



**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, 30 OCTOBER 2006,  
COMMENCING AT 7.30 PM.**

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**TABLE OF CONTENTS**

<b><u>ITEM</u></b>		<b><u>PAGE NO.</u></b>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PUBLIC FORUM	2
5	CHAIRMAN'S REPORT	2
6	COMMITTEE SECRETARY'S REPORT	3
7	PROJECT TWIN STREAMS UPDATE	9
8	HIGHLAND AVENUE - NO STOPPING PARKING RESTRICTIONS	16
9	TITIRANGI PUBLIC CAR PARKS - NO STOPPING PARKING RESTRICTION	20
10	HELIOS PLACE AND LAINGHOLM DRIVE - NEW STOP CONTROL	22
11	ROUTLEY DRIVE, GLEN EDEN - PROPOSED NEW NO STOPPING CONTROLS	24
12	TITIRANGI ROAD, TITIRANGI - PEDESTRIAN CROSSING NEAR CROYDON ROAD	26
13	LA ROSA STREET, GREEN BAY - NEW NO STOPPING PARKING RESTRICTIONS	27
14	WESTWARD HO ROAD, GLEN EDEN - NEW NO STOPPING PARKING RESTRICTIONS	29
15	SCHOOL TRAVEL PLAN PROGRAMME - FRUITVALE SCHOOL INFRASTRUCTURE	31
16	PROPOSED LEASE OF THE FORMER WAITAKERE WARDENS OFFICE TO THE MAORI WARDENS	33
17	FINALISATION PROCESS FOR YEAR 2 OF THE LONG TERM COUNCIL COMMUNITY PLAN (ANNUAL PLAN 2007/2008)	36
18	BOARD MEMBERS' REPORTS	37

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Monday, 2 October 2006

**RECOMMENDATION**

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 2 October 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 has certainly been an interesting month. On 2 October 2006, the Auckland Regional Council and its Chairman Mike Lee invited all Auckland Regions Local Body Politicians including Community Boards to hear one of the latest proposals on reorganisation of the Regions. There seems to be a group of leaders and a Central Government political group who do not believe in consultation and are prepared to achieve their aims before Christmas 2006. Our New Lynn Ward Councillor Derek Battersby commented at the meeting that it takes longer than 41 days to get consent to build a chicken coop let alone reorganising a city in that time frame. The Auckland Region & Far North Community Boards Association will hold a meeting on 4 November 2006 at 9.30am at Waitakere City Council to deal with this topic. A further meeting will be held on the 6 November 2006 at the Mt Smart Stadium organised by the Auckland Regional Council.

##### **Western Ring Route**

The possible tolling of Auckland roading, in principle is a good move and long overdue. It is used in many other countries. However, they have alternative routes to choose from. In West Auckland we have been the poor neglected underdog, deprived of the privilege of a good motorway system, in particular the long awaited Hillsborough Road deviation and the North-West motorway interchanges. We have not received the same attention as the Southern and Northern parts. I personally feel that we have been cheated and have paid far too long for others to benefit. Tolls for our area would affect the commuters who have to travel to Wiri, Onehunga and the Airport for employment. A workshop on this subject will be held at the Council, a date is yet to be arranged. Our Board needs to make a submission before 4 December 2006.

##### **Moon Festival - 6/7 October 2006**

As always the opening night was great, with a steady stream of visitors on Saturday. Thanks again to Audrey and Councillor Peter Chan, Dai Bindoff and all other helpers and participants.

### Diwali Festival - 8 October 2006

The Festival held at the Trusts Stadium was well attended, particularly in the evening. Thanks to the team of organisers.

### Speed Signs.

Over recent months I have been intrigued by the Auckland City Council's new speed signs on Mt Albert Road, solar powered and can easily be shifted to other sites. The trailer that we use in the city is good but clumsy and cannot be left overnight. I have made some enquires and Council officers are working on a proposal. I think that it is a good project for the city and will have excellent results for the residents.

### RECOMMENDATION

That the Chairman's Report be received.

Pim van der Voort, JP

**CHAIRMAN**



## 6 COMMITTEE SECRETARY'S REPORT



	Issue	Comments	Reporting Council Officer
1.	Tamariki Playground Upgrade  Officer's Report	The playground has now been installed and opened to the public. Landscape planting will be carried out in 2006/2007.	David Barker  836 8000 Ext: 8306
2.	Olympic Park Stream Restoration  Officer's Report	Revegetation planting along the Avondale Stream in Olympic Park has commenced. Resource consent has been granted for the viewing structures and Te Tai Tutaki sculpture. Building consent applications have been lodged. All this restoration work is due to be completed before the end of October 2006.	Debbie Chapman  836 8000 Ext: 8303

	Issue	Comments	Reporting Council Officer
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 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 4 December 2006, upon confirmation of the draft concept design.	Roscoe Webb ☎ 836 8000 Ext: 8768
4.	Shadbolt Park Sandfield Development  Officer's Report	Design for the Shadbolt Park Sandfield Development project will commence later in the 2006/2007 financial year.	Andreas Lilley ☎ 836 8000 Ext: 8553
5.	New Lynn Township Streetscape Design-Great North Road, from Hugh Brown Drive/Todd Triangle to Rewarewa Walkway/Memorial Drive  Officer's Report	A walkover of the site was undertaken on 4 October 2006 with Community Board Members and Councillors. A shortlist of suggested improvements was drawn up from this meeting. An investigation on the upgrade of the lighting, to match the new lighting in Todd Triangle and Great North Road, is currently being undertaken by a lighting consultant. An update with cost estimates for new lighting and other small improvements will be presented back to the Board for comment by December 2006. There is a budget of \$100,000 in the 2006/2007 financial year for minor improvements only to this section of Great North Road.	Andreas Lilley ☎ 836 8000 Ext: 8553
6.	Olympic Park New Bridge and Structures  Officer's Report	Construction of the foundation piles for the bridge re-commenced at the beginning of October 2006. The bridge structure is currently in storage awaiting transportation to site. The completion date is still anticipated to be early December 2006.	Andreas Lilley ☎ 836 8000 Ext: 8553






	Issue	Comments	Reporting Council Officer
7.	Barrons Green Carpark Development  Officer's Report	Designs for the carpark had to have minor amendments made in October to allow for the Community House extension plans that were introduced at a late stage. Detail design is now finalised. The project will proceed to tender in November 2006 with a start of construction anticipated for January 2007.	Andreas Lilley ☎ 836 8000 Ext: 8553
8.	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. A report will only be submitted to the Community Board if residents have issues with the design.  The intention is to carry out the physical works in February/March 2007.	David Barker ☎ 836 8000 Ext: 8306
9.	Rewarewa Walkway Design  Officer's Report	Ongoing investigation of the closed section of the Rewarewa Walkway is being undertaken to establish options for repairing and reopening the walkway. The initial investigations have revealed issues with the possible provision of a walkway in the area. The geo-tech investigation is complete and analysis is underway on the options for re-establishing the walkway link from the Rewarewa foot bridge, Hugh Brown and Great North Road.  Further investigations are now underway and a report will be presented to the Board in December 2006.	Grant Jennings ☎ 836 8000 Ext: 8537
10.	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 concluded. Council is now in the process of negotiating with the three sports clubs based on each of the parks, regarding a share of the licence fee.	Warren Ogilvie ☎ 836 8000 Ext: 8561



	Issue	Comments	Reporting Council Officer
11.	<p>Naming of Internal Access Road at Olympic Park</p> <p>3 July 2006</p> <p>Resolution No. 1270/2006</p>	<p>The City Development Committee in August 2006 approved that this access road be named "Portage Eco Way".</p> <p>A direction sign is being prepared for the internal access road, and consultation will be undertaken with the involved parties prior to installation.</p>	<p>Tracey Hamilton ☎ 836 8000 Ext: 8969</p>
12.	<p>Untidiness in Manawa Wetland</p> <p>4 September 2006</p> <p>Resolution No. 1636/2006</p> <p>Public Forum</p>	<p>The planned stormwater works in Manawa Wetlands were unable to proceed due to technical reasons.</p> <p>A re-design is being prepared and work is expected to start again shortly with completion scheduled for December 2006.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
13.	<p>Timber Pergola at Manawa Wetland</p> <p>29 May 2006</p> <p>Resolution No. 913/2006</p>	<p>Designs for the pergola have been completed. Building consents are currently being processed. Construction will commence once consents have been granted.</p>	<p>Laura Mitchell/ Katherine Slack ☎ 836 8000 Ext: 8779</p>
14.	<p>Community Board Minor Parks Projects</p> <p>2 October 2006</p> <p>Resolution No. 1875/2006</p>	<p>Notification has been sent to all applicants advising them of the outcome of the October 2006 Community Board meeting.</p> <p>The status of each project is as follows:</p> <ul style="list-style-type: none"> <li>• <b>Green Bay Community Corner:</b> Meeting to be held in November 2006 to confirm position of the seat;</li> <li>• <b>Prospect Park:</b> Meeting to be held in November 2006 to confirm position of the table;</li> <li>• <b>Harold Moody Reserve:</b> Meeting to be held in November 2006 to confirm position of the seats;</li> <li>• <b>Taupiko Reserve:</b> Flyers have been distributed to local residents to gauge support for a set of swings at this reserve;</li> <li>• <b>Poturi Reserve Swings:</b> Awaiting confirmation from local residents as to whether they will contribute funds toward this project.</li> </ul>	<p>Laura Mitchell/ Katherine Slack ☎ 836 8000 Ext: 8779</p>

	Issue	Comments	Reporting Council Officer
15.	<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>
16.	<p>Rankin Avenue - Improved Lighting for a Pedestrian Crossing and Re-painting of Road Markings</p> <p>3 July 2006</p> <p>Public Forum</p>	<p>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.</p>	<p>Paul Schischka ☎ 836 8000 Ext: 8742</p>
17.	<p>Intersection of Glendale Road and Oates Road</p> <p>31 October 2005</p> <p>Resolution No. 2076/2005</p>	<p>Further investigations into this intersection show that the limited width of road reserve width and gradient of surrounding land make the installation of a roundabout or seagull island impractical without a very high level of expenditure. Practical options in this location are limited to 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 Board at its meeting scheduled for 4 December 2006.</p>	<p>Paul Schischka ☎ 836 8000 Ext: 8742</p>

	Issue	Comments	Reporting Council Officer
18.	Waitakere Road Safety Steering Group  4 September 2006  Resolution No.1638/2006  Chairman's Report	It is confirmed that the Waitakere Road Safety Steering Group is still functioning.  Meetings are to be convened on 17 November 2006, 16 February 2007 and 18 May 2007. The Community Board representatives have been individually notified of the above meeting.	Kitch Cuthbert   836 8000 Ext: 8526
19.	Rua Road Pedestrian Crossing  31 July 2006  Public Forum	The request will be investigated in November 2006. The outcome of the investigation, once available, will be reported to the Board.	Hussam Abdul-Rassol   836 8000 Ext: 8961

**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 30 October 2006	5 March 2007	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
Hutchison Avenue - Street Litter and Weeds in Kerbs and Channels	4 September 2006  Resolution No. 1636/2006  Public Forum	4 December 2006	Grant Jennings   836 8000 Ext: 8537

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
New Lynn Community Centre – types and level of recreational facilities provided	2 October 2006 Resolution No. 1870/2006 Public Forum	4 December 2006	Robert Matamu  836 8000 Ext: 8773
Council/Police Liaison Group	4 September 2006 Resolution No. 1638/2006 Public Forum	4 December 2006	Mark Maxlow  836 8000 Ext: 8713

### **RECOMMENDATIONS**

That the Committee Secretary's Report for 30 October 2006 be received.

Report prepared by: Audrey Chan, Committee Secretary.



## **7 PROJECT TWIN STREAMS UPDATE**

### **PURPOSE OF THE REPORT**

The purpose of this report is to provide the New Lynn Community Board with an update of Project Twin Streams outcomes to October 2006.

### **BACKGROUND**

The purpose or kaupapa for Project Twin Streams is: *Working together for healthy streams and strong communities: creating a sustainable future.*

Project Twin Streams is an exciting and innovative multi-faceted project that focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruuru Creek catchments. This project weaves together the issues of integrated stormwater management and the restoration of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams, with a sustainable community development approach. The Project Twin Streams catchment has a population of 100,000 people and covers 10,000 hectares.

Central to the long term success of the project is finding ways of raising people's awareness of the causes of the degradation of streams, and behaviour changes to address these. This requires working across all aspects of wellbeing (environmental, social, economic and cultural), and actions that promote strong, healthy, engaged local communities who understand the challenges facing their catchment and take responsibility for them.

At the 8 December 2005 Meeting of the City Development Committee Project Twin Streams presented the detailed strategic plan for endorsement. The Committee passed the following resolutions:

- “1. That the Project Twin Streams Update report be received.
2. That the Project Twin Streams detailed project plan as set out in this report be endorsed.”

(2419/2005)

The 8 December 2005 agenda report provided additional background information on Project Twin Streams and the detailed project plan.

## STRATEGIC CONTEXT

Project Twin Streams has been identified as one of Council's catalytic projects and is contributing to the implementation of the vision of Waitakere as an Eco City through all Council's strategic objectives and platforms and its contribution to Community Outcomes - Green Network, Strong Communities, Sustainable Environment, Strong Economies, Waiora (Environmental Protection, Whaiora (Participation in society). The Community Outcome priorities strongly identify Project Twin Streams as a project for enabling the achievement of a number of these outcomes.

In particular Project Twin Streams supports the Council strategic platforms of:

- Strong Communities - people are active, healthy and content;
- Active Democracy - people feel they can make a difference. There are high levels of community participation and respect for each others' views;
- Green Network - caring for natural areas. Protection and enhancement is on both public and private land; community involvement is encouraged, as is the protection of landscapes, native plants, wildlife and ecosystems;
- Three Waters - stream restoration and resolving stormwater management issues.

Project Twin Streams also demonstrates the integration of Council's Quadruple Bottom Line approach in programme development and implementation as required by the Local Government Act 2002.

## OUTCOMES

### Planting and Maintenance Programme

The planting season has been short this year, from May 2006 to September 2006, but despite this 71,451 plants have been planted - ten percent more than anticipated. Major weed clearance activity is occurring throughout the Opanuku, Waikumete and Swanson Streams. Maintaining a weed-free environment is key to restoration and creates an environment for the natural re-generation of plants. Forward planning is almost completed to ensure activities are on track for completion of the planting programme by 2012 as agreed under the terms of the Infrastructure Auckland (subsequently replaced by Auckland Regional Holdings) funding.

### Highlights for 2006:

- Community Contract Organisations have organised local communities to plant 43,684 plants. They have engaged 1,571 volunteers in planting, 865 volunteers in site preparation and maintenance activities and 168 volunteers in rubbish removal.
- Successful community planting days have occurred in Swanson, Ranui, Opanuku and Henderson with events being well-attended by local residents.
- There are a wide range of groups adopting sections of the stream banks. These groups range from schools, mental health and disability groups, youth and youth at risk groups, church groups, alternative education groups and whānau groups.
- Nine local schools are actively engaged in Project Twin Streams – both in site preparation and planting and related educational and arts activities to raise awareness of the issues facing the streams.
- Community Contract Organisations are working with Community Corrections through their community work programme. They have been involved in restoration activities in areas which are not so accessible to local communities. This has been a very successful partnership with some community work participants coming back to work on the streams in their own time. Three of the participants have been engaged by commercial contractors on an as need basis.
- The Project Twin Streams Team worked with Councillor Dallow and Beatrice Faumuina to organise a planting along the fitness trail behind The Trusts Stadium. This was an extremely successful event with 1,500 plants planted by members of the sports clubs affiliated with the Trusts Stadium. A commitment was made by Beatrice Faumuina to organise on-going stadium involvement in the care and maintenance of this area.
- An extensive willow eradication programme is being progressed on the Waikumete, Swanson and Opanuku Streams. Willow is the major environmental weed on the stream and contributes to flooding.

### Community Contracts and Community Engagement

A key goal of Project Twin Streams is to build community ownership of the Project in ways that are inclusive and meaningful for local neighbourhood communities and communities of interest. Community uptake is being achieved through working to engage and contract six locality-based community organisations to develop Project Twin Streams in their neighbourhoods. This model is proving extremely effective in engaging the diversity of Waitakere communities in Project Twin Streams.

There are now four organisations that have community contracts with Project Twin Streams which have been approved by the Tenders Subcommittee. These are:

- ***Te Ukaipo Mercy Initiatives for Rangatahi*** in Ranui-Massey along the Swanson Stream from Birdwood Road to Huruhuru Creek. This project is being delivered in association with the Ranui Action Project. Highlights for this year include three community planting days each focussing on different themes – celebrating children, celebrating matariki and celebrating Ranui. There are 9 groups who have adopted sections of the stream and are involved in regular programmes of site preparation, weeding and maintenance. Weed eradication and stage one planting is completed on the stretch of stream from Swanson Road to Glen Road. This is a great demonstration site of community achievement. Engagement in Project Twin Streams Ranui-Massey has also stimulated discussion of how to generate employment pathways and a skills-based training programme for rangatahi/at risk youth working regularly on the stream. Te Ukaipo have brokered work experience and employment for two young people wanting to pursue a career in horticultural as a result of their participation in Project Twin Streams.

- **West Auckland District Council of Social Services (WADCOSS)** in the Henderson area along the Henderson Creek. A number of successful planting events have been organised with local schools and community groups. Flanshaw Road Primary School has also established a Project Twin Streams garden in the school grounds.
- **Corban Estate Arts Centre** along the Lower Opanuku Stream to Border Road. This project is being delivered jointly between Corban, WEA (Workers Education Association) and the Waitakere Pacific Arts & Cultural Trust. There has been extensive community involvement in this project with eight local groups having adopted areas of the Opanuku Stream and two successful community planting days held. A particular highlight has been the involvement of Te Ata – a Maori mental health group who have had weekly programme on their adopted site. Participants have been learning new skills as well as delivering pamphlets advertising community planting days. Corban Estate is becoming a showcase for community planting with significant areas being weed controlled and revegetated.
- **EcoMatters Environment Trust** in Glen Eden along the Waikumete Stream. On 20 September 2006 there was a powhiri and ceremony at Glen Eden School to celebrate the signing of the Glen Eden Community Contract. Councillor Clews was part of the official party from Waitakere City Council that took part in this occasion along with Gayle Marshall from the New Lynn Community Board. This contract will be delivered in partnership with Glen Eden Primary School and other local schools in the area. There is a huge amount of passion and energy from the three schools in Glen Eden to work together for Project Twin Streams.
- In Swanson residents are actively involved and have organised and completed planting on the Parklands Road reach of the Swanson Stream through two successful community planting days. They are now in the process of negotiating with the Swanson Golf Club to begin weed eradication and a planting programme for 2007.

A registration of interest has just been advertised for a community contract for the Lower Oratia Stream. It is hoped that a community contract will be in place by the end of the year for this section of the stream.

The work of the community contract organisations is strengthening local communities not only through community planting events but by sharing experiences, creative learning, developing art works, expressing local culture, developing community pride, bridging diversity and opening up opportunities for training and employment.

### **Creative Processes**

Creativity is an essential tool for generating interest and excitement in Project Twin Streams and in beginning to understand the issues facing the catchment – particularly for children. The Project Twin Streams Community Arts Worker, a temporary position, who is funded through external funding, has been working alongside the community contract organisations to creatively engage people in re-building their relationship with their local streams.

### **Highlights for 2006:**

- Children at Birdwood School in collaboration with a student from AUT Communication Course have produced a 6 minute DVD, Te Taiao, of a rap they have written about caring for Swanson Stream. Opportunities are being explored to show this on Maori TV.

- Artwork produced by children from Flanshaw Road Primary has been published as a beautiful book of art images and words that express their vision for and relationship to Henderson Creek. This book was launched at Story Fest. It will be available as a resource for other schools and it is anticipated by the Principal of Flanshaw Road Primary that it will be of national interest.
- A mobile of the Giant Kokopu, a native fish living in our streams, has been erected outside the Massey Community Centre. This fish was made by residents at a Ranui planting day and completed by pupils from Lincoln Heights School. This has attracted positive comments from users and other visitors to the centre.
- Planning is underway for a giant eight metre fabric eel to be part of the Henderson Santa Parade. Local community groups will be involved in walking under and alongside the eel. It will display symbols and messages from community groups about the eel and its need to live in healthy streams.

A significant number of people, particularly children, who are engaging with Project Twin Streams through the community arts projects, are also actively involved in stream restoration activities.

### **Cycle and Walkways**

A1

In 2004 an application was approved by Infrastructure Auckland (subsequently replaced by Auckland Regional Holdings) for \$5.2 million to construct walk/cycleways along the Opanuku, Oratia and Waikumete Streams. (See map of the cycle/walkway routes attached at page A1). An additional \$3.4 million from Council with a subsidy from Land Transport New Zealand has recently been approved, pending final designs, to cover the full costs of this project.

Consultation, resource consents and design are now being completed and construction of the Lower Oratia and Lower Waikumete sections of the cycle/walkway is about to go to tender, closely followed by the Lower Opanuku and the Upper Opanuku and Upper Waikumete sections. It is anticipated that the construction on the majority of the cycle and walkways will have been completed by the end of summer, apart from the bridges. An arts bridge for the confluence of the Lower Oratia and Lower Waikumete Streams is planned.

Focal points along the cycle and walkways have been planned that demonstrate sustainable technologies such as stormwater ponds, permeable paving and solar lights as well as seating and interpretation panels. Artistic impressions and tiles signifying different aspects of the project and local points of interest are also being planned as inserts into parts of the concrete.

A successful funding application was made to the Ministry for Environment's Sustainable Management Fund to provide additional funding for:

Research into permeable pavers as a more sustainable alternative to impervious surfaces for the cycle/walkways;

Educational signage that promotes the sustainability, environmental and health benefits of the cycle/walkways;

A community festival to launch the cycle/walkways that focuses on educating the community on the benefits of sustainable technologies used in the cycle/walkways coupled with its wider benefits in terms of sustainable transport, health and the broader Project Twin Streams vision.

The launch of the cycle/walkways and community festival is planned for Saturday, 21 April 2007 at Corban Estate.

### **Property Buy Outs**

Following approvals from the Finance and Operational Performance Committee, Project Twin Streams commenced buying properties in the Serwayne Place, Millbrook Rd area (2003), in Henderson Valley (2004) and Glen Eden (2005.) To date settlement has been reached on 68 out of 90 properties, six are awaiting settlement and fourteen are under negotiation.

### **Relationship with Manawhenua & Iwi**

There is strong support for Project Twin Streams from both Te Kawerau a Maki and Ngati Whatua. Cultural heritage reports with recommendations for progressing manawhenua interests within Project Twin Streams have been received from both iwi and are being implemented.

All the local community contract organisations are working closely with local Maori in their locality. In July 2006 Te Piataata Trust organised a community whānau planting at Epping Reserve to celebrate matariki. They continue to operate a weekly site preparation and planting programme for youth excluded from the school system on the Swanson Stream. Rangatahi from Waipareira Alternative Education Unit are also involved in regular restoration activities.

There has recently been interest in establishing a Pa Harekeke (traditional flax planting for weaving) as part of Project Twin Streams. This is being progressed in consultation with the Maori Issues Manager. It will include consultation with manawhenua, local weavers and the Weaving School at UNITEC.

### **An Innovative Approach to Integrated Catchment Management Planning for Project Twin Streams**

Work is underway to prepare an integrated catchment management plan with the Auckland Regional Council and Landcare to develop a quadruple bottom line plan for the Project Twin Streams catchment. The Auckland Regional Council has agreed in principle to this proposal and its innovative potential to build on the community engagement strategies of Project Twin Streams to engage communities to take ownership of the water issues in their own catchment. The greatest impact on managing stormwater is through individual and collective behaviour change.

### **Achieving Project Twin Stream Goals through Collaborative Partnerships**

Project Twin Streams is one of two demonstration sites for Sustainable Communities, one of the work strands of Sustainable Auckland, which is a government demonstration project. This brings additional resources of \$65,000 - \$85,000 a year for three years through direct funding, of which 2006/2007 is the final year. A key focus for Sustainable Communities this year will be developing strategic partnerships with external organisations such as Department of Internal Affairs, Auckland Regional Council, and Ministry for Environment to ensure on-going development, funding and other resources which ensure the long-term sustainability of the project.

### **Progressing Project Twin Streams Economic Goals**

In February 2006 Sustainable Communities commissioned Enterprise Waitakere to identify potential opportunities and an implementation plan for economic development in the Project Twin Streams catchments. In July 2006 a workshop was held with key stakeholders – community, central government, Council, and others to present the outcomes of the research and to workshop priorities and next steps. Councillors Hulse and Cooper attended. This workshop generated a lot of positive energy for Project Twin Streams as a catalyst for economic development. Action plan ideas focussed on the following:

- Community economic development initiatives such as providing employment pathways for youth at risk through skills training and unit standards that recognise the skills being developed by youth engaged in regular restoration activities; business ideas such as bamboo to charcoal and weeds to paper and activities that support ecotourism;
- Green technologies;
- Māori economic development.

Enterprise Waitakere has established a new position of Economic Development Facilitator to progress the Project Twin Streams Economic Development Action Plan and to further work on social enterprise development. This position is jointly funded by Sustainable Communities, Council and Enterprise Waitakere.

A steering group led by Enterprise Waitakere and comprising Council, Beacon Pathways, EcoMatters Trust, Landcare, UNITEC and Sustainable Business Network has recently been established to progress the Green Technologies recommendations in the Project Twin Streams catchment.

### **Evaluating the Effectiveness of a Quadruple Bottom Line Approach**

The Project Twin Streams Integrated Evaluation Framework has now been completed. It captures the effectiveness of a quadruple bottom line approach to an environmental project. Evaluation will include the effectiveness and learnings of using a community development model, and a range of environmental, economic, cultural and social outcomes. The Evaluation Framework is aligned to Council's monitoring and evaluation processes. The framework is very innovative and will be of broader interest and have wider application beyond the Project as very little work has been done on how to evaluate sustainable quadruple bottom line projects.

### **ISSUES OF INTEREST TO THE NEW LYNN COMMUNITY BOARD**

The highlight for Project Twin Streams has been the signing of the Glen Eden Community Contract with EcoMatters Environment Trust for the Waikumete Stream area which will be delivered in partnership with Glen Eden Primary School. This was celebrated with a very moving powhiri and ceremony hosted by Glen Eden Primary School. The process is underway to employ a community co-ordinator who will be based at the School. The new co-ordinator will work to harness the enthusiasm of the other schools and wider community for the project.

### **RESOURCES**

The resources available are as follows:

- Funding of \$38.2 million has been allocated from Infrastructure Auckland (subsequently replaced by Auckland Regional Holdings) for stormwater management, repair and restoration of 56 km of streams and to provide social and economic benefits as outline in the contract. A claim has just been submitted to Auckland Regional Holdings for \$7,112,000 for 2004/2005. This will make a total of \$10 million that has been claimed.
- Funding of \$5.2 million has been allocated from Infrastructure Auckland for the construction of cycle and walkways along the Oratia, Opanuku and Waikumete streams.
- Direct funding of \$80,000 from Sustainable Communities for three years has been secured to progress agreed social, cultural and economic goals of the programme.

- Funding of \$250,000 from Ministry for Environment Sustainable Management Fund for education on sustainable technologies and for a community festival and launch of the walk and cycleway project.
- Funding of \$12 million from Financial Contributions.

In the long term additional funding will be required to sustain the project beyond 2010.

## **CONCLUSION**

Project Twin Streams is demonstrating a community development model for catchment restoration and an integrated catchment management plan. As more and more local people become engaged and enthused with the project the potential grows. The project fully reflects the purpose of local government to promote environmental, economic, cultural and social wellbeing. To date Project Twin Streams has been reliant on additional resources from Sustainable Communities to progress the social, cultural and economic outcomes. This is the final year of Sustainable Communities support. Unless Project Twin Streams receives additional resources and support from within Council and from external stakeholders there is a risk to the project to build on and realise potential outcomes across the quadruple bottom line.

## **RECOMMENDATION**

That the Project Twin Streams Update report be received.

Report prepared by: Jenny Chilcott, Programme Leader - Social: Project Twin Streams



## **8 HIGHLAND AVENUE - NO STOPPING PARKING RESTRICTIONS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval for parking restrictions in Highland Avenue and Deane Avenue, Titirangi.

### **BACKGROUND**

Three local residents have contacted Council with concerns regarding vehicles parked in Highland Avenue, Titirangi between the intersection with Deane Avenue and the intersection with Titirangi Road. The residents believe that vehicles parked in this location create a safety hazard and has requested that Council consider installing a 'No Stopping' parking restriction in this location. One of the residents has pointed out to the engineer investigating these requests that for some time of year sun strike impedes the ability of drivers headed east to see parked vehicles or oncoming traffic during early morning periods.

### **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.

'No Stopping' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## ISSUES

Highland Avenue is classified as a local road in the district plan and has an estimated traffic volume of 1,500 vehicles per day.

Some 'No Stopping' parking restrictions have already been placed in Highland Avenue close to the intersection with Titirangi Road. On the south side the existing restriction extends from the intersection with Titirangi Road to the edge of the vehicle crossing of 2B Highland Avenue. On the north side the existing restriction extends into Highland Avenue from the intersection with Titirangi Road by a distance of 13 metres.

There is a business 'Face and Body' located at 298 Titirangi Road close to the intersection with Highland Avenue. The residents requesting the parking restriction have stated that workers at this business regularly park on both sides of Highland Avenue close to Titirangi Road and that commuters catching the bus from the stop outside 279 Titirangi Road also park in this location. During site visits carried out by the Council officer investigating this request there were several vehicles parking on both sides of Highland Avenue, in a manner consistent with the residents statements.

The carriageway of Highland Avenue is 8 metres wide kerb face to kerb face. When passenger cars are parked on both sides of a carriageway of this width at once the remaining clear carriageway is sufficient for a single lane of traffic only. This situation normally does not warrant a parking restriction in a road that is not an arterial route or does not have high traffic volumes provided that drivers are able to see approaching traffic.

There a number of factors that apply to Highland Avenue that combines to warrant different treatment for safety reasons, as follows:

- The traffic volumes using Highland Avenue are estimated at 1,500 vehicles per day. This is somewhat more than is typical for a road classed as a local road.
- There is a slight crest in Highland Avenue between the intersection with Dean Avenue and Titirangi Road which limits sight lines to approaching traffic. There is sufficient forward sight distance to stop, but the distance available is close to the minimum needed.
- There is a known morning sun strike problem for east bound traffic during mornings at some times of year.
- Parking demand is higher than normal for a local road due to workers at a nearby business being parked in the road.

For this reason it is recommended that a parking restriction be placed on one side of Highland Avenue to ensure that two way traffic flow in maintained at all times.

A consultation letter was sent to occupants of properties close to the proposed change. Two responses were received. One response was received from the residents of a property on the north side of Highland Avenue. This response was opposed to the proposed change, in particular the loss of on street parking outside their property. The residents stated that they believed most of the vehicles parked in Highland Avenue were staff and customers of the 'Face and Body' business, that they had experienced problems with vehicles parked on their grass berm and over their vehicle crossing, that they were concerned with the safety of school children in the street, and that they believed that the restrictions would result in the current issues being transferred to further along Highland Avenue toward the curve in road to the west.

Concerns with vehicles parked over vehicle crossings and on berms are best dealt with via enforcement means. Changes to parking restrictions are unlikely to be effective measures in this case. There is a curve in Highland Avenue approximately 60 metres west of Deane Avenue on which it would be unsafe for vehicles to park, however some parking will be preserved on the south side of Highland Avenue and given the relatively small number of parking spaces removed on the north side and the current number of vehicles parked in Highland Avenue parking is unlikely to be forced as far west as the curve.

The respondents also stated that the parking issues did not occur in the weekend. The original proposed changes were for a 'No Stopping At All Times' restriction on the north side of Highland Avenue. To partially accommodate the resident's desire for on street parking, the recommended parking restriction between the vehicle crossing of number 3 Highland Avenue and the end of the existing 'No Stopping' line close to the intersection with Titirangi Road has been changed to a 'No Stopping, 8.30am Monday to 5.30pm Friday only' restriction.

A response was received from the operators of the 'Face and Body' business. They stated that their staff did not park on the north side of Highland Avenue where the parking restriction was proposed and that commuters using the nearby bus stop in Titirangi Road parked in the street. They noted that a walking school bus from a nearby school uses this part of Highland Avenue and asked that Council consider this when placing parking restrictions.

The proposed parking restriction should have a positive effect on the walking school bus as the places where children cross the road will be kept clear of parked vehicles.

A new 'No Stopping At All Times' parking restriction on the northeast corner of Highland Avenue and Deane Avenue is recommended. This proposed restriction would start at the vehicle crossing of 3 Highland Avenue and would extend a short distance into Deane Avenue to prevent vehicles parking close to the intersection.

It is also proposed that a new 'No Stopping at All Times' parking restriction be installed on the northwest corner of the intersection of Deane Avenue and Highland Avenue. This restriction would start in Highland Avenue and would extend from the edge of the vehicle crossing closest to Highland Avenue around into Deane Avenue to end at the edge of the vehicle crossing closest to Highland Avenue.

A2 The location of the proposed changes is indicated on attachment at page A2.

### **Decision Making**

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local government Act 2002. This 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 restriction can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

## CONCLUSION

The proposal to install a 'No Stopping' parking restriction in Highland Avenue, Titirangi to replace the existing restriction is recommended to improve road user safety.

## RECOMMENDATIONS

1. That the Highland Avenue and Deane Avenue - No Stopping Parking Restrictions report be received.
2. That in relation to **HIGHLAND AVENUE, TITIRANGI:**
  - (a) That all existing parking restrictions or limitations currently applicable to **HIGHLAND AVENUE** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
  - (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 north kerb line of **HIGHLAND AVENUE** starting from a point 11 metres east of point where the kerb line meets the east kerb line of **DEANE AVENUE** and extending to a the point where the kerb line meets the east kerb line of **DEANE AVENUE** a new **NO STOPPING AT ALL TIMES** parking control be put in place.
    - (ii) on the north kerb line of **HIGHLAND AVENUE** starting from the point where the kerb line meets the west kerb line of **DEANE AVENUE** and extending to a point a further 27 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
    - (iii) on the north kerb line of **HIGHLAND AVENUE** starting from a point 11 metres east of the point where the kerb line meets the east kerb line of **DEANE AVENUE** and extending to a point a further 69 metres east along the kerb line a new **NO STOPPING 8.30am MONDAY TO 5.30pm FRIDAY** parking control be put in place.
3. That in relation to **DEANE AVENUE, TITIRANGI:**
  - (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 **DEANE AVENUE** starting from the point where the kerb line meets the north kerb line of **HIGHLAND AVENUE** and extending to a point a further 21 metres north along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.

- (ii) on the east kerb line of **DEANE AVENUE** starting from the point where the kerb line meets the north kerb line of **HIGHLAND AVENUE** and extending to a point a further 8 metres north along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
4. 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 limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 9 **TITIRANGI PUBLIC CAR PARKS - NO STOPPING PARKING RESTRICTION**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval for a new 'no stopping' parking restriction in the public car park on the corner of Titirangi Road and South Titirangi Road and extension of an existing 'no stopping' restriction at the entrance to the Titirangi Library, Community House and Memorial Hall car park.

### **BACKGROUND**

There is a parking area located in the Titirangi Town Centre on the corner of Titirangi Road and South Titirangi Road. Parking in this area is time restricted. A pedestrian path and set of stairs links this parking area with the parking area for the Titirangi Library, Community House and Memorial Hall.

A member of the public has noticed that vehicles are often parked over the top of the stairs and that this partially blocks pedestrian access to and from the parking area and has requested that Council consider installing a parking restriction at the entrance to the car park to prevent this occurring.

The Chairman of the New Lynn Community Board has requested a review of an existing parking restriction on the north side of the entrance to the parking area for the Titirangi Library, Community House and Memorial Hall.

### **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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## ISSUES

It is proposed that 'No Stopping At All Times' markings be installed on both sides of the entrance to the parking area on the corner of Titirangi Road and South Titirangi Road. This will discourage drivers from parking in a location that obstructs access to the pedestrian path and stairs or parking in a location close to the entrance impedes vehicles from entering and exiting the car park.

There is an existing 5 metres long parking restriction on the north side of the entrance to the parking area for the Titirangi Library, Community House and Memorial Hall. The Chairman of the New Lynn Community Board believes that this restriction is of insufficient length and allows vehicles to park too close to the entrance. It is proposed that this restriction be extended by an additional 1.5 metres.

A3-A4

The location of the proposed changes is indicated on attachment at pages A3 to A4.

## Decision Making

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 parking restriction can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

## CONCLUSION

The proposal to install a new 'No Stopping' parking restriction the public car park on the corner of Titirangi Road and South Titirangi Road, and to extend the existing parking restrictions at the entrance to Titirangi Library, is recommended to ensure that the entrance to the car park is not obstructed by parked vehicles.

## RECOMMENDATIONS

1. That the Titirangi Public Car Parks - No Stopping Parking Restriction report be received.
2. That in relation to the **PUBLIC CAR PARK ON THE CORNER OF TITIRANGI ROAD AND SOUTH TITIRANGI ROAD, TITIRANGI:**
  - (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 edge of the **PUBLIC CAR PARK ON THE CORNER OF TITIRANGI ROAD AND SOUTH TITIRANGI ROAD** starting from the edge of the road reserve at the entrance to the car park and extending to a point a 17 metres further east along the south edge of the car park a new **NO STOPPING AT ALL TIMES** parking control be put in place.
    - (ii) on the north edge of the **PUBLIC CAR PARK ON THE CORNER OF TITIRANGI ROAD AND SOUTH TITIRANGI ROAD** starting from the edge of the road reserve at the entrance to the car park

and extending to a point a 11 metres further east along the north edge of the car park a new **NO STOPPING AT ALL TIMES** parking control be put in place

3. That in relation to the **PUBLIC CAR PARK FOR THE TITIRANGI LIBRARY, COMMUNITY HOUSE AND MEMORIAL HALL**:
  - (a) That all existing parking restrictions or limitations currently applicable to the **PUBLIC CAR PARK FOR THE TITIRANGI LIBRARY, COMMUNITY HOUSE AND MEMORIAL HALL** 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 north edge of the **TITIRANGI LIBRARY AND COMMUNITY CENTRE CAR PARK** starting from a point 2 metres east of the east kerb line of **SOUTH TITIRANGI ROAD** and extending to a point a further 6.5 metres east along the edge of the parking area a new **NO PARKING AT ALL TIMES** parking restriction be put in place.
4. 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 limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 10 HELIOS PLACE AND LAINGHOLM DRIVE - NEW STOP CONTROL

### PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval for a new 'Stop' control in Helios Place, Titirangi at its intersection with Laingholm Drive.

### BACKGROUND

A local resident has contacted Council concerned about the intersection control and priority at the intersection of Laingholm Drive and Helios Place. The resident has requested that Council consider installing an intersection priority control at 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.

'Stop' 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

Laingholm Drive and Helios Place intersect at an uncontrolled 'T' junction. The section of Laingholm Drive is classified as a collector road which has approximately 2,800 vehicle movements per day at the intersection. Helios Place is classified as a local road and has much less vehicle movements per day in comparison to Laingholm Drive. It is therefore recommended that a priority control at Helios Place be installed.

Council officers visited the site and measured the sight distance for drivers exiting from the Helios Place, the survey reveals that the sight distance is less than 60 metres, and the speed limit in Laingholm Drive is 70 kilometres per hour; therefore a 'Stop' control is warranted for the intersection.

There is no recorded accident of vehicles failing to stop at this intersection in the Land Transport New Zealand accident database. However, this database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible one or more unreported accidents may have occurred at this intersection. As the cost of implementing a new 'Stop' control is small in comparison to the potential effects of an accident it is recommended that a new 'Stop' control be approved at the intersection of Helios Place and Laingholm Drive.

A5

The location of the proposed new 'Stop' control is indicated on attachment at page A5.

## DECISION MAKING

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 'Stop' control can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

## CONCLUSION

The proposal to install a new 'Stop' control in Helios Place at the intersection with Laingholm Drive is recommended to improve road user safety.

## **RECOMMENDATIONS**

1. That the Helios Place and Laingholm Drive - New Stop Control report be received.
2. That in relation to **HELIOS PLACE, TITIRANGI:**
  - (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 '**STOP**' control and relevant road marking be put in place on **HELIOS PLACE** where it intersects with **LAINGHOLM DRIVE**.
- 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 controls.

Report prepared by: Jinjiang Zhong, Transport Engineer.



## 11 **ROUTLEY DRIVE, GLEN EDEN - PROPOSED NEW NO STOPPING CONTROLS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval for two new 'No Stopping' Controls in Routley Drive, Glen Eden.

### **BACKGROUND**

A resident of Routley Drive has contacted Council with concerns regarding vehicles parking on both sides of the road between numbers 1 and 5 Routley Drive. The resident is concerned that vehicles are parked in a bend section of the road, which creates a safety hazard by narrowing down the width of the road and forcing the flow of traffic to cross over the centre line.

### **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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## ISSUES

The section of Routley Drive between vehicle crossing of number 1 and 3 is a down grade combined with a sharp bend; the width of the carriageway in this location is 7.5 metres. Council officers visited the site and observed that the sight distance at this bend is relatively low.

The resident who requested parking controls in this area stated that cars were often parked on both sides of the bend. This is undesirable as the parked vehicles restrict the remaining clear carriageway to a single lane for moving traffic, forcing the flow of traffic to move across the centre line to avoid a collision with parked vehicles.

It is proposed to install a 'No Stopping at All Times' line on both sides of the bend in the above location. This will allow two-way traffic flow at all times in this section of the road and ensure drivers gain sufficient room to pass each other at the curve.

The residents that dwell in close proximity to the proposed changes have been consulted. Two favorable responses were received. Furthermore, the residents requested Council to consider extending the proposed 'No Stopping' control on one side of the road for the whole length of Routley Drive. This proposal is not recommended as the off street parking in other section of this road does not create any safety hazards to the flow of traffic and Council does not wish to prevent parking on the road.

A6 The locations of the proposed 'No Stopping' controls are indicated on attachment at page A6.

## Decision Making

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 parking control markings can be implemented under the 2006/2007 Annual Plan maintenance budgets.

## CONCLUSION

The proposed parking control in Routley Drive is recommended to prevent vehicles from parking in a location that cause a hazard to other drivers.

## RECOMMENDATIONS

1. That the Routley Drive, Glen Eden – Proposed New No Stopping Controls report be received.
2. That in relation to **ROUTLEY DRIVE, GLEN EDEN:**
  - (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 north kerb line of **ROUTLEY DRIVE** starting from the west edge of the vehicle crossing of number 1 **ROUTLEY DRIVE** to the point 16 metres north from the east edge of the vehicle crossing of

number 3 **ROUTLEY DRIVE**, a new '**NO STOPPING AT ALL TIMES**' control be put in place.

- (ii) on the south kerb line of **ROUTLEY DRIVE** starting from the west edge of the vehicle crossing of number 2 **ROUTLEY DRIVE** to the east edge of the vehicle crossing of number 4 **ROUTLEY DRIVE**, a new '**NO STOPPING AT ALL TIMES**' 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 priority controls.

Report prepared by Jinjiang Zhong, Transport Engineer



## 12 TITIRANGI ROAD, TITIRANGI - PEDESTRIAN CROSSING NEAR CROYDON ROAD

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval for upgrading the pedestrian crossing in Titirangi Road near Croydon Road from a painted 'Zebra crossing' to a traffic signal controlled crossing.

### **BACKGROUND**

Through the Fruitvale School Travel Plan project a public desire for the pedestrian crossing to be upgraded was identified. However, due to substantial cost of installing signals at the crossing which would have exceeded the available budget for the implementation of the travel plan, and potential vehicle congestion issues with installing the signals, this work was excluded from the physical works contract for the Fruitvale School Travel Plan implementation.

### **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.

Provision of safe pedestrian facilities encourages walking as a mode of transport for short journeys and also makes public transport services more accessible.

### **ISSUES**

As part of the School Travel Plan implementation an investigation study was carried out to assess options for installing signals on the pedestrian crossing either in conjunction with signaling the nearby side roads or separately.

The outcome of that investigation was that signaling only the pedestrian crossing would be feasible without major changes to the road geometry. The option of fully signaling the junction of Titirangi Road, Croydon Road and Parker Avenue was ruled out as it would result in severe traffic congestion unless the scope of work were extended to include substantial land takes and road widening.

A7

An aerial photo showing the location of the proposed signals is attached at page A7.

### **Decision Making**

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 installation of traffic signals on the existing pedestrian crossing in Titirangi Road near its junction with Croydon Road can be funded from the Walking Strategy Works: Signals line item in the 2006/2007 Annual Plan.

### **CONCLUSION**

Installing traffic signals on the pedestrian crossing in Titirangi Road near Croydon Road is a desired outcome of the Fruitvale School Travel Plan. Installing these signals is considered feasible and can be funded in the current financial year through the Walking Strategy Works area of the Annual Budget.

### **RECOMMENDATIONS**

1. That the Titirangi Road, Titirangi - Pedestrian Crossing near Croydon Road report be received.
2. That the New Lynn Community Board approve the installation of traffic signals on the existing pedestrian crossing in Titirangi Road near Croydon Road.

Report prepared by: Adam Moller, Principal Transport Engineer: Design.



## **13 LA ROSA STREET, GREEN BAY - NEW NO STOPPING PARKING RESTRICTIONS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval for a new 'No Stopping' parking restriction in La Rosa Street, Green Bay.

### **BACKGROUND**

A local resident has contacted Council with concerns regarding vehicles parked on the inside of a curve in La Rosa Street, Green Bay outside numbers 5, 7, 9 and 11.

The resident believes that vehicles parked in this location create a safety hazard and has requested that Council consider installing a 'No Stopping' parking restriction 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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## ISSUES

There is a curve in La Rosa Street outside number 5, 7, 9 and 11. Opposite these properties is La Rosa Garden Reserve in which the Green Bay Kindergarten is located. There is a parking bay outside the reserve providing parking for up to 11 cars. During, before and after session times at the Kindergarten some parents have been known to park on the inside of the curve outside numbers 5, 7, 9 and 11. It has been reported to Council by a nearby resident that visitors to the reserve and nearby properties sometimes also park on the inside of the curve for extended periods.

Vehicles parked on curves in the road can create a potential safety hazard to motorists especially when they are parked on the inside of the curve. The carriageway of La Rosa Street is 8 metres wide kerb face to kerb face. When drivers approach parked vehicles on a carriageway of this width they must cross the centre of the road to pass these vehicles. In straight pieces of road where there is good forward visibility drivers are able to see approaching traffic before a conflict occurs. On curves in the road drivers who have crossed the centre line to pass parked cars cannot see oncoming traffic and this creates a potential safety hazard.

To eliminate this potential hazard in La Rosa Street it is proposed that a 'No Stopping At All Times' parking restriction be installed on the inside of the curve outside numbers 5, 7, 9 and 11 La Rosa Street. The proposed restriction would start on the north side of the vehicle crossing of number 5 and extend to a point 3 metres north of the northernmost of the two vehicle crossings of number 9.

A consultation letter was sent to occupants of properties close to the proposed change. One response was received by a local resident who was in favour of the proposed changes.

A8

The location of the proposed changes is indicated on attachment at page A8.

## Decision Making

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 parking restriction can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

## CONCLUSION

The proposal to install a new 'No Stopping' parking restriction in La Rosa Street, Green Bay is recommended to improve road user safety.

## **RECOMMENDATIONS**

1. That the La Rosa Street - New No Stopping Parking Restriction report be received.
2. That in relation to **LA ROSA STREET, GREEN BAY:**
  - (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 **LA ROSA STREET** starting from a point a 85 metres north of the point where the kerb line meets the north kerb line of **GODLEY ROAD** and extending to a point a further 61 metres north along the kerb line a new **NO STOPPING AT ALL TIMES** 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 parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 14 **WESTWARD HO ROAD, GLEN EDEN - NEW NO STOPPING PARKING RESTRICTIONS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the New Lynn Community Board's approval for new 'No Stopping' parking restrictions in Westward Ho Road, Glen Eden.

### **BACKGROUND**

Concerns have been raised with Council by the owner of 11 Westward Ho Road regarding vehicles parked in the street outside this property. The property owner is currently constructing a factory on the site. Once the factory is complete semi-trailer trucks carrying shipping containers will regularly visit the site. There is a large residential development at the east end of Westward Ho Road, containing over 30 individual residential units. On site parking is limited for this development and some residents park regularly in the street.

The property owner is concerned that vehicles parked next to the two vehicle crossings providing access to this building may obstruct access by heavy vehicles to their new factory.

### **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.

'No Stopping At All Times' controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

## ISSUES

The primary purpose of the road is to provide for travel between different locations. For this reason on street parking cannot be allowed to interfere with reasonable access to vehicle crossings. The large semi-trailer type trucks that will be used on the property at 11 Westward Ho Road have large turning circles and require good clearances around vehicle crossings in which to manoeuvre safely.

Trucks visiting 11 Westward Ho Road will be entering and leaving the road from the roundabout at the intersection with West Coast Road. To allow sufficient manoeuvring room around the vehicle crossings to 11 Westward Ho Road it is proposed that a 'No Stopping' line be installed adjacent to each of the vehicle crossings on the side closest to West Coast Road. It is proposed that a 10 metre long marking be installed next to the crossing most distant from West Coast Road and a 7 metre long marking be installed next to the crossing closest to West Coast Road. These markings would also be extended across the front of the crossings.

A consultation letter was sent to occupants of properties close to the proposed change. No responses were received.

A9

The location of the proposed changes is indicated on attachment at page A9.

## Decision Making

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 parking restrictions can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

## CONCLUSION

The proposal to install new 'No Stopping' parking restrictions in Westward Ho Road, Glen Eden is recommended to ensure parked vehicles do not block access to an industrial property.

## RECOMMENDATIONS

1. That the Westward Ho Road, Glen Eden – New No Stopping Parking Restrictions report be received.
2. That in relation to **WESTWARD HO ROAD, GLEN EDEN:**
  - (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 north kerb line of **WESTWARD HO ROAD** starting from a point 187 metres west of the point where the kerb line meets the west kerb line of **WEST COAST ROAD** and extending to a point a

further 23 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.

- (ii) on the north kerb line of **WESTWARD HO ROAD** starting from a point 141 metres west of the point where the kerb line meets the west kerb line of **WEST COAST ROAD** and extending to a point a further 14 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** 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 parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



## 15 SCHOOL TRAVEL PLAN PROGRAMME - FRUITVALE SCHOOL INFRASTRUCTURE

### PURPOSE OF THE REPORT

The purpose of this report is to inform the New Lynn Community Board that the agreed infrastructure work for the Fruitvale School Travel Plan is complete.

### BACKGROUND

In October 2003 the Auckland Regional Council invited Fruitvale School to be a pilot school for the new School Travel Plan programme, aimed at reducing traffic congestion around schools, and encouraging safe and sustainable journeys to and from school. The subsequent plan was developed jointly by the Fruitvale School community, Auckland Regional Transport Authority and Waitakere City Council under the 'TravelWise to School' brand.

Council committed to the infrastructure priorities arising from the Fruitvale School Travel Plan in October 2004, through the following resolution:

*“That the Chief Executive be delegated authority to commit the Council to infrastructure priorities arising from the development of the Fruitvale School and Henderson South Primary School travel plans and to approve the expenditure from the implementation budget to infrastructure associated with those priorities.”*

(1871/2004)

### STRATEGIC CONTEXT

School travel plans are a travel demand management initiative. Travel demand management sits within a national, regional and local context.

#### National context

The Land Transport Management Act (LTMA) objectives are to:

- Assist economic development;
- Assist safety and personal security;

- Improve access and mobility;
- Protect and promote public health;
- Ensure environmental sustainability.

### Regional Strategy

The Auckland Regional Land Transport Strategy (2005) is required to take into account the way it contributes to the LTMA objectives listed above. In relation to travel demand management, the following Auckland Regional Land Transport Strategy initiatives are relevant:

*'Work with schools to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel for trips to and from school' (Chapter 7, 3.3.3)*

*'Ensure that transport services and infrastructure development support travel planning initiatives' (Chapter 7, 3.3.5)*

The Auckland Regional Road Safety Plan 2004 to 2010 (ARRSP) Goal 3 is:

*'Pedestrian deaths and injuries within the Auckland Region decline from the five year average (1998 – 2002)'*

### Council Strategy

The Council's Integrated Transport strategic platform includes an objective to "Promote the use of sustainable transport options." School Travel Plans support Council's *First Call for Children* priority. A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan.

### ISSUES

The following infrastructure has been implemented:

- Traffic calming on Tahī Terrace;
- Traffic calming on Northall Road;
- Crossing facility at the intersection of Tahī Terrace and Fruitvale Road;
- Crossing facility at the intersection of Northall Road and Fruitvale Road;
- Crossing facility on Fruitvale Road near school driveway;
- New footpath on Rua Road between Tahī Terrace and the school;
- Signage to alert drivers to presence of school;
- Road marking to discourage drivers mounting footpath at Rua/Fruitvale intersection.

There are two infrastructure issues identified in the Travel Plan that are outstanding:

- Pedestrian safety at the Fruitvale Road rail crossing;
- Further investigation into a signalised crossing on Titirangi Road near Croydon Road.

Safety at the rail crossing is partially dependent on double tracking. However, repairs to the footpath on the southern side of the tracks are scheduled for October 2006, as is additional signage. The signalised crossing on Titirangi Road is being addressed in a separate report elsewhere in the agenda.

## Decision Making

The above infrastructure has been implemented 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 a traffic management resulting in an increase in safety and convenience for residents in the City.

## RESOURCES

The infrastructure was implemented in conjunction with work for the Henderson South School Travel Plan. The Fruitvale School Travel Plan infrastructure cost was \$92,610 of which 53% was contributed by Land Transport New Zealand.

## CONCLUSION

Fruitvale School is pleased with the work that has been done, as noted in its newsletter, as follows:

*“As you walk or drive around our school community, perhaps you have wondered about, and certainly (have) been pleased about, all the improvements aimed at making our area easier and safer for children (and) to encourage them to walk to school. We congratulate Waitakere City Council and the Auckland Regional Transport Authority for their fantastic effort in providing these huge benefits for our school and community”* (Fruitvale School Newsletter, 17 August 2006)

Council has successfully implemented the infrastructure agreed to in the Fruitvale School Travel Plan.

## RECOMMENDATION

That School Travel Plan Programme – Fruitvale School Infrastructure report be received.

Report prepared by: Jill Stoker, TravelWise Coordinator.



## 16 PROPOSED LEASE OF THE FORMER WAITAKERE WARDENS OFFICE TO THE MAORI WARDENS

### PURPOSE OF THE REPORT

The purpose of this report is to request approval to enter into a lease for a building located at 3090 Great North Road New Lynn to the Maori Wardens, to serve as their base in New Lynn.

### BACKGROUND

The building located at 3090 Great North Road was leased by the Waitakere City Wardens until September 2006, when they ceased their operations. The building was used as a base for the work performed by the Waitakere City Wardens in improving the safety in the central New Lynn area.

Council officers of the Safe Waitakere team have negotiated with the police and the Maori Wardens regarding the provision of a patrol presence by Maori Wardens in New Lynn.

The Maori Wardens currently provide patrol services in Waitakere City, particularly targeting the railway yard area and Central Business District in Henderson, operating out of a building in the Tui Glen Reserve.

### **STRATEGIC CONTEXT**

Through support of the Maori Wardens public safety in Waitakere City is increased. While mainly focussed on young Maori at risk, their services contribute to many of Waitakere City's core strategies.

#### **Waitakere City Five Priorities**

The granting of a lease to Maori Wardens at New Lynn is consistent with Council's commitment to:

- The Treaty of Waitangi;
- Building a safe City.

#### **Waitakere City Nine Platforms**

Through making a safer city, with a particular focus on the railways and central business districts, the Maori Wardens service contributes to the following three platforms;

- Strong Communities;
- Integrated Transport and Communication;
- Urban and Rural Villages.

### **ISSUES**

The building to be leased is known as 3090 Great North Road New Lynn, but is in actuality located on 3 Memorial Drive, and is part of the site which contains the New Lynn Library and town centre car parking.

It is proposed that a lease be offered to the Maori Wardens with the same terms and conditions as those contained in the previous lease with the Waitakere City Wardens. The most notable points being;

- Rental : \$150 per annum;
- Rental Reviews : Every two years, commencing on the 1<sup>st</sup> day of December 2008;
- Lease Term : Month by Month, to ensure Council maintains flexibility over the use of the site;
- Proportion of Outgoings : 100%;
- Business Use : Offices for the Tenant and other associated community activities;
- Outgoings : Charges for water gas electricity telephones and other utilities, rubbish collection charges, NZ Fire Service Charges and the maintenance of all fire detection and fire fighting equipment, Cleaning, maintenance and repair charges (excluding structural repairs).

#### **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 outcomes to be derived from the proposal is the improvement of public safety.

Officers considered two options in this decision making process, as follows:

1. Publicly advertising the availability of the building, to give all community groups an opportunity to lease the space;
2. Offering a month by month lease to the Maori Wardens.

The decision to recommend Option 2 was made for the following reasons:

- The Maori Wardens are in a position to immediately occupy the space.
- The activities of the Maori Wardens fit Council's strategic needs for the area, and will be providing a service with the same objectives as the previous tenants. The issue of safety in the central New Lynn area has been raised as a significant issue, in particular the Todd Road Triangle area, and the Safe Waitakere team have identified the activities of the Maori Wardens as being likely to contribute to improvements in this area of concern.
- Safe Waitakere have negotiated a six month trial period with the Maori Wardens to work in the New Lynn area, and having a centrally located base in New Lynn will help support this initiative.
- Council has not been approached by any other community organisation regarding use of this space.
- A month by month lease allows Council flexibility with regards to tenancy, and should another community organisation come forward with a proposal to use this space, this decision could be revisited to ensure that the community gains the maximum benefit possible.

## **RESOURCES**

Nil additional.

## **CONCLUSION**

It is recommended that a lease be offered to the Maori Wardens on the building located at 3090 Great North Road New Lynn, with the same terms and conditions as those contained in the lease surrendered by the Waitakere City Wardens.

## **RECOMMENDATIONS**

1. That the Proposed Lease of the Former Waitakere Wardens Office to the Maori Wardens report be received.
2. That the Chief Executive Officer be given authority to negotiate and execute a lease with the Maori Wardens for the building located at 3090 Great North Road New Lynn (Lot 3 DP 58669).

Report prepared by: Tina Hemsworth, Property Asset Manager.



17 **FINALISATION PROCESS FOR YEAR 2 OF THE LONG TERM COUNCIL COMMUNITY PLAN (ANNUAL PLAN 2007/2008)**

**PURPOSE OF THE REPORT**

The purpose of this report is to inform the New Lynn Community Board of the current steps for the finalisation of Year 2 of the Long Term Council Community Plan, (2007/2008 Annual Plan) and also invite Boards to advise Council through the Chief Executive Officer by Friday, 17 November 2006 on any variations to the Long Term Council Community Plan they wish to recommend.

**BACKGROUND**

The Council in June 2006 adopted its Long Term Council Community Plan for 2006-2016. This document sets out the Council's ten-year expenditure pattern and work programme incorporating its strategic priorities and platforms. The document includes community outcomes and measures of performance. The next Long Term Council Community Plan must be adopted by 30 June 2009.

An Annual Plan for 2007/2008 must be prepared and adopted by 30 June 2007. The programme in Year 2 of the Long Term Council Community Plan 2006-2016 represents the agreed work programme for projects for 2007/2008. The Council has commenced a process of considering the work programme outlined in the Long Term Council Community Plan 2006-2016 and will be formally consulting on the second year of the Long Term Council Community Plan as part of the draft Annual Plan for 2007/2008.

**STRATEGIC CONTEXT**

The Annual Plan and Long Term Council Community Plan are the tools used by Council to deliver the Council's strategic direction. The Council's strategic direction is expressed through a series of strategic statements, the Platforms and Priorities. The Long Term Council Community Plan must describe how the local authority contributes to furthering the community outcomes.

**ISSUES**

At part of its meeting of 20 September 2006, Councillors, Community Board Chairmen and senior officers held a workshop to provide feedback on the process of the recently completed Long Term Council Community Plan 2006-2016 and to provide comment on any aspects of the 2007/2008 intended work programme that requires further consideration.

The approach adopted is that the 2007/2008 Annual Plan is Year 2 of the final Long Term Council Community Plan and that any changes will be considered as exceptions from that published and will only be accommodated after consideration of adjustments to items already included in the Long Term Council Community Plan. It is anticipated at this time that there will be few changes, and little relitigation of matters settled in the Long Term Council Community Plan.

During the feedback phase of the workshop, Community Board engagement in the budgeting process was discussed and it was agreed that a report should be tabled at the November Community Board meetings to formally advise them of the process and expectations and to invite the Boards to have early input into the Annual Plan process. If the Board has any proposals for variations to the 2007/2008 Annual Plan, they should be forwarded to the Chief Executive Officer by Friday 17, November 2006.

Workshop attendees also identified a number of areas where they would like further information. These were considered at the October meeting of the Long Term Council Community Plan and Annual Plan Special Committee. Topics included footpaths, community houses, environmental education and potential District Plan Changes required to bring the District Plan in line with the City's strategic outcomes.

The Long Term Council Community Plan and Annual Plan Special Committee meeting on 21 November 2006 will consider the proposed contents of the 2007/2008 Annual Plan and any proposed exceptions to Year 2 of the Long Term Council Community Plan.

## **CONCLUSION**

The proposed 2007/2008 Annual Plan is Year 2 of the Long Term Council Community Plan 2006-2016. Council has taken the approach that it will only consider exceptions from the published Long Term Council Community Plan that will, in the first instance only be considered after considering adjustments to the work programme contained within the adopted Long Term Council Community Plan 2006-2016. The November meeting of the Long Term Council Community Plan and Annual Plan Special Committee will be considering any proposals. All Community Boards have been invited to consider the aspects of the Long Term Council Community Plan and to advise Council of any variations they wish to recommend. Any proposals will need to be submitted to the Chief Executive Officer by Tuesday, 17 November 2006.

## **RECOMMENDATIONS**

1. That the Finalisation Process for Year 2 of the Long Term Council Community Plan, (Annual Plan 2007/2008) report be received.
2. That the Chairman of the Community Board (or their delegate) advises the Chief Executive Officer by Friday, 17 November 2006 of the Annual Plan 2007/2008 exceptions identified in the Community Board meeting's consideration of this report.

Report prepared by: Andrew Pollock, Director: Finance.



## **18 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

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
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
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

