



**AGENDA FOR A MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD IN  
THE NEW LYNN COMMUNITY CENTRE, 45 TOTARA AVENUE, NEW LYNN,  
WAITAKERE, ON MONDAY, 2 OCTOBER 2006,  
COMMENCING AT 7.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Monday, 4 September 2006

**RECOMMENDATION**

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 4 September 2006, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Board by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Board may make a decision on a matter determined to be urgent.

**NOTE:** Urgent business need not be dealt with now and may be delayed until later in the meeting.



#### 4 PUBLIC FORUM

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

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

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



#### 5 CHAIRMAN'S REPORT

It certainly has been a controversial month, particularly on the future of our City and at other levels of local government review.

A1

Our New Lynn Ward as we know it at present may change and most importantly the Waitakere City. Only a week after the opening of the new Civic Centre and listening to speeches mentioning the exciting times that lay ahead, the great future for Henderson and its districts, a bombshell dropped. The citizens of the greater Auckland area were told by its Mayors that there would be only one city. Sometime later we were told Waitakere City would be carved up with part going to Auckland and some to North Shore City which would then be called North Harbour. The citizens of the cities made their feelings well known. Our own City Councillors left no doubt when expressing their view and the Community Board Members voiced their concerns (media release attached at page A1). This was repeated in other cities. However, on Wednesday, 20 September 2006 at the Council meeting there was a debate about the issue and the following resolution was passed:

- "1. That the Chief Executive Officer in conjunction with other Chief Executive Officers within the Auckland Region investigate, prior to Christmas 2006, options to strengthen regional governance in Auckland that can secure public support.
2. That a meeting be organised to form a regionally representative councillor working party to act as a reference group during the development of regional governance proposals.
3. That Waitakere City Councillors express most strongly their opposition to any proposals for amalgamating Waitakere with other local authorities. To retain the sustainable and resilient nature of the Eco-City Waitakere needs to remain a City in its own right that works collaboratively with neighbouring local authorities in the rest of the Auckland region.
4. That the Regional Councillors Forum be reinstated."

1804/2006

I would ask our Board to support the resolution to show our dismay at the previous action of the Mayors.

## Representation Review

The Commissioner Hearings on Ward Boundaries was held on 19 September 2006. The Board was invited to speak on its initial submission that had been made to Council. The final decision will be made in about one month's time.

## Slow Streets

The Board has not set its priorities but suggested that Arahoe, Sheridan and Kelwyn Roads could be possibilities. A consultation process and a traffic count and speed test need to be undertaken prior to any further discussions or decisions are made.

## Footpath Works

This seems to be a never-ending topic. The latest way in which funding and final priorities are to be set has to my knowledge never been put to the community Board for input or comment. We have a City Councillor (not in our ward) who does not believe that there should be any funding in the budget for new works.

A2

My personal view is that the majority of ratepayers in the City expect Council to do this type of work as their core business. It is always interesting to hear comments such as, "We in rural areas do not want a footpath." This comment was made again at the recent representation review hearing. In a recent Laingholm Roundabout edition, an article written by a well known ex-resident, commented on the Waitakere Ward footpath projects for Laingholm and that the ward had additional funds for footpaths and also made some interesting comments on the visual aspects and changes to Laingholm. (see page A2)

## Waitakere City Wardens

Unfortunately, the city wardens have decided that they can no longer continue. It became harder to recruit and keep volunteers. Petrol costs and other personal expenses also had a bearing. Most likely the Maori Wardens will be taking over the area and have the ability and manpower to do this. I have thanked the members for their work on behalf of the Community and our Board.

## "An (Inconvenient) Truth"

The recent documentary on Global Warming and our planet's future by Al Gore 2000 USA Presidential Elections candidate is a must to be seen. It is now showing in some Auckland cinemas following an earlier showing during this year's film festival. As our Community Board Member, Liz Francke, gently reminds us from time to time, there are many small things you as an individual can do to help the planet's survival. Also as a keen Committee Member of Waitakere's own Eco Matters Trust, she is, I have no doubt, a pillar of strength and enthusiastic example for them.

A3-A4

Waitakere City in its promotion of the Eco involvement comes out well. The only suggestion is that the Council's own car fleet needs to reflect this (see pages A3 to A4).

## Waitakere Action Plan On Climate Change And Energy And Work Programme

Also please see the following report presented to the City Development Committee at its meeting on 7 September 2006 (attachments not included):

### ***"PURPOSE OF THE REPORT***

*The purpose of this report is:*

- *To adopt the attached Waitakere Action Plan on Climate Change and Energy, including the finalisation of the greenhouse gas reduction goals;*
- *To seek approval for the attached work programme and the expenditure of the 2006/2007 Climate Change Project budget;*

- *To form a small working party comprising of Councillors and senior management to provide feedback to staff working on climate change projects;*
- *For the City Development Committee to nominate Councillors to attend the Communities for Climate Protection Forum on 25 October 2006;*
- *To inform the Committee of the discontinuation of the Energy Wise Councils programme.*

### **BACKGROUND**

*In July 2004, Waitakere City Council joined the Communities for Climate Protection - New Zealand (CCP<sup>®</sup>-NZ) Programme, a campaign to reduce greenhouse gas emissions. Communities for Climate Protection is a New Zealand Government initiative delivered by the International Council for Local Environmental Initiatives - Australia / New Zealand (ICLEI-A/NZ). This Programme is part of the International Council for Local Environmental Initiatives' worldwide Cities for Climate Protection Campaign.*

*In July 2004 Waitakere City Council committed to completing the five milestones of the Programme in three years (1267/2004). These are:*

- **Milestone 1** - *Conduct an inventory and forecast for community and corporate (Council) greenhouse gas emissions;*
- **Milestone 2** - *Establish greenhouse gas emissions reduction goals;*
- **Milestone 3** - *Develop and adopt a local action plan;*
- **Milestone 4** - *Implement the local action plan and quantify the benefits of implementing actions;*
- **Milestone 5** - *Monitor and report on implementation of the local action plan and progress towards achieving the reduction goal;*
- **Milestone 1** *has been achieved and draft goals for Milestone 2 have been set. These goals will have to be confirmed to fulfil the requirements of Milestone 2.*

### **STRATEGIC CONTEXT**

*Council and its community see the reduction of greenhouse gas emissions as a priority and this is reflected in Councils various strategic documents and the Community Outcomes. Recent issues around the security of electricity supply for the Auckland Region, rising petrol prices and increased media coverage of climate change issues have added further impetus to Council's desire to increase energy efficiency and reduce emissions. As a result Council has made considerably more money available for climate change initiatives in the current financial year.*

### **ISSUES**

#### *Waitakere Action Plan on Climate Change and Energy*

*Staff have completed an Action Plan on Climate and Energy (Attachment A) which intends to lay out all those actions undertaken by the community and Council in this area. The action plan includes many actions that are not funded by the climate change budget lines and that are not primarily driven by climate change or energy considerations; however, they either have the reduction of greenhouse gases as a co-benefit or help the City adapt to climate change. The purpose of including all actions is to provide a full picture of activities that will help achieve the goals set.*

*Many of the actions are still in the planning phase and outcomes and targets cannot always be defined at this stage. Actions will have to be quantified to ensure that Waitakere is on track to achieving its goals; however, the necessary tools are still under development by the Communities for Climate Protection programme and quantification will form part of Milestone 4. It is also likely that Council is unaware of some of the community actions in this area. Staff feel that the action plan and its goals should be adopted in the meantime, acknowledging that the document is very much a work in progress and that it will be added to over time. The plan's purpose is to define Council's strategic approach to climate change and energy issues, list all Council's activities in one place and form the basis for further discussions and monitoring of Council's effort. While it is a public document its distribution will likely to be limited and a more simplified "public version" will be developed over the next months.*

*Adopting the action plan, with its greenhouse gas reduction goals (see also below) will fulfil Milestones 2 and 3 of the Communities for Climate Protection Programme.*

#### Greenhouse Gas Goals

*The draft goals adopted by Council in April (516/2006) need to be confirmed for Council to achieve Milestone 2 of the Communities for Climate Protection programme. The intention was to confirm the goals once the action plan was completed because this would give management greater confidence that the goals are achievable. The tools to quantify the greenhouse gas benefits of the actions are however still under development by the International Council for Local Environmental Initiatives who run the Communities for Climate Protection programme. Without those tools the quantification is difficult and has therefore not been undertaken. Under the Communities for Climate Protection programme, quantification of actions forms part of Milestone 4 rather than part of the action plan.*

*The Communities for Climate Protection programme anticipates that the goals are aspirational goals to guide decisions, rather than accountability goals for which a specific Council section or officer will have their performance measured against. In the context of the Communities for Climate Protection programme this is not a disincentive to action but an acknowledgement that a wide range of decision makers can and need to contribute to these targets.*

*The draft goals set by Council in April are clearly stretch goals, based on the reductions necessary to stabilise the global climate in the long term, rather than on what Council knows is achievable. Staff will continue working on the quantification of actions, but recommend that the draft goals are confirmed as goals as part of adopting the proposed action plan to signal Council's commitment to climate protection.*

*The action plan makes it clear that these are stretched goals to provide a sense of direction and inspiration, rather than goals to hit or miss and be measured against.*

#### This Year's Work Programme

*This year's climate change budget includes significant additional budget lines including the Climate Change Projects line which requires annual approval for projects to be undertaken. Council approval for the attached work programme (Attachment B) and for the proposed expenditure for this year's Climate Change Projects is sought.*

*Approval for the expenditure of the Climate Change Projects budget will be required annually. It is proposed that staff propose projects funded by this budget*

line each March so that, once approved, implementation can start at the beginning of each financial year.

The following key new initiatives are highlighted for the current year. This list includes all major projects, including the Climate Change Projects initiatives, to give a more complete picture:

- **Eco-Wise Residential retrofit project**

Expand this long established home energy retrofit project and increase Council funding from \$60,000 to \$100,000. This will see the programme focusing on areas of high social deprivation.

- **Eco Design Advisor**

This largely externally funded project, co-ordinated by the Building Research Association of New Zealand, means that an independent eco design advisor will be available to the public for 20 hours a week for the remainder of this financial year. If the project is successful, options for its continuation will be explored. In kind cost only (staff time, desk, pool car, etc)

- **Solar Hot Water Programme**

Waive the building consent fee for the installation of solar and heat pump hot water systems. Up to \$50,000 Earmark a further \$30,000 for high profile promotion of solar hot water, possibly working with a national scheme.

- **Climate Change Publicity**

Increase understanding and debate about climate change issues in the community. It is envisaged that this would mainly be in the form of supporting community groups and individuals wanting to be active in this area, through schemes such as train the trainers, funding of community events, seminars and public events. This project would include publishing a simplified version of the action plan and updating Council's climate change content on its website. \$35,000 including \$20,000 funding for the Sustainable Living Centre.

- **Purchasing Green Power**

Council has been investigating options to purchase electricity from renewable resources for its operations for some time. This project would pilot the purchase of green power for one or more Council buildings. Up to \$10,000.

- **Support and Fostering of Clean Technology Industries**

Some work is currently underway to explore options for a clean technology cluster in Waitakere and there may be opportunities to support industries dealing in renewable technologies. Up to \$10,000.

- **District Plan Review to Encourage Renewable Generation**

Review the District Plan to ensure that it encourages renewable energy generation where appropriate. \$30,000

- **Demonstration Project**

An opportunity has arisen to work with several partners on a demonstration project. There are commercially confidential issues associated with this project and a separate confidential report to this committee outlines this project and seeks permission to explore this opportunity.

Additionally to the Climate Change and Energy Work Programme, City Services are planning an Integrated Assessment of Climate's Long-term Impact on Waitakere Infrastructure. The purpose of this work is to ensure that Council knows what impacts are likely on the city's infrastructure and what action is needed to be prepared for these impacts. The Auckland Regional Council has expressed an interest in treating this assessment as a pilot project for the region and staff are working with the Regional Council on how this might be done. The project budget for this assessment is \$114,880 over two years.

*The above work programme contains expenditure of the Climate Change Projects budget line. It is recommended that the expenditure of this budget, for the current financial year, be approved as follows:*

- *Up to \$10,000 to pilot the purchase of 'green power' for some of Council's operations;*
- *\$80,000 for a solar hot water campaign, including the waiving of the Building Consent fee for solar and heat pump hot water systems;*
- *\$10,000 for educational activities around climate change;*
- *Up to \$50,000 for a demonstration project, subject to separate approval.*

#### Section 77 of the Local Government Act

*During the development of the action plan many options were considered for inclusion in this year's and future year's work programme. Consultation with Council staff and selected experts occurred and as a result the action plan was completed. The attached action plan describes the greenhouse gas emissions profile of Waitakere and actions are targeted at those emissions sectors that are most dominant and those where easy results are possible. Within each emissions sector actions concentrate on those areas that are likely to have the largest benefit at the lowest cost to Council. In several instances, Council expenditure leverages significant additional expenditure by other agencies in the Waitakere community.*

*The Community Outcomes clearly state a desire to manage energy innovatively and responsively and for Waitakere to be a leader in sustainable housing and building practices. Furthermore, Council has chosen to play a leadership role in the strategic issue of energy and clean air. As required by the Local Government Act 2002, the selection of proposed projects to be funded by the Climate Change Projects budget considered:*

- *The costs and benefits of various options, in terms of the present and future social, economic, environmental, and cultural well-being of the city;*
- *The extent to which the community outcomes would be promoted or achieved in an integrated and efficient manner by each option.*

*The table in Attachment C outlines the main options considered and the reasoning for recommending/not recommending each option. It is noted that the completion of the action plan provided a good gap analysis, enabling staff to shortlist a number of initiatives that would target emissions not already targeted through other, already approved work programmes.*

#### Councillor Working Group

*Considering climate change's high profile and additional expenditure in this area, staff recommend that a working group made up of a small number of Councillors and senior management staff be formed. The purpose of the group would be to provide staff with feedback on key climate change projects and issues as they arise. Many of the projects in the action plan and the work programme are still in the planning phase and new additional opportunities may arise unexpectedly. A mechanism for fast, informal feedback would ensure that opportunities can be realised and that actions develop to the satisfaction of Councillors and management.*

Communities for Climate Protection Forum - 25 October 2006

*The International Council for Local Environmental Initiatives is organising a Communities for Climate Protection Forum in Auckland on 25 October 2006.*

*The location of the forum in Auckland presents a good opportunity for several elected members to attend this event. Staff will circulate the agenda to Councillors closer to the date but recommend that the committee nominate one or several Councillors to officially represent Waitakere at the event. If the action plan attached at pages A32 to A57 and its goals are adopted Council will be awarded Milestones Two and Three at the forum.*

Energy Wise Councils Programme

*The Energy Efficiency and Conservation Authority has decided to discontinue their Energy Wise Councils partnership programme that Waitakere City Council is a member of. It will, however, continue to assist Councils with technical advice and support. The main impact on Waitakere City Council will be the loss of the annual networking events, which have been very useful in the past. The Communities for Climate Protection programme, run by the International Council for Local Environmental Initiatives will be held annually, starting this October, which will fulfil a similar function.*

Communication

*It is proposed to launch the Waitakere Action Plan on Climate Change and Energy at a suitable occasion in the near future. The details for this launch are still to be worked out.*

*A communication plan on climate change and energy will be developed as part of the Climate Change Publicity project, if this is approved.*

**RESOURCES**

*All recommendations are covered by existing budgets. The work programme attached at pages A58 to A61 describes the budget lines affected and the proposed project costs.*

*Attached at pages A62 to A63 summarises the proposed expenditure for the Climate Change Projects budget for which approval is sought.*

**CONCLUSION**

*Waitakere City Council has a strong community mandate for climate change actions and has long played a leading role nationally and internationally. The adoption of the action plan, its goals and the attached work programme are the logical next steps to ensure that community expectations are met and that Waitakere continues to be seen as a leader in this field.*

**RECOMMENDATIONS**

1. *That the Waitakere Action Plan on Climate Change and Energy and Work Programme report be received.*
2. *That the attached Climate Change and Energy Action Plan attached at pages A32 to A63 to the Agenda and the goals contained in it be adopted.*

3. *That the Climate Change and Energy Work Programme attached at pages A32 to A63 to the Agenda be approved.*
4. *That expenditure of the \$150,000 Climate Change Projects budget is approved to include:*
  - a) *Up to \$10,000 to pilot the purchase of 'green power' for some of Council's operations.*
  - b) *\$80,000 for a solar hot water campaign, including the waiving of the Building Consent fee for solar and heat pump hot water systems.*
  - c) *\$10,000 for educational activities around climate change*
  - d) *Up to \$50,000 for a demonstration project, subject to separate approval.*
5. *That staff be required to report on the progress of the Climate Change and Energy Work Programme and on proposed expenditure of the Climate Change Projects budget in March of each year.*
6. *That a small working group, comprising of Councillors and senior management, be established to provide staff with feedback on Climate Change and Energy actions.*
7. *That a Councillor be nominated to represent Waitakere at the Communities for Climate Protection Forum, 25 October 2006."*

### **Moon Festival**

Don't forget the Moon Festival to be held on Friday, 6 October 2006 and Saturday 7 October 2006. This will be held at the New Lynn Community Centre.

### **Diwali Festival**

The Diwali Festival will be held at The Trust Stadium on Sunday, 8 October 2006.

### **RECOMMENDATION**

That the Chairman's Report be received.

Pim van der Voort, JP  
**CHAIRMAN**



**6 COMMITTEE SECRETARY'S REPORT**

	<b>Issue</b>	<b>Comments</b>	<b>Reporting Council Officer</b>
1.	Tamariki Playground Upgrade  Officer's Report	All works have been completed.	David Barker ☎ 836 8000 Ext: 8306
2.	Olympic Park Stream Restoration  Officer's Report	The weed control, planting along the Avondale Stream, and the construction of the viewing structures and boardwalk in Olympic Park are currently underway and due to be completed before the end of October 2006.	Debbie Chapman ☎ 836 8000 Ext: 8303
3.	Olympic Park Stage Three Landscaping  Officer's Report	The first draft concept design for stage three landscaping has been submitted to the Olympic Park Trust. The draft concept design for stage three includes a bandstand pavilion, sail shade structures, additional playground modules, re-vegetation to the rear of the St John's Ambulance building and the establishment of a spider sanctuary and a separate dog-run area.  A stage three update report is expected to be presented to the New Lynn Community Board at its meeting scheduled on 30 October 2006 upon confirmation of the draft concept design.	Roscoe Webb ☎ 836 8000 Ext: 8768
4.	Olympic Park New Bridge and Structures  Officer's Report	Construction of the foundation piles for the bridge commenced in April 2006. On-site activities are currently on hold due to the contractor encountering unsuitable material below the piles for the bridge arches, and the earthworks season currently being closed. This rubbish and debris was not encountered during the consultant's geotechnical investigation.  The consultant to Council will proceed with redesigning the piles for the arches to allow for this unsuitable material. Off-site fabrication of the steel structure for the bridge will continue. On-site activities will continue in the first week of October 2006, once the earthworks season begins, with a new completion date anticipated in early December 2006.	Andreas Lilley ☎ 836 8000 Ext: 8553


	Issue	Comments	Reporting Council Officer
5.	Barrons Green Playground Upgrade  Officer's Report	The renewal of the play facility at Barrons Green is planned for the 2006/2007 financial year. Initial consultation was carried out in April 2006.  The final concept design has been sent to all residents within a 500 metre radius of the Reserve. It is proposed that physical works will be carried out in February and March 2007.	David Barker ☎ 836 8000 Ext: 8306
6.	New Lynn Township Streetscape Design-Great North Road, from Hugh Brown Drive/Todd Triangle to Rewarewa Walkway/Memorial Drive  Officer's Report	The budget of \$100,000 in the 2006/2007 financial year allows for minor improvements only to this section of Great North Road. The budget available for 2006/2007 will be used for upgrading of sections of paving, planting, seating and rubbish bins.  A walkover of the site to investigate areas of possible replacement will be arranged with Community Board Members for early October 2006.	Andreas Lilley ☎ 836 8000 Ext: 8553
7.	Rewarewa Walkway Design  Officer's Report	The initial investigations have revealed issues with the possible provision of a walkway in the area.  Further investigations are now underway and a report will be presented to the Board in December 2006.	Grant Jennings ☎ 836 8000 Ext: 8537
8.	Vodafone NZ Limited Structures at Lawson Park, Archibald Park and Golf Road Domain  2 May 2005  Resolution No. 721/2005	Negotiations between Vodafone NZ Limited and Council on the terms and conditions of a telecommunications licence have not yet concluded. The three sports clubs on each of the parks have been kept up to date on the progress of this issue.	Warren Ogilvie ☎ 836 8000 Ext: 8561
9.	Naming of Internal Access Road at Olympic Park  3 July 2006  Resolution No. 1270/2006	At its August 2006 meeting the City Development Committee was presented with a report seeking approval for the naming of the internal access road at Olympic Park and approved the access road be named "Portage Eco Way".  A direction sign is being prepared for the internal access road and should be installed by the end of October 2006.	Tracey Hamilton ☎ 836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
10.	<p>Untidiness in Manawa Wetland</p> <p>4 September 2006</p> <p>Public Forum</p> <p>Resolution No. 1636/2006</p>	<p>The planned stormwater works in Manawa Wetlands were unable to proceed due to technical reasons.</p> <p>A re-design is being worked on and work is expected to start again shortly with completion being in December 2006.</p>	<p>Renee Lambert ☎ 836 8000 Ext: 8118</p>
11.	<p>Safety in Todd Triangle Area</p> <p>4 September 2006</p> <p>Resolution No. 1636/2006</p> <p>Public Forum</p>	<p>It was noted that the police had recently completed a 5-week high visibility policing operation in New Lynn Central Business District, which resulted in a significant number of arrests.</p> <p>Council officers of the Safe Waitakere team are looking into further enhancing the safety aspects in the Todd Triangle area as follows:</p> <ul style="list-style-type: none"> <li>• A security camera is expected to be installed in the main bus station area in New Lynn;</li> <li>• Council is discussing with the police and Stagecoach Limited over the possibility of Stagecoach Limited funding a pilot scheme of private security patrols around the main bus station area;</li> <li>• Council officers of the Safe Waitakere team are negotiating with the police and the Maori Wardens regarding the possibility of providing a patrol presence by Maori Wardens in New Lynn.</li> </ul>	<p>Mark Maxlow ☎ 836 8000 Ext: 8713</p>
12.	<p>Council/Police Liaison Group</p> <p>4 September 2006</p> <p>Resolution No. 1638/2006</p> <p>Public Forum</p>	<p>The Council/Police Liaison Group is in existence. The terms of reference are being reviewed.</p> <p>A full report is expected to be presented to the New Lynn Community Board on 4 December 2006.</p>	<p>Mark Maxlow ☎ 836 8000 Ext: 8713</p>
13.	<p>Minor Traffic Improvements in Kelwyn Road</p> <p>31 July 2006</p> <p>Resolution No. 1422/2006</p>	<p>Council officers will investigate the request for minor traffic improvements in Kelwyn Road. If warranted, the works will be included in the Minor Safety Works Programme.</p>	<p>Vinh Bui ☎ 836 8000 Ext: 8793</p>

	Issue	Comments	Reporting Council Officer
14.	Rankin Avenue - Improved Lighting for a Pedestrian Crossing and Re-painting of Road Markings 3 July 2006 Public Forum	The road markings in Rankin Avenue have now been re-marked. The pedestrian crossing in Rankin Avenue will be placed on the 2006/2007 works programme for installation of new crossing flood lighting.	Paul Schischka ☎ 836 8000 Ext: 8742
15	Intersection of Glendale Road and Oates Road	Further investigations into this intersection show that, due to the limited width of the road reserve width and the gradient of the surrounding land make the installation of a roundabout or seagull island is impractical, without a very high level of expenditure. Practical options in this location are limited to retaining the status quo, reconfiguration of the crossing to a more conventional 'T' junction arrangement or a change to the existing priority control type. A full report on this matter will be presented to the New Lynn Community Board at its next meeting on 30 October 2006.	Paul Schischka ☎ 836 8000 Ext: 8742

**REPORTS PENDING**

Subject	Date Requested	Report Due	Reporting Officer
Traffic Problem in Woodglen Road near Woodvale Intersection	3 April 2006  Resolution No. 550/2006  Public Forum	4 December 2006	Adam Moller ☎ 836 8000 Ext: 8750
Project Twin Streams Four Monthly Progress Report	1 August 2005  Resolution No. 1445/2005  Last updated 3 April 2006	30 October 2006	Tony Miguel ☎ 836 8000 Ext: 8294
Road Survey on Gardner Road Calming Effects on Willerton Avenue and Parker Avenue	1 May 2006  Resolution No. 694/2006  Public Forum	4 December 2006	Adam Moller ☎ 836 8000 Ext: 8750
Waitakere Road Safety Steering Group	4 September 2006  Resolution No.1638/2006  Public Forum	4 December 2006	Kitch Cuthbert ☎ 836 8000 Ext: 8526

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Hutchison Avenue - Street Litter and Weeds in Kerbs and Channels	4 September 2006  Resolution No. 1636/2006  Public Forum	30 October 2006	Grant Jennings  836 8000 Ext: 8537

### **RECOMMENDATIONS**

That the Committee Secretary's Report for 2 October 2006 be received.

Report prepared by: Audrey Chan, Committee Secretary.



## **7 NEW LYNN COMMUNITY BOARD MINOR PARKS PROJECTS 2006/2007**

### **PURPOSE OF THE REPORT**

The purpose of this report is to present the New Lynn Community Board Minor Parks Projects and to obtain approval from the New Lynn Community Board on the appropriate allocation of budget for the 2006/2007 Annual Plan. This report also requests that the New Lynn Community Board recommend to the City Development Committee to consider revising the maximum amount to be spent on any one project.

### **BACKGROUND**

The Community Facilities and Recreation Committee resolved to provide a discretionary budget for allocation by the Community Boards for parks capital development projects in December 1999. In the 2006/2007 Annual Plan the Council has allocated a total of \$120,000 for this use, to be allocated to each ward on a needs basis. The needs have been calculated based on the current rate of population growth within the ward, and the current population within the ward as a proportion of the City. As a result the fund is to be allocated as follows:

Henderson Ward	\$28,500
Massey Ward	\$36,000
New Lynn Ward	\$34,500
Waitakere Ward	\$21,000

Project proposals have been requested from Community Board Members, resident and ratepayer groups, sports clubs and other relevant community groups.

### **STRATEGIC CONTEXT**

These projects contribute to Council's Urban and Rural Villages Strategic platform, which has the objective that town centres are thriving places, providing exciting options for people to live, work and play. Public facilities, places and spaces teem with people; the streets are alive and busy.

This platform is about ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and town centres. The objective is to make the city a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

## ISSUES

The need for a discretionary budget for capital projects arose as a result of the work in developing criteria for funding Parks capital works projects. This recognised that there are a number of projects, generally less than \$10,000 in cost, which are raised as possible projects through the Annual Plan submissions, Community Board Public Fora and other consultation processes. These projects generally are not able to compete in terms of the Parks Capital Project Criteria, as the current proposed capital programme contains over 100 large projects. Undertaking these small projects is however an important means of meeting local needs within the community. It is recognised that Community Boards, being the main link between Council and the local community, are the best decision making body to determine the priority for meeting these local needs.

The following principles provide the framework for decision-making regarding the funding of individual projects:

1. The funds are to be used for Park Development projects - this does not include projects on community buildings, grants to community groups, maintenance or renewal items.
2. A maximum of \$10,000 can be spent on any one project in each financial year. The decision to extend the maximum amount of \$10,000 for any one project rests with the Community Board, but if they choose to extend the \$10,000 for any one project, a recommendation to Council is required.
3. Projects put forward through the Annual Plan and other consultation processes will be ranked according to the Parks Capital Works Criteria, however the decision as to final priority rests with the Community Board.

The above framework was established in 1999 and since that time construction costs have increased significantly. The budget amount was increased in 2005/2006 from \$100,000 to \$120,000 per year to reflect this. However the maximum amount to be spent on any one project also needs to be increased to reflect cost fluctuations.

As per item 2 above it is proposed that the maximum amount to be spent on any one project is increased from \$10,000 to \$20,000.

## POSSIBLE DEVELOPMENT PROJECTS

The discretionary budget allows for the allocation of funds to projects with a value of less than \$10,000. The following table outlines the approximate cost of a range of projects that can be undertaken for less than \$20,000. These costs are an average in order to give guidance to the Board, and do not take into account site-specific situations and variability.

<b>PROJECT TYPE</b>	<b>Approximate Cost including consents, supply and installation</b>
Basketball half court	\$13,500
Sealing an existing gravel car park approx. 250m <sup>2</sup>	\$12,500 for 10 car parking spaces including marking
Gravel path with timber edging	\$85 per lineal metre at 1.5m wide
Concrete path	\$120 per lineal metre at 1.5m wide
Creating/extending a gravel car park	\$6,000 for 10 car parking spaces

<b>PROJECT TYPE</b>	<b>Approximate Cost including consents, supply and installation</b>
10 metre length of boardwalk	\$3,800
Macrocarpa bench seat	\$850
Macrocarpa bench seat with back	\$1,095
Macrocarpa picnic table	\$1,740
Town Centre/Urban Seat	\$760
Town Centre/Urban picnic table	\$1,650
Walkway lights (as per Cranwell Park)	Approx \$5,500 ea installed - depends on distance of supply cable to each.
Set of two swings with bark under surfacing, scuff mats, new edging and local drainage including Waitakere City Council Consent fees (new stand alone )	\$15,000
Set of two swings with scuff mats in an existing playground, including Waitakere City Council Consent fees	\$5,000
Seesaw with bark under surfacing in an existing playground	\$3,000
Small playground for children under 5 with bark under surfacing	\$17,000
Community Art Project	\$5,000
Small skate ramp- on existing slab	\$16,000
Planting –specimen trees	\$195 per tree
Planting – shrubbery	\$700 for 10 m <sup>2</sup>
Barrier fencing (bollards & chain)	\$825 for 10 metres
Drinking Fountain (by water supply)	\$2,800
Drainage (major) - excludes new cesspit or manhole	\$2,000 for 10 metres
Standard Rubbish Bin - Parks Stainless Steel Bin	\$1,054 per bin
Colonial Galvanised Bin	\$824 per bin
Timber steps & handrail	\$4,000 for 10 metres
Park Name Sign - 2 panel	\$1,550
Community Sign - special design or Waitakere City Council standard	\$2,500

The project proposals received are outlined below with estimated costs.

## PROJECT PROPOSALS

The project recommendation In/Out column shown to the left in the tables below indicates the Parks Officer recommendations regarding each project. 'In' means the project is recommended to be considered for funding and 'Out' means the project is not recommended to be considered for allocation of funding for various reasons which are outlined in the report.

### 1.0 Green Bay Ratepayers & Residents Association

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Green Bay Community Corner Park	Install a Macrocarpa Bench Seat with back in the park	\$1,095	In
	Install Urban Picnic Table in the park	\$1,650	In

### 2.0 Glen Eden Community House Inc.

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Prospect Park	Install Macrocarpa Picnic Table	\$1,740	In

### 3.0 Suburbs New Lynn Cricket Club Inc.

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Ken Maunder Park	Install new Park signage including both name of park and advising the presence of Ken Maunder Cricket Club.	\$2,500	In

### 4.0 Glenora Rugby Club Inc.

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Harold Moody Park	Install Concrete Path parallel to Field 1 on Eastern side.	\$11,280	In
	Install Four Macrocarpa Seats parallel to Field 1 on Eastern Side.	\$4,380	In
	Install Concrete Path parallel to Field 1 on Western side.*	\$11,280	Out
	Install Four Macrocarpa Seats parallel to Field 1 on Western Side.*	\$4,380	Out

#### Parks Officer Comments and Recommendations:

\*The request for funding for the installation of a concrete path and seats on the western side of field one is not recommended for allocation of funding because the area is currently used as a training area for rugby league and softball. The area also includes a sprinkler system.

### 5.0 Residents

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Poturi Reserve	Install set of two swings with bark under surfacing, scuff mats, new edging and local drainage. Or alternatively under surface with rubber matting for reduced ongoing maintenance costs	\$15,000 \$20,000	In

### 6.0 New Lynn Community Board Member

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Manawa Wetland Reserve	Timber pergola with seating	*\$15,000	In

### Parks Officer Comments and Recommendations

\*The preliminary assessed cost of the timber pergola includes costs associated with design, consents and construction.

### **Decision-making Process**

In determining which projects in this report should be recommended for consideration, first the options were identified from a range of community processes including forums and submissions. Once identified, these options were assessed against relevant criteria in accordance with Section 77 of the Local Government Act 2002.

### **RESOURCES**

The total costs of project proposals received that are recommended for funding allocation amount to \$57,645. The New Lynn Community Board allocation is \$34,500.

### **CONCLUSION**

The New Lynn Community Board has been granted a discretionary budget of \$34,500 for parks capital development projects for allocation towards projects of \$10,000 or less. This report puts forward and evaluates projects that have been raised through the Council's consultation processes. It is recommended that the New Lynn Community Board establish the priority for projects included in this report.

It is proposed that the Community Board asks the City Development Committee to consider an alteration in the decision making framework for the Community Board Minor Park Projects that the maximum amount to be spent on any one project is increased from \$10,000 to \$20,000.

### **RECOMMENDATIONS**

1. That the New Lynn Community Board Minor Parks Projects 2006/2007 report be received.
2. That the New Lynn Community Board determine the priority projects for expenditure of the 2006/2007 Community Board Minor Parks Projects Budget.
3. That the New Lynn Community Board recommend to City Development Committee that consideration be given to raising the maximum amount to be spent on any one project from \$10,000 to \$20,000, and that a report on this issue be brought back to the City Development Committee.

Report prepared by: Laura Mitchell, Parks Officer.



## **8 2006-2016 NEW LYNN WARD FOOTPATHS AND SLOW STREETS PRIORITY LISTS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to enable the New Lynn Community Board to recommend priorities for footpaths construction and slow streets projects to the Finance and Operational Committee.

## BACKGROUND

The Transport Strategy Programme within the 2006-2016 Long Term Council Community Plan provides funding for construction of new footpaths and slow streets projects.

In July and August 2006 Members of each Community Board had a site tour within their ward accompanied by a representative from Transport Assets to review and establish priorities for construction of footpath sites and slow street projects. It was necessary to then balance each ward's priorities against citywide needs and the outcomes sought in a ten year priority list for Council's Transport Strategy Programme.

## STRATEGIC CONTEXT

The provision of footpaths and slow street projects contributes to the following strategic objectives:

- Safe City;
- Urban and Rural Villages;
- Integrated Transport and Communication.

## ISSUES

A5-A6

Draft lists of projects were submitted to the New Lynn Board at its meeting on 3 July 2006. These lists were reviewed during a ward tour and amended in consultation with the Board Members. A citywide list is attached in attachment at pages A5 to A6.

Based on these lists the work programme for the New Lynn Ward is as set out in the tables below:

### Footpath Construction Programme

Year	Location	Length	Cost
2006/2007	Captain Scott Road (Glenmall Place to PPTY 6)	40m	\$16,000
	Laingholm Drive (75 metres from Helios PI)	75m	\$30,000
2007/2008	Kopiko Rd (Konini Road to Kohu Road, LHS)	80m	\$32,000
2008/2009	Woodvale Road (Glendale Road to Ambler Avenue)	130m	\$52,000
	Shetland Street (PPTY 26 to PPTY 10, RHS)	130m	\$52,000
<b>Total</b>			<b>\$182,000</b>

### Slow Street Programme

Year	Location	Cost
2006/2007	Nil	
2007/2008	Kelwyn Street	\$ 30,000
2008/2009	Arahoe Road	\$ 25,000
	Castleford Road	\$ 25,000
	Sheridan Drive	\$ 30,000
<b>Total</b>		<b>\$110,000</b>

Any works that can not be completed due to funding constraints would be prioritised for subsequent Annual Plans and considered by the Community Board in November 2006 for input to the 2007/2008 Annual Plan and the draft 2009-2019 Long Term Council Community Plan.

## **LOCAL GOVERNMENT ACT 2002: SECTION 77**

Provision has been made in Council's budget for footpaths and slow streets. The inclusion of footpaths is in consideration of Council's strategic objectives for accessibility and safety, whilst the inclusion of slow streets primarily supports Council's safety objectives. In determining which footpaths are to be constructed and which streets should receive treatment to slow traffic a number of options were considered and assessed against relevant criteria identified in Section 77 of the Local Government Act 2002. The recommended project priorities identified in this report are produced from this process.

## **RESOURCES**

Funding of \$500,000 has been provided in the 2006/2007 Annual Plan for footpath construction, and \$100,000 for slow streets.

The funding for these two categories has been also approved in the 2006-2016 Long Term Council Community Plan for the next ten year programme.

## **CONCLUSION**

The consultative process with the Community Board has determined a prioritised list of footpath construction and slow streets projects for consideration by the Finance and Operational Performance Committee. The number of sites to be implemented each financial year will be in accordance with the budgets approved in the 2006-2016 Long Term Council Community Plan for each year.

## **RECOMMENDATIONS**

1. That the 2006-2016 New Lynn Ward Footpaths and Slow Streets Priority Lists report be received.
2. That the lists of priorities for footpaths and slow streets projects as set out in this report be submitted to the Finance and Operational Performance Committee for its consideration.

Report prepared by: Hussam Abdul-Rassol, Transport Planning & Design Manager:  
Transport Assets.



## **9 TOWN CENTRE STRATEGIC PARTNERSHIP PROGRAMME**

### **PURPOSE OF THE REPORT**

The purpose of this report is to present an outline of the proposed Town Centre Strategic Partnership Programme and seek the New Lynn Community Board's endorsement for the proposed implementation of this programme.

### **BACKGROUND**

The focus of the Council in recent years has been on (doing things) initiating catalytic projects within the town centres. This has seen the construction of several significant projects that are both civic and commercial in nature.

As a counterbalance to this top down process there is the need for grassroots action in order to develop successful centres. In particular, to gain leverage from Council's investment in the town centres, the private sector needs to take ownership of the strategic direction for the centre and its implementation. A comprehensive revitalisation process can be used to gain this leverage.

### Revitalisation Processes

Revitalisation programmes have evolved over time and in different settings:

- The Mainstreet Programme had its beginnings in the changing social and economic environment in small town America in the 50s and 60s. More families had cars, and so mobility increased, and to service these more mobile shoppers, large format retail such as supermarkets, cinemas and hardware stores were built out of town on highways serviced by large car parks, which had a negative impact on the traditional strip shopping streets in the town centre. And then of course, shopping malls were born. Internal-looking shopping malls have a negative impact on the street environment. As a result, traditional town centre businesses lost their customers to these new-format shopping magnets. They lost vitality, business activity, and became unsafe. Enter onto the world stage the first Mainstreet Programmes.
- A Mainstreet Programme is a partnership between local government, the businesses, and the community at large. This includes residents, community and cultural groups, educational institutions, churches, non-government organisations and social services.

The programme is based on four main precepts:

- **Organisation** - getting started, bringing business and community representatives together to make things happen;
  - **Design** - co-ordinating physical improvements to enhance the image of the town centre and promote what it has to offer. This includes Heritage conservation, capitalising on the heritage significance of the town centre and using it as a means of establishing an identity;
  - **Business development** - strengthening existing business and creating new opportunities for growth; and
  - **Promotion** - marketing the town centre through special events and retail promotions.
- The Business Improvement District programme originated later as an expansion of the Mainstreet programme to allow large urban districts in large cities to access the same results: increased social capital, rekindled entrepreneurship, downtown co-operation, and civic involvement.
  - New processes such as Place Management utilise precepts similar to the Mainstreet programme structure.

New Zealand picked up these processes in the early 90's, and variations on these programmes have been established in New Zealand through a direct funding injection by the Local Authority. Many are then maintained through separate rating.

From simple beginnings in small towns across the country, Manukau City and Auckland City now run comprehensive Council-supported programmes for their urban and suburban town centres.

A7 A short summary of the Manukau City and Auckland City programmes is included at page A7.

## STRATEGIC CONTEXT

The establishment of this programme has a strong fit with the Council's strategic platforms. The linkages with the key platforms are outlined as follows:

- **Urban and Rural Villages**

The Council alone is not responsible for the delivery of vibrant and thriving town centres. This programme involves working with all the town centre stakeholders to harness their contributions towards achieving this strategic platform.

- **Integrated Transport and Communication**

It is important to engender support amongst town centre stakeholders for public transport. An understanding of the Council's sustainable transport policies, and how these might be achieved, will be embedded with the stakeholders and can flow on to their business practices.

- **Strong Innovative Economy**

Through support for strong business associations and active stakeholder participation in addressing local issues in partnership with Council, there will be the flow-on effects of a strengthened local economy and job creation.

- **Strong Communities**

There are several benefits from increasing the ability of stakeholders in town centres to work collaboratively amongst themselves on local issues such as safety and accessibility, and to work co-operatively with the Council on town centre projects.

- **Active Democracy**

By creating a mutually beneficial partnership the door is opened to enhance civic participation, improved communication, and stakeholder willingness to get involved.

- **Green Network**

"Greening" Waitakere's town centres is an objective of this project, to be implemented in business plans as the process evolves.

In addition to working across the above strategic platforms this programme will also facilitate the implementation of several of the Council's key strategies including:

- Town Centre strategy;
- Growth Management strategy;
- Transport strategy;
- Social infrastructure; and
- Economic Development strategy.

This programme is an integral part of the Council's strategic town centre planning. It has been identified in the Long Term Council Community Plan 2006-2016.

This programme will act as a co-ordinating mechanism to pull together various work programmes across the Council. In particular the programme will work closely with the Strategy Unit and sit alongside Strategic Projects' support for business growth in Waitakere, and Enterprise Waitakere's work on business performance improvement, enhancement, retention and recruitment.

The suggested name for the process is Town Centre Strategic Partnerships Programme.

## ISSUES

The Town Centre Strategic Partnership Programme aims to establish a mutually beneficial partnership structure in Waitakere between the local authority and stakeholders in each town centre.

In looking at the various models for engagement it is important to build in a local response to the specific needs of each town centre. The proposed partnership structure will be modelled on existing world-wide examples (Mainstreets, Business Improvement Districts, and Place Management principles). Current global trends confirm that such partnerships with common goals lead to improved quadruple bottom line results for all participants.

This process is to be applied over time to all Waitakere town centres ranging from the large centres right through to small villages and strip-shopping precincts.

This would be linked to a programme of strategic planning for each of the City's town centres as identified in the Growth Management Strategy.

**Part One - Each partnership will be comprised of:**

- Waitakere City Council, which provides resources in the form of seed funding, and officer time to facilitate the process through community networking and public meetings to empower town centre stakeholders to enter the partnership; and
- A legal entity within each town centre made up of business and community representatives. ( Some town centres have existing business or traders associations as in New Lynn and Glen Eden. The process will be initiated with their members.) An incorporated body is suggested as being necessary to demonstrate a level of commitment from the stakeholders that would make the implementation of the programme viable. Establishment of such a legal entity followed by a formal request to this Council to participate in the programme would constitute eligibility for the above resources;
- To maintain accountability, an appropriate agreement will be signed by both parties.

**Part Two - The following steps are suggested for implementation:**

- A strategic framework is prepared for endorsement;
- Town centre stakeholders are introduced the concept. Staff facilitates the process by which each town centre project progresses, which will vary according to the individual needs of each town centre. The town centre stakeholders will:
  - form a working group;
  - as their first task, establish a collaborative organisation (incorporated society with specific constitution), supported by the majority of stakeholders in their town centre;
  - make a formal request to the Council to participate in the programme;
  - be eligible for seed funding.
- Seed funding is provided for town centres once they achieve these organisational requirements. It will be used in a number of ways to create a vision for their town:
  - To write and adopt strategic / business plans;
  - To appoint a town centre co-ordinator.
- The seed funding is only intended to provide a foundation, and to scope a plan which the incorporated stakeholder group can work from. It is clearly recognised that it is not sustainable for this Council to be the only funding source for the ongoing implementation of the programme. It is intended that once a town centre has achieved this first stage, work would commence on striking a separate rate that would fund the ongoing tasks identified by the incorporated stakeholder group.
- Once agreement is reached about the separate rate (according the processes set out under the Local Government Act 2002), the Council strikes the rate for that town centre:
  - The town centre is then eligible to utilise and account for the proceeds of the separate rate according to their business plan. The Council would retain a financial management role over the funds.

- Council staff will continue to work alongside the Town Centre Strategic Partnership Programmes:
  - Monitoring, reviewing and evaluating to ensure that each Town Centre Strategic Partnership Programme achieves its goals on an ongoing basis.
  - Integration with other Council strategic work is achieved through the consistent communication and sharing of information within the partnership.
  - Leverage on the Council's investment in the town centres is achieved.

### **Part Three - Implementing this process will:**

- Increase social capital in the City by:
  - Empowering stakeholders within the town centres to take responsibility for their own physical, social, financial, and community environment;
  - Heightening community awareness and loyalty to their local town centre (e.g. shopping locally, heritage preservation, arts, use of civic space, attendance at events, promotional activity);
  - Increasing visitor numbers (both pedestrians and vehicle traffic);
  - Creating a more desirable environment for existing businesses, and for attracting intending businesses; and
  - Increasing the multi-functionality of town centres.
- Improve town centre performance overall in order to increase its contribution to the City in terms of:
  - Increasing retail sales;
  - Increasing employment numbers;
  - Reduced building and site vacancies; and
  - Producing a more consistent rates return.

The proposed programme is designed to deliver these benefits.

### **Part Four - Stakeholder Engagement**

To maximise the benefits from this programme it will be necessary to get engagement from a wide range of stakeholders. It is intended that the following groups would be approached to be involved in the programme:

- Traders;
- Property Owners;
- Developers;
- Police;
- Schools;
- Community representatives;
- Councillor representatives;
- Community Board representatives;
- Government Agencies.

(This list is not intended to be exhaustive)

This proposal is presented with due consideration to the social, economic, environmental and cultural well being of Waitakere City, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an enhancement on all four levels of the town centres of Waitakere.

## RESOURCES

It is anticipated that two Town Centre Strategic Partnership Programmes would be initiated in each of the first two years of the process. There are officer and budget resources assigned to establish this programme within the City Development section for years one and two.

The process in New Lynn and Glen Eden will be initiated within the first two years. The City Development Committee has endorsed this process and has appointed Councillor Battersby to represent the two towns. Community Board representatives are now being sought for New Lynn and Glen Eden.

If the programme succeeds and flourishes, as is the experience of other Councils, then additional resources would need to be considered in future Long Term Council Community processes before the programme could be expanded.

Within the existing City Development section budget, \$10,000 per project is available to seed fund two projects in each of the first two years (four projects in total).

## CONCLUSION

The need for Town Centre Strategic Partnership Programmes has been clearly recognised through requests from the existing traders, and from Community Board discussions. The Council has also recognised this need to re-establish the Henderson Business Association (Henderson Liaison Group for Civic Developments, City Development Committee, 4 September 2003), and New Lynn Village Traders Association as a means of further supporting the growth and performance of the various town centres. This programme builds a partnership based on a grassroots approach, and leverages benefits from private sector commitment from within the existing town centres.

## RECOMMENDATIONS

1. That the Town Centre Strategic Partnership Programme report be received.
2. That the New Lynn Community Board endorse the proposed implementation of the Town Centre Strategic Partnership Programme within the City Development 2006/2007 programme.
3. That the New Lynn Community Board nominate a Community Board representative to participate on the Working Group (referred to in Issues Part Two) in New Lynn and Glen Eden.

Report prepared by: Robin Jenkin-Winter, Principal Advisor Town Centre Liaison and Yvonne Rust, Group Manager: City Development.



## 10 GREAT NORTH ROAD, NEW LYNN - NEW P120 PARKING RESTRICTION

### PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new P120 'Two Hours Parking Only' parking restriction outside the shops at number 3107 Great North Road, New Lynn Town Centre.

### BACKGROUND

The operator of a business located on the north side of Great North Road within New Lynn Town Centre has requested that Council consider imposing a P120 'Two Hours Parking Only' restriction on the parking spaces located between the access lane outside number 3107 Great North Road and the main carriageway of Great North Road.

A8 The location of these parking spaces is indicated at page A8.

### **STRATEGIC CONTEXT**

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

Appropriate time restrictions for parking allow for the most effective utilisation of parking, best allowing for the essential needs of parking users.

### **ISSUES**

There is an area on the south side of the access lane outside number 3107 Great North Road between the access lane and the main carriageway of Great North Road which provides parking for up to five cars at once. There is currently no restriction on these spaces and on most days they are occupied for long periods throughout the day by workers in nearby businesses.

The nearby angle parking on the north side of the accessway is currently P60 'Sixty Minutes Parking Only' restricted. This time limit is sufficient for the customers of many nearby shops to carry out their business; however, the nature of some businesses means that their customers visit for extended appointments lasting around two hours.

The nearest public parking area with a time restriction of greater than sixty minutes is the public car park behind the New Lynn Library. Provision of parking spaces available for medium term parking on the north side of Great North Road would benefit businesses whose customers require parking of more than one hour.

In town centres parking adjacent to the carriageway normally has a time limit parking restriction to ensure that it is available for the use of shoppers and other shorter term visitors to the town centre. Where longer term all day parking for workers is provided it is normally in off street parking areas. The New Lynn Town Centre has a number of areas provided for this purpose with unrestricted public parking being provided in the public car park behind the shops on the north side of Delta Avenue, at the west end of the New Lynn Community Centre car park and off Rankin Avenue close to the intersection with Totara Avenue.

It is proposed that the parking area on the south side of the access lane outside number 3107 Great North Road between the access lane and the main carriageway of Great North Road have a P120 parking restriction imposed upon it. This restriction would apply standard times, Monday to Sunday, 8am to 6pm.

The operators of nearby businesses and occupants of other properties were sent a consultation letter regarding the proposed change. No replies were received.

A8 The location of the proposed new parking restriction is indicated at page A8.

### **Decision Making Process**

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

## RESOURCES

The proposed changes to road marking and signage can be implemented under the 2006/2007 Annual Plan maintenance budgets.

## CONCLUSION

The proposal to install a new parking control in Great North Road is recommended to provide improved availability of parking spaces for customers of businesses in the New Lynn Town Centre.

## RECOMMENDATIONS

1. That the Great North Road, New Lynn - New P120 Parking Restriction report be received.
2. That in relation to **GREAT NORTH ROAD, NEW LYNN:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the parallel parking spaces located on the south side of access lane outside 3107 **GREAT NORTH ROAD** between the accessway and the main carriageway of **GREAT NORTH ROAD** a new **P120** parking control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection parking restriction.

Report prepared by: Paul Schischka, Transport Engineer.



## 11 TODD TRIANGLE, NEW LYNN - PARKING OUTSIDE POLICE STATION

### PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for changes to the parking restrictions applicable to one of the existing P10 parking spaces outside the New Lynn Police Station in Great North Road close to Todd Triangle.

### BACKGROUND

At the meeting of the New Lynn Community Board the operator of a business located close to Todd Triangle requested that the New Lynn Community Board make changes to the current parking restrictions outside the New Lynn Police Station in Great North Road.

### STRATEGIC CONTEXT

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

Appropriate time restrictions for parking allow for the most effective utilisation of parking, best allowing for the essential needs of parking users.

## ISSUES

Todd Triangle and the nearby roadside parking areas have recently been redeveloped. At the 29 May 2006 meeting of the New Lynn Community Board the Board considered a report regarding parking restrictions in these roadside parking areas. There is space for three cars to park outside the New Lynn Police Station in Great North Road. A P10 'Ten Minutes Parking Only' restriction has been applied to two of the spaces. The remaining space is a loading zone which replaces a loading zone that was in the same location before the recent redevelopment.

The business operator requested that one of the spaces become a P60 restricted to permit longer term parking for customers of nearby businesses.

It is proposed that the westernmost of the two existing P10 spaces become P60. This will match the other P60 parking spaces on the north side of Todd Triangle and allow customers of nearby shops to park for a longer period. The remaining P10 space will still be available for motorists wanting to make quick visits to either the Police Station or other businesses nearby.

A9

The location of the proposed parking restriction change is indicated at page A9.

## Decision-making Process

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

## RESOURCES

The proposed changes to road marking and signage can be implemented under the 2006/2007 Annual Plan maintenance budgets.

## CONCLUSION

The proposal to install a new parking control in Todd Triangle, New Lynn is recommended to better manage parking in this street.

## RECOMMENDATIONS

1. That the Todd Triangle, New Lynn - Parking Outside Police Station report be received.
2. That in relation to **GREAT NORTH ROAD, NEW LYNN:**
  - (a) That all existing parking restrictions or limitations currently applicable to **GREAT NORTH ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
- (i) On the south kerb line of **GREAT NORTH ROAD** from a point 167 metres west of **GREAT NORTH ROAD** to a point 6 metres further west a new P60 parking restriction be imposed.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking restriction.

Report prepared by: Paul Schischka, Transport Engineer.



## 12 INTERSECTION OF REID ROAD AND DELTA AVENUE, NEW LYNN - NEW GIVE WAY CONTROL

### PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new 'Give Way' control in Reid Road at its intersection with Delta Avenue.

### BACKGROUND

A member of the public has contacted Council requesting an intersection priority control at the intersection of Reid Road and Delta Avenue. This person has observed several near miss accidents at the intersection where drivers failed to stop when required. They believe that an intersection priority control at this intersection would assist in preventing accidents in this location.

### STRATEGIC CONTEXT

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

Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to stop when they do not have priority.

### ISSUES

Land Transport New Zealand's accident database does not list any accidents at this intersection in the last five years due to vehicles failing to give way to other traffic.

The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred and it is entirely possible one or more unreported accidents have occurred at this intersection.

As the cost of implementing a new 'Give Way' control is small in comparison to the potential effects of an accident it is recommended that a new 'Give Way' control be approved at this intersection.

A10

The location of the proposed new intersection priority control is indicated on attachment at page A10.

### **Decision-making Process**

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

### **RESOURCES**

The proposed new 'Give Way' control can be implemented under the 2006/2007 Annual Plan maintenance budgets.

### **CONCLUSION**

The proposal to install a new intersection priority control at the intersection of Reid Road and Delta Avenue is recommended to improve road user safety.

### **RECOMMENDATIONS**

1. That the Intersection of Reid Road and Delta Avenue, New Lynn - New Give Way Control report be received.
2. That in relation to **REID ROAD, NEW LYNN**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) that a new **GIVE WAY** control be put in place on **REID ROAD** where it intersects with **DELTA AVENUE**
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority control.

Report prepared by: Paul Schischka, Transport Engineer.



13 **RATA STREET, NEW LYNN - NEW CLEARWAY TIME RESTRICTIONS**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval to change the existing clearway time restrictions in Rata Street, New Lynn.

**BACKGROUND**

A member of the public contacted Council requesting Council to review the clearway time restrictions in Rata Street.

A week long traffic count was taken in Rata Street in March 2006 using tube counters. The data collected shows traffic volumes at different times of the day and days of the week.

Traffic volumes on weekdays during the 9am to 10am and 6pm to 7pm periods are now sufficiently high to require two traffic lanes in each direction.

**STRATEGIC CONTEXT**

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

Clearway restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes clear.

**ISSUES**

Based on the results from the traffic count taken in March 2006 by using tube counters, the time sessions which have the peak traffic volume in Rata Street towards the north direction are from 7am to 10am. The average traffic volumes during these three hours amount to 2,148 vehicles per hour. The time sessions for peak traffic volume in Rata Street toward the south direction are from 4pm to 7pm. The average traffic volumes during these three hours amount to 2,026 vehicles/hour.

It is obvious that one lane will not be able to accommodate such high volume of traffic, therefore if vehicles are parked on the road, it will affect the flow of traffic and cause traffic congestion during traffic peak hours. It is essential to change the existing Clearway Way time restrictions to ensure that Rata Street has sufficient capability to allow traffic to flow freely.

The existing 'Clear Way' on the west side of Rata Street starts from property number 36 and extends to the existing 'No Stopping' line outside 62-64 Rata Street, the Shell Petrol Station. This restriction is currently in effect from 7am to 9am Monday to Saturday. It is proposed to change the existing effect time to 7am to 10am, Monday to Friday.

The existing Clearway on the east side of Rata Street starts from Reid Avenue and extends to Caspian Close. This restriction is currently in effect from 4pm to 6pm Monday to Sunday. It is proposed to change the existing effect time to 4pm to 7pm Monday to Friday.

The occupants of properties which may be affected by the proposed Clearway time restriction were consulted regarding the proposed changes. No replies have been received.

## Decision-Making Process

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

## RESOURCES

The proposed Clearway time Restrictions can be implemented under the 2006/2007 Annual Plan maintenance budgets.

## CONCLUSION

The proposed new Clearway time restrictions are recommended to ensure that Rata Street will be able to accommodate the flow of traffic during the morning and afternoon peak hours.

## RECOMMENDATIONS

1. That the Rata Street, New Lynn - New Clearway Time Restrictions report be received.
2. That in relation to **RATA STREET, NEW LYNN**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the west kerb line of **RATA STREET**, the existing **CLEARWAY** time restriction which starts from property number 36 and extends to the existing 'No Stopping' line outside 62-64 Rata Street and is in effect from **7AM TO 9AM MONDAY TO SATURDAY** be changed to **7AM TO 10AM MONDAY TO FRIDAY**.
    - (ii) on the east kerb line of **RATA STREET** the existing **CLEARWAY** time restriction which starts from Reid Avenue and extends to Caspian Close and is in effect from **4PM TO 6PM MONDAY TO SUNDAY** be changed to **4PM TO 7PM MONDAY TO FRIDAY**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



## 14 MAYVILLE AVENUE, NEW LYNN - NEW PARKING RESTRICTIONS

### **PURPOSE OF THE REPORT**

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

### **BACKGROUND**

A resident contacted Council with concerns regarding vehicles parking between the vehicle crossings of numbers 8, 10 and 12 Mayville Avenue. The resident indicated that when vehicles are parked in these locations they obstruct access to the adjacent vehicle crossings and requested Council to consider putting parking restrictions in the above locations.

### **STRATEGIC CONTEXT**

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

Parking restriction can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

### **ISSUES**

The length of kerb line between the vehicle crossings of numbers 12 and 10, 10 and 8 Mayville Avenue is 4.5 metres and 6 metres respectively. The length of both kerb lines is insufficient to park a car without obstructing access to one or both of the associated vehicle crossings. The resident who requested that Council install the 'No Stopping' restriction emphasised that the parking problem is ongoing and has caused great inconvenience when manoeuvring vehicles into the driveway.

The occupants of nearby properties were consulted regarding the proposed changes by letter. Two favourable replies were received.

*A11* The location of the proposed new parking control is shown on the aerial photograph attached at page A11.

### **Decision-making Process**

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

### **RESOURCES**

The proposed parking controls can be implemented under the 2006/2007 maintenance budgets.

### **CONCLUSION**

The proposed new parking restrictions are recommended to ensure that the vehicles are parked in a defined area without obstructing the adjacent vehicle crossings.

### RECOMMENDATIONS

1. That the Mayville Avenue, New Lynn - New Parking Restrictions report be received.
2. That in relation to **MAYVILLE AVENUE, NEW LYNN:**
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the south kerb line of **MAYVILLE AVENUE** starting from the west edge of the driveway of 8 **MAYVILLE AVENUE** and extend to a point on the east edge of the driveway of 10 **MAYVILLE AVENUE** a new **NO STOPPING AT ALL TIME** restriction be put in place
    - (ii) on the south kerb line of **MAYVILLE AVENUE** starting from a point on the west edge of the driveway of 10 **MAYVILLE AVENUE** extend to a point on the east edge of driveway of 12 **MAYVILLE AVENUE** a new **NO STOPPING AT ALL TIME** control be put in place
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



### 15 BOARD MEMBERS' REPORTS

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

### **NEW LYNN COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Gayle Marshall Pim van der Voort (alternate)
Keep Waitakere Beautiful Committee	Elizabeth Francke
Waitakere Citizen Advice Bureau	Gayle Marshall
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort Sandra Taylor (alternate)
Council/Police Liaison Group	Elizabeth Francke Sandra Taylor

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
New Lynn Citizens Advice Bureau	Elizabeth Francke
Youth Advocacy Advisory Group	Gayle Marshall William Buchanan (alternate)
Waitakere Road Safety Steering Group	William Buchanan Elizabeth Francke (alternate)
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Elizabeth Francke Sandra Taylor (alternate)
Community Sports Fund Allocation Subcommittee	William Buchanan Gayle Marshall (alternate)
Long Term Council Community Plan and Annual Plan Special Committee	Pim van der Voort Gayle Marshall (alternate)
<b>COMMUNITY BOARD SUBCOMMITTEE</b>	
New Lynn Community Board Street Events Subcommittee	William Buchanan
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Francke Sandra Taylor

