

**AGENDA FOR A MEETING OF THE NEW LYNN COMMUNITY BOARD TO BE HELD
AT WAITAKERE CENTRAL, CIVIC BUILDING, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON MONDAY, 31 JULY 2006,
COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 3 July 2006

RECOMMENDATION

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 3 July 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 PRESENTATIONS

Presentation on 'Rock Fishing Strategy Initiative' by Councillor Sandra Coney, Auckland Regional Council.



5 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.



6 CHAIRMAN'S REPORT

Welcome to the first Community Board meeting being held in the Waitakere City new Civic Building. It is the beginning of a new era. When the other adjacent projects are completed a new and exciting busy Henderson Town Centre will emerge.

A1

The next focus must be on New Lynn completing the revitalisation project that was started over 12 years ago. The start of the undergrounding of the railway line, transport interchange and park/ride facilities with full security (see attachment at page A1). This would include the stakeholders focus on the development of the immediate areas.

The effect of the state highway (SH20) on the New Lynn roading network will have a huge effect on New Lynn and will be a challenge to the roading engineers. The Rosebank Road and the Whau River crossing would have been a better solution for Waitakere City. This would have redirected traffic in an alternative pattern.

Long Term Council Community Plan/Annual Plan

1. This has now been completed. The Board was unsuccessful in this financial year in obtaining funding for the Manawa wet land gazebo project. However, it would be looked at next financial year. I personally feel that we need to look at a more cost-effective model and I will pursue this matter.
2. The Community Awards funding we asked for of \$1500 for each Community Board was also unsuccessful. This would still be a good project to acknowledge the many good citizens and volunteers in the community which would generate a closer, feel good relationship within the community.
3. On the positive side, we managed to hold on to a mere sum of \$500,000 city wide for new footpaths. This would not provide much for the roads still without footpaths.
4. The Long Term Council Community Plan funding for the next financial year 2007-2008 has allowed for a sum of \$180,000 for the Green Bay Community House upgrading. An architect is working with the house committee on this project.

Community Boards Forum

The recent forum held in Hutt City was attended by over 160 Members from across New Zealand. The well-run and punctual events and workshops were a credit to the organisers. Unfortunately, the organising of the weather was beyond their powers. A report on the various workshops and topics will be circulated shortly.

Ward Tour

A tour to identify the needs of the areas will be organised shortly. Indications are a weekday morning tour is the preferred option. A reminder to inform our Committee Secretary, Audrey Chan, or myself of any particular issues to be looked at should be forwarded urgently.



RECOMMENDATION

That the Chairman's Report be received.

Pim van der Voort, JP
CHAIRMAN






7 COMMITTEE SECRETARY'S REPORT



	Issue	Comments	Reporting Council Officer
1	Tamariki Playground Upgrade Officer's Report	The play equipment has been installed and concrete paths have been poured. Only playground safer surface and balustrade are to go in. All of the earth works are complete and the retaining walls and all equipment have been installed. All works were completed at the end of June 2006. The Playground has now been installed and opened to the public. Landscape is complete. Planting works will be carried out in 2006/2007.	David Barker  836 8000 Ext 8306
2	Olympic Park Stream Restoration Officer's Report	Re-vegetation planting has commenced and consent applications have been submitted for the boardwalk and viewing structures. A location for Te Tai Tutaki sculpture has been agreed among the Sculpture Trust, the Olympic Park Trust and Council. Consent applications have been granted for the viewing structures and Te Tai Tutaki sculpture. Building consent applications have been lodged. The project is due to be completed by September 2006.	Debbie Chapman  836 8000 Ext 8303

	Issue	Comments	Reporting Council Officer
3	Olympic Park Stage 3 Landscaping Officer's Report	The first draft concept design for Stage 3 landscaping has been submitted to the Olympic Park Trust. The draft concept design for Stage 3 includes a bandstand pavilion, sail shade structures, additional playground modules, re-vegetation to the rear of the St John's Ambulance building and establishment of a spider sanctuary and separate dog-run area. A Stage 3 update report will be provided to the New Lynn Community Board upon confirmation of the draft concept design.	Roscoe Webb ☎ 836 8000 Ext 8768
4	Olympic Park New Bridge and Structures Officer's Report	Construction of the foundation piles for the bridge commenced in April 2006. On-site activities are currently on hold due to the contractor encountering unsuitable material below the piles for the bridge arches, and also due to the earthworks season currently being closed. This rubbish and debris was not encountered during the consultant's geotechnical investigation. The consultant to Council will proceed with redesigning the piles for the arches to allow for this unsuitable material. Off-site fabrication of the steel structure for the bridge will continue. An application is being made to Auckland Regional Council for construction to continue on-site through the winter months. If this is unsuccessful, on-site activities will continue in the first week of October 2006 once the earthworks season begins, with a new completion date anticipated to be in early December 2006.	Andreas Lilley ☎ 836 8000 Ext 8553
5	Barrons Green Playground Upgrade Officer's Report	The renewal of the play facility at Barrons Green is planned for the new financial year 2006/2007. Feedback from the survey has been collated and a draft design has been drawn up. The final concept design for the playground is being completed. This will be sent to all residents within a 500-metre radius of the reserve and a report will be submitted to the Community Board. The intention is to carry out the physical works in February/March 2007.	David Barker ☎ 836 8000 Ext 8306

	Issue	Comments	Reporting Council Officer
6	Shadbolt Park Sandfield Development Officer's Report	Design of this project will commence later in the 2006/2007 financial year.	Andreas Lilley ☎ 836 8000 Ext 8553
7	Memorial Square Entry - Completion of Waka Sculpture Officer's Report	This project was completed in mid July 2006.	Andreas Lilley ☎ 836 8000 Ext 8553
8	New Lynn Township Streetscape Design-Great North Road, from Hugh Brown Drive/Todd Triangle to Rewarewa Walkway/Memorial Drive Officer's Report	A budget of \$100,000 in the 2006/2007 financial year allows for minor improvements only to this section of Great North Road. No major design work will commence until a physical works budget is confirmed in the Long Term Council Community Plan. At present there is no physical works budget forecast in the Long Term Council Community Plan. The budget available for 2006/2007 will be used for upgrading of a section of paving, planting, seating and rubbish bins. A walkover of the site to investigate areas of possible replacement will commence from August 2006.	Andreas Lilley ☎ 836 8000 Ext 8553
9	Ceramco Park Playground Upgrade Officer's Report	Installation of the new play equipment at Ceramco Park will be completed by the end of June 2006. The new play module at Ceramco Park is complete. The swing unit is still to be installed and woodchip topped up. Works will be complete by the end of July 2006. All works will be carried out within the existing playground footprint.	David Barker ☎ 836 8000 Ext 8306
10	Re-vegetation Planting, Herrings Cove Officer's Report	Re-vegetation planting is currently under way in Herrings Cove and various Painted Apple Moth host removal sites along the harbour edge.	Debbie Chapman ☎ 836 8000 Ext 8303
11	Rewarewa Walkway Design Officer's Report	The geo-technical investigation is complete and analysis is underway on the options for re-establishing the walkway link from the Rewarewa footbridge, Hugh Brown and Great North Road. A large section of the current walkway is closed and a part of it is also located on private land.	Grant Jennings ☎ 836 8000 Ext 8537

	Issue	Comments	Reporting Council Officer
12	<p>City Boundary Signs at Bolton Street</p> <p>6 March 2006</p> <p>Resolution No. 250/2006</p> <p>Public Forum</p>	<p>The City boundary signs have been installed.</p>	<p>Jin Jiang Zhong</p> <p> 836 8000</p> <p>Ext 8774</p>
13	<p>Vodafone NZ Limited Structures at Lawson Park, Archibald Park and Golf Road Domain</p> <p>2 May 2005</p> <p>Resolution No. 721/2005</p>	<p>Negotiations between Vodafone NZ Limited and the Council on the terms and conditions of a telecommunications licence have not been concluded. The three sports clubs on each of the parks have been kept up to date on the progress of this issue.</p>	<p>Warren Ogilvie</p> <p> 836 8000</p> <p>Ext 8561</p>
14	<p>Naming of Internal Access Road at Olympic Park</p> <p>3 July 2006</p> <p>Resolution No. 1270/2006</p>	<p>At the New Lynn Community Board's July 2006 meeting, a report was presented seeking approval from the Board to name the internal access road "Portage Eco Way".</p> <p>This modified report with the recommendations made from the New Lynn Community Board will be presented to the City Development Committee at its August 2006 meeting to get approval for the naming of the internal access road.</p>	<p>Tracey Hamilton</p> <p> 836 8000</p> <p>Ext 8969</p>

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
<p>Intersection of Oates Road and Glendale Road</p>	<p>31 October 2005</p> <p>Resolution No. 2076/2005</p>	<p>4 September 2006</p>	<p>Paul Schischka</p> <p> 836 8000</p> <p>Ext 8742</p>
<p>Traffic Problem in Woodglan Road near Woodvale Intersection</p>	<p>3 April 2006</p> <p>Public Forum</p> <p>Resolution No. 550/2006</p>	<p>4 September 2006</p>	<p>Adam Moller</p> <p> 836 8000</p> <p>Ext 8750</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	1 August 2005 Resolution No. 1445/2005 Last updated 3 April 2006	2 October 2006	Tony Miguel ☎ 836 8000 Ext 8294
Road Survey on Gardner Road Calming Effects on Willerton Avenue and Parker Avenue	1 May 2006 Public Forum Resolution No. 694/2006	4 September 2006	Adam Moller ☎ 836 8000 Ext 8750
Rankin Avenue – Improved Lighting for a Pedestrian Crossing and Re-painting of Road Markings	3 July 2006 Public Forum	4 September 2006	Ara Ovanessoff ☎ 836 8000 Ext 8750

RECOMMENDATION

That the Committee Secretary's Report for 31 July 2006 be received.

Report prepared by: Audrey Chan, Committee Secretary.



8 ROAD SIGN UPGRADES - WAITAKERE RANGES

PURPOSE OF THE REPORT

The purpose of this report is to provide information to the New Lynn Community Board regarding the reasons why road signs have been upgraded on arterial routes in the Waitakere Ranges and why these types of signs have been selected.

BACKGROUND

Community Board Members and the community have raised issues with regard to the location and number of traffic signs that have been erected in Huia Road, Piha Road and other roads in the Waitakere Ranges.

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.

The importance of road safety is also recognised nationally in the New Zealand Transport Strategy and regionally in the Regional Land Transport Strategy.

Crash reduction studies are a key part of delivering the safety component of Council's strategic vision and contribute to Council exercising its duty of care as a road controlling authority.

ISSUES

Crash Reduction Studies

Crash reduction studies are commissioned by Council triennially, as part of developing and implementing Council's road safety programme. Crash reduction studies involve the analysis of crash patterns based on information collated by Land Transport New Zealand from Police crash reports. The scope of the studies includes identifying routes and locations with significant crash patterns, detailed investigation of the crashes occurring at those locations or on those routes, and recommending the safety measures that are desirable to reduce the frequency and/or severity of those types of crashes.

Sites Identified

Through the crash reduction study a number of rural routes in the Waitakere Ranges were identified where crash rates were high enough to warrant detailed investigation. Council officers had also received expressions of concern from the emergency services and the public in general because of frequent crashes on these routes.

Crash Records

The following table records the reported crashes on four arterial routes in the Waitakere Ranges where treatments have been carried out as an outcome of the crash reduction study. The data is for the period January 2001 to December 2005 and is sorted by injury severity.

Road	Serious	Minor	Non-Injury
Piha Road	8	24	67
Huia Road	3	25	52
Scenic Drive	7	22	69
West Coast Road	1	11	24
Total	19	82	212

The crashes recorded on these routes account for one third of all rural crashes recorded in Waitakere City during that time.

Crash Patterns

The predominant types of crashes occurring on these routes involve loss of control on bends. Although night time traffic makes up only a small proportion of the traffic volumes on these roads, a disproportionately high number of the loss of control crashes occur at night.

Another crash issue identified by the study involved side road and access related crashes with collisions involving both vehicles pulling out of side roads and park entrances, and vehicles being hit from behind when slowing to turn into side roads and park entrances.

On some of the routes driver impatience due to inability to pass slow vehicles was identified as contributing to crashes related to careless over-taking.

Treatment Selection

A number of options are available for addressing loss of control crashes on bends.

- Improved delineation (Signs and Markings to make the road alignment more legible to unfamiliar drivers);
- Sight benching (clearing vegetation or terrain on the inside of bends so that the shape and extent of the bend is more visible to approaching drivers);
- Easing the road alignment (widening the radii of tight bends, improving the shape of the bends);
- Providing run off areas (providing clear zones on the outside of bends to reduce the severity of crashes where vehicles leave the roadway).

The option of improving delineation, while not without some visual impact, has less impact and lower cost when compared to the alternatives.

Design of Delineation Treatments

White painted edge lines have been extended throughout these routes, and on most of them this has been reinforced by the provision of white reflectorised edge marker posts. This achieves a base level of delineation throughout these rural routes that makes the road alignment clear at night where sight lines are good and the markings and edge markers are visible for 100 metres or more.

Chevron boards are used to reinforce this base level of marking where a combination of the following factors makes greater guidance for drivers desirable.

- The geometry of the next bend is such that motorists are required to substantially reduce speed from the approach speed of the preceding section of road;
- The geometry of the bend or bends ahead is difficult for an unfamiliar driver to discern due to restricted sight lines or a combination of vertical and horizontal curves;
- The bend has a known loss of control crash problem suggesting that drivers presently enter the bend at excessive speeds.

A consequence of this approach is that a moderate bend after an area of long straights and gentle bends will require a high level of signs where as a similar bend that followed on from a number of tight bend would require a lesser standard of signs. In targeting "known crash site" bends some judgment does have to be exercised by the designer as to the likelihood of the problem transferring to other adjacent bends, as experience has shown there is a tendency for crashes to migrate to another nearby bend where crash sites are treated in isolation.

Setting of Speed Recommendations on Bends

Speed recommendation signs are provided in accordance with Manual of Traffic Signs and Markings, jointly published by Transit New Zealand and the Land Transport Safety Authority. The recommended speed for a corner is calculated by driving a vehicle around the bend at a fixed speed and using a special gauge that measures the lateral acceleration exerted on the vehicle by the tires contact with the roadway at that speed. The results from this method of speed calculation are largely determined by the radius of the bend, however variations in the camber and curvature will also be picked up by the measurement. This can also result in different recommended speeds for vehicles travelling around the same bend in the other direction as the radius and camber of the bend may be sufficiently different to warrant a different speed recommendation.

Where the recommended speed calculated for the corner is more than 15kph below the operating speed on the approach to the bend a speed recommendation sign is provided. Standard practice is to sign post recommended speeds only as numbers ending in 5 e.g. 45, 55, 65, etc, this results in the calculated speeds being rounded up or down such that a measured value of anywhere between 51 and 60 will be given the same speed recommendation of 55kph.

It should also be recognized that the recommended speeds calculated and sign posted on New Zealand roads are conservatively set. Depending on the type of vehicle, its suspension, weight distribution, and the motion sickness tolerance of the vehicles occupants it may be possible to safely exceed the recommended speeds in fine weather conditions.

CONCLUSION

The upgrading of road signs in the Waitakere Ranges has been implemented as an outcome of a crash reduction study, to address the high crash rate on the rural arterial roads in the ranges. The type of treatment selected, and the number, type and location, of signs used in the treatment has been designed with due regard to the natural environment, the road environment and appropriate engineering design standards.

RECOMMENDATION

That the Road Sign Upgrades - Waitakere Ranges report be received.

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



9 REQUEST FOR TRAFFIC CALMING MEASURES IN KELWYN ROAD, KELSTON

PURPOSE OF THE REPORT

The purpose of this report is to provide feedback to the New Lynn Community Board on a recent request for traffic calming measures in Kelwyn Road, Kelston.

BACKGROUND

At the New Lynn Community Board meeting of 3 April 2006, the Board resolved as follows:

“That a report examining the proposed installation of traffic calming measures in Kelwyn Road be presented to the New Lynn Community Board.”

(549/2006)

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.

The implementation of slow streets treatments focuses on addressing speed related safety problems and providing a more pedestrian friendly environment. However, implementing slow streets can have some negative consequences including impeding response times for emergency vehicles and reducing ride comfort for vehicle occupants including public transport.

ISSUES

In accordance with the Slow Street Guidelines, the streets will be considered for slow street "treatment" if they meet the following criteria:

- The street has a known speeding problem (i.e., 15% of vehicles travelling over 65 km/hr in a 50 km/hr zone);
- The street has a known crash or safety problem (i.e., at least two reported injury crashes in the last five years);
- The street is designated as a "local street" in the District Plan;
- The street is not a cul de sac (unless it accesses high volume facilities, such as a park);
- The street has no adverse characteristics such as a steep grade (approximately 1 in 12), severe curves, etc.;
- The street is generally not a bus route; and
- The street has suitable alternative routes to absorb any diverted traffic.

A traffic survey was carried out in Kelwyn Road in May/June 2006 and the results are as follows:

- On average the traffic volume was 6,949 vehicles per day; and
- The 85th percentile speed was 49km/hr in a 50km/hr zone, i.e., 85% of motorists travelled at a speed less than or equal to 49km/hr over a period of seven days.

A search of the Land Transport New Zealand database reveals a total of 8 reported crashes in Kelwyn Road for the 5 years from 2001 to 2005. Of the 8 crashes, there were 3 'crossing/turning' and 5 'lost control' crashes and these resulted in 1 serious and 4 minor injuries. The injury crashes resulted from fatigue and alcohol.

Kelwyn Road is a bus route and also designated as a collector route extending from the end of Rimu Street. The traffic volumes are high, reflecting the use of this road by peak hour traffic to avoid congestion as it forms part of the route running parallel to Great North Road through Kelston.

The 85th percentile speed on this road is low. Therefore, it does not meet the slow street criteria. The moderate crash rate is a reflection of the high traffic volume on this route and the crash pattern concentrated on a pair of bends in the road suggest that benefits could be achieved through improving the signs and markings at those bends. It is proposed to install signs and markings at the two bends in Kelwyn Road through the Minor Safety Projects programme.

RESOURCES

The proposed signs and road marking improvements in Kelwyn Road can be implemented from the 2006/2007 Minor Safety budget.

CONCLUSION

Traffic surveys carried out in May/June 2006 and it shows the 85th percentile speed in Kelwyn Road was 49km/hr in a 50km/hr zone. The speed was very low and therefore it does not meet the slow street "treatment" criteria. It is proposed to install signs and road markings on the two bends in Kelwyn Road to reduce "loss of control" crashes. The proposed work can be implemented under the 2006/2007 Minor Safety budget.

RECOMMENDATION

That the Request for Traffic Calming Measures in Kelwyn Road, Kelston report be received.

Report prepared by: Vinh Bui, Senior Transport Engineer: Transport Assets.



10 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

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Gayle Marshall Pim van der Voort (alternate)
Keep Waitakere Beautiful Committee	Elizabeth Francke
Waitakere Citizen Advice Bureau	Gayle Marshall
Glen Eden Community House Management Committee	Gayle Marshall
Green Bay Community House Management Committee	Pim van der Voort Sandra Taylor (alternate)
Council/Police Liaison Group	Elizabeth Francke Sandra Taylor
Youth Advocacy Advisory Group	Gayle Marshall William Buchanan (alternate)
Waitakere Road Safety Steering Group	William Buchanan Elizabeth Francke (alternate)
COUNCIL COMMITTEES	
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)
COMMUNITY BOARD SUBCOMMITTEE	
New Lynn Community Board Street Events Subcommittee	William Buchanan
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Francke Sandra Taylor

