



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

POLICY AND STRATEGY COMMITTEE

I hereby give notice that a meeting of the Policy and Strategy Committee will be held on:-

DATE: Thursday, 8 July 2010 **TIME:** 9.30 am

MEETING ROOM: Council Chamber

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

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

6 July 2010

Judith Moore
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8950

MEMBERSHIP:

Deputy Mayor	PA	Hulse (Chairman)
Councillors	LA	Cooper, JP (Deputy Chairman)
	DQ	Battersby, QSM, JP
	BA	Brady, JP
	MFP	Chan, JP
	JM	Clews, QSO, JP
	RI	Clow
	AK	Corban, OBE, JP
	RP	Dallow, QPM, JP
	WW	Flaunty, QSM, JP
	MM	Jolley
	JP	Lawley, JP
	PG	Mitchell
	VS	Neeson, JP
Mr	WH	Paki, JP (Chairman, Te Taumata Runanga)

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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(Meeting Room could be subject to change)

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

**AGENDA FOR A MEETING OF THE POLICY AND STRATEGY COMMITTEE TO BE HELD IN
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON THURSDAY, 8 JULY 2010,
COMMENCING AT 9.30 AM**

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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 - Thursday, 3 June 2010

RECOMMENDATION

It is recommended that the Policy and Strategy Committee resolve to:

Receive the minutes of the meeting of the Policy and Strategy Committee held on Thursday, 3 June 2010, as circulated, and that they be taken as read and now be confirmed.



5 PRESENTATION - SEA AND CITY PROJECTS LIMITED

Provision has been made on this agenda for John Gundersen, Communications and Marketing Manager: Sea and City Projects Limited, to provide an overview of projects under development and in particular, describe to and update the Policy and Strategy Committee on the Wynyard Quarter marine precinct.

Sea and City Projects Limited is the specialist subsidiary company established by Auckland Regional Holdings to manage the Sea and City Project for the benefit of Aucklanders. The Sea and City Projects Limited is a team that brings a range of specialist skills and experience to the project from the private sector, including portfolio, asset, and property and project management expertise.

The Sea and City Project area is about 25 hectare with 4.25 hectare dedicated to a Headland Public Space Wynyard Quarter and another 2.4 kilometre of public walkway around the Wynyard Quarter coastal area. Around 38 per cent of the total area is dedicated to public open space, with the balance made up of commercial and residential use, including a significant area allocated to the existing marine businesses within the area.



6 PROPOSED MEMORIAL PLAQUE TO THE LATE DOREEN KELLETT

GLOSSARY

New Lynn Community Board	(the Board)
Ken Maunder Park footbridge	(footbridge)

EXECUTIVE SUMMARY

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

This report was also presented to the New Lynn Community Board (the Board) at its 28 June 2010 meeting and the recommendation from the Board is included in the agenda as Item 7.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Proposed Memorial Plaque to the Late Doreen Kellett report.
2. **Agree** that the family of Doreen Kellett be given permission to place a memorial plaque near the Ken Maunder Park footbridge in memory of Doreen Kellett, and that Council provide a tree to be planted next to the memorial plaque.

BACKGROUND

A1 The family of the Doreen Kellett approached Council requesting that the footbridge currently under construction from Queen Mary Avenue to Ken Maunder Park, New Lynn be named after their mother and wife who passed away in September 2008. An aerial plan showing the footbridge is attached at page A1.

At its meeting held on Monday, 3 May 2010 the Board resolved as follows:

“The New Lynn Community Board resolved to:

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

554/2010

DECISION MAKING

Issues

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

The Parks Naming Policy

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

The Draft Memorial on Parks Policy

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

8. Memorial plaques approved under the draft Memorial on Parks Policy are to be paid for by the applicant. Council will provide a tree to the applicant to be planted near the memorial plaque.

Options Identified

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

Assessment of Options

10. Table 1 below considers Option 1 and Option 2 in relation to relevant policies and resource criteria:

	Option 1	Option 2
Parks Naming Policy	Option 1 is not in line with the Parks Naming Policy.	Not applicable as option 2 is not asking for naming of an asset within a park.
draft Memorial on Parks Policy	Not applicable.	Option 2 is supported through the draft Memorial on Parks Policy as Doreen Kellett was an important person associated to the area.
Resources	The cost for signage would be approximately \$300 - \$1,000.	The family would pay for the memorial plaque. The cost for a tree would be approximately \$100.

Table 1: Assessment of Options

Preferred Option

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

STRATEGIC CONTEXT

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

CONSULTATION

13. Consultation has taken place between Council officers and the family of Doreen Kellett and the Board at its meeting in June 2010.

RESOURCES

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

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Sarah Natac, Customer Liaison Officer.



7 REPORT OF THE NEW LYNN COMMUNITY BOARD

PROPOSED MEMORIAL PLAQUE TO THE LATE DOREEN KELLETT

It is recommended that the Policy and Strategy Committee resolve to:

Agree that a memorial plaque and an adjacent tree be placed near the Ken Maunder Park footbridge in memory of Doreen Kellett, and that they be funded from the New Lynn Community Board Minor Parks budget.



8 MEMORIAL PLAQUE TO THE LATE GWEN NASH ON MOIRE PARK, MASSEY

GLOSSARY

Massey Community Board	(the Board)
Draft Memorial on Parks Policy	(the draft Policy)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Policy and Strategy Committee for a memorial plaque to be placed next to the community hall on Moire Park, Massey in memory of the late Gwen Nash.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Memorial Plaque to the Late Gwen Nash on Moire Park, Massey report.

2. **Approve** the placement of a memorial plaque and tree next to the community hall on Moire Park, Massey in memory of the late Gwen Nash.

BACKGROUND

1. At the Wednesday, 2 December 2009 Massey Community Board (the Board) meeting, two representatives from the Leataata o Tupulaga o le Pasifika preschool on Moire Park spoke during the public forum and requested that a memorial plaque commemorating the late Gwen Nash, be placed beside the community hall and Manutewhau Stream on Moire Park. The Board made the following resolution:

“The Massey Community Board resolved to:

2. *Agree to recommend to Council that a memorial to commemorate the late Gwen Nash be constructed beside the community hall at 91 – 93 Moire Road, Massey and the Manutewhau Stream.”*

1933/2009

DECISION MAKING

Issues

2. Gwen Nash was an active member of the Massey community from 1973 until she passed away in 2009. She was a founding member of the Board in 1989 and was later elected Chairman. She was also a Councillor from 1995 through to 2004. She helped set up Massey’s Citizens’ Advice Bureau and advocated for the Massey Leisure Centre and Library complex. In 2004 she received a Queen’s Service Medal for Public Services.
3. Gwen Nash was passionate about advocating for residents’ needs and in particular about working with women and Maori and Pacific Island people.
4. The exact location for placement of the memorial plaque has yet to be decided.

The Draft Memorial on Parks Policy

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

6. Memorial plaques approved under the draft Policy are to be paid for by the applicant. The Council will provide a tree to the applicant to be planted near the memorial plaque. However, as Gwen Nash was an Elected Member for the Council for many years, Council will provide the memorial plaque in this case.

STRATEGIC CONTEXT

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

CONSULTATION

8. Consultation has taken place between Council officers and the Board.

RESOURCES

9. The cost of the memorial plaque and tree can be accommodated within current Park's current budgets. It is estimated the cost of the memorial plaque, including installation, will be \$1,200. The tree will cost approximately \$100.

IMPLEMENTATION ISSUES

10. Should the recommendation be approved, Council officers will work with the Leataata o Tupulaga o le Pasifika preschool and the Board to determine the placement of the memorial plaque and tree.

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Sarah Natac, Customer Liaison Officer.



9 GREEN BAY/SOUTH LYNN BUS SERVICES REVIEW

GLOSSARY

Auckland Regional Transport Authority's review of Bus Services in the Green Bay/South Lynn Area	(the ARTA review)
Auckland Regional Transport Authority	(the ARTA)
Auckland Central Business District	(CBD)

EXECUTIVE SUMMARY

The purpose of this report is to advise the Policy and Strategy Committee of the Auckland Regional Transport Authority's (ARTA) review of bus services in the Green Bay/South Lynn area (the ARTA review), which is currently in a public consultation phase, and bring a number of issues to the Policy and Strategy Committee's attention for possible inclusion in a Council submission on the ARTA review.

ARTA staff will make a presentation to the Policy and Strategy Committee at the meeting and will be available to answer any questions Members may have. The key requirements of the ARTA review are to:

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

The ARTA intends to implement the proposed changes in time for the opening of the New Lynn transport interchange planned for September 2010, or in October 2010.

RECOMMENDATIONS

It is recommended that the Policy and Strategy Committee resolve to:

1. **Receive** the Green Bay/South Lynn Bus Services Review report.
2. **Agree** that the issues raised in the Green Bay/South Lynn bus services review report, including any feedback offered by the Policy and Strategy Committee at the meeting, be included in a Council submission to the Auckland Regional Transport Authority, with the final submission to be approved by the Chairman of the Policy and Strategy Committee.
3. **Agree** to support the Auckland Regional Transport Authority's proposed bus service changes in the Green Bay/South Lynn area, including operating the planned Green Bay/South Lynn loop as a two-way service, due to the efficiencies this provides to the local area and the support it provides for the New Lynn transport interchange.

BACKGROUND

1. Responsibility for the planning and funding of urban passenger transport in the Auckland region is the responsibility of the ARTA. The Council has a role in providing supporting on-road infrastructure, including bus stops and interchanges, bus shelters and information infrastructure at bus stops. In addition, the Council has an advocacy role and provides a valuable source of local knowledge about travel patterns and destinations for residents.
2. Bus services reviews, such as the current ARTA review, are a key method to move towards the implementation of the Regional Public Transport Plan in Waitakere. The ARTA has been undertaking reviews of sectors of the region's passenger transport network incrementally. The ARTA has reviewed bus services in the Green Bay/South Lynn area, along with considering the overlapping Titirangi and Laingholm bus services, and is seeking feedback from the Council on proposed changes in bus services in the Green Bay/South Lynn areas.
3. The current bus routes in the Green Bay, Titirangi and Laingholm areas have evolved over the years into a complex network of bus services providing low frequency, circuitous routes. These routes provide a reasonable level of penetration but are primarily focussed on the Auckland Central Business District (CBD) as the key destination.

4. There is generally poor integration with bus or rail services where these intersect. This service structure was more appropriate when the rail network was severely run-down. However, the significant investment in the capacity and quality of rail services and infrastructure has enormously increased rail capacity, patronage and frequency over recent years. It is therefore important to support this investment with greater bus-rail integration and services to New Lynn Town Centre.
5. Green Bay/South Lynn bus services overlap with those from Titirangi and Laingholm (in terms of contract areas). While there is not a direct alignment with the timing of the Green Bay/South Lynn review, the ARTA advises it is also seeking feedback on issues in Titirangi and Laingholm areas. It is also the ARTA's intention to implement any Green Bay/South Lynn bus service changes in conjunction with the opening of the new New Lynn transport interchange, currently planned for September 2010.
6. The ARTA has agreed that engagement with Elected Members will be an important part of the ARTA review process, as will localised public consultation to identify and address stakeholder and customer expectations where possible. The ARTA has commenced public consultation and the ARTA intends to provide consultation brochures for the public consultation and these are expected to be available in early July 2010. Staff from the ARTA will make a presentation at the meeting about the proposed new bus network and will be available to answer questions from Elected Members.

DECISION MAKING

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

Issues

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

A2-A3

9. Recently a workshop was held between Council officers from a range of departments and representatives of the ARTA. Existing Council strategies, policies and current projects were discussed to identify issues of importance to the Council in the review of bus services. A letter from the Council's Transport Strategy team summarising these issues is attached at pages A2 to A3. The issues align with the Council's previously stated principles and included:

- The need to support the significant investment at New Lynn;
- The co-ordination and integration of bus services with the rail timetable;
- The demonstration of the New Lynn transport interchange's role as a transfer point;
- The specific needs of the more rural areas of Titirangi and Laingholm; and
- Consideration of the demographics and transport needs of people in the Green Bay/South Lynn area.

ARTA Review Proposals

10. ARTA has advised that the key outcomes of the ARTA review are:
- integration of the South Lynn/Green Bay local service with rail and other bus services in New Lynn;
 - a much simpler, more legible route structure;
 - some expansion to service hours and some increase in frequency where this can be done within existing resources;
 - the new structure as a base which can be built on in a modular fashion to increase frequencies as resources allow; and
 - designed to operate on a standalone basis but also integrate with a future review of Titirangi bus services.
11. A description of the specific proposal components follows.
12. Public consultation is underway and the ARTA intends to implement the proposed changes in time for the opening of the New Lynn transport interchange planned for September 2010, or within October 2010.

Proposal - Green Bay to New Lynn Local Service

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

Proposal - Green Bay to Britomart Service

14. The ARTA is proposing that the current New Lynn/South Lynn/Green Bay/Blockhouse Bay/Britomart service be truncated to Green Bay with the New Lynn/South Lynn/Green Bay connection provided by the Green Bay local service. Existing Britomart peak services from these areas would continue to be provided in the meantime by Go West but these services will be reviewed by the ARTA in the near future.

15. Advice from the service provider is that there is very little use of the current service from South Lynn to Britomart (outside of the peak Go West buses). The current service is unreliable as unpredictable levels of traffic congestion mean it often cannot complete its trip within the allocated time. This has been exacerbated of late by the extensive road works in the New Lynn area. Running the service to and from Green Bay would allow it to operate much more reliably, which is the highest priority service attribute sought by customers.

Proposal - Minor Re-routing of 009 Service

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

Proposal - New Lynn to Avondale Shoppers Service

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

Assessment in Relation to Council's Overall Principles

18. Bus/Rail integration principle - The core aim of this bus service review is to simplify the complex network of routes and focus routes upon the New Lynn hub where rail and bus interchange can take place. The underlying principle is that the New Lynn hub provides a significant range of route and mode options for customers, which is unable to be provided from every individual suburb. Overall, the ARTA's bus plans focus the local routes upon the New Lynn transport interchange and offer the opportunity for bus-to-rail and bus-to-bus interchange, but the proposals also simplify the route structure. The ARTA advises that the Green Bay to New Lynn local service will be timed to integrate with trains to and from Britomart at New Lynn.
19. Catering for new development principle - new developments are being planned in the various precincts around the New Lynn Town Centre. The ARTA review does not specifically address these new developments, which are predominantly only in proposal-form and yet to be constructed. However, the ARTA has indicated a willingness to modify the proposed bus routes through the area in the future once new roads through these precincts become available. This would be planned in advance to ensure bus services are operational from early in the development of these precincts, to establish a strong presence for these services.

20. Supporting town centre development principle - the ARTA review will support the Council-funded bus interchange in New Lynn, which is well located for both rail connectivity and town centre integration. However, the ARTA review only covers a small selection of routes serving New Lynn so is only part of the larger picture. Further bus service reviews will occur over time for the remaining New Lynn routes. With the objective of better integrating with rail and adjusting service routes as new precincts develop, there is excellent opportunity to maximise the public transport usage and benefits around the New Lynn Town Centre. Ultimately this will lead to reduced reliance on private motor vehicles, less demand for parking within the New Lynn Town Centre, and a general improvement in the vitality of New Lynn.
21. Waitakere Central transport centre principle - this bus service review is not relevant to the Waitakere Central Transport Centre.
22. Long haul and local trips principle - the bus service review is focussed on improving local bus services and in most cases starting/finishing these at New Lynn. This will naturally reduce the number of direct long haul trips (typically those to Britomart). This will affect passengers with that destination, however the high volume of other Britomart-bound bus services and the option of improved rail services mean that any 'transfer penalty' is minimised. Local trips should be made simpler and more reliable by the proposed changes. However, it is recognised that some current users may no longer have a bus service on their road. The connectivity of the local road network means that those users will have access to an improved service nearby.
23. Bus priority measures principle - there are a number of bus priority measures planned in the road network around the New Lynn transport interchange, although these are not of particular relevance to this bus service review.

Assessment in Relation to Specific Green Bay/South Lynn Issues

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

Route Improvement Process

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

Demographics

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

Contract Restrictions

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

New Lynn Issues

32. A key Council goal has been to improve bus services to support the significant investment and future intensification at New Lynn. The ARTA was made aware in the ARTA review that targeted growth of up to 20,000 residents and 14,000 workers was expected, and that the services would need to provide for this growth – such as by ensuring possible new routes through developing New Lynn precincts (e.g. Crown Lynn precinct) are adequately provided for. The ARTA review needs to encourage the wider Green Bay/South Lynn catchment to use buses to travel to New Lynn. Such changes could only occur with better co-ordination and integration of bus services with the rail timetable and the fulfilment of the New Lynn transport interchange's greater role as a transfer point, either between local and through services, or between modes.

33. The proposed service structure properly focuses on New Lynn and supports the Council's significant investment in a range of transport infrastructure – for bus, rail and road users. This investment would have been undermined had the service review proposed to continue a significant level of Britomart-bound services. It is acknowledged that the review's change in service focus will affect some passengers, notably commuters. However, New Lynn's high volume of existing Britomart-bound bus services, the very short walk distances for bus-to-bus and bus-to rail transfer at the new New Lynn bus/rail interchange and the option of the newly improved rail services mean that any 'transfer penalty' is minimised.
34. With the full opening of the New Lynn rail station and interchange due later this year, Council officers requested that the Green Bay/New Lynn service changes provide a useful demonstration of this interchange function, with passengers using bus services to transfer in a timely manner. It is recognised however that full and efficient utilisation of transfers would not be possible until the longer term implementation of integrated ticketing, fares and zones. The ARTA advises that the proposed changes are viable in the interim and will be even more efficient once these improvements have occurred, expected to be from 2011.

Titirangi Issues

35. Whilst the current bus service review focuses on Green Bay and parts of South Lynn, these services overlap with some Titirangi bus services. With this in mind, Council officers raised with the ARTA a number of issues from that area and recognised the difficulty in maintaining a high level of bus services in the more rural areas of Titirangi, Woodlands Park and Laingholm due to the narrow, meandering and sparsely populated routes.
36. There is a need to improve the turnaround of buses in the Laingholm and South Titirangi areas, which currently create safety concerns, as does the use of large vehicles on many of the narrow roads. It is expected that in the future services would make use of smaller vehicles, which effectively reduces service capacity, however would be a more appropriate service format for many more rural areas.
37. Council officers also raised with the ARTA the consideration of services for school-aged children in those out-lying areas if any rationalisation occurs. There are several primary schools in these areas and demand for travel to secondary schools in areas such as Green Bay and Avondale. Any reduction in services or service capacity must be mindful of the lack of travel options for many people in the more rural areas of Titirangi, Woodlands Park and Laingholm. The ARTA advises that more dedicated school bus services will be considered as part of this work.

STRATEGIC CONTEXT

38. The implementation of the Green Bay/South Lynn bus service changes (as well as the eventual Titirangi and Laingholm service changes) would contribute to the achievement of the following strategic outcomes:
 - **Social Strategy:** Build strong, resilient communities and develop community leadership, and develop Waitakere's community infrastructure and assets;
 - **Environment Strategy:** Become a low carbon City by creating alternatives to fossil fuel use;
 - **Transport Strategy:** Make significant improvements in passenger transport, walk and cycleways and incorporate these elements, as appropriate, in road improvements; encourage alternatives to single-occupant vehicle use and implement a range of measures to manage the demand for travel, instead of building more roads or wider roads to meet predicted demand; and

- **Growth Management Strategy:** A dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all.

CONSULTATION

39. The ARTA has agreed that engagement with Elected Members is an important part of the ARTA review process, as is localised public consultation to identify and address stakeholder and customer expectations where possible. The ARTA is currently undertaking a public consultation process during July 2010, including notices at bus stops, posters on buses, a letterbox drop local media advertising, and one-to-one liaison with specific user groups including retirement villages.
40. Internal consultation within Strategic Planning has taken place as part of the process. Any consultation with Maori needed is the responsibility of the ARTA. The Council will offer the use of Waitakere's processes for consultation with tangata whenua.

RESOURCES

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

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Kevin Wright, Manager: Transport Strategy.



10 SUSTAINABLE NEIGHBOURHOODS PROGRAMME DEVELOPMENT UPDATE FROM JULY 2009 TO JUNE 2010

GLOSSARY

Green Network Community Assistance Programme (GNCAP)
Sustainable Neighbourhoods (SN)

EXECUTIVE SUMMARY

The purpose of this report is to update the Policy and Strategy Committee on the progress in the past year of the Sustainable Neighbourhoods (SN) programme and present the Sustainable Neighbourhoods Programme Development Report.

In July 2009 the Green Network Community Assistance Programme (GNCAP) evolved into the SN programme. This allowed for greater environmental and social outcomes to be reached while maintaining the same resources within Council.

In the past 12 months the SN programme has proven to be very successful, with over 29 community groups engaged, covering more than 120 hectares of the City and engaging more than 3,000 people.

Council officers have prepared an update report on the SN programme development Report to record the full programme adopted by Council in May 2009. This report has recorded the objectives and principles of the SN programme as well as processes and further actions that have been developed over the first year that the SN programme has run.

RECOMMENDATION

It is recommended that the Policy and Strategy Committee resolve to:

Receive the Sustainable Neighbourhoods programme development update from July 2009 to June 2010 report.

BACKGROUND

1. The SN programme commenced as an evolution of the GNCAP. The GNCAP had been operating within Council for 11 years with continued high uptake. However, waiting lists were common with Council resources not large enough to meet demand.
2. With the development of the SN programme the way that Council engaged with the community changed, engendering more ownership and stewardship by residents, with an effort to enable them to be up-skilled in order to provide for their communities without solely relying on Council. The SN programme takes a partnership focus instead of a contestable grant format.
3. The SN programme seeks to improve Waitakere biodiversity, engender stewardship with residents, promote community sustainability across all issues, and allow for community-paced improvements and development.
4. This change in the SN programme has been a great success, with a large number of groups engaged. After one year of running the SN programme, staff are already seeing an expanded area of land and people being engaged, all within the original Council resources. For some streets, all landowners are working together.
5. The SN programme encompasses the Ranges Neighbourhood Restoration Initiative, and works closely with Ecomatters Trust's Sustaining Our Streams and Project Twin Streams in areas of common interest (for example, where neighbourhood groups are in close proximity to a Project Twin Streams riparian margin).

DECISION MAKING

6. The SN programme commenced in the 2009/2010 financial year. The SN programme was developed after two years of pilots and consultation with the community. All participants who form a group of three or more residences qualify for some form of assistance. The main types of assistance offered by the programme are outlined below:
- Advice and Information;
 - Telephone and site visit advice on management of natural areas as well as provision of leaflet information on managing natural values. Advice is provided either by staff or contractors;
 - Provision of plants;
 - Neighbourhood groups are assisted to develop planting plans, and plantings are usually undertaken as a result of weed control work;
 - Provision of composting bags and barrels for disposal of environmental weeds;
 - Groups can be provided with composting bags and barrels to save weeds going to landfill;
 - Provision of skip bins for weed disposal;
 - Groups can be provided with nine metres cubed weed bins for large weeding events, or if a group is very active, can be provided with a permanent community weed bin;
 - Provision of herbicide;
 - Vouchers for herbicides can be provided to groups to assist with weeding;
 - Subsidy for contractor control of weeds;
 - For larger or more dangerous areas (steep sections, roadsides or hard-to-control weeds) the SN programme can provide a paid contractor to undertake the work;
 - Management Plans;
 - All groups will be provided with assistance to develop management plans which detail the vision for the group, what they want to achieve, and expert advice on the best ways to achieve it;
 - Covenanted assistance;
 - Groups or individuals within groups can covenant their properties with assistance from the SN programme. This also includes the provision of rates relief and stock fencing assistance;
 - Other assistance; and
 - Other assistance is provided to groups to enable them to become self-sustaining. Assistance to date has included soil and pots to start a community nursery, chippers for large weed trees, trailer weed vouchers, signage materials, safety equipment for roadside work, and threatened plant assistance.

Summary of Assistance Provided

7. In the 2009/2010 financial year, the first year the SN programme began running, the Council was engaged with 29 new sustainable neighbourhood groups, adding to the long term groups that are already active within their communities. The area of land that these groups are active in totals more than 120 hectares. This has all been achieved within the existing budgets.

8. These groups have been provided assistance as detailed above, with a summary below of what has been achieved in 12 months:

Assistance Type	Total
Groups weed skip bins	23
Long term community skip bins	80
Composting weed bags	25
Composting weed barrels	2
Weed tarpaulins	5
Pest animal traps	\$400
Herbicide	\$4,106.96
Chippers	4
Plants for private land restoration	2483
Plants for public land restoration	2752
Contractor assistance	\$5,939.75

Table 1: Summary of assistance for 2009-2010

9. With many of these groups newly formed this year most of the work that has been undertaken is weed clearance and preparation for a first winter of planting. Over time the needs of each community will change and the SN programme has been designed to accommodate that.
10. Long term community weed bins are being established in more communities through the SN programme, resulting in more bins being filled this financial year than previous years. In the 2009/2010 financial year, long term community weed bins have increased turnover by 27% with a total of 142 tonnes being removed from private and public land. This excludes data for War on Weeds in March 2010. Below is a graph showing the community weed bins uptake for the 2008/2009 and 2009/2010 financial years.

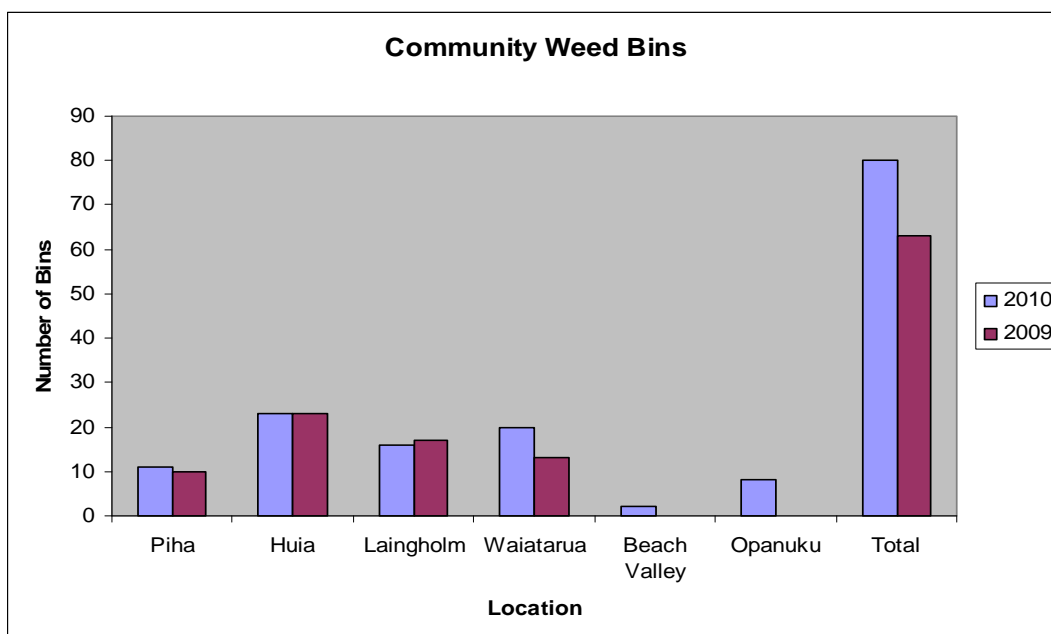


Table 2: Community Weed Bins Uptake 2008/2009 and 2009/2010

Framework of the SN programme

- A4-A25 11. As part of the development of the SN programme, staff have also developed two documents that will help with the future management of the SN programme in Auckland Council. These two documents are the Sustainable Neighbourhoods Programme Development Report (attached at pages A4 to A25) and the Sustainable Neighbourhoods Tool Box.

12. The Sustainable Neighbourhoods Programme Development Report outlines how the programme has evolved through the GNCAP, as well as provides the strategies, visions, objectives and principles associated with the SN programme. The document also details staff and contractor roles and processes for administering the SN programme and lists the resources that have been developed to assist those roles.
13. The Sustainable Neighbourhoods Tool Box is a helpful summary of tools and methodologies for engagement. The document is divided into two sections, one detailing how council staff can engage with community members under this model, and tools for how community leaders can engage with the wider community to create and maintain a neighbourhood group.
14. The development of these documents records Council's approach to partnership-based community grants, showing how this approach can add multitudes of benefits on private and public land at reduced costs. These documents could become useful tools for the new Auckland Council and may be expanded across the region.

Consideration of Community Views

15. The SN programme, all the achievements made and the development of the two key documents described above have all been made possible by working in partnership with the community. The community has set the standard for how they want to engage to be able to be most effective in their neighbourhoods, and this SN programme has been tailored to meet those needs as well as balancing the demands of local government.
16. The SN programme has been managed hand in hand with the community, based on and evolving in line with community views, and with a community focus.

STRATEGIC CONTEXT

17. The SN programme has been developed in accordance with the Green Network community outcome, and will increase Council's ability to deliver on Green Network objectives. The progress in building up and improving the Green Network also meets the objectives and goals of the Biodiversity Strategy and Action Plan as well as the Environmental Strategy.
18. Working closely with community groups will also contribute to the Strong Communities community outcome, with roll on effects such as improved communication and education across all Council departments involved with community.
19. The Waitakere Ranges Heritage Area Act 2008 also contains many objectives to protect and enhance heritage features in the Waitakere Ranges. The SN programme is a non-regulatory tool to help achieve these outcomes.
20. Providing assistance to community groups to enable them to meet their environmental goals also contributes to the implementation of Local Area Plans. Parks and Strategic Planning staff will work closely through any assistance provided to community groups within the Waitakere Rangers Heritage Area.

CONSULTATION

21. The Sustainable Neighbourhoods Programme Development Report and Tool Box documents have been developed by the Parks Planning and Strategic Planning teams.

22. The entire SN programme and documents have been prepared and developed in consultation with the community as outlined above.
23. Maori were initially consulted with over the development of the SN programme. There has been no consultation with Maori, including Te Taumata Runanga and iwi for the development of the SN programme documents.

RESOURCES

24. Sustainable Neighbourhoods is funded from four key budgets:
 - Environmental Incentives totalling \$156,000 per year;
 - Rates Relief totalling \$51,000 per year;
 - Community Streamside and Amenity totalling \$58,000 per year; and
 - Waitakere Ranges Implementation totalling \$54,000 per year.
25. It is intended that all community assistance be provided through these existing budgets, encouraging neighbourhoods to seek funding from other agencies where Council cannot meet all of their demands.

IMPLEMENTATION ISSUES

26. There are no implementation issues with this report.

AUCKLAND COUNCIL TRANSITION ISSUES

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

Report prepared by: Danielle Hancock, Parks Ecology and Policy Coordinator.



11 PROPOSED LOCAL AREA PLANS - UPDATES

Provision is made in the agenda for a 30-minute update from Council officers on the Proposed Local Area Plans - Updates.

