and Guidelines).

RECOMMENDATIONS

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

1. **Receive** the Community Wellbeing Local Fund Allocation 2010/2011 report.

2. **Agree** to consider the New Lynn Ward applications to the Community Wellbeing Local Fund Allocation 2010/2011 and allocate funding as per the Community Assistance Fund Policy and Guidelines.

BACKGROUND

1. The CWLF provides small sums of monetary assistance, in the way of grants, to a wide range of groups in the community providing local services and activities on a voluntary or 'not-for-profit' basis.
2. The Council allocates an amount of \$113,000, of which \$56,500 is allocated to Citywide projects by the Finance and Operational Performance Committee. The balance is allocated to each Community Board on a ward population basis for distribution.
3. The CWLF is open throughout the year and if applications are received two weeks prior to the Community Board report being due they are processed and reported to the respective Community Boards.
4. In April 2008, the Finance and Operational Performance Committee agreed to the criteria for the Community Wellbeing grants as part of the Community Assistance Funds restructure and policy development:

The Finance and Operational Performance Committee resolved to:

*"2. **Approve** the recommended option for the Community Assistance Funds restructure and policy development."*

580/2008

5. In May 2008, a final workshop was held with representatives of the four Community Boards to outline the policies and procedures. At the workshop the Community Boards agreed:
 - The criteria be expanded to include applications from individuals;
 - That every eligible applicant be given the opportunity to present their application to the respective Community Board;
 - To enable organisations to apply for cultural activities;
 - That catering costs may only be accepted as part of a larger programme or activity to a maximum sum of \$250; and
 - In general, support will not be provided to organisations that request assistance for activities that promote religious and or political beliefs unless they are proven to have community benefit.

DECISION MAKING

Issues

6. The NLCB has 14 eligible applications to be considered for financial assistance with the total amount requested being \$17,924.73.
7. Council officers have assessed the applications against the Policy and Guidelines and deem all the applications to be eligible for consideration by the NLCB. Below is a summary of the applications and the amounts requested:

Applicant	Funds Requested	Amount Recommended
Green Bay Community House	\$1,500.00	\$1,429.14
Glen Eden Community House	\$1,500.00	\$1,429.14
A Space Learning Centre	\$1,397.00	\$1,331.01
Glen Eden Community House	\$1,376.00	\$1,311.00
Auckland Chinese Education Society	\$1,500.00	\$1,429.14
Christian Community Fellowship	\$1,500.00	\$1,429.14
Pisces Road Playgroup	\$473.85	\$451.47
Green Bay Community House	\$499.88	\$476.27
Titirangi Kindergarten	\$1,363.00	\$1,298.61
Dayspring Trust	\$815.00	\$776.50
Migrant Action Trust	\$1,500.00	\$1,429.14
New Zealand Ethnic Social Services	\$1,500.00	\$1,429.14
Glen Eden Protection Society	\$1,500.00	\$1,429.14
Green Bay Residents And Ratepayers	\$1,500.00	\$1,429.14
TOTAL:	\$17,924.73	\$17,078.00

8. The funding requested exceeded the amount available to allocate in the Annual Plan 2010/2011 and therefore an equitable equation for distribution of funds has been used as follows:

Total budget (\$17,078)

Total funds requested x Individual funds requested

9. The total amount available for the 2010/2011 financial year is \$17,078.
10. The assessment of the applications has been based on the information provided in the applications and alignment to the eligibility criteria outlined in the Policy and Guidelines.
- A17-A29 11. Once the decision on funding has been reached at the NLCB meeting, confirmation of payment to the applicant is forwarded to Council officers to distribute to the successful applicants. All other conditions are set out by the individual Community Boards. The summary of applications is attached at pages A17 to A29.

STRATEGIC CONTEXT

12. The Policy and Guidelines state that the funds must go to projects and activities that provide assistance in line with Council's strategic priorities and the Community Outcomes. The Council recognises that the activities undertaken by community groups, not-for-profit organisations and individuals make a valuable contribution to the community outcomes and the strategic outcomes pursued by the Council.
13. The Community Outcomes that CWLF contribute to are: Mauri Ora, Strong Communities, Toiora, Urban and Rural Villages, Vibrant Arts and Culture and Working Together.

14. Council has recently adopted a new strategic framework of six core strategies. The CWLF delivers on the majority of the strategies and in particular the Social and Cultural Wellbeing strategies, “building strong resilient communities” and “informed, resourceful and skilled people” outcome areas. The grants also contribute to achieving the strategic priorities of the Treaty of Waitangi, Sustainability, First Call for Children, Safe City and Lifelong learning.

CONSULTATION

15. The allocation of the CWLF is assessed against the Policy and Guidelines and as such no specific consultation is required.
16. A workshop will be held with the NLCB members and Chair to discuss the applications in detail before the Community Board meeting.

RESOURCES

17. \$113,000 is allocated in the Annual Plan 2010/2011 to support community organisations through the Community Wellbeing Fund. Of that \$56,500 is set aside to be allocated as part of the Citywide Wellbeing Fund.
18. The remainder \$56,500 is split between the four local Community Boards on a ward population basis; NLCB has \$17,078 to allocate.

IMPLEMENTATION ISSUES

19. There are no implementation issues.

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: Kim Hammond, Community Grants and Support Officer.



13 **PROPOSAL TO GRANT EASEMENT TO WATERCARE LIMITED FOR ANODE PROTECTION - MANAWA WETLAND, NEW LYNN**

GLOSSARY

Manawa Wetland	(the Reserve)
New Lynn Community Board	(the Board)
Watercare Limited	(Watercare)
metres	(m)

EXECUTIVE SUMMARY

The purpose of this report is to propose to grant an easement to Watercare Limited (Watercare) to locate anode bed infrastructure within Manawa Wetland, New Lynn (the Reserve) in accordance with the Reserves Act 1977.

This report recommends that the proposed easement be approved for the reasons set out in this report.

This report is directed to the New Lynn Community Board (the Board) under delegations 10 and 11 of the delegation to Community Boards on the basis that the Reserve is a local reserve.

RECOMMENDATIONS

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

1. **Receive** the Proposal to Grant Easement to Watercare Limited for Anode Protection - Manawa Wetland, New Lynn report.
2. **Agree** that the Chief Executive Officer approves the granting of an easement in favour of Watercare Limited in respect of Manawa Wetland, New Lynn in accordance with the plan attached at page A30 for the purpose of locating anode bed infrastructure within Manawa Wetland.
3. **Agree** that public notice is not required in respect of the granting of the easement referred to in resolution 2 above in accordance with section 48 of the Reserves Act 1977 on the basis that Manawa Wetland, New Lynn is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected.

A30

BACKGROUND

1. Watercare has requested approval to locate anode bed infrastructure within the Reserve. The purpose of the anode bed infrastructure is to provide anti-corrosive protection to the Huia 2 Treated Watermain that is located along the length of Margan Avenue, New Lynn.
2. The anode bed infrastructure will consist of:
 - (a) an above ground transformer rectifier unit to be located within the Reserve and close to Margan Avenue, New Lynn;
 - (b) underground ducting from the junction box through the Reserve and being approximately 100 metres (m) long;
 - (c) attaching to an underground anode bed which is approximately 16m long;
 - (d) an above ground junction box to be located at the end of the anode bed approximately 1m high.

A30

3. The preferred location for the infrastructure is shown as option 1 in the plan attached at page A30 of the agenda.
4. On this basis Watercare has requested approval from Parks unit to locate the anode bed infrastructure within the Reserve.
5. The purpose of the anode bed infrastructure is to protect the existing watermains - primarily the Huia 2 watermain and the Hunua 3 North watermain. The existing watermains will be cathodically protected by the installation of a total of three transformer rectifier units and associated anode ground beds to be installed at equidistant locations along the route. The route is Auckland wide and runs generally from Titirangi, through Onehunga and to Sylvia Park.
6. The two other locations proposed to locate anode bed infrastructure within Auckland are Hamlin's Hill, Sylvia Park and farm land adjacent to Mt Albert Grammar School.
7. In order to formalise the location of the infrastructure within the Reserve it is proposed to grant an easement to Watercare that will identify the location of the infrastructure and provide for maintenance and access requirements.
8. The issues arising in relation to the proposal are:
 - (a) the disadvantages of the proposed easement;
 - (b) the benefits of the proposed easement;
 - (c) the public notification process, if any; and
 - (d) the costs to Council.

DECISION MAKING

Issues

Disadvantages

9. The disadvantages of the proposal to locate anode bed infrastructure within the Reserve are:
 - (a) that additional utilities will be located within the Reserve with two of these being above ground;
 - (b) future access and maintenance to the cables will occur although the affect on the Reserve should be minimal.
10. It is considered that the disadvantages arising out of granting the easement and location of the proposed infrastructure within the Reserve will be outweighed by the benefits of the proposal as set out below.

Benefits

11. The main benefits of the proposed easement and location of anode bed infrastructure are:
 - (a) that the infrastructure will provide corrosive protection to the Huia 2 watermain and the Hunua 3 North watermain and for this reason Watercare attributes a high priority to this project; and
 - (b) that residents within this area will benefit from the anti-corrosive infrastructure that will protect the existing watermains.

12. On the basis of the above, it is considered that the benefits resulting from the proposed location of the infrastructure and the proposed easement outweigh any disadvantages.
13. In order to reduce any visual effects of the anode bed infrastructure Watercare has agreed to carry out planting around the junction box to reduce the visibility of this and to contract a local artist to paint the transformer rectifier unit as well as the existing transformer units located at the entry to the Reserve that are owned by Watercare.
14. It is noted that a number of location options were considered by Watercare and Council officers. However, these options were restricted by the following requirements:
 - (a) the anode bed must be located at least 60m from the Huia 2 watermain;
 - (b) the anode bed must be located at least 200m from the steel gas main running along Titirangi Road;
 - (c) the level of soil resistivity has to meet certain criteria which has resulted in the elimination of a number of locations within Manawa Wetland;
 - (d) Watercare needs ongoing access to the infrastructure for maintenance and monitoring purposes; and
 - (e) the transformer rectifier units need to be positioned in close proximity to existing monitoring boxes along the road to use existing communication equipment located within the road.
15. As a result of the above restrictions on the location of the infrastructure there were limited options available to Watercare along Margan Avenue and within private property - and also limited options within the Reserve.
16. Council staff consider that the location proposed in this report and as indicated in the attached plan is the preferred location within the Reserve and that there are very limited alternative options outside the Reserve, if any.

Public Notification

17. Under section 48(3) of the Reserves Act 1977 public notification of the proposal is not required to be undertaken where:
 - (a) the reserve is not likely to be materially altered or permanently damaged; and
 - (b) the rights of the public in respect of the reserve are not likely to be permanently affected.
18. It is considered that the undergrounding works will be carried out within a short timeframe and there will not be any resulting damage as set out in paragraphs (a) and (b) above. Therefore it is considered that public notification is not required under section 48 Reserves Act 1977.

Costs of Easement

19. The costs relating to the easement will be paid for by Watercare.

Options Identified

20. The options identified are:

- (a) to do nothing;
- (b) to grant the easement as proposed in this report; or
- (c) to consider other locations.

To do nothing

21. This is not considered an appropriate option. Watercare has advised that there is a high priority to installing cathodic protection along the entire length of the watermains to prevent corrosion of the existing watermain. The other locations identified by Watercare to locate cathodic protection at Hamlin's Hill and Mt Albert Grammar have already been approved.

To grant the easement as proposed in this report

22. This is considered to be the only appropriate option available. As mentioned above Council officers specifically requested Watercare to provide alternative location options. Watercare has been unable to provide any alternative locations along Margan Avenue, the only other locations to be suggested have been within the Reserve.

To consider other locations

23. As mentioned above Watercare have been unable to provide any alternative locations outside the Reserve. On this basis there are no other options available to consider.

Assessment of Options

24. On balance, it is considered that there are very limited options available to Watercare. As such it is considered acceptable to locate the anode bed infrastructure within the Reserve provided that an easement is granted to Watercare on terms acceptable to the Council.

Preferred Option

25. The preferred option is to locate the anode bed infrastructure within the Reserve and grant an easement to Watercare for these purposes.

STRATEGIC CONTEXT

26. A strategic outcome of the Council's Growth Management Strategy is to plan with key infrastructure providers to provide local access to core services.
27. The location of anode bed infrastructure within the Reserve will ensure that Watercare is able to continue to operate the Huia 2 watermain (and associated watermains) without any corrosion issues arising which could impact on the structural stability of the existing watermains. This will enable water to be accessible to residents within Waitakere and Auckland.

CONSULTATION

28. Consultation has been undertaken with relevant Council officers including Parks and Open Space Assets unit.
29. Public notification is not required in respect of this proposal as set out above in this report.

RESOURCES

30. No resources are required other than staff time in respect of the proposed easement.

IMPLEMENTATION ISSUES

31. If a decision is made to approve the proposed location of the cables within the Reserve, and to grant an easement in respect of the area in which the cables are located within the Reserve, the process required to complete this project involves:
- (a) agreeing on detailed plans for the location of the cables; and
 - (b) approving terms of easement in respect of the Reserve.

AUCKLAND COUNCIL TRANSITION ISSUES

32. It is considered that the decision making proposed in this report will not be constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009 on the basis that it will not 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: Huia Kingi, Parks Consent Planner, Parks Planning.



14 WEST COAST ROAD, GLEN EDEN – NEW POLICE VEHICLES ONLY PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval to install a new Police Vehicles Only parking restriction on West Coast Road, Glen Eden.

Consultation with affected business was undertaken and no objections were received.

Two options have been identified: to install the new Police Vehicles Only parking restriction or to leave the area as it is.

RECOMMENDATIONS

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

1. **Receive** the West Coast Road, Glen Eden - New Police Vehicles Only Parking Restriction report.
2. **Approve** that in relation to **WEST COAST ROAD, GLEN EDEN:**
 - (a) and in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following restriction now be resolved to be specified and imposed, namely,

- (i) on the west kerb line of **WEST COAST ROAD**, outside number 192 West Coast Road, the **POLICE VEHICLES ONLY** 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 limitation and restriction.

BACKGROUND

1. The New Zealand Police have requested this new parking restriction and have spoken to all affected businesses in the area. This parking restriction will provide a higher profile of police presence in the area and a greater level of comfort to the community.

DECISION MAKING

Issues

2. The New Zealand Police have requested a Police Vehicles Only parking restriction on West Coast Road, Glen Eden to enable them to provide a higher profile and presence in Glen Eden. There has been a demand from the business communities to provide increased visibility from the police.
3. The location of the new Police Vehicles Only parking restriction is indicated on the diagram attached at page A31.

A31

Options Identified

4. Two options have been identified: to install the new Police Vehicles Only parking restriction to provide a higher police presence or to leave the area as it is.

Consideration of Community Views

5. Consultation was undertaken with the affected businesses during August/September 2010. No objections were received.

Preferred Option

6. The preferred option is to install the Police Vehicles Only parking restriction.

STRATEGIC CONTEXT

7. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe City travel facilitated by integrated, environmentally-responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
8. Correctly marked and sign posted parking restrictions are desirable to both notify the public transport users of the parking restriction and to keep these locations clear of other vehicles.

CONSULTATION

9. The Council and the New Zealand Police have worked together to identify optimal solutions that deliver on a higher police profile while taking into account of the needs of other road user groups.
10. Consultation with internal staff and Maori was not required for this report.

RESOURCES

11. The new Police Vehicles Only parking restriction can be implemented under the Annual Plan 2010/2011 minor improvements budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Jane Harris, Transport Technician.



15 MEMORIAL DRIVE, NEW LYNN - NEW POLICE VEHICLES ONLY PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the New Lynn Community Board's approval to install a new Police Vehicles Only parking restriction on Memorial Drive, New Lynn.

Consultation with affected businesses was undertaken and no objections were received.

Two options have been identified: to install the new Police Vehicles Only parking restriction or to leave the area as it is.

RECOMMENDATIONS

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

1. **Receive** the Memorial Drive, New Lynn – New Police Vehicles Only Parking Restriction report.

2. **Approve** that in relation to **MEMORIAL DRIVE, 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 east kerb line of **MEMORIAL DRIVE**, outside Denny's Restaurant, the **POLICE VEHICLES ONLY** 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 limitation and restriction.

BACKGROUND

1. The New Zealand Police have requested this new parking restriction and have spoken to all affected businesses in the area. This parking restriction will provide a higher profile of police presence in the area and a greater level of comfort to the community.

DECISION MAKING

Issues

2. The New Zealand Police have requested a Police Vehicles Only parking restriction on Memorial Drive, New Lynn to enable them to provide a higher profile and presence in New Lynn. There has been a demand from the business communities to provide increased visibility in New Lynn.
3. The location of the new Police Vehicles Only parking restriction is indicated on the diagram attached at page A32.

A32

Options Identified

4. Two options have been identified: to install the new Police Vehicles Only parking restriction to provide a higher police presence or to leave the area as it is.

Consideration of Community Views

5. Consultation was undertaken with the affected businesses during August/September 2010. No objections were received.

Preferred Option

6. The preferred option is to install the Police Vehicles Only parking restriction.

STRATEGIC CONTEXT

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

8. Correctly marked and sign posted parking restrictions are desirable to both notify the public transport users of the parking restriction and to keep these locations clear of other vehicles.

CONSULTATION

9. The Council and the New Zealand Police have worked together to identify optimal solutions that deliver on a higher police profile while taking into account of the needs of other road user groups.
10. Consultation with internal staff and Maori was not required for this report.

RESOURCES

11. The new Police Vehicles Only parking restriction can be implemented under the Annual Plan 2010/2011 minor improvements budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Jane Harris, Transport Technician.



16 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 79 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 5 Clinker Place (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 a bus service between Hutchinson Avenue and Astley Avenue. There is a retirement village in the vicinity of 73/75 Margan Avenue which currently has no public transport service.
3. The location of the two new bus stop parking restrictions is indicated on the diagram attached at page A33.

A33

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 staff 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.

