

**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL,
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON
WEDNESDAY, 2 DECEMBER 2009, COMMENCING AT 9.30 AM**

<u>ITEM</u>	<u>TABLE OF CONTENTS</u>	<u>PAGE NO.</u>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFLICTS OF INTEREST	1
4	CONFIRMATION OF MINUTES	1
5	PROJECT TWIN STREAMS UPDATE	2
6	CHANGE OF OWNERSHIP OF THE TOILET AND CHANGING ROOM FACILITIES AT LAWSON PARK TO THE NEW LYNN RUGBY LEAGUE FOOTBALL CLUB INCORPORATED	10
7	BRIDGE AVENUE PUBLIC TOILET	12
8	HENDERSON VALLEY PARK RESERVE MANAGEMENT PLAN - SECOND ROUND OF SUBMISSIONS AND PROPOSAL FOR A COVERED ARENA	15
9	LAINGHOLM BEACH HALL DEMOLITION	20
10	REGIONAL LAND TRANSPORT PROGRAMME 2009 - 2012 FUNDING SUBSIDY SHORTFALL	24
11	NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE MID- NOVEMBER 2009	31

**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL,
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON
WEDNESDAY, 2 DECEMBER 2009, COMMENCING AT 9.30 AM**

1 APOLOGIES



2 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 Committee 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 Committee 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.



3 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.



4 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 4 November 2009

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the minutes of the meeting of the Infrastructure and Works Committee held on Wednesday, 4 November 2009, as circulated, and that they be taken as read and now be confirmed.



5 PROJECT TWIN STREAMS UPDATE

GLOSSARY

Project Twin Streams	(PTS)
Auckland Regional Holdings	(ARH)
Auckland Regional Council	(ARC)
Integrated Catchment Management Plan	(ICMP)
kilometres	(km)
metres	(m)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Infrastructure and Works Committee with an update of Project Twin Streams (PTS) outcomes and highlights from February 2009 to November 2009.

The 2009 planting season for riparian restoration finished in October 2009, with 122,020 plants planted. Works on the Henderson Creek are nearing completion. Swanson, Lower Oratia and Lower Opanuku streams are around 50% complete, and a relatively small amount of works have been carried out in Waikumete Stream due to a late start.

Community involvement had a significant increase, with just over 11,800 volunteers attending PTS events in 2009. The use of arts as a community engagement tool is highly effective, with many arts projects undertaken by community groups.

Property acquisitions are progressing on 107 properties (this includes full purchases, partial purchases and conservation covenants). To date, 95 property purchases have been completed.

The PTS walk/cycle ways have been completed for the Oratia, Lower Opanuku and Waikumete Streams. Construction on the Upper Opanuku walk/cycleway has commenced and is due for completion in April 2010.

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the Project Twin Streams Update report.

BACKGROUND

1. The purpose or kaupapa for PTS is:
 - working together for healthy streams and strong communities; and
 - creating a sustainable future.
2. PTS is a Council-Community project that focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruhuru Creek catchments. Project Twin Streams uses a community development approach to tackle the issues around integrated stormwater management and the restoration of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams.
3. PTS is funded by a grant from Infrastructure Auckland, now Auckland Regional Holdings (ARH). The grant consists of \$40 million over a 10 year period from 2003-2012. Project Twin Streams broadly aims to avoid, remedy and mitigate adverse stormwater effects in ways that also achieve social, cultural and economic outcomes. A further \$8.6 million (\$5.2 million from ARH and \$3.4 million from New Zealand Transport Agency) was received to build 10 kilometres (km) of new walk/cycleways alongside three of the streams in the PTS catchment.

4. The key driver for PTS was to achieve environmental quality improvement. There are critical issues facing the catchment, such as:
 - high levels of pollution in the discharge from Henderson Creek to the Waitemata Harbour;
 - sporadic flooding, erosion and sedimentation of stream beds; and
 - unacceptable levels of sewer overflows during storms.
5. However, it was clear from the start of PTS that to improve environmental quality, an approach was required which integrated the four wellbeings (environmental, social, cultural and economic) and recognised the spiritual connection between people and the natural environment. This quadruple bottom line approach is reflected in the PTS Strategic Plan that was approved by Council in July 2005.
6. The point of difference between PTS and other environmental projects is that it takes a sustainable community development approach. The assumptions underpinning this approach are:
 - People are more likely to make changes in behaviour when they understand the problem and are part of identifying the solutions.
 - Local community organisations are more knowledgeable about their community, and therefore better at engaging local people.
 - Each community has its own diverse characteristics.
 - Creative learning methods that engage people are more effective in creating meaningful and long-term behaviour change.
 - A partnership approach between local communities, non-government organisations, and local, regional, and central government, will be a very effective way of achieving long-term change towards sustainability.

DECISION MAKING

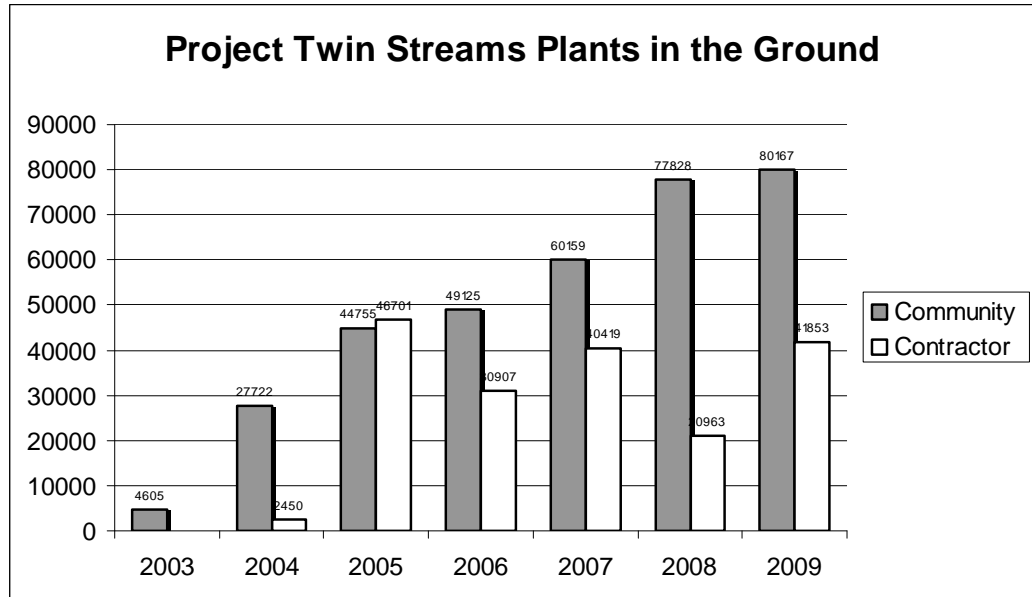
7. This report is for information only, hence no decision making is required.

PTS Organisational Structure Change

8. Restructuring in the Council's City Services directorate has resulted in major changes to the PTS organisational structure. PTS and the PTS team has been moved from EcoWater to Parks Assets under the management of the Service Manager: Parks and Open Spaces.

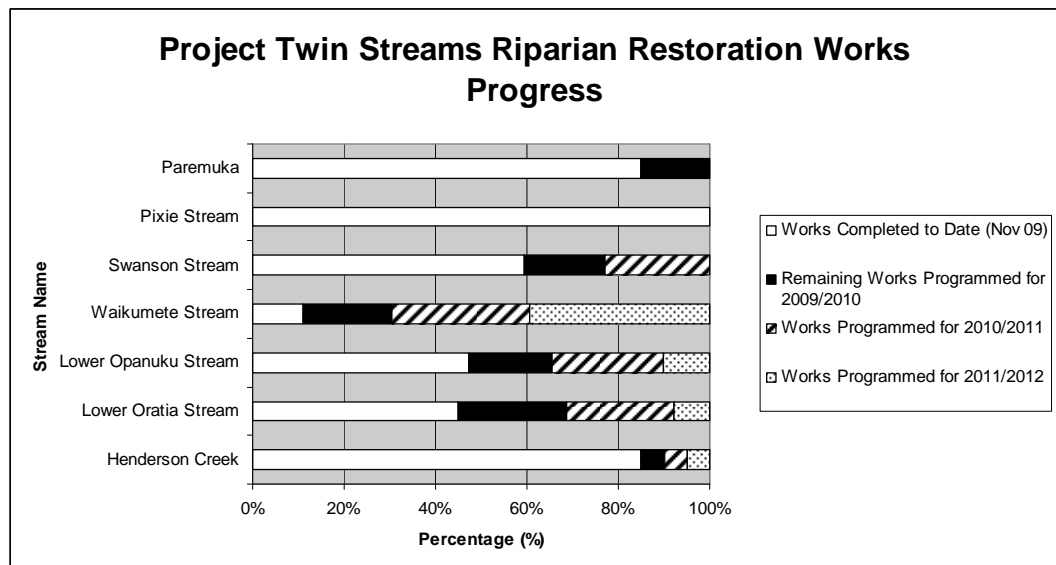
Planting and Maintenance Programme

9. The planting season for 2009 finished in October 2009, and a further 122,020 plants have been planted in the five streams. Almost two-thirds (80,167) of these plants were planted by community groups/individuals, as shown in Graph 1. This brings the total number of plants planted by PTS to just over 500,000 plants.



Graph 1 - Number of plants that have been planted by community versus contractors.

10. Progress of stream restoration works on the five PTS streams varies. The programmed works in Henderson Creek are almost completed, with minor infilling and maintenance planned for the next two years. Around half the programmed works are completed in the Lower Oratia, Lower Opanuku and Swanson Streams. Waikumete Stream has had relatively small amount of work undertaken so far, with only 11% of works completed. This is attributable to the late start on this stream and the consultation process (obtaining approval to enter from numerous private property owners). Graph 2 below summarises the percentage of works that have been completed at each stream and when the remaining works are planned for completion.
11. Riparian restoration works commenced on the Paremuka Stream in May 2009. Approximately 15 metres (m) wide strips on each side of Paremuka Stream, for a length of 400m, has had weeds cleared and planting carried out. The site is currently in the maintenance stage and on track for works to be completed by December 2009.



Graph 2 - Riparian works completed and planning for remaining works.

Community Contracts and Community Engagement

12. There are four community organisations and one local resident (as listed in Table 1) who are contracted by PTS to engage their local communities. These organisations and individuals have met their targets for stream planting and community engagement. Table 1 below provides a summary of the community contract organisations' performance on the basis of the number of plants planted and volunteer attendance numbers.

Community Contract Organisation	Stream	Number of Plants Planted by Community Over 2009	Number of Volunteers (individuals)	Number of Groups
Te Ukaipo Mercy Initiatives for Rangatahi	Swanson, Waimoko & Momutu Streams	9,296	731	10
Swanson (local resident contracted)	Swanson	2,830		
Community Waitakere	Henderson Creek	12,002	905	16
McLaren Park Henderson South Community Initiative	Opanuku	21,383	1,878	19
McLaren Park Henderson South Community Initiative	Oratia	13,174	3,644	16
EcoMatters Environment Trust	Waikumete, Bishop & Whakarina Streams	19,154	2,622	11
Te Ukaipo Mercy Initiatives for Rangatahi	Paremuka Stream	2,328		
TOTALS		80,167	9,780	72

Table 1 - List of community organisations contracted by Council to engage its local communities in PTS. Numbers of plants planted by these organisations are also provided.

13. During November 2008, Council was in negotiations with Corban Estate Arts Centre to extend its contract to include the upper Opanuku Stream portion (between Border and Candia roads). However, this negotiation was unsuccessful as Corban Estate Arts Centre decided it wasn't feasible for them to manage the additional area. Hence, a new contract was negotiated with McLaren Park Henderson South to take over the upper and lower Opanuku Stream community contract from July 2009 onwards.

14. Other activities undertaken by contracted community organisations which exemplify the success of using the community development model are:
- A grant secured by Ecomatters Environment Trust from the Ministry for the Environment for undertaking stream restoration works outside of the ARH - funded areas within the Waikumete Stream catchment;
 - Orchards planted in the Waikumete and Oratia Streams;
 - A pilot trainee programme was run in partnership with Te Ukaipo Mercy Initiatives and Parks Maintenance and Services Limited. The programme involved selecting three at risk youth from the Ranui/Swanson area to work with the contractors on the Paremuka Stream to gain skills in riparian restoration works. All three cadets successfully completed the programme and were awarded certificates of completion; and
 - A stream ranger role has been developed by Ecomatters Environment Trust, whose responsibility is to assist with the engagement of property owners around the Waikumete Stream.

Creative Processes and Innovative Learning

15. Using creative learning methods to engage people is a tangible and fun way for people, particularly children, to engage in PTS.
16. Various creative learning projects have brought together a range of diverse groups and ages to engage in PTS. These include:
- Installation of mosaic pavers at Lower Opanuku Stream with Henderson High School students;
 - Running a “learning outside the classroom” programme which has been attended by approximately 250 students from primary to high school level;
 - Co-ordinating photography exhibitions;
 - Creating a mural at Swanson Road Primary School;
 - Designing and creating a puriri moth costume that was worn at Storyfest 2009; and
 - Organising and running Songquest in conjunction with Zeal. Photographs and a DVD of this event are currently being produced.

Walk/Cycleways

17. In 2004 an application was approved by ARH for \$5.2 million to construct walk/cycleways along the Opanuku, Oratia and Waikumete Streams. An additional subsidy of \$3.4 million from the New Zealand Transport Agency has also been approved. To date, a total length of 6.7km of walk/cycleways has been opened to public, which includes:
- Completion of the Oratia Stream walk/cycleway - 1.6km;
 - Completion of the Lower Opanuku walk/cycleway - 2.6km;
 - Completion of the Lower Waikumete walk/cycleway - 540m;
 - Completion of the Millbrook Road (Oratia Stream) walk/cycleway - 1.4km; and
 - Upper Waikumete - 600m.

18. The Upper Opanuku walk/cycleway commenced construction on 16 June 2009 and is due for completion on 16 April 2010. This section of the walk/cycleway will be 1.85km long when completed and to date approximately 400m of cycleway has been constructed.
19. Wayfinding signage is under development and is planned for installation in the next few months.
20. Further promotion of the walk/cycleway is being explored through a Council/Community process. Stakeholders meet on a regular basis and have committed to keeping each other updated on events and activities that involve the walk/cycleway. Council plans to measure the use of the walk/cycleway infrastructure against the sustainable transport catchment potential of the off-road infrastructure.

Property Purchases and Covenants

21. PTS is acquiring properties for the purposes of mitigating flooding hazards and obtaining land for riparian restoration works. Progress with property acquisitions is summarised in Table 2 below. June 2010 has been placed as a deadline for completion of all acquisition negotiations in order to allow sufficient time to undertake the stream restoration works.

	Full Property Purchase	Partial Property Purchase	Conservation Covenants	TOTAL
Acquisitions Completed	66	29	14	109
Acquisitions in Progress	14	45	48	107

Table 2 - Summary of number of properties purchased by PTS and those still in negotiations.

Relationship with Manawhenua and iwi

22. PTS consults with local iwi groups for new works programmes or proposed amendments on an as required basis.
23. The contract with Ngati Whatua o Orakei Limited for carrying out restoration works along a portion of Opanuku Stream is progressing very well. The majority of the site is now planted and weeds are maintained and under control.

PTS Sustainable Household-Sustainable Living Pilot Programme

24. Based on the success of the first stage of the pilot programme (as per the Project Twin Streams update report presented in February 2009), the PTS Sustainable Household-Sustainable Living Pilot Programme was extended to include a further 350 households.
25. To date this programme has proved effective at engaging with traditionally hard to reach groups. It is also bringing groups of neighbours together who are identifying goals and actions for ongoing involvement in sustainable living; for example composting courses and food growing.
26. The effectiveness of the extended PTS Sustainable Household-Sustainable Living Pilot Programme is currently being evaluated.

Integrated Catchment Management Plan

27. Council is undertaking planning to implement an integrated catchment management plan (ICMP) for the PTS Catchment. The ICMP is a regulatory requirement primarily for stormwater discharges within a catchment (in particular the effects of stormwater flows and quality on natural water bodies). Currently, the ICMP application is at an information gathering stage, preparatory to completing the application document.

Future Planning

28. The intention of PTS has always been to develop a community governance structure sitting outside of, but including, Council. The PTS future governance project recognises the urgency required to establish a future governance structure as:

- funding from ARH phases out between 2010 and 2012;
- the Auckland Council transition moves ahead; and
- community expectations build.

29. A work programme is underway to progress the governance options. It includes discussions between the community organisations, iwi, Council and the Auckland Regional Council to develop preferred options and timelines. It is timely to do this alongside the regional governance planning. Once the preferred options have been developed they will be reported back to Council for approval, along with a funding plan. It is anticipated that the report will be submitted to Council in February 2010.

30. Council is currently undertaking a cost/benefit analysis on PTS. This analysis will be used to justify a case for Council to provide future funding to the project (beyond 2012, when the final ARH grant ceases) for the purposes of:

- maintaining areas where planting has been carried out but plants have not yet established and/or are still threatened by weed reinvasions; and
- expanding PTS works into areas which are currently not funded by ARH.

STRATEGIC CONTEXT

31. PTS has been identified as one of Council's catalytic projects and is contributing to the implementation of the vision of Waitakere as an eco city through all Council's strategies. Specific strategies which PTS strongly aligns with include:

- Environment
 - Maintaining, protecting and enhancing the natural environment.
 - Enabling community care and conservation of the green network.
 - Weed and pest management to support native biodiversity.
- Social
 - Creating natural environments that are accessible, sustainable and promote the health and wellbeing of all people.
 - Building strong resilient communities and developing community leadership.
- Cultural Wellbeing
 - Supporting diverse identities and cultures to be expressed and celebrated.
- Transport
 - Increasing walking and cycling network.

32. Several community outcome priorities strongly identify PTS as a project for enabling the achievement of a number of community outcome priorities. These include:
- Green Network;
 - Strong Communities;
 - Sustainable Environment;
 - Strong Economies; and
 - Waiora (Environmental Protection, Whaiora (Participation in society)).

CONSULTATION

33. Where a new works programme is proposed, or works deviate from approved plans, then consultation with one or more of the following is undertaken, dependent on the type of works:
- ARH;
 - Contracted community partners;
 - Private property owners;
 - Relevant Council unit, for example Parks Assets and Parks Planning for works carried out on public lands;
 - Local iwi; and
 - Project Twin Streams Steering Group, which includes representatives from Council, community groups, and Auckland Regional Council.

RESOURCES

34. There are no resource issues arising from this report.

IMPLEMENTATION ISSUES

35. The property acquisition component of PTS has been accelerated to ensure that all acquisition negotiations are completed by end of June 2009. This is to ensure access to riparian sites is made available for the implementation and completion of riparian restoration works prior to ARH grants finishing in 2012.

AUCKLAND COUNCIL TRANSITION ISSUES

36. 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, Evaluation Leader: Project Twin Streams.



6 **CHANGE OF OWNERSHIP OF THE TOILET AND CHANGING ROOM FACILITIES AT LAWSON PARK TO THE NEW LYNN RUGBY LEAGUE FOOTBALL CLUB INCORPORATED**

GLOSSARY

New Lynn Rugby League Football Club Incorporated	(the Club)
Waitakere City Council	(the Council)
Lawson Park	(the Park)

EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Infrastructure and Works Committee to formally grant a change of ownership of the toilet and changing room facilities at Lawson Park (the Park) to the New Lynn Rugby League Football Club Incorporated (the Club).

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Change of Ownership of the Toilet and Changing Room Facilities at Lawson Park to the New Lynn Rugby League Football Club Incorporated report.
2. **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.

BACKGROUND

1. The Park is categorised as a citywide active park and is located at 38 Willerton Avenue, New Lynn. The Park has been used for the playing of rugby league since approximately 1950. It has one full size playing field and a training area.
2. In 1955, the New Lynn Borough Council erected toilet and changing room facilities on the Park. In 1982, the Club built clubrooms on the Park, encompassing the toilet and changing room facilities into the new building. The location of the toilet and changing room facilities inside the new clubrooms are shown are attached at page A1.
3. A condition of the approval granted to the club to incorporate the toilet and changing room facilities into their clubrooms was that the club must open the toilets for public use during club activities. This was a verbal agreement until it was documented in 1985, and this agreement is still accepted by both the club and Waitakere City Council (the Council) today.
4. Due to a number of issues outlined below, it is proposed to formally grant a change of ownership of the toilet and changing room facilities to the club.

DECISION MAKING

Issues

5. Since the clubrooms were built around the toilet and changing room facilities, the Club has been contracted to clean and upgrade the facilities. However, in 2001 the Council did assist the Club by undertaking structural work on the southwest corner of the changing rooms.

A1

6. A letter has been received from the Club requesting that Council relinquish its encumbrance over the toilet and changing room facilities for the following reasons:
- Rather than use the external access door the public walks through the clubrooms to the toilets, and, as a result, the Club has had to make repairs to the clubrooms in the past;
 - It is not desirable to have the public walking through the clubrooms due to security and safety reasons; and
 - The toilet and changing room facilities are at the end of their life. To secure funding to undertake a full upgrade the Club needs to hold ownership of the facilities.

Lease

7. The club's current lease has expired. They have applied for a new lease, however processing is on hold by the Council until the Community Leases Policy review has been completed. A report will be brought to the Infrastructure and Works Committee at a later date recommending that a new lease be granted to the Club for a period of 10 years with a right of renewal for a further five years.

Future of the Club

8. The Club is currently working with the Council and Sport Waitakere regarding a possible joint venture between the Club and the Western Magpies Softball Club who are using the Park this summer and on occasion hire the clubrooms. 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.
9. A full refurbishment of the clubrooms including the toilet and changing room facilities is planned in conjunction with proposed co-location of the Club and Western Magpies Softball Club.
10. The toilet and changing room facilities have not been on the Council's asset register for some time due to the Club being contracted to clean and upgrade the facilities. They would hold no value due to the facilities being at the end of their life.

STRATEGIC CONTEXT

11. Supporting the Club to provide facilities and activities to the local community contributes to the following community outcomes:
- Strong Communities through building a stronger sense of connection and supporting the community to a good work life balance;
 - Whaiora (Participation in Society) and Working Together through encouraging a culture of working together and mobilising local energy; and
 - Toiora (Healthy Lifestyles) through encouraging healthy and positive activities in parks.

12. The development of the clubrooms is in line with Waitakere City's Strategic Direction in the following way:
- Supports the Social Strategy through developing community leadership, infrastructure and assets and promoting the health and wellbeing of people through club support; and
 - Supports the Growth Management Strategy of working with local stakeholders in providing access to services and social infrastructure that links to growth.
13. The provision of public toilet facilities at Lawson Park does not satisfy the criteria contained in Council's Provision and Operation of Toilets in the City Policy which was adopted in 1997 and the criteria in the Parks and Open Space Strategic Plan 2009.

CONSULTATION

14. Consultation has taken place with Parks Planning and Leisure Services.

RESOURCES

15. There are no resources needed to implement the recommended decision.

IMPLEMENTATION ISSUES

16. There are no foreseen issues involved in implementing the recommended decision.

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: Sarah Natac, Customer Liaison Officer.



7 BRIDGE AVENUE PUBLIC TOILET

GLOSSARY

Bridge Avenue Public Toilet	(the Public Toilet)
Te Atatu Boating Club	(the Boat Club)
Waitakere Outrigger Canoe Club	(the Canoe Club)
Parks and Open Space Strategic Plan	(the Strategic Plan)

EXECUTIVE SUMMARY

The purpose of this report is to inform the Infrastructure and Works Committee of the feedback from the community regarding the future of the public toilet located on Bridge Avenue, Te Atatu South and to seek approval to proceed with designing a new toilet block for Bridge Avenue.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Bridge Avenue Public Toilet report.
2. **Approve** to proceed to the design phase for the renewal of the public toilet on Bridge Avenue, Te Atatu South.

BACKGROUND

1. The Bridge Avenue Public Toilet (the Public Toilet) is located within the road reserve of Bridge Avenue and is approximately 10 metres from the main entrance to Bridge Avenue Reserve. As the Public Toilet is located within the road reserve, jurisdiction for development of this asset resides with the Infrastructure and Works Committee.
2. Te Atatu Boating Club (the Boat Club) is located at the end of Bridge Avenue and provide launching facilities for the public for a small fee. Waitakere Outrigger Canoe Club (the Canoe Club) hires an area of the Boat Club to store their equipment. The Canoe Club is based out of the Boat Club and has over 700 members. The Canoe Club operates seven days a week, Monday to Friday between 3:15pm until 8:00pm and during the day on weekends and school holidays. The canoe club members and their families use the public toilet during training.
3. The Public Toilet has come to the end of its serviceable life and is incurring ongoing maintenance costs and vandalism such as graffiti. The Public Toilet requires an upgrade or permanent removal. Funding has been provided in the Annual Plan 2010/2011 for physical works.
4. Public consultation on the current use of the Public Toilet was undertaken during September and October 2009. A sign was installed on the external wall of the public toilet and mail drop flyers were distributed to residents within a 400 metre walking distance of the Public Toilet.

DECISION MAKING

Issues

5. The current Public Toilet facility contains two pans in the female block and one pan and one urinal in the male block. The current Toilet block is not fully accessible and has an undesirable layout for safety. It is proposed to upgrade the Public Toilet with the design being undertaken in the 2009/2010 financial year, and to build the new toilet in the 2010/2011 financial year.

Parks and Open Space Strategic Plan

6. The Parks and Open Space Strategic Plan (the Strategic Plan) states that toilets should only be supplied where the use is expected to be high and sustained and no other facilities are available. If the Public Toilet was to be upgraded, the use would be high and sustained as the Canoe Club is based at Bridge Avenue. Provision of a public toilet facility does not meet other criteria in the Strategic Plan as follows:
 - It is not a Citywide park;
 - It is not within town centres; and

- It is not associated with rail stations.
7. A partnership agreement with the Boat Club was explored to see if the Boat Club could provide toilet facilities for the Canoe Club. This partnership is not possible as the Boat Club opening hours do not always coincide with the Canoe Club training times. The Boat Club also advised that they only provide toilet facilities for Boat Club members.

Toilet Design

8. If approval is obtained to design the Public Toilet this financial year the toilet would be designed in accordance with Council's Standard Toilet Design and the Strategic Plan.

STRATEGIC CONTEXT

9. This project contributes to Council's Social Strategy which aims to develop community infrastructure. There is currently a public toilet provided in this area and the upgrade of the existing Public Toilet would be in accordance with the strategic plan.

CONSULTATION

10. A sign was installed on the front of the Public Toilet in September 2009 with a four week submission period requesting feedback on the use of the Public Toilet. A mail drop was also undertaken in October 2009 to residents within a 400 metre walking distance to the Bridge Avenue Reserve. Responses have been received from 17 individuals and one response from the Canoe Club.
11. The majority of feedback was in favour of retaining the Public Toilet facility at Bridge Avenue, with 88% in favour of retaining the Public Toilet facility and 12% of responses requesting the removal of the Public Toilet facility. The main points raised through the public consultation process are listed in the table below:

Retention of Public Toilet	Removal of Public Toilet
<ul style="list-style-type: none"> • Facilities are used by the Waitakere Outrigger Canoe Club • Courier drivers and other mobile business use the facilities during the day • Locals with children use the facility while visiting Bridge Avenue Reserve • No other public facilities are provided in the immediate area • Boat users who launch at the Boat Club use public facilities 	<ul style="list-style-type: none"> • Bridge Avenue is a local park and does not require public toilet facilities • Makes one feel unsafe to use the Public Toilet and it also gets vandalised • The Public Toilets attract undesirable behaviour • The Public Toilet attract boy racers

RESOURCES

12. The estimated cost of the professional services to undertake concept design, detailed design and to obtain building consents for upgrading the Public Toilet is \$15,000. Budget has been provided in the Annual Plan 2009/2010 to carry out the professional services component of the toilet upgrade. Budget of \$130,000 has been provided in the Annual Plan 2010/2011 for the construction of the Bridge Avenue Public Toilet.

IMPLEMENTATION ISSUES

13. There are no implementation issues associated with 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: Tracey Hamilton, Parks Project Development Officer.



8 HENDERSON VALLEY PARK RESERVE MANAGEMENT PLAN - SECOND ROUND OF SUBMISSIONS AND PROPOSAL FOR A COVERED ARENA

GLOSSARY

Draft Henderson Valley Park Reserve Management Plan	(Draft Reserve Management Plan)
Henderson Riding for the Disabled	(RDA)
Henderson Valley Park	(the park)

EXECUTIVE SUMMARY

The purpose of this report is to present to the Infrastructure and Works Committee the amendments to the draft Henderson Valley Park Reserve Management Plan (Draft Reserve Management Plan), based on submissions received to the second round of community consultation.

This report includes all proposed amendments to the Draft Management Plan, and recommends the final Reserve Management Plan incorporate those amendments and be adopted.

There was a proposal on behalf of the Henderson Riding for the Disabled (RDA) for a covered arena. The issues around this proposal are outlined in this report.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Henderson Valley Park Reserve Management Plan - Second Round of Submissions and Proposal for a Covered Arena report.
2. **Approve** the adoption of the Henderson Valley Park Reserve Management Plan, incorporating the following amendments:
 - a) Item No. 1 – That all typographical and grammatical errors highlighted in submissions and discovered during the amendments be corrected.

- b) Item No. 2 – Include a summary of Henderson Riding for the Disabled in Part One, Recreation and Use.
- c) Item No. 3 – Add the following implementation bullet point to Policy 4.1:
 - Allow for the future construction of a covered all weather arena on the Henderson Valley Park, located in a manner that is sensitive to adjoining neighbours views and is in keeping with the rural nature of the Henderson Valley Park. Ensure that the proposal is designed in a manner that is in keeping with Policy 3.4.
- d) Item No. 4 – Add the following implementation bullet point to Policy 4.1:
 - Ensure that the grassed bridle trail that connects Border Road to Henderson Valley Road is developed in conjunction with the cycleway.
- e) Item No. 5 – Amend Policy 3.1, implementation bullet point four to read,
 - Retain the remnant orchard plants on the reserve, where such species are not invasive, and where such species are not hazardous to the health of horses.
- f) Item No. 6 – Amend Policy 4.1, implementation bullet point 4 to read:
 - Retain the stile at the Tabitha Crescent open space area to allow for the informal access and connection to the playground at the Henderson Valley Road frontage.
- g) Item No. 7 – Add the following implementation bullet point to Policy 4.1:
 - Allow for the construction of a half court to the Tabitha Crescent open space area.
- h) Item No. 8 – Add the following implementation bullet point to Policy 3.3:
 - Allow for the removal of the existing tractor shed to the north of the existing dressage arena.
 - Amend Concept Plan to reflect the above.
- i) Item No. 9 – Add the following implementation bullet point to Policy 4.1
 - Allow for the construction of a circular pen to the north of the dressage arena (see Concept Plan).
 - Allow for spectator seating to be constructed at the two arena areas.
- j) Item No. 10 – Amend Concept Plan to include an extension of the gravel driveway to accommodate parking in the winter months.

BACKGROUND

1. The process to prepare a Reserve Management Plan for Henderson Valley Park (the Park) began in February 2007. The Advisory Group, established to oversee the development of the Reserve Management Plan was formed in February 2008. The first round of consultation for the intention to prepare the Draft Reserve Management Plan occurred in February 2008 where five submissions were received. Initial meetings with the Henderson Valley Pony Club occurred in March 2008 and meetings with the RDA occurred in April, October and December 2008.

2. The Draft Management Reserve Plan was prepared in 2008, and was presented to the Infrastructure and Works Committee in September 2008. This report sought approval to publicly notify the Draft Reserve Management Plan for a second round of community consultation.
3. At this time there was a proposal on behalf of the RDA for a covered horse riding arena on the Park. The development of equestrian facilities on the park was generally allowed for in the Draft Reserve Management Plan. However, the specific proposal and location of the covered arena was not included in the Draft Reserve Management Plan.
- A2 4. The proposed location of the covered arena as put forward by the RDA, was to be where the existing dressage arena is situated. See the attachment at page A2 for this location. The Advisory Group considered that the location and bulk of the building could potentially have a negative effect on adjacent landowners. The Advisory Group decided that the RDA should liaise directly with the landowners before the proposal is included in the Draft Reserve Management Plan. This consultation was undertaken by the RDA and the adjacent neighbours submitted through the Reserve Management Plan process.
5. A report was taken to the 1 April 2009 meeting of the Infrastructure and Works Committee to request approval of the Draft Reserve Management Plan, incorporating the amendments outlined in the report. Submitters were also heard at the beginning of that meeting. Sarah Cosio, Henderson Valley resident, spoke in opposition to the covered arena on the park. Scott Ramsay, Henderson Valley resident, spoke in opposition the covered arena on the park. Norma Hayward, President, Riding for the Disabled, spoke in support of the covered arena proposal.
6. At the 1 April 2009 Infrastructure and Works Committee meeting it was resolved as follows:

“The Infrastructure and Works Committee resolved to:

2. **Agree** that the Infrastructure and Works Committee have a site visit to the Henderson Valley Pony Club before any decision is made by the Infrastructure and Works Committee.”

493/2009

DECISION MAKING

7. Each submission received has been carefully considered for recommended amendments to the Draft Reserve Management Plan.
8. For this reason, it is considered that decisions made on issues appropriate to be included in the Draft Reserve Management Plan are in line with the relevant criteria of the Local Government Act 2002, in particular, sections 76-82.

Issues

- A3-A39 9. The recommended amendments to the Draft Reserve Management Plan are based on the issues raised in submissions to the second round of community consultation. Twenty submissions were received. Copies of the submissions are attached at pages A3 to A39.

- A40-A55 10. The issues raised in submissions have been considered, some requiring amendments and additions to the Draft Reserve Management Plan. A table summarising the submissions, with comments from staff and the Advisory Group, and the recommended amendments are attached at pages A40 to A55.

The Covered Arena on Henderson Valley Park

11. The site visit as requested by the Infrastructure and Works Committee was undertaken on Thursday, 23 April 2009, where an alternative location for the covered arena was discussed.
12. A meeting was held with the RDA in August 2009 and the alternative location for the covered arena was discussed and the RDA confirmed that the location would suit their purposes. Also discussed at the meeting were issues that the RDA had around the current lease arrangement.
- A56-A57 13. Parks Planning sent a letter to the Henderson Valley Pony Club that outlined the proposed alternative location of the covered arena for the Henderson Valley Pony Club to consider, as well as some options for the leasing arrangements. That letter and alternative location is attached at pages A56 to A57.
- A58-A62 14. Henderson Valley Pony Club attended a meeting at Council in response to the letter and expressed their opposition to the alternative location of the covered arena, or the ideas around the lease issues that were put forward. Henderson Valley Pony Club presented another location for Council to consider attached at pages A58 to A62.
- A63-A64 15. Parks Planning was in the process of arranging a meeting with the Henderson Valley Pony Club and the Henderson Riding for the Disabled to discuss the matter. However, such a meeting is no longer necessary as the RDA have recently sent a letter (attached at pages A63 to A64) to Council stating that the RDA would like to pursue an alternative location for the covered arena, i.e. not on Henderson Valley Park.

Inclusion of the Covered Arena in the Henderson Valley Park Reserve Management Plan

16. It is recommended that the proposal for a covered arena is allowed for in the Henderson Valley Park Reserve Management Plan. Parks Planning considers that because the Park is one of the few equestrian parks in Waitakere, it is an appropriate location for the covered arena. The inclusion of the covered arena is worded to be kept open and flexible in regard to a specific location on the Park. The specific location of the covered arena will be investigated if and when the proposal is revisited in the future.

Consideration of Community Views

17. Extensive community consultation is required throughout the preparation of the Draft Reserve Management Plan, as required by the Reserves Act 1977. Community views were sought in the first and second round of consultation through the submission period and open day process, as well as meetings with individual user groups and residents. The Draft Reserve Management Plan and the amendments to the Draft Reserve Management Plan reflect the issues raised in submissions and submission hearings.

STRATEGIC CONTEXT

18. Reserve Management Plans are prepared within the context of Waitakere's Strategic Direction. Reserve Management Plans reference all five strategic priorities, the more important being: The Treaty of Waitangi, Sustainable Development, First Call for Children, and Safe City.
19. Reserve Management Plans reference Council's Environment Strategy. The main aspects of that strategy are: to maintain, protect and enhance the natural environment; enable community care and conservation of the green network; weed and pest management to support native biodiversity; and to plan for climate change impacts on the native biodiversity of Waitakere.
20. Reserve Management Plans also reference the Social and Cultural Wellbeing Strategy. The main aspects of this strategy are to: enable the provision of artistic, cultural, leisure and learning activities and infrastructure; foster a creative City and economy, support diverse identities and cultures to be expressed and celebrated; advocate for heritage goals; support, maintain and protect significant heritage archival materials and features; advocate for heritage consideration in planning processes; and work with iwi partners and local community.
21. The community outcomes relevant to Reserve Management Plans are: Green Network, Mauri Ora, Strong Communities, Urban and Rural Villages, Vibrant Arts and Culture, Waiora and Working Together.
22. Reserve Management Plans are prepared within the context of the Parks and Open Space Strategic Plan 2009 which provides guidelines on the management of parks in Waitakere.

CONSULTATION

23. Consultation with Council officers has been undertaken throughout the preparation of the Draft Reserve Management Plan through the Advisory Group.
24. The Advisory Group included staff from: Parks and Open Space Assets, Leisure Services, and Strategy and Development. The Advisory Group also included Members from the Infrastructure and Works Committee, Te Taumata Runanga, and Henderson Community Board.
25. Both iwi have been consulted throughout the development of the draft management plan.

RESOURCES

26. Preparation of the Draft Reserve Management Plan was undertaken by the Parks Planning Section of Council.
27. Funding of \$100,000 has been allocated through the Annual Plan 2009/2010 process to complete this Draft Reserve Management Plan, and to prepare the Waitakere Ward Local Reserve Management Plan.

IMPLEMENTATION ISSUES

28. Any proposed work suggested as part of the Draft Management Plan will be forwarded to the Long Term Council Community Plan and Annual Plan Committee (or equivalent Committee) for funding consideration in the 2012-2022 years.

AUCKLAND COUNCIL TRANSITION ISSUES

29. 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: Gyles Bendall, Service Manager, Parks Planning.



9 LAINGHOLM BEACH HALL DEMOLITION

GLOSSARY

Laingholm Beach Hall (the Hall)
Laingholm District Citizens Association Inc (LDCA)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee to demolish the Laingholm Beach Hall (the Hall) which is situated at 12a Western Road, Laingholm.

The Hall was built by the community for the local Scout group in 1984. The Scout group later disbanded and in 1999 ownership of the Hall was transferred to the Waitakere City Council. In 2001 the Laingholm District and Citizens Association Incorporated (LDCA) took over the management of the Hall as a community facility. Since 1999 the Hall has had very little use, and as a result, the condition of the building has deteriorated.

Community consultation with Laingholm residents was undertaken in 2005 and again in 2009, to determine the future of the Hall. In 2005 the community were in favour of the Hall being retained, saying that there would be use of it by five different clubs but the use never eventuated. On 24 September 2009, at a public meeting, the meeting unanimously voted to have the building demolished.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Laingholm Beach Hall Demolition report.
2. **Approve**, subject to resolution 3 below, the demolition of the Laingholm Beach Hall being subject to funding made available from half year savings, or being budgeted in the 2010/2011 financial year.
3. **Note** that resolution 2 above be subject to confirmation by the Auckland Transition Agency.

BACKGROUND

1. There are currently three halls in Laingholm: the Hall, the Village Hall and the Laingholm Primary School Hall opened in 2008 and incorporated a community room which Council contributed \$100,000 towards.

2. In 2004, as a result of a site visit to the Hall to undertake a routine health and safety audit, a requirement for major structural repairs to the foundations was identified. Council also learnt that the Hall had been largely unused for the previous five years. In an effort to make a sound decision in regards to the future of the Hall, Council undertook to consult with the local community as to whether they wished for the building to be demolished or repaired. The results of a survey were inconclusive as 44% of the local community wanted the building demolished, 49% thought it should be repaired, and the 7% remainder were unsure.
3. The LDCA also undertook independent consultation at this time and, as a result of a community meeting they held, presented to Council a request that the Hall be repaired and that the community was committed to using the Hall for activities that included movie evenings, yoga classes, canoe and kayak clubs, a German speaking play group and a youth club. An agenda report was presented to the Finance and Operational Performance Committee in October 2005 in relation to the request to retain and repair the Hall.
4. At its meeting on 10 October 2005 the Finance and Operational Performance Committee resolved:
 - “1. That the Laingholm Beach Hall be retained and repaired.
 2. That the Chief Executive Officer be delegated authority to negotiate and execute a lease under Section 61 of the Reserves Act 1977 with the Laingholm District and Citizens Association for the footprint of the Laingholm Beach Hall on Western Park, Laingholm.”

1999/2005

5. Subsequently the Council spent \$38,000 repairing the facility to make it safe and renewed the lease.

DECISION MAKING

Issues

A65-A66

6. In June 2009 a Council officer attended a meeting of the LDCA and found that the Hall had few bookings since the last consultation in 2005. None of the clubs that the community indicated would use the Hall eventuated and the building had sat virtually unused until present. As a result the building is currently in a state of disrepair with broken windows and rotten floors and this is highlighted in the photos that are attached at pages A65 to A66.

Options Identified

7. The decision to consider the demolition of the Hall rather than shifting it to another location was considered by both Councillors and Council officers following a site visit on 23 July 2009 by the Waitakere Community Board Chairman and Council officers from Leisure Services, Property Assets, and Public Affairs.

Assessment of Options

8. It was acknowledged at this site visit the condition of the Hall was one of serious disrepair with a leaking roof that had rotted the floor, windows needing to be replaced, wall linings repaired and a host of other issues.
9. The suggestion was made that the Hall could potentially be moved to another location. Advice was received that the type of construction of the Hall, which is a curved barn style, did not lend itself easily to transportation. Also the cost of the removal and subsequent renovation would exceed the cost to build new on another site and the eventual building would be less than satisfactory, having little or no insulation, old toilets, kitchen etc.

10. As a result of the advice that the Hall was past its useful life, the decision was made not to recommend to the community that a facility, which had so little use over the past 10 years, be repaired. When advertising the public meeting to the community it was made clear that Council considered repairing or relocation not to be an option both in terms of logistics and cost.
11. The following table highlights some of the wider issues in relation to repairing and shifting to a new location or demolition:

	Option 1 - repairing and shifting to new site		Option 2 - demolition	
	Disadvantages	Advantages	Disadvantages	Advantages
Social	The Hall would not be easy to move and still would need repairs done if located on a new site.	Could be used by a community group provided they accept the limitations the amount of work needed to bring it up to standard.	The Hall be removed and no longer available for community use.	Removal of the Hall to allow the site to be used by the community for other purposes.
Economic	Costly and once on a new site would need significant upgrade to the Hall.	Nil.	There will be some cost to Council for demolition of the Hall.	Savings to the ratepayers over the years of not repairing and maintaining a building that is not used by the community.
Cultural	Little evidence of cultural significance to community.	Nil.	Loss of a community facility.	A site that could be used for other cultural purposes in the community.
Environment	Potential negative implications if located on another park or reserve, from the perspective of visual amenity and site coverage.	The current site is prone to flooding and removing the Hall allows for the site to revert to a natural state.	There are no negative impacts to the environment by demolishing the Hall.	Removal will allow the site to be redeveloped in a manner appropriate to the natural conditions of the site.

Consideration of Community Views

12. The community's views have been taken into account throughout the process over the past five years.
13. After discussion with the LDCA, as to their plans for the future of the Hall, the LDCA Committee decided, due to the ongoing cost of managing a Hall that the community were not using being unsustainable, that it would relinquish its lease on the Hall.

14. At a public meeting held on 24 September 2009, attended by the Waitakere Community Board Chairman, a Councillor for the Waitakere Ward and Council officers, the meeting unanimously voted to have the building demolished. Recommendations, in regard to the use of the land, were canvassed at the meeting and these will be considered by Council's Parks Planning unit as part of the Waitakere Ward Local Parks Reserve Management Planning process which is currently underway.

Preferred Option

15. The preferred option is that the Hall be demolished.

STRATEGIC CONTEXT

16. Community and Leisure Facilities and activities contribute to Council's Strong Communities and Urban and Rural Villages Strategic Priorities by helping provide networks of appropriate and accessible public buildings as key community focal points through a wide range of low cost, low impact community activities.
17. The Local Government Act 2002 defines one of Council's responsibilities as promoting the social, economic, environmental and cultural wellbeing of communities, in the present and for the future, and the provision of quality community facilities meets this objective.

CONSULTATION

18. Considerable consultation was carried out by Council in 2005 by sending a survey to all the homes in the Laingholm area and asking whether they wished the Hall to be repaired or demolished, and a public meeting was held by the LDCA. The consultation showed that 44% of the local community wanted the building demolished, 49% thought it should be repaired – and the 7% remainder were unsure. As the result was not definitive, a decision was taken then to repair the Hall as the community agreed to commit to run numerous activities in the Hall. None of these activities eventuated.
19. In the September 2009 issue of the Laingholm Roundabout a full page notice was placed to inform the Laingholm residents of the intention to consult with the community on the demolition of the building. On 24 September 2009 the meeting took place in the Hall and although there was not a significant turn out of residents, the meeting unanimously voted to demolish the building.
20. Internal consultation was undertaken with a Council officer from Maori Relationships, as it was deemed the Hall had no significance to Maori. There is no intention at this stage to dispose of the land and any connections by iwi would be to the land and not the Hall.

RESOURCES

21. There will be a need for staff time and some expenditure of costs, as yet unbudgeted, to demolish the Hall. The current estimate of cost is \$10,000, however this will be qualified through the tender process. As there is no budget in the 2009/2010 financial year for this project, this should be considered for funding from half year savings or otherwise will need to be budgeted in the Annual Plan 2010/2011.

IMPLEMENTATION ISSUES

22. Obtaining of the necessary consents and the demolition of the Hall will be undertaken by Property Assets as soon as funding and approval of the demolition has been received.

23. Should the demolition not be undertaken in a timely manner then there is a potential for vandalism of the Hall as it becomes more widely known that it is no longer occupied.

AUCKLAND COUNCIL TRANSITION ISSUES

24. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 imposes restrictions on Waitakere City Council's decision making capabilities in respect of the disposal of an asset as required in section 31(5)(b).

Report prepared by: Jan Brown, Senior Community Liaison Officer.



10 REGIONAL LAND TRANSPORT PROGRAMME 2009 - 2012 FUNDING SUBSIDY SHORTFALL

GLOSSARY

Regional Land Transport Programme	(RLTP)
Long Term Council Community Plan	(LTCCP)
New Zealand Transport Agency	(NZTA)
Government Policy Statement	(GPS)
National Land Transport Programme	(NLTP)
Auckland Regional Transport Authority	(ARTA)
Road Controlling Authorities	(RCAs)

EXECUTIVE SUMMARY

The purpose of this report is to advise the Infrastructure and Works Committee on the final subsidy allocation in the Regional Land Transport Programme 2009-2012 (RLTP), which provided less subsidy than allowed for in Council's Long Term Council Community Plan (LTCCP) 2009-2019. Thus, the report recommends a reduced transport work programme to match the level of Council funding provided in the LTCCP 2009-2019.

The reduced subsidy amounts to \$10,920,356 over three years. In order to maintain levels of service and deliver on committed programmes, changes need to be made to the Annual Plan 2009/2010 and the LTCCP 2009 - 2019 for the 2010/2011 and 2011/2012 financial years, as follows:

- adjusting the subsidised and non-subsidised components of the work programme while minimising the impact on levels of service;
- changing the timeline for some projects;
- reducing the budget for various items in the Council approved work programme; and
- deleting some projects. The net effect of the subsidy reductions is that planned expenditure for 2009/2010 must be reduced, as set out in the table below:

Details	Budget Reduction
Operation & maintenance of local roads	
Urban Maintenance General	\$84,000
Flood Damage General	\$110,000
Street Lighting Maintenance	\$210,000
Street Lighting Power	\$248,405
Bus Shelters	\$7,000

Details	Budget Reduction
Renewals of Roads	
Bus Shelters Renewals	\$1,000
Capital Works	
Cycleway On Road Cycle Lanes	\$2,015,100
Bus Shelter Construction	\$101,932
Total	\$2,777,437

Table 1 – Budget reduction to 2009/2010 Annual Plan for Transport budgets

It is recommended that changes be made to the Annual Plan 2009/2010 and that changes for the 2010/2011 and 2011/2012 financial years be considered as part of the Annual Plan 2010/2011 process.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Regional Land Transport Programme 2009-2012 Funding Subsidy Shortfall report.
2. **Note** that the allocated subsidy in the Regional Land Transport Programme 2009-2012 has a shortfall of \$10,920,356 compared to the subsidy allowance in the Long Term Council Community Plan 2009-2019 for the 2009/2010, 2010/2011 and 2011/2012 financial.
3. **Agree** to recommend to the Finance and Operational Performance Committee that the Annual Plan 2009/2010 for transport be amended as set out in the table below.

Recommended Transport Budget for Annual Plan 2009/2010			
	Approved Budget		Recommended Budget
Details	Subsidised	Subsidised	Non-Subsidised
Operation & maintenance of local roads			
Urban Maintenance General	\$1,527,000	\$1,443,000	
Flood Damage General	\$384,000	\$274,000	
Street Lighting Maintenance	\$1,069,000	\$859,000	
Street Lighting Power	\$2,219,000	\$1,106,130	\$864,465
Bus Shelters	\$88,000	\$81,000	
Renewals of Roads			
Bus Shelters Renewals	\$273,000	\$272,000	
Road Rehabilitation/ Reconstruction	\$2,249,616	\$2,000,000	\$249,616
Capital Works			
School Travel Plans	\$740,000	\$395,000	\$345,000
Cycleway On Road Cycle Lanes	\$5,019,700	\$720,000	\$2,284,600
Bus Shelter Construction	\$260,000	\$88,780	\$69,288

4. **Note** that the following projects below will not be completed:
- (i) Road reconstruction activities that will not be carried out in 2011/2012 as planned in the LTCCP 2009-2019, are as follows:
 - Parrs Cross Road, Henderson;
 - Lincoln Road, Henderson;
 - Parker Road, Waitakere;
 - Parker Avenue, New Lynn; and
 - School Road, Henderson;
 - (ii) The School Travel Plan infrastructure projects planned for 2011/2012 will not be implemented;
 - (iii) Funding for demand management and community programmes has been reduced by 20% and there is no certainty of funding for 2010/2011 and 2011/2012; and
 - (iv) A number of walk and cycleway projects will not be implemented as set out in the table below.

Walk and Cycleway Projects that will not be implemented in 2011/2012			
Details	2009/2010	2010/2011	2011/2012
Cycleway On Road Cycle Lanes (Rathgar Road)	\$1,275,400		
C/Way Universal Dr - Lincoln Road to Swanson Road		\$1,450,000	
C/Way Hobsonville Rd - SH16 to Buckley Avenue			\$680,000
C/Way Portage Rd - Neville Street to Kinross Street			\$300,000
Project Twin Streams Cycleway Pioneer Street to West Wave		\$200,000	\$400,000

5. **Agree** that the transport work programme be reassessed in the 2010/2011 financial year, to determine priorities taking into account the reduced NZTA subsidy and to enable Council to determine if it wishes to reinstate any programmes.

BACKGROUND

1. In May 2009 the Minister of Transport released the new Government Policy Statement (GPS), which sets out the strategy on how the land transport funding assess and prioritise activities for inclusion into the National Land Transport Programme (NLTP) 2009-2012.
2. The key changes in the new GPS are:
 - a. Establishing economic growth and productivity as the primary objective for investment in land transport infrastructure and services;
 - b. Ensuring the allocation of funds is more strongly guided by economic efficiency;
 - c. Revising funding allocations to activity classes; and
 - d. Identifying roads of national significance which will be given priority within state highway construction.

3. New Zealand Transport Agency has retained the three factors assessment framework; however they have replaced the "Serious and Urgency" assessment factor with the 'Strategic Fit', the other remaining two are Effectiveness and Economic efficiency.

DECISION MAKING

4. The final NLTP for 2009-2012 was released in early September 2009 by NZTA, which gives effect to the GPS on the funding strategy of the RLTP developed by the Auckland Regional Transport Authority (ARTA).
5. The NZTA programme shows a record investment in overall land transport funding, but at the same time has significant shortfalls in many activities, classes and programme groups that do not meet the new GPS priority criteria, which will require either a reduction in the Road Controlling Authorities (RCAs) published three year programmes or covering the deficit in the funding subsidy from RCAs local funding.
6. Council's activities in the main Auckland NLTP 2009-2012 document are as follows:
 - Renewal of local roads;
 - Operation and maintenance of local roads;
 - New and improved infrastructure for local roads;
 - Public transport infrastructure;
 - Demand management and community programmes;
 - Walking and cycling facilities;
 - Transport planning; and
 - Bus stop infrastructure and maintenance.

Issues

7. Due to reduced subsidies in the final RLTP 2009-2012, a review of Council's transport work programme is required.
- A67-A68 8. The tables attached at pages A67 to A68 show the impact on planned projects in the LTCCP 2009-2019 of reduction in the NZTA subsidy.

Options Identified

9. Two options were identified to address the shortfall of funding subsidy in the published RLTP 2009-2012. The options are as follows:
 - **Option 1:** Maintain Council's three year programme as per the LTCCP 2009-2019 and fund the subsidy shortfall by increasing Council funding by \$10,920,356; and
 - **Option 2:** Balance the three year programme with the allocated NZTA funding subsidy and Council's approved 2009-2012 budgets.

Assessment of Options

10. **Option 1** will require the Council to fund the total deficit of \$10,920,356 in NZTA's subsidy share in order to meet the Waitakere three year published programme. This means \$2,420,356 extra from rates and \$8,500,000 from loans.

A67-A68

11. **Option 2** will address the two main issues of limited Council funding and a major reduction in the committed Council's programme of works, by maintaining Council's 2009-2012 allocated budget and the published NZTA subsidy. Refer to Table 1A, 2A and 3A in the appendix attached at pages A67 to A68 for full details of programme/project changes.
12. The table below illustrates the advantages and disadvantages between the two options:

Activity Classes	Option 1		Option 2	
	Advantages	Disadvantages	Advantages	Disadvantages
1. Renewals of roads	Meeting Council's agreed three year programme	No issues	Meeting Council's agreed three year programme	No issues
2. Operation and maintenance of local roads	Meeting Council's agreed level of service and programmed maintenance works	Require approx. \$1.8 million extra budget to cover the three year programme	Maintaining Council's agreed level of service but a reduction in programmed maintenance works	Cancelling the advance site investigation, preventative maintenance and streetlights reliability programmes
3. New and improved infrastructure for local roads				
3(a) Improve, expand or replace network group	Meeting Council's agreed three year programme	Require approx. \$2.0 million extra budget to cover the three year programme	Implementing the three years physical safety works (AIS) and the first two years of road rehabilitation programmes.	Not implementing all of the third year of the road rehabilitation programme
4. Walking and cycling facilities				
4(a) School travel plan infrastructure group	Meeting Council's agreed three year programme	Require approximately \$651,000 extra budget to cover the three year programme	Implementing the first and second years of the programme	Not implementing the third year of the programme
4(b) Walking and cycling facilities group	Meeting Council's agreed three year programme	Require approximately \$4.3 million extra budget to cover all of the three year programme	Implementing about 60% of Council's three year programme	40% of Council's three year programme will not be implemented
5. Bus stop infrastructure and maintenance	Meeting Council's agreed three year programme	Require approximately \$312,000 extra budget to cover the three year programme	Meeting Council's maintenance and renewals commitments	The programme of implementing 20 new bus shelter per year will be reduced by 8, to just 12 new shelters per year

Table 1: Advantages and Disadvantages of Options 1 and Option 2

Consideration of Community Views

13. As NZTA has now published its funding plan, there is no opportunity to consult with the community on the impacts of reduced funding.

Preferred Option

14. Option 2 is the preferred option, as no additional budget is required. The alternative of implementing Option 1 would mean that additional funding of \$10.9 million would need to be provided and is beyond the funding available in the LTCCP 2009-2019.

15. Implementation of Option 2 requires a reduction in the work programme and in some cases there will be longer term implications which will result in additional costs. It is thus recommended that the work programme for transport be reassessed in the 2010/2011 financial year.

16. The effects of option 2 on specific categories are as follows:

- a) Renewals of roads, no effect due to contract savings in the maintenance and reseal contracts.

- b) Operation and maintenance of local roads:

- Advanced site investigations deleted. This means that there will be no information available to optimise road maintenance programmes beyond 2011/2012;
- Preventative maintenance in slip-prone areas deleted. Consequence of this is increased risk of slips and associated damage; and
- Reduced investment in streetlight reliability programme, increasing the risk of lengthy outages; and savings in power costs, although this cannot be confirmed at this stage.

- A69 c) Reduced expenditure in road reconstruction programmes in 2011/2012, with the consequence that there will be additional repair costs in subsequent years. Refer to appendix attached at page A69 for the list of programmed 2009-2012 road reconstruction sites, and examples of typical failure sites.

- A70 d) Walking and cycling facilities:
 - No school travel plans in 2011/2012, refer to appendix attached at page A70 for the list of programmed 2009-2012 school travel plans sites. The consequence on this will be delaying the Citywide programme and not addressing safety issues around the affected schools; and

- A71
 - Reduced cycleway programme, refer to appendix attached at page A71 for the revised 2009-2012 cycleway programme list, which will mean the cycleway network will not be completed and will be inconvenience to the users.

- e) Bus stop infrastructure and maintenance, the 26% lower subsidy in this category will have no effects on the maintenance and renewals for this programme, but will reduce the number of new bus shelters construction to only 12 per year rather than the planned 20, will compromise the Council's strategy to encourage more usage of public transport.

- f) Demand management and community programmes subsidy has been set at 80% of the expected level and there is no certainty of funding in the 2011/2012 and 2012/2013 financial years. If the funding is not reinstated, Council will need to consider a significant reduction in these programmes and possible staff redundancies.

- g) Transport planning and studies: NZTA requires a reduction in this programme. Officers have proposed the Transport Strategy Update, Walking Plan and Activity Management Plan to be withdrawn from NZTA funding. The Transport Strategy Update has been completed in house. The Walking Plan is proposed to be completed in house with a peer review. The Activity Management Plan will be updated in house.

STRATEGIC CONTEXT

17. Council's Transport Strategy aims to achieve a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city.
18. The reduction in the work programme recommended in this report will have a minor negative impact in the achievement of Council's Transport Strategy.

CONSULTATION

19. Consultation with the internal staff in Transport Assets, Transport Strategy and Finance has been undertaken to agree on the options.
20. Separate consultation with the relevant staff in NZTA and ARTA has also been undertaken.

RESOURCES

21. The preferred Option 2 will maintain Council's share of funding as approved in the LTCCP 2009-2019, for the period 2009-2012.

IMPLEMENTATION ISSUES

22. Implementation of the recommended decisions will require an adjustment to the Council's transport work programme.

AUCKLAND COUNCIL TRANSITION ISSUES

23. 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: Hussam Abdul-Rassol, Manager: Transport Services.



11 **NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE MID-NOVEMBER 2009**

GLOSSARY

Transit Oriented Development	(TOD)
Auckland Regional Transport Authority	(ARTA)
Target Outturn Cost	(TOC)
Office of Treaty Settlements	(OTS)
Project Control Group	(PCG)
Glass reinforced concrete	(GRC)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on the progress of the New Lynn Integrated Programme to mid-November 2009.

The main developments which have taken place since the last report to the Infrastructure and Works Committee are that:

- Watercare's contractor encountered a problem with its tunnelling work for the new sewer pipe along Clark Street. The problem has been resolved and the contractor will work double shifts until January 2010 to catch up the 8 weeks lost time;
- the Public Works Act 1981 acquisition process is underway for all property acquisitions required for Stage 2 (Clark Street Extension);
- the Public Works Act 1981 acquisition process is also under way for several properties in the Merchant Quarter section of the New Lynn Town Centre; and
- the Council's Relationship Management team have assigned a dedicated resource to visit New Lynn businesses in the proposed Business Improvement District area.

A presentation on the proposed "Shared Street" concept for Totara Avenue West, forming Stage 3 of the New Lynn Integrated Programme will be provided at this meeting.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the New Lynn Integrated Programme - Status Update Mid-November 2009 report.
2. **Approve** the "Shared Street" concept for Totara Avenue West, New Lynn forming Stage 3 of the New Lynn Integrated Programme.

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to the Infrastructure and Works Committee at its meeting held on 4 November 2009.

DECISION MAKING

Transport Infrastructure

2. The New Lynn Transit Oriented Development (TOD) Stage 1 construction contract was awarded to Dempsey Wood Civil Contractors Limited on 2 September 2009. The commencement date on site was 16 September 2009. Works are expected to be completed by the end of October 2010.

3. The design for the New Lynn TOD Stage 2 (Clark Street Extension) has been completed and is currently being reviewed by Council officers with construction expected to start in November 2010.
4. Designs for the proposed access ways at 8 Ambrico Place and 45 Totara Avenue (New Lynn Community Centre exit) are complete. Land acquisitions and consenting processes are being carried out and construction is expected to start in June 2010.
5. The complexity of the project and associated enabling works including alternative access roads required for Ambrico Place and the New Lynn Community Centre, dealing with contaminated soils encountered in the road corridors and heritage issues in connection with the Ambrico Reserve have increased the resource requirements for specialist services to investigate and undertake designs for these issues. A review of the scopes for the budget items for Specialist Services and Consent Fees has identified a requirement for contingency funding of these items in the amount of \$175,000. Funding has been allocated from the risk and escalation sum to cover the above as shown in Table 2.

Artworks Integration

6. Artwork designs on New Lynn TOD are still in progress and Council officers continue to work on taking them forward as follows:
 - The trench wall glass reinforced concrete (GRC) art panels are currently in production. Finished samples of the GRC panels have been reviewed by the design team and production is ongoing. Applied finishes to the GRC panels will provide protection against graffiti. Installation of these GRC panels in the trench has commenced at the western end;
 - The Hetana Street markers, which are a way finding sculptural project, are in the final stages of detailed design. Fletcher Consortium is reviewing this work and is in discussions with the Council regarding the foundation design and pricing;
 - The glass screen artwork is in the final stages of detailed design. Architectus is reviewing the work and discussions are underway with the contractors regarding the application process, costs and timeline;
 - The development of a small integrated art project that engages workers involved in the construction of the New Lynn TOD development is progressing. Ceramic artist John Parker will be commissioned to develop a process that will allow individual workers to come into a studio space and create a tile design that will then be produced and installed in a location within the trench. The aim of this art project is to record the worker's involvement and commitment to the project. Feedback from all stakeholders will be sought prior to this art project progressing to implementation stage; and
 - Three brick sculptures have been purchased from the Public Affairs functional arts budget. One additional piece of work will be commissioned from the New Lynn TOD arts budget. This work will not be commissioned until early December 2009.

Land Acquisition

7. In order to enable construction to take place in a timely fashion, the Council entered into a number of entry agreements with private landowners, which will allow construction to take place while the acquisition process continues. Negotiation and settlement processes on remaining properties are continuing.

8. The Public Works Act 1981 acquisition process is underway for all properties in Stage 2 (Clark Street Extension). The first notices (section 18 of the Public Works Act 1981) have been sent, starting a formal three month negotiation period. In parallel to this, discussions with owners are taking place. Some owners are amenable to the land acquisitions, and negotiations will likely conclude in the near future. In other cases, negotiations will likely be more protracted and may follow the statutory timeline. Discussions continue with the two pre-school centres, Planet Kids and New Lynn Kindergarten.
9. The Public Works Act 1981 acquisition process is also under way for several properties in the Merchant Quarter section of the New Lynn Town Centre.
10. The Office of Treaty Settlements (OTS) has advertised to seek any indications of iwi cultural/historical interest in the property at 1A Rankin Avenue (ONTRACK's land). The statutory advertising period closed on 6 November 2009, and OTS is now preparing a report to go to the official government committee in early December 2009. The outcome of that meeting will be relayed to ONTRACK before Christmas 2009. ONTRACK is expecting to formally request that its Minister approve the sale of the property to the Council early in 2010.

Development and Implementation of the New Lynn Town Centre

11. The Urban Planning and Design Group are leading a work stream to expand upon the Urban Regeneration Framework to develop a New Lynn Urban Plan which will guide the regeneration of the wider New Lynn Town Centre area. A draft of the New Lynn Urban Plan is being developed in further detail and will take into consideration the feedback received from internal stakeholders. The draft New Lynn Urban Plan will be presented to the Council in December 2009.

Crown Lynn Precinct

12. The Crown Lynn Precinct, including the land known as the Claypits, will form part of Stage 5 (Phase 2) of the New Lynn TOD project. A budget was allocated for the delivery of road and open space infrastructure in the Crown Lynn Precinct through the Long Term Council Community Plan 2009-2019 process.
13. The Urban Planning and Design Group and Transport Services have been preparing the background information required to advise on the formal design work of the roads into the Crown Lynn Precinct. It is anticipated that the roading design work will begin in the next two months.

Totara Avenue West (“Shared Street” or “Calmed Street” Concepts)

14. The first main street bordering the Merchant Quarter to be considered for a major redesign is Totara Avenue West between Rankin Avenue and Great North Road. Once Stage 2 (Clark Street Extension) is completed, the amount of through traffic along Totara Avenue West is expected to reduce to less than 3,000 vehicles per day. With this reduction in traffic there is a great opportunity to deliver on the vision that Totara Avenue West be a truly walkable street where pedestrians feel safe and comfortable at all times.
15. The process began a few months ago to look at some options on how to treat this very important street. It was made clear from the start that all proposed options must address the goals and objectives listed within the New Lynn Urban Regeneration Framework and also be reviewed against the Pedestrian Planning and Design Guide and the Ministry of the Environment's Urban Design Protocol to ensure best practice.

16. The New Lynn TOD Project Control Group (PCG) instructed the Architectus-Beca design team to develop and comparatively evaluate two new concepts for Totara Avenue West. The comparison would enable a preferred option to be identified by the PCG.
17. The two concepts that were investigated were defined as follows:
 - a. **“Calmed Street” Option** - a slow street with kerbs, maximised pedestrian amenity and convenience, and desired community-functions provided for by design; and
 - b. **“Shared Street” Option** - a slow street without kerbs where the pavement is shared by pedestrians, cyclists and motor traffic, maximising pedestrian amenity and convenience, and desired community-functions provided for by design. This option provides a much more flexible street design allowing for markets and other functions. In addition, it offers a new type of public space that Waitakere has yet to experience in its urban centres.
18. The objective of the comparative design and evaluation was to assess how well each concept would deliver pedestrian amenity and convenience, and provide for desired community-functions, taking into account cost and safety.
19. The two options were drawn up by the Architectus-Beca design team and were presented to the New Lynn Design Integration Group on 6 November 2009. The New Lynn Design Integration Group voted unanimously to support the “Shared Street” option pending cost estimates on the two options.
20. Following this meeting, cost estimates were provided by the Council’s quantity surveyor, WT Partnership Infrastructure. The estimated construction costs for the “Calmed Street” option and “Shared Street” option were \$4,358,987 and \$4,373,018 respectively. While there is little difference between the two options with respect to costs, it is noted that the “Shared Street” option will require a reasonable level of marketing to introduce the new concept to residents, businesses and visitors in order to ensure that people understand how the space functions since it is such a new concept in New Zealand.
21. The two options were then presented to the PCG on 10 November 2009 and the “Shared Street” concept received full support from the PCG.
- A72-A91 22. It is proposed that the “Shared Street” concept be approved to progress to detailed design. The proposed “Shared Street” concept is attached at pages A72 to A91.

Communications

23. During the 2009 calendar year, communications for the New Lynn TOD project have, generally been successful. While there have been complaints about the traffic and other works taking place, leading to some negative media coverage, people seem to accept the situation and are ‘holding on’ to the redevelopment vision.
24. Activities over the year, contained in the New Lynn Communications Plan approved by the Council in November 2008, have included radio and print advertising, the production of fliers and newsletters, the commission of a flythrough, the Stop and Shop billboard campaign and initiatives to support local businesses. The relationships between the key communications people from the Council, Auckland Regional Transport Authority (ARTA) and ONTRACK are excellent and the ‘no surprises’ / collaboration strategy has worked well.

25. The Communications budget has been reviewed to reconcile costs expended under the Communications Portfolio prior to 2009, with expected costs forecast for the 2009 and 2010 calendar years. The Communications budget of \$231,000 was forecast by the incumbent Communications Manager upon taking over the role from a predecessor and was scoped for the 2009 calendar year. A review of the Communications Portfolio scope for the remainder of the Phase 1 development has identified a requirement for contingency funding of pre-2009 costs amounting to \$97,407 as well as programmed costs forecast for 2010 amounting to \$100,000. Additional funding has been allocated from the contingency risk and escalation sum to cover the above, as shown in Table 2.
26. Communications activities through 2009 to date, cost \$131,444 with balances of \$164,556 for the remainder of 2009/2010 and \$35,000 for 2010/2011.
27. The most intense activity is expected to take place in the 2010 calendar year due to completion of project milestones. From January 2011 to June 2011 there will be communications activity but it is expected to be less intensive.
28. Tactical communications activities currently planned are outlined in Table 1 below. They are indicative only and based on what has worked best during the 2009 calendar year to date. Allocation of budget for further communications will be subject to ongoing analysis of the requirement for level of engagement with the community.

Tactical Communications Activities		Budget
Display Materials (Includes Collateral and Graphic Design)	The production of communications collateral such as media releases, fliers and posters needs to continue to ensure Council engages with its stakeholders in as many ways as possible. The same applies to display and visual material.	\$20,000
Radio and Print Advertising	During the time period this plan covers there will be an ongoing need for regular radio and print advertising, especially in terms of traffic management.	\$20,000
Billboards	Anecdotal evidence shows the Stop and Shop campaign is being well received and this should be developed further to build excitement of the new New Lynn.	\$15,000
Merchandise	Over the past year a number of t-shirts have been printed and distributed. The presentation of one to Prime Minister John Key during his visit to the trench resulted in a major hit in the New Zealand Herald. More t-shirts will need to be printed as supplies run out and it is recommended other merchandise such as pens be produced to help build recognition of the transformation and excitement.	\$5,000
Shopper Shuttle	The roadworks and other New Lynn Town Centre activity will continue to make travelling through New Lynn difficult and time consuming – by both foot and car. A branded shuttle bus from various locations to the mall and New Lynn Town Centre would be highly visible and useful to a wide range of shoppers especially the elderly and those with small children. Details have yet to be worked through however there is a possibility the Council could come to some arrangement with the New World supermarket. New World Victoria Park runs	\$25,000

Tactical Communications Activities		Budget
	a daily shopping shuttle and the company may be interested in working with the Council to run a similar programme in New Lynn, especially to increase awareness of its New Lynn branch and generate patronage. Alternatively we could use on the Council community bus one day a week, with stick on decals using the Stop and Shop visuals	
Total		\$85,000

Table 1 – Tactical Communications Activities

Relationship Management

29. Major works continue in Clark Street. At present, and with Christmas trading approaching, there is a need to ensure ongoing attention to business continuity by the Council's Relationship Management team. This will be managed with more frequent visits, and immediate answers to any queries or issues. The Council and Dempsey Wood Civil Contractors Limited have a robust complaints process in place. This process appears to be working to date although of late there has been some negative feedback from a few tenants in the body corporate area of 3-13 Clark Street. Prompt response by the Council and Dempsey Wood Civil Contractors Limited is taking place with an ongoing effort to mitigate risks.
30. The Council's Relationship Management team now have a staff member who is visiting New Lynn businesses in the proposed Business Improvement District area. This relationship process is working well. The business association appear to be improving their management processes with the assistance of the Business Improvement District team.
31. Negotiations continue with Planet Kids and Auckland Kindergarten Association representatives. This process is being managed by the Council's Development Investment Group.

Totara Avenue/Hetana Street Intersection and Associated Works

32. The fourth leg intersection agreement between the Council and AMP Capital Investors is nearing completion. AMP Capital Investors is currently reviewing a draft agreement. Details will be finalised within the next month.

ONTRACK Target Outturn Cost (TOC) Status

32. The excavation of the rail trench is 90% complete and the concrete base slab is 70% complete. All excavation is on programme for completion by the end of November 2009 and the concrete base slab will be completed by the end of December 2009.

Auckland Regional Transport Authority Status

33. During preliminary negotiations with ONTRACK it was envisaged that the Interchange facility would be constructed by ONTRACK under an agreement with the Council and ARTA would reimburse the Council for its share of costs. However, during the negotiations process, ARTA has become more involved and has independently secured its funding. As a result, ONTRACK will construct the Interchange facility under an agreement with ARTA and the Council will reimburse ARTA for its share of costs. Council and ARTA officers will continue to work in collaboration to ensure a good value outcome to the Interchange Project.

New Zealand Transport Agency Funding Applications

34. The Council application for category 1 funding from the New Zealand Transport Agency for the TOC 2 works (including bridge decks and interchange) has been approved. Ongoing monthly meetings are being scheduled with the New Zealand Transport Agency to discuss progress on the New Lynn TOD and TOC works and funding matters to enable future stages of works to be put in place. Officials from the New Zealand Transport Agency were invited on a site visit through the trench and road construction areas. The New Zealand Transport Agency officers were most appreciative of the visit and expressed sincere thanks to the Council officers involved.

Legal Agreements

35. The Council continues to work with ONTRACK to obtain revised Deeds of Grant to allow bridges and services to cross the rail corridor through New Lynn. A Deed of Grant for services crossing the New Lynn rail corridor is currently being reviewed by ONTRACK. A Deed of Grant in respect of the bridges that will cross the New Lynn rail corridor will be completed when the final dimensions of these structures are made available to ONTRACK.
36. An agreement with ONTRACK regarding the division of costs and responsibilities relating to the construction of the roading network and associated infrastructure at New Lynn has been executed.
37. An agreement with ARTA regarding the division of costs and responsibilities associated with the transport interchange has also been executed.

Risk Management

38. All identified risks have been collated into a risk register. Risk mitigation strategies have been put into place for the most critical risks. Risk monitoring and reporting is an ongoing activity together with identification and management of new risks. As new risks are identified they are assessed and reported in the risk register.
39. As the Council is now moving into the construction phase of the project, an internal workshop was held on Tuesday, 10 November 2009 to identify any further risks, controls and mitigation strategies. A further workshop including the contractors will be held on Wednesday, 25 November 2009 to capture construction related risks. The risk register will be updated as a result of these workshops.

Consideration of Community Views

40. The Council continues its consultation programme with New Lynn landowners in proximity to the rail corridor with ongoing public consultation meetings. Council officers are working with communications advisors from both ONTRACK and ARTA to manage consultation, the media and general public concerns during the construction period to ensure that the views of the community are clearly relayed back to the Council.

STRATEGIC CONTEXT

41. 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.

42. The New Lynn TOD Project delivers on the following community outcomes:
- Strong Economy;
 - Sustainable and Integrated Transport; and
 - Urban and Rural Villages.
43. 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

44. Consultation and the updating of this report has taken place between the units of City Services, Public Affairs, Corporate and Business Services, Strategic Planning and Finance.
45. Council officers continue to liaise with affected property owners and tenants on Clark Street with regard to the proposed land acquisitions required for the widening of Clark Street.
46. Council officers continue to liaise with ONTRACK in regard to matters affecting the community and assist ONTRACK with community consultation where possible.

RESOURCES

47. **Table 2** below provides a summarised financial status for the New Lynn Integrated Programme.

	Budget Cluster	Budget (August 2009)	Risk and Escalation Committed To Date		Revised Budget	Expenditure To Date	Balance
		\$	\$	%	\$	\$	\$
1	Land Acquisition, Development and Implementation	12,066,470	-		12,066,470	2,867,966	9,198,504
2	Strategic Planning and Coordination	229,553	-		229,553	60,241	169,312
3	ONTRACK Agreements (Works for Council by ONTRACK)						
	Council contribution to trench	20,000,000	-		20,000,000	8,000,000	12,000,000
	Council -ONTRACK (TOC2 Rooding Agreement)	11,695,627	-		11,695,627	4,141,667	7,553,960
	Council-ARTA (TOC2 Interchange Agreement)	13,866,517	-		13,866,517	1,263,227	12,603,290
	Risk and escalation	543,034	-		543,034	-	543,034

	Budget Cluster	Budget (August 2009)	Risk and Escalation Committed To Date		Revised Budget	Expenditure To Date	Balance
		\$	\$	%	\$	\$	\$
4	Professional Services and Consent Fees	11,532,679	175,000		11,707,679	5,907,112	5,800,567
5	Artworks	500,000	-		500,000	33,378	466,622
6	Physical Works						
	Enabling Works	540,100	-		540,100	177,498	362,602
	Stage-1 (Clark Street East and Associated Works)	19,704,523	-		19,704,523	1,771,674	17,932,849
	Stage 2 (Clark Street Extension and road/rail bridge)	21,590,067	-		21,590,067	-	21,590,067
	Stage 3 (Totara Ave. West and Todd Triangle)	3,627,633	-		3,627,633	-	3,627,633
	Stage-4 (Interchange Option-2) post-electrification	9,380,000	-		9,380,000	-	9,380,000
7	Communications	231,000	197,407		428,407	228,851	262,219
8	Risk and Escalation	19,417,412	-372,407	1.9%	19,045,005		
	TOTALS	144,924,615	0		144,924,615	24,451,615	101,490,658

Table 2 - Summarised Financial Status

Note: Under conditions of agreements between the Council, ONTRACK and ARTA, ARTA's funding contribution to the Interchange previously reported at \$13,59 million will be administered directly by ARTA and is excluded from this table.

IMPLEMENTATION ISSUES

Timeline/Milestones

48. Current established key milestones for the New Lynn Transport Interchange include:
- Approval of TOC 2 contributions (Council/ARTA) by end of August 2009 (completed);
 - First train track installed in trench and new station TOC 1 partially complete for single line public service - March 2010; and
 - Completion of transport interchange (including 2nd train track and TOC 2 scope) - October 2010.
49. Current established key milestones for the Council roading works include:
- Council roading works (Stage 1) commences - September 2009 (achieved);
 - Council roading works (Stage 1) completed - October 2010;
 - Clark Street Extension (Stage 2) commences - November 2010;
 - Clark Street Extension (Stage 2) completed - December 2011;
 - Totara Avenue West (Stage 3) commences - January 2012; and
 - Totara Avenue West (Stage 3) completed - mid 2012.

Project Risks

50. Land/lease acquisitions for Stage 2 (Clark Street Extension) must be confirmed by 30 March 2010 in order for the New Zealand Transport Agency funding process (raised from current category 2 to category 1 status) to be completed.
51. ONTRACK has confirmed that the sale of 1A Rankin Avenue has been referred to the OTS. The Council has yet to hear whether any claims on the site were registered with the OTS by the closing date of 6 November 2009. Any claims must be dealt with by the OTS, which may severely impact on the programme for construction of Stage 2 (Clark Street Extension). Stage 2 land/lease acquisitions under the Public Works Act cannot be completed until certainty of ownership of 1A Rankin has been achieved.
52. An alternative vehicle exit from the New Lynn Community Centre car park is required. Additional land is needed to accommodate the alternative vehicle exit. Construction of the alternative access must be completed before construction of the Stage 2 (Clark Street Extension) can commence.
53. An alternative access to 1B and 1C Rankin Avenue is also required. Additional land is needed to accommodate this new road. Construction of the new road must be completed before construction of Stage 2 (Clark Street Extension) can commence.
54. The Council has approved the purchase of the remainder of the current lease for 1B Rankin Avenue (Planet Kids) through the Public Works Act 1981. This must be achieved prior to 30 March 2010.
55. The Council has approved the offer of a loan to Auckland Kindergarten Association to facilitate relocation of the New Lynn Kindergarten to a new building constructed at 10 Ambrico Place. The risk in completing construction of the new building prior to Stage 2 works beginning has now been transferred to the New Lynn Kindergarten. However, the remainder of the current lease for 1 Totara Avenue must still be acquired through the Public Works Act prior to 30 March 2010.
56. Traffic delays and associated complaints are likely to increase as new signalised intersections constructed as part of TOC 1 are completed and as construction of both Stage 1 and the Interchange progress.
57. Watercare's contractor encountered a problem with its tunnelling equipment for the new sewer pipe along Clark Street. The tunnelling equipment has been repaired and the contractor is now working double shifts to meet the programme agreed between the Council and Watercare and be back on track by January 2010. This setback will affect the programme of work for Clark Street but Council engineers will be managing the process and working alongside Watercare for the best possible outcome.

AUCKLAND COUNCIL TRANSITION ISSUES

58. 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.

59. 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 Local Government (Tamaki Makaurau Reorganisation) Act 2009, that any decision with regards to the wider New Lynn project required specific Auckland Transition Agency confirmation prior to implementation.
60. Subsequently the Auckland Transition Agency notified Council on 31 August 2009 of approved expenditure on the New Lynn project (ATA No. 0099) and thus the recommendations in this report do not require confirmation by the Auckland Transition Agency.

Report prepared by: John Schermbrucker, Special Projects Manager (Programme Director: New Lynn Integrated Programme).

