

**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 APRIL 2007, COMMENCING AT 7.30 PM**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 2 April 2007

RECOMMENDATION

That the minutes of the Meeting of the New Lynn Community Board held on Monday, 2 April 2007, 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 PRESENTATION ON NEW LYNN TRANSIT ORIENTED DEVELOPMENT UPDATE,
AND AN INTRODUCTION TO ONTRACK**

Caisey Marter, Strategic Planner: Urban Design and Development will introduce Tammy Dickenson and Jenni Austin from Ontrack. They will do a brief powerpoint presentation on the New Lynn Transit Oriented Development Update and an introduction to Ontrack.



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

Many People will miss Bill Buchanan who died in hospital on Monday, 16 April 2007. He was a well-known character around New Lynn and Titirangi. He was a regular bowling participant at the Titirangi outdoor Bowling Club and was a member of the Portage Trust. Bill was one of the promoters of the Olympic Park redevelopment at the old Auckland boundary depot site. It is most unfortunate that he won't be here for the Grand Opening of this redevelopment. It may be appropriate for the Portage Licencing Trust and the Waitakere City Council to recognise his involvement by naming a particular part or structure of this redevelopment to him.

Todd Triangle

The revamped Triangle has had little use as yet. This revamp was the catalyst to the improvement and promotion of that area. Unfortunately this summer has slipped by without an organised event being held that had been intended. We need to start planning now for the next summer season.

Pedestrian Street Lights

Rankin Avenue pedestrian crossing with new streetlights has been installed with a vast improvement for visibility and safety. There are other major arterial roads that badly need the same improvements

Routley Drive Footpath

The state of Routley Drive is unacceptable and should not be left any longer without major improvements or replacement. This has been outstanding and raised for many years and at Open Forum. The Board needs to request an urgent update and commitment to a time frame for repairs.

Thank you

I wish to thank the Board members for their participation at the Lynn Mall Annual Plan Promotion.

I also thank Elizabeth Francke for her enthusiastic effort in completing the Trees for Babies project for the Community Boards Conference.

RECOMMENDATIONS





1. That the Chairman's report be received.
2. The New Lynn Community Board wish to see a promotion package for the revamped Todd Triangle area presented to the Board at the August 2006 meeting.
3. The New Lynn Community Board request an urgent update on the state of Routley Drive footpath and the time frame for repairs.

Pim van der Voort, JP






CHAIRMAN




7 COMMITTEE SECRETARY'S REPORT

	Issue	Comments	Reporting Council Officer
1.	New Lynn Township Streetscape Design - Great North Road, from Hugh Brown Drive / Todd Triangle to Rewarewa Walkway / Memorial Drive Officer's Report	The pedestrian lights for the upgrade are on order from overseas and will be available for installation by May 2007. The other minor improvements agreed to by the New Lynn Community Board will commence in early May 2007.	Andreas Lilley  836 8000 Ext: 8553
2.	Barron Green Car Park Development Officer's Report	Construction works were completed in April 2007.	Andreas Lilley  836 8000 Ext: 8553
3.	Barron Green Playground Upgrade Officer's Report	The physical works contract has been awarded and works are currently underway. It is expected that works will be completed in May 2007.	Tracey Hamilton  836 8000 Ext: 8969
4.	Vodafone NZ Limited Structures at Lawson Park, Archibald Park and Golf Road Domain 2 May 2005 Resolution No. 721/2005	The terms of licence between Council and Vodafone NZ Limited have been finalised. Council is awaiting signed documents from Vodafone in relation to Lawson Park and Archibald Park. Council's offer to pay part of the licensing fees has been accepted in relation to the New Lynn Rugby League Club at Lawson Park and the Ponsonby / Kelston Rugby Club at Archibald Park. Council is now preparing documents in relation to the two clubs to give effect to the payment of these fees. However, the Titirangi Tennis Club at the Golf Road Domain has continued to reject the proposal for a telecommunications antenna to be located within the area of land that is leased to the Club.	Huia Kingi  836 8000 Ext: 8174

	Issue	Comments	Reporting Council Officer
5.	Timber Pergola at Manawa Wetland 29 May 2006 Resolution No. 913/2006	The building consent has been granted and construction will take place in early May 2007.	Katharine Slack  836 8000 Ext: 8779
6.	Community Board Minor Parks Projects 2 October 2006 Resolution No. 1875/2006	The status of each project is as follows: • Archibald Park: A picnic table was installed in April 2007. • Tangiwai Reserve: A set of swings is to be installed in May 2007. The building consent is still currently being processed. • Prospect Park: Additional play equipment is to be installed in the existing playground during the first week of May 2007. A seat was installed on the top of the bank in April 2007.	Katharine Slack  836 8000 Ext: 8779
7.	Claridge Street Common, Foothills Lane Reserve, Green Bay Community Corner, Ceramco Park, Rua Reserve and La Rosa Garden Reserve Officer's Report	A contract for weed control and revegetation planting was awarded in late March 2007 and weed control is underway. Planting will be carried out during autumn.	Helen Biffin  836 8000 Ext: 8758
8.	Titirangi Beach Reserve Development Officer's Report	Physical works for the playground, pathways, new furniture and bollards have begun on site and are planned to be completed by the end of May 2007.	Debbie Chapman  836 8000 Ext: 8303
9.	Rua Road Pedestrian Crossing 31 July 2006 Public Forum	Council officers are currently evaluating locations for a pedestrian refuge island on Rua Road. Due to the narrow width of the road, any island will require quite an extensive removal of on-street parking, so this option may depend to a large extent upon the results of consultation. The alternative option is to install flush median markings on Rua Road, which does not require removal of carparking, and does give an area for pedestrians to stand on (albeit without the protection of an island).	Sue Liddell  836 8000 Ext: 8736

	Issue	Comments	Reporting Council Officer
		Consultation will take place during April 2007. A report will be presented to the New Lynn Community Board at its meeting to be held on 28 May 2007.	
10.	Traffic Safety Issues Outside 155 and 157 Golf Road 30 October 2006 Resolution No. 2049/2006 Public Forum	Improved signs on the bend have been installed and the street lighting design is being peer reviewed and is expected to be installed at the end of April 2007.	Sue Liddell  836 8000 Ext: 8736
11.	Cartwright Road - Improvement of Footpath and Vehicle Crossings 4 December 2006 Resolution No. 2315/2006	On 26 March 2007, consultation letters were delivered to the property owners in Cartwright Road. The return date for the consultation is 3 April 2007. On 4 April 2007, responses will be collated and a report presented to the New Lynn Community Board meeting to be held on 28 May 2007.	Sue Liddell  836 8000 Ext: 8736
12.	Petition for Street Calming Measures on Ambler Avenue 2 April 2007 Resolution No 523/2007	As part of the investigation, Council officers are doing a speed count in Ambler Avenue. The speed count will take place in early May 2007 after the school holidays. Traffic data will be analysed and the investigation completed during May 2007.	Sue Liddell  836 8000 Ext: 8736
13.	Council/Police Liaison Group 4 September 2006 Resolution No. 1638/2006 Public Forum	A meeting of the City Safety Liason Group has been arranged for Tuesday, 24 April 2007. Invitations have been sent to members of the Group.	Mark Maxlow  836 8000 Ext: 8713
14.	Community Board Appointments Officer's Report	With the sad, sudden passing of WD Buchanan, the New Lynn Community Board is requested to consider appointing Members to the membership positions on committees and organisations originally held by Mr Buchanan. These are: <ul style="list-style-type: none"> Youth Advocacy Advisory Group - Existing membership being GPJ Marshall with WD Buchanan as alternate. Waitakere Road Safety Steering Group - Existing membership being WD Buchanan with EG Francke as alternate. 	Audrey Chan  836 8000 Ext: 8603

	Issue	Comments	Reporting Council Officer
		<ul style="list-style-type: none"> Community Sports Fund Allocation Subcommittee - Existing membership being WD Buchanan with GPJ Marshall as alternate. Street Events Subcommittee - New Lynn Ward - Existing membership being WD Buchanan as the Chairman. 	

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Intersection of Glendale Road and Oates Road	31 October 2005 Resolution No. 2076/2005 4 December 2006 Resolution No. 2312/2006	28 May 2007	Sue Liddell  836 8000 Ext: 8736

RECOMMENDATIONS

1. That the Committee Secretary's Report for 30 April 2007 be received.
2. That the New Lynn Community Board consider appointing Members to the Community Sports Fund Allocation Subcommittee, Youth Advocacy Advisory Group, Waitakere Road Safety Steering Group, and Street Events Subcommittee - New Lynn Ward to replace Mr WD Buchanan, who sadly passed away recently.

Report prepared by: Audrey Chan, Committee Secretary.



8 EXTRAORDINARY VACANCY NEW LYNN COMMUNITY BOARD: WD BUCHANAN

PURPOSE OF THE REPORT

The purpose of this report is to advise the New Lynn Community Board (the Board) of the sudden passing away of WD Buchanan, an Elected Member of the Board on Tuesday, 17 April 2007 and of the resulting extraordinary vacancy in the elected membership of the Board.

BACKGROUND

On Tuesday, 17 April 2007, WD Buchanan passed away. Accordingly, pursuant to Clause 5 (i) (a) of Schedule 7 of the Local Government Act 2002, an extraordinary vacancy in the membership of the Board has been created.

STRATEGIC CONTEXT

Active Democracy is one of Council's nine strategic platforms. Active and effective Community Boards are one of the mechanisms of bringing this platform to the communities of Waitakere.

ISSUES

In terms of Section 117 of the Local Electoral Act 2001, a By-Election is only held if the extraordinary vacancy is created more than 12 months before the next Triennial Election. Should a vacancy occur less than 12 months before the next election, then the Community Board or Local Authority concerned is required to make a decision as to whether that vacancy is filled by an appointment or left vacant for remainder of the term.

A4

Should the Board decide to appoint a replacement member, this person must be qualified to be elected as a member and the process of selection must be agreed upon. In the past where such an appointment has been made, one process followed has been to appoint the person who polled the most votes without being elected at the previous Triennial Election. A copy of the declaration of the polling results for the Board at the last Triennial Election is attached at page A4. The Board would be required to decide whether to follow this process or decide on an alternative process.

Pursuant to Section 118 of the Local Electoral Act 2001, public notice must be given of the intention to fill the vacancy by appointment and the actual appointment must be reconfirmed at a further meeting of the Community Board before the expiry of the prescribed notice period of 30 days.

Should the Board decide to appoint a member to fill this vacancy this appointment would be considered to be an Elected Member for the purposes of Section 19F of the Local Electoral Act 2001 rather than an appointed Member. Appointed Members of Community Boards are Councillors appointed from the ward concerned by the Council.

Should the Board decide to leave the position vacant this will not affect the ratio of Appointed Members to Elected Members prescribed in Section 19F of the Local Electoral Act 2001, as the number of Elected Members referred to in the section includes any vacancies.

If the Board decides to leave the seat vacant, this decision is also required to be publicly notified, immediately, pursuant to Section 119 of the Local Electoral Act 2001.

RESOURCES

No additional resources will be required. Should the Board decide to leave the position vacant there will be a saving in the Elected Members fees and expenses.

CONCLUSION

The New Lynn Community Board is required to decide whether to leave the vacancy created by the passing away of WD Buchanan vacant or whether to fill this by appointment of a person qualified to be an elected member.

RECOMMENDATIONS

1. That the Extraordinary Vacancy New Lynn Community Board: WD Buchanan report be received.
2. That the New Lynn Community Board either:
 - a. Resolve that the extraordinary vacancy created by the passing away of WD Buchanan be left vacant until the Triennial Election to be held on Saturday, 13 October 2007; or
 - b. Resolve to appoint a person qualified to be an Elected Member to fill the extraordinary vacancy according to a process to be decided on by the New Lynn Community Board.

3. That the New Lynn Community Board remember WD Buchanan for the work he has done on behalf of the Board for the past 3 years, and extend its condolences to his family.

Report prepared by: Charlie Inggs, Deputy Electoral Officer.



9 LOCAL GOVERNMENT NEW ZEALAND CONFERENCE AND ANNUAL GENERAL MEETING 2007

PURPOSE OF THE REPORT

The purpose of this report is to inform the New Lynn Community Board about the Local Government New Zealand Conference (the Conference) to be held in Dunedin from Sunday, 15 July to Wednesday, 18 July 2007.

BACKGROUND

The Conference will take place this year from Sunday, 15 July to Wednesday, 18 July 2007 in Dunedin. Historically, Council has attended this Conference each year and has sent the Mayor, Deputy Mayor, and a number of other Elected Members, supported by the Chief Executive Officer and other appropriate staff.

As part of the Conference, Local Government New Zealand also holds its Annual General Meeting (AGM) and this year it will be held on Wednesday, 18 July 2007.

The Conference (the programme will be circulated to Elected Members separately) provides an opportunity for Elected Members to share ideas and experiences with their colleagues across the country. The AGM provides Council with an opportunity to influence the leadership and direction of Local Government New Zealand.

STRATEGIC CONTEXT

Membership of Local Government New Zealand has the potential to be of assistance to Council as it pursues a wide range of strategic and advocacy aims. Local Government New Zealand provides a vehicle through which Council's voice can be heard on the national stage as Local Government New Zealand undertakes its activities on behalf of its members.

The Conference provides an opportunity for Elected Members to discuss a wide range of Local Government issues and to network and share experiences with other Elected Members across the country.

ISSUES

Conference Attendance

The Council at its meeting on 21 March 2007 agreed to fund the attendance of one representative of all the Community Boards in Waitakere City.

This is the third year that the Community Boards have been supported to have a representative as part of the Council's contingent at the Local Government New Zealand Conference. In 2005, the Council supported the attendance of Christine Shepherd in her capacity as the Auckland Region and Far North Community Boards' Association deputy representative on the New Zealand Community Boards' Association Executive Committee. In 2006, the Council supported the attendance of Gayle Marshall, who is responsible for liaison between all the four Community Boards in Waitakere, and the Auckland Region and Far North Community Boards' Association.

Council wishes to arrange early registration so that advantage can be taken of lower costs offered by airlines for travel and early bird registration fees.

The Community Boards need to determine a method for agreeing on who that representative should be in 2007. It is suggested that each Board make a nomination if they wish, and if there is more than one nomination then the Chairs of the Boards be requested to determine who the representative should be.

Other Community Board Members are welcome to attend at their own expense or sponsored by another organisation. If any Member wishes to attend at other than the Council's expense, please advise the Members' Liaison Officer in good time for her to make the necessary arrangements for attendance.

RESOURCES

Sufficient resources will be provided for in the 2007/2008 draft Annual Plan to allow Elected Members to attend the Local Government New Zealand Conference.

CONCLUSION

The Community Boards are requested to consider:

- Nominating a Community Board representative to attend the Conference in Dunedin; and
- The process whereby the four Community Boards reach consensus as to the nomination of the Community Board Representative.

RECOMMENDATIONS

1. That the Local Government New Zealand Conference and Annual General Meeting 2007 report be received.
2. That the New Lynn Community Board consider nominating a Community Board Member to attend the Local Government New Zealand Conference, Dunedin, from 15 to 18 July 2007, on behalf of all the four Community Boards in Waitakere.
3. That the four Waitakere City Community Board Chairmen be given delegated authority to make the final decision on which Community Board Member is to represent all four Community Boards in Waitakere at the Local Government New Zealand Conference, Dunedin, from 15 to 18 July 2007, should there be more than one nomination.

Report prepared by: Charlie Inggs, Democracy and Governance Team Manager.



10 SAFE WAITAKERE UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide an update to the New Lynn Community Board on SAFE Waitakere, present an overview of progress and key initiatives, and to outline the current focus of the team.

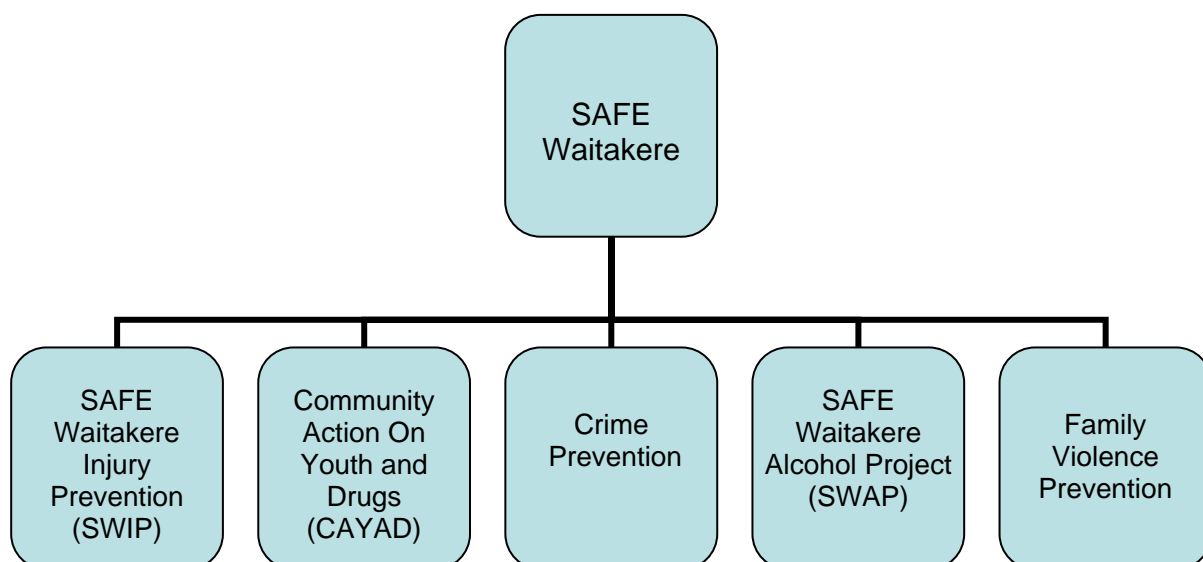
BACKGROUND

SAFE Waitakere Role

A1-A3

The team acts at local and regional levels to develop plans, partnerships and programmes that deliver safety outcomes in the city in accordance with local and national strategies. The learning from these initiatives is distilled into informing policy development including the analysis of the effects of government policy to inform Council and provide advocacy to central government. The team is primarily funded from contracts with the Ministries of Justice and Health. Particular focus areas are crime prevention, injury prevention, alcohol and drugs and family violence. The project briefs for each focus area are attached as pages A1 to A3.

SAFE Waitakere Structure



STRATEGIC CONTEXT

The work of the SAFE Waitakere Team is closely associated with the strategic priorities of First Call for Children and Safe City. The work of Safe Waitakere supports the Strong Communities Strategic Platform. The Active Democracy strategic platform also reinforces the concepts of the 'Waitakere Way' the active involvement of multiple agencies, and of all communities in Waitakere, all of which are essential to safety issues within the City.

ISSUES

Progress has been across a number of key initiatives.

SAFE Waitakere - General

World Health Organisation Safer Community Re-accreditation - Waitakere was re-accredited in December 2006.

Community Action on Youth and Drugs (CAYAD)

The CAYAD Contract report for July to December 2006 has been submitted to the Ministry of Health. Ministry of Health officers are pleased with the projects performance. The completed contract report is available for reference if required.

CAYAD Advisory Group Meetings - in accordance with the contract with the Ministry of Health the CAYAD advisory group continues to meet regularly. Its members include: New Zealand Police, Community Alcohol and Drugs Service (CADS), Wai Health addictions, Pacifica Healthcare, Altered High, Odyssey House, Waitemata District Health Board and Tupu.

Key CAYAD Initiatives are:

Converse 06' - The Waitakere City Youth Council (WCYC) and Te Roopu Puawai Youth Council, in collaboration with Safe Waitakere, Waitakere Youth Transition Services, and Tag Out Trust delivered 'Converse 06' The Waitakere City Urban Youth Summit. It was a one day Urban Youth Summit participation project, to inspire young people to challenge the stereotypes surrounding their culture and to start to express how they see themselves rather than how society sees them.

Completion of the Methamphetamine City-wide Education Programme:

- Delivery of the Methamphetamine Education Programme throughout Waitakere;
- Offering a presentation package, education material and information handouts to specific community leaders and agencies working closely with youth and their families;
- Working in collaboration with other alcohol and drug providers to provide referrals and follow up assessment and treatment;
- Delivery of sixteen workshops throughout Waitakere - four presentations in each of the four wards;
- CAYAD continued support, in terms of supervision, programme attendance, contacting organisations and schools for referral purposes.

SAFE Waitakere Alcohol Project (SWAP)

The SWAP Contract Report for July – December 2006 has been reviewed by Ministry of Health officers who are pleased with project performance. The completed contract report is available for reference if required.

Key SWAP Initiatives are:

Parent Pack - A resource for parents containing tools and information to help them understand and manage issues pertaining to their teenagers has been prepared and distributed. The pack was produced following community feedback and an analysis of current information available. SWAP has identified that a large number of the issues faced by teenagers show alcohol as a key component. The pack was finalised through collaboration between CAYAD and a large number of other agencies and community groups including; Police, Community Alcohol and Drug Services (CADS), Health West, West Auckland Youth Services, Altered High, Hoani Waititi Marae and many participating parents. 30,000 copies of the Parent Pack have been printed for distribution in the Waitakere community. Within the first week over 10,000 copies were supplied to the various schools within Waitakere. Feedback from the document to date has been very encouraging.

The *Think Before You Buy Under 18s Drink and Think Consequence campaign* - this campaign involved intensive advertising in local news media and at locations where alcohol is sold and included:

- Local newspaper and radio advertisements concerning the dangers of supplying alcohol to teenagers;
- Local radio and print media interviews with community workers;
- Media events, billboard advertisements, banners and other innovative promotions.
- The distribution of printed material;
- The presentation of campaign information at point of sale.

Project Respect - This is a shared project between both SWAP and the Crime Prevention Project.

SWAP is currently taking the lead for project implementation. Project Respect is summarised below within the Crime Prevention Project section of this report.

SAFE Waitakere Injury Prevention Project (SWIP)

The SWIP Contract Report for the period July - December 2006 was submitted to the Ministry of Health. Ministry of Health officers have given positive feedback on project performance. The completed contract report is available for reference if required.

SWIP Board Meetings - the SWIP Board continues to meet on a monthly basis. Its members are:

- Deputy Mayor (Cr Carolynne Stone),
- Te Taumata Rununga (Poata Northcroft & Mihi Te Huia),
- Waitakere Pacific Board (Cheryl Talamaivao & Elia Tavita),
- Waitakere City Council Councillor (Cr Linda Cooper),
- Accident Compensation Corporation (Kit Holt),
- Safekids New Zealand (Julie Chambers),
- Royal NZ Plunket Society Inc (Stephanie Shennan) and
- Waitemata District Health Board (Helene May).

Safe Waitakere Injury Prevention Co-ordinator (Maori Programme) - an appointment has recently been made to this full time position.

Safe Homes for Pacific Kids - a contract for this project was finalised in February this year.

Key SWIP Initiatives over the last year are:

Child Safety Working Group Safe Season Campaign - the Child Safety Working Group is a multi-agency coalition group focused on reducing injury to children. The Safe Season campaign is aligned with both the SWIP strategic plan and the New Zealand Injury Prevention Strategy. The main focuses are Poisoning Prevention, Water Safety, Fall Prevention and Motor Vehicle Passenger Safety, all priority areas for injury to children. Initially being piloted in a specific geographical area, there is capacity for the campaign to be aligned with other WCC projects, e.g. "Massey Matters".

The main objectives for the project are to:

- Raise awareness of the four main issues across all sectors of the community interacting with children;

- Encourage behaviour change in the target audience;
- Develop and maintain strong relationships with the community.

Driveway Run-over Prevention Project - this is a regionally developed project designed to raise families' awareness of the risks and give practical information on the prevention of this tragedy.

Safe Waitakere have previously hosted a workshop to bring together key champions around this issue, including: paediatric surgeons and nurses; medical and injury researchers; local authority representatives; Land Transport New Zealand representatives and injury prevention practitioners.

Rock Fisher Project - Safe Waitakere brought together trauma services and supported the establishment of the Waitakere Trauma Reference Network. After discussion at the Trauma Network the Rock Fisher project was developed in response to a spate of rock-fishing fatalities on Auckland's rugged west coast during 2005. Concerns were raised by rescue organisations, police, councils and regional water safety groups about the frequency with which fishers get into difficulty at high risk surf locations. Auckland Regional Council (ARC), WaterSafe Auckland Inc (WAI) and Surf Life Saving Northern Region (SLSNR) jointly commissioned this project to address these concerns. The purposes of the project were threefold:

- Pilot an on-site rock fishing safety education promotion;
- Study the demographics, beliefs and behaviours of Auckland's west coast rock fishers;
- Make recommendations for future rock fishing safety promotion based on the information obtained (now completed).

Injury Prevention Through Environmental Design (IPTED) - IPTED involves applying injury prevention principles to environmental design. Auckland City Council (ACC) have recently developed draft national IPTED guidelines and have approached Waitakere City Council with a request to support a pilot project. This will involve a review of the guidelines in relation to current practises in Waitakere.

Crime Prevention Project

Crime Prevention Contract Reports (including Car Safe report) for the period July - December 2006 have been submitted to the Ministry of Justice Ministry staff are pleased with project performance. Completed contract reports are available for reference if required.

The Crime Prevention Strategy for the City is due to be reviewed this year. This strategy incorporates the Council/Police Memorandum of Understanding, the City Safety Liaison Group and the Crime Prevention Reference Group. A review of the graffiti vandalism strategy, which currently operates separately from the crime prevention strategy will be included.

Key Crime Prevention Initiatives are:

Crime Prevention Through Environmental Design (CPTED) - CPTED is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in incidence and fear of crime, as well as an improvement in quality of life. The application of CPTED principles is evident throughout Waitakere in a variety of locations, for example:

- West Coast Beaches and Ranges Car Parks: a collaborative approach has been applied to CPTED. Joint assessments in several car park locations have been completed with representatives from a variety of agencies (WCC, ARC, Police, Watercare). Recommendations arising from these assessments have been implemented.

At this stage the application of CPTED principles are in the form of general “guidelines”. The Manager of Urban Development and Design is currently developing specifications for a project to review the Code of Practise for City Infrastructure and Land Development to ensure Safety and Access by Design principles are incorporated; this may include a comprehensive audit of selected areas. Safety and Access by Design incorporates Crime Prevention, Injury prevention and Barrier Free Access, applying a combined approach to these areas has the potential to realise significant benefits.

Project Respect - This project targets alcohol-related violence across Waitakere. Encompassed within the initiative is a strong focus on Maori and Pacific Island offending, because Police intelligence analysis identified that a disproportionate level of offending was committed by these two population groups. A six-month pilot initiative has been established which received Ministry of Justice funding for the Maori and Pacific Island components. Project Respect also provides a focus on liquor bans; a working group has been established within Council that is exploring the issues surrounding liquor bans, benefits and placement. A separate report to the Planning and Regulatory Committee will be prepared by SWAP outlining the progress made by the working group together with specific recommendations (including a recommendation to progress to public consultation).

Family Violence

Key Family Violence Initiatives are:

Everyday Communities (launched October 2006) - An innovative programme developed by Child Youth & Family that aims to raise public awareness and prevent issues of child abuse, neglect and family violence. This is the first time that Everyday Communities has come to a large urban community. Previously it has been run in rural areas and has achieved widespread community ownership and participation in all the regions where it has been active. The objectives of Everyday Communities are:

- Public Education;
- Community capacity building and capability;
- Promotion of networking.

White Ribbon Day – The International Day for the Elimination of Violence Against Women - A march took place on the morning of Friday, 24 November 2006. Its aim was to show community solidarity on Family Violence Prevention and to provide the public with information on the appropriate action to take to prevent family violence.

SAFE Waitakere Overview

Key upcoming areas of focus over the coming year will be:

- Family Violence will be a key community safety issue for the City to consider in 2007;
- IPTED/CPTED: The development of CPTED and IPTED principles within Waitakere has significant potential to assist with the prevention of injuries and crime;
- Graffiti Vandalism issues are being progressed at a Regional level and local activity continually developed;
- Crime Prevention Strategy - this strategy is due for review in 2007;
- Currently the re-establishment of the City Safety Liaison Group is taking place. Councillor Hulse has indicated her support for this group from her capacity as Chair of the Crime Prevention Reference Group;
- Cannabis Misuse has been highlighted as an area for focus in 2007;
- Project Respect will continue until end May 2007;
- Community Restorative Justice Initiative (initial discussion stages);
- Alternative Education Sector needs analysis and planning.

RESOURCES

The Safe Waitakere Team consists of 8 full-time positions of which 6 are funded externally by the Ministries of Justice and Health. The Team Leader and Family Violence Advocate positions are funded by Council. Council has also allocated \$35,000 in the 2006/2007 Annual Plan to support crime prevention activities.

CONCLUSION

Safe Waitakere continues to maintain a strong focus through partnerships on achieving safety outcomes for the City. This report represents a summary of Safe Waitakere and describes some key projects and initiatives. Reporting to Council is also a key requirement of the Ministry contracts currently managed by Safe Waitakere.

RECOMMENDATION

That the SAFE Waitakere Update report be received.

Report prepared by: Mark Maxlow: Safe Waitakere Team Leader.



11 GILLIAM STREET AND SHERIDAN DRIVE, NEW LYNN - EXTENSION TO NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to extend the No Stopping At All Times parking restriction in Gilliam Street and Sheridan Drive, New Lynn.

BACKGROUND

A resident from Gilliam Street, New Lynn recently contacted the Council requesting the extension of the No Stopping At All Times parking restriction. This request is for the intersection of Gilliam Street and Sheridan Drive. These streets are part of the bus route and currently buses travel down Sheridan Drive and turn right into Gilliam Street. When vehicles park close to this intersection, the buses have to travel over the centre line of Gilliam Street onto the wrong side of the road to manoeuvre around the parked vehicles.

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

ISSUES

Both Gilliam Street and Sheridan Drive are classified as collector roads in the District Plan and therefore have significant traffic volumes. Council officers did a site visit and noted the buses crossing the centre line on Gilliam Street when turning right from Sheridan Drive. It is believed the request to extend the No Stopping At All Times parking restriction is reasonable. This will ensure vehicles are parked back from the intersection so buses and other large vehicles can turn right from Sheridan Drive into Gilliam Street without crossing the centre line.

Consultation was carried out with the resident affected who lives on Sheridan Drive adjacent to the proposed extension of the No Stopping At All Times parking restriction. To date a response has not been received.

A5 The location of the proposed changes is indicated on the 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 extension to the No Parking At All Times parking restriction can be implemented under the 2006/2007 Annual Plan road maintenance budget.

CONCLUSION

The proposal to extend the No Stopping At All Times parking restriction in Sheridan Drive and Gilliam Street, New Lynn is recommended to improve traffic safety.

RECOMMENDATIONS

1. That the Gilliam Street and Sheridan Drive, New Lynn - Extension to No Stopping At All Times Parking Restriction report be received.
2. That in relation to **SHERIDAN DRIVE** and **GILLIAM STREET, NEW LYNN**
 - (a) That all existing parking restrictions or limitations currently applicable to **SHERIDAN DRIVE** and **GILLIAM STREET** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided, however, that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) On the south kerb line of **SHERIDAN DRIVE** starting from the intersection of Gilliam Street and extending east for a distance of 12 metres a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) On the east kerb line of **GILLIAM STREET** starting from a point where the intersection with Sheridan Drive meets Gilliam Street and extending south for a distance of 31 metres a **NO STOPPING AT ALL TIMES** parking restriction 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: Jane Harris, Transport Technician.



12 **PORTAGE ROAD, NEW LYNN - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to install a new No Stopping At All Times parking restriction in Portage Road.

BACKGROUND

Browns Brush Company is located at 22-24 Portage Road, New Lynn. They recently contacted the Council requesting a new No Stopping At All Times parking restriction to be installed across their three vehicle crossings on Portage Road. The request is due to problems they have when large delivery trucks are trying to access their property. Frequently they have called Council's Parking Services to have vehicles removed so trucks can gain access. While waiting for the Parking officer to arrive they divert the trucks around the block in order not to block the entire street while waiting for access.

Having met with the customer on site it became obvious that when vehicles are parked close to the vehicle crossing, large vehicles turning into Browns Brushes have difficulty and cut across the vehicle crossing onto the grass berm. The vehicle crossing currently is approximately 5.3 metres wide and the customer advised that they are considering having the vehicle crossing widened to allow easier access for the trucks.

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

ISSUES

Portage Road is classified as a district arterial road in the District Plan, therefore making it a very busy road. This section of Portage Road is predominately industrial with many heavy trucks using this road. Several other industrial businesses in the area have existing No Stopping lines across their vehicle crossings and after the site inspection there is a need for these in this area.

There was no consultation carried out as the proposed No Stopping At All Times parking restriction will only be outside Browns Brushes who made the initial request.

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 No Stopping At All Times parking restriction can be implemented under the 2006/2007 Annual Plan road maintenance budget.

CONCLUSION

That the proposal to install a new No Stopping At All Times parking restriction in Portage Road, New Lynn is recommended.

RECOMMENDATIONS

1. That the Portage Road, New Lynn – New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **PORTAGE ROAD, NEW LYNN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the **EAST** kerb line of **PORTAGE ROAD** starting from a point 2 metres back from the entry/exit vehicle crossing and extending south across all 3 vehicle crossings that front Browns Brushes a new **NO STOPPING AT ALL TIMES** parking restriction 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 limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



13 SABULITE ROAD, NEW LYNN - NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to extend the existing No Stopping At All Times parking restriction a further 17 metres to outside number 15 Sabulite Road.

BACKGROUND

A resident of Cartwright Road recently contacted the Council with concerns regarding visibility issues when vehicles are turning out of Cartwright Road into Sabulite Road. They requested that the Council consider installing a No Stopping At All Times parking restriction across their driveway to eliminate this behaviour.

STRATEGIC CONTEXT

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

ISSUES

A resident of Cartwright Road advised the Council that vehicles have difficulty when turning left or right from Cartwright Road into Sabulite Road. The resident was concerned that in the past there have been several near miss collisions.

A Council officer visited the site and investigated the issue. The officer confirms sightlines are insufficient at present when exiting Cartwright Road into Sabulite Road.

The occupants of properties affected by the proposed parking restriction were consulted regarding the proposed change. To date, no responses have been received.

A7 The location of the proposed new parking restriction is shown on the aerial photograph in attachment 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 parking restriction can be implemented under the 2006/2007 Annual Plan maintenance budgets.

CONCLUSION

The proposed No Stopping At All Times parking restriction is recommended to ensure that when vehicles are exiting Cartwright Road into Sabulite Road they do so safely.

RECOMMENDATIONS

1. That the Sabulite Road, New Lynn - No Stopping At All Times Parking Restriction report be received.
2. That in relation to **SABULITE ROAD, NEW LYNN:**
 - (a) That all existing parking restrictions or limitations currently applicable to **SABULITE ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination, provided, however, that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.

- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
- (i) on the southern kerb line of **SABULITE ROAD** starting from the eastern boundary of property number 11 and extending east a further 17 metres a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and control.

Report prepared by: Jane Harris, Transport Technician.



14 MEMORIAL DRIVE, NEW LYNN - MOBILITY PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to allow the existing mobility parking area to be operational at all times.

BACKGROUND

A request has been received by the Council to change the existing mobility parking restriction on Memorial Drive from applying 8 am - 6 pm Monday to Sunday to apply at all times.

STRATEGIC CONTEXT

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.

ISSUES

Currently there is a two-space mobility parking area in Memorial Drive outside McDonalds. This restriction applies between the hours of 8 am - 6 pm Monday to Sunday. A request has been received requesting that this be changed to apply at all times.

On occasions when parking officers are on duty in the evenings or weekends, they see mobility card holders looking for somewhere to park. Generally the area allocated for mobility card holders is occupied by other road users as the restricted area does not apply after 6 pm in the evening.

Extending the mobility parking area to apply at all times, would ensure that mobility card holders have a better opportunity to find a suitable parking space close to where they need to visit.

A8

The location of the operation mobility parking restriction is shown on the aerial photograph in 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 changes to the operation mobility parking restriction can be implemented under the 2006/2007 Annual Plan maintenance budget.

CONCLUSION

The proposed P180 At All Times Mobility Parking restriction is recommended to ensure that operation mobility cardholders have a better opportunity to find suitable parking close to all the amenities and businesses in the New Lynn Shopping Centre.

RECOMMENDATIONS

1. That the Memorial Drive, New Lynn - Mobility Parking Restriction report be received.
2. That in relation to **MEMORIAL DRIVE, NEW LYNN:**
 - (a) That all existing parking restrictions or limitations currently applicable to **MEMORIAL DRIVE** 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 west kerb line of **MEMORIAL DRIVE** approximately 60 metres from the intersection of McCrae Way and extending north for a distance of 15 metres, a **P180 AT ALL TIMES MOBILITY PARKING** restriction 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 limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



15 REWAREWA WALKWAY

PURPOSE OF THE REPORT

The purpose of this report is to update the New Lynn Community Board on the status of the Rewarewa Walkway.

BACKGROUND

The Rewarewa Walkway is located between Great North Road and Hugh Brown Drive, New Lynn. Part of the walkway has collapsed and other areas are showing instability. Some physical works have been undertaken to repair some areas of collapse and prevent further erosion. Approximately 90 metres of the walkway has been closed for over two years.

Initial investigations to re-open the walkway identified the risk of slope failure to be more severe than originally thought and comprehensive investigations have been undertaken to enable Council to make a fully informed decision.

The Rewarewa Walkway plays an important role of providing a link to the stream in New Lynn. Unlike other areas of the City, very little stream-side property has been developed as esplanade reserve to enable residents to connect with their environment. Council's own strategic objectives under the Green Network platform states:

The Waitakere Ranges will be permanently protected. There will be a network of bush and trees, (the Green Network) from the Ranges, through town centres and suburbs, to the coasts, bringing the natural world into people's everyday lives and filling the streams and forests with life.

STRATEGIC CONTEXT

This project contributes to Council's Urban and Rural Villages platform where the objective is to make the City a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

It also contributes to Council's Green Network platform where the objective is to have a network of bush and trees from the ranges, through town centres and suburbs, to the coast, bringing the natural world into people's everyday lives.

ISSUES

The site is located on the banks of the Rewarewa Creek starting at the existing culvert located beneath Great North Road and carrying along the invert of the stream north for an approximate distance of 200 metres towards Kaponga Crescent and Hugh Brown Drive. Both the properties on the eastern and western banks of the creek have undergone some commercial development. The result of this development is that there are a number of buildings that have been built in close proximity to the boundary near the crest of the banks.

The site is generally densely vegetated and includes a number of both native and exotic mature trees. The site does contain some small areas that are clear of trees; these areas are covered by dense grass, weeds, and groves of bamboo.

A number of stormwater pipes, abandoned or live, have been identified on both stream banks. The pipes are discharging stormwater over the banks decreasing their stability and increasing the risk of slope failure.

Eastern Bank

A few small retaining walls constructed along the walkway or at the base of the slopes, to stabilise the slope or support the walkway, show the indication of failure or have already failed. A concrete retaining wall along the footpath on the upslope side is the longest retaining structure in the reserve area with a height generally lower than 1.0 metre. In several locations the wall shows sign of instability. There are a large number of drainage holes drilled in the retaining wall to release groundwater pressure behind the wall but in several places it is noted that the drainage is not working properly (signs of overflow or blocked drainage). The concrete footpath, as a result of the support structure failure or soil creep, is damaged in several places.

Part of the walkway, at the rear of 3101 and 3085 Great North Road, is on a particularly steep slope (52° to 70°) with clear indications of surface failures. Contributing factors for the increased slope instability are stream erosion at the base of the stream bank, weathered soil at or near the surface, a steep gradient, surface runoff and stormwater discharge from elevated grounds.

Part of the right bank and walkway north of the closed walkway is located on less steep slopes; therefore signs of only slight instabilities in the form of slumping or soil creep were identified.

Western Bank

The part of the western bank south of Kaponga Crescent has a steep to very steep inclination with steeper angles at the lower part of the slope. Very few signs of instability were encountered due to dense vegetation and ground cover; however, some signs of soil creep and slumping were identified. The steep slope angles at the lower slope are due to exposed Waitemata Group sediments which are less susceptible to erosion than soft alluvial deposits.

To the north of Kaponga Crescent the bank slope is in the upper part of relatively low inclination (up to 35°) but at the base of the slope, creek erosion formed a steep scarp with visible signs of instability. In several places the scarp has failed and small slips or slumps were formed.

Stability Assessment

The stability assessment of the stream banks concluded that generally a factor of safety of 1.5 or greater is required for the long term stability of slopes under extreme ground water conditions.

Contributing factors of slope instability in the investigated area are:

- Generally steep slopes or parts of slopes;
- Surface erosion and surface water runoff;
- Uncontrolled runoff from paved areas, concrete footpath and discharge from retaining wall drains;
- Uncontrolled stormwater discharge from parking and road areas above the slope;
- Elevated groundwater table and high pore pressure during wet period;
- Stream erosion at the base of the stream bank.

Results from the stability assessment in both saturated and unsaturated ground water conditions were below the required value of 1.5 and in places as low as 0.63.

The results of the technical investigation indicate that significant areas of both the eastern and western banks where the factor of safety is less than 1.0 are prone to instabilities, and failure is likely. This failure could possibly be brought on by minor natural process such as stream erosion, groundwater fluctuation, or inappropriate site activity e.g. moving machinery in, on, or above the site. The areas of the banks in this state pose a significant risk to the general public, with the possibility of injury, environmental contamination or property damage.

A large portion of the remaining stream bank is considered to have a factor of safety of 1.0 - 1.5. The stability of these sections is still relatively poor. However, the conditions that lead to a failure will be largely dependant on groundwater conditions, stormwater runoff from adjacent commercial buildings and large paved parking facilities, and direct external forces applied by machinery or buildings.

In the event that the sections of bank with a lower factor of safety than 1.0 do fail, this may lead to a dramatic change in the factor of safety in the soil surrounding the failed section, with a high probability of further reducing the stability of the surrounding areas.

The remaining areas are considered relatively good and no major failure could be expected. However, particular care should be taken in regard to surface water drainage and stormwater disposal in order to minimise potential adverse effects. The areas with a factor of safety of greater than 1.5 are generally close to the crest of banks next to the adjacent commercial building on both the eastern and western banks. In the event that a failure occurs in a adjacent section of bank with a lower safety of factor there is potential risk for the existing factor of safety level to decrease, increasing the risk to the public in terms of injury, environmental contamination, and/ or property damage.

Risk Assessment

Risk has been assessed on the potential for damage to be caused to person or property if the event causes the banks or part of, to fail. This has resulted in the following:

Event	Risk rating if not satisfying:				
	Public Safety	Private Property Damage	Environmental Damage	WCC Service Network	Watercare Service Network
Sudden Complete Bank Failure	H	H	H	H	H
Continued Slow Creep of Bank	M	H	M	H	H
Uncontrolled Stormwater Discharge	M	H	H	H	H
Impact of Future Land Development	L	M	M	M	M
Stream Erosion	H	H	M	H	H
Failure of Existing Retaining Structures	M	M	M	H	L

The risk rating above is classified as L = Low, M = Medium and H = High.

Comment: The main risks are interrelated with all of the categories above.

Due to the findings of the initial investigation, Council is responsible, having been made aware of the situation, to act in some way to prevent further instability and damage to neighbouring properties.

The walkway has continued to be closed since the first instance of instability was identified.

All neighbouring property owners have been notified in writing of the potential risk to their properties and advised that Council is undertaking further investigations. Warning notes have been placed on the property files in case the properties change hands in the mean time.

Options

Option 1 – Retaining Systems with Battered Slopes

In order to stabilise the existing eastern and western bank slopes to a point north of Kaponga Crescent, it is proposed that the banks be retained using a retaining system battered back to a natural angle increasing the factor of safety and reducing the chance of a failure. The retaining structures would be constructed of appropriate materials, with drainage systems, and create an engineered channel for the Rewarewa Creek to flow through. Above the retaining walls, the ground could be battered back and landscaped as required.

As part of the bank stabilisation, sub soil drainage will have to be installed in order to reduce the pore water pressures within the soil. These drains will need to be piped to a controlled stormwater outlet point in order to reduce bank erosion and possible undermining of the retaining structures. Also as part of the construction the existing private and public stormwater systems that discharge to Rewarewa Creek will need to undergo investigation in order to ascertain their current status and the best way to discharge stormwater without undermining the retaining structures and increasing the risk of bank failure.

Advantages associated with this option are that the stream remains open and the Rewarewa Walkway will be able to be constructed on the retained banks.

Disadvantages with the option are that due to the equipment required to undertake the construction and the potential for significant change in ground levels, the removal of a large number of native and exotic vegetation species will be required, further to this the very construction of the retaining structures and movement of soil may cause the banks to fail causing potential public injury, environmental contamination, and/or property damage. Other disadvantages are that once the walls are constructed, failure to undertake sufficient maintenance could result in further failure of the structures far earlier than their intended design life leading to costly remediation works.

The estimated cost of Option 1, at the preliminary concept phase is \$1,800,000.

Option 2 - Piped Culvert System

Currently the Rewarewa Creek flows through an existing culvert structure that passes under Great North Road. It is proposed that the existing culvert be extended to a point north of Kaponga Crescent with a new outlet structure to meet Waitakere City Council specifications.

Extending the culvert would allow the current stream banks to be stabilised by removing any objectionable fill, e.g. illegal dumped material, and installing subsoil drainage in order to reduce pore water pressure within the soil (these could drain directly into the newly constructed culvert). Once this has been carried out, the ground can be filled with engineered fill to levels yet to be confirmed.

As part of the culvert extension the existing public and private stormwater drainage in the surrounding areas will need to be evaluated with allowances made for any necessary upgrades to be carried out at the same time.

Advantages associated with undertaking the culvert extension and filling with engineered fill will be that the factor of safety of the banks will be significantly increased almost eliminating the chances of further failures occurring, therefore protecting the public in terms of injury, environmental contamination, and/or property damage. When the filling has been carried out the newly created land above the culvert could become parkland, landscaped as required, and the Rewarewa Walkway reinstated creating a long term valuable community asset.

There is however a number of disadvantages associated with carrying out such a procedure. These include the removal of native and exotic vegetation, public opposition, and the possibility of a costly resource consent process.

The estimated cost of Option 2, at the preliminary concept phase is \$1,200,000.

Option 3 - Undertake No Physical Works

Option 3 would entail undertaking no physical works. In this situation, the walkway would permanently remain closed. This Option is not recommended. Council is liable to continue investigations under the assumption that physical works will be undertaken to stabilise the stream bank and reduce the risk to neighbouring properties.

RESOURCES

Funding has been allocated for the further investigation and design in the draft 2007/2008 Annual Plan as set out below:

Account from draft 2007/2008 Annual Plan	Budget
Rewarewa Walkway – Upgrade existing pathway section in New Lynn	\$70,000
TOTAL	\$70,000

No funding has been allocated for physical works in the 2006-2016 Long Term Council Community Plan or the draft 2007/2008 Annual Plan. Physical works are not an immediate priority as it will take considerable time and resources to complete designs and obtain resource consent from both Waitakere City Council and Auckland Regional Council.

CONCLUSION

Option 2 is the preferred option as it will create a greater asset to the community in the long term, is the most cost effective form of remediation and reduces the likelihood that future stability issues may arise.

The walkway will remain closed until further investigations and designs have been undertaken.

Slope stability is a significant issue and could have adverse effects on the immediate stream banks and neighbouring properties.

RECOMMENDATIONS

1. That the Rewarewa Walkway report be received.

2. That New Lynn Community Board support and approve that Option 2 be further investigated as the preferred option for the Rewarewa Walkway.

Report prepared by: Debbie Chapman, Parks Project Development Officer.



16 KEN MAUNDER PARK FOOTBRIDGE

PURPOSE OF THE REPORT

The purpose of this report is to update the New Lynn Community Board on the status of the footbridge at Ken Maunder Park.

BACKGROUND

The footbridge is located between Ken Maunder Park, 34 Binstead Road and Queen Mary Avenue, New Lynn. The footbridge is a timber structure that rests atop a 1,300mm diameter WaterCare wastewater pipe across the Whau Creek.

The upgrade of the footbridge is incorporated into the Parks Structures Renewal Programme for 2007/2008. Recent findings have established that some of the joists have collapsed making the bridge unsafe. The footbridge has been closed to pedestrian use and the renewal of the footbridge is now a top priority.

The footbridge is a key link for residents to the New Lynn town centre and especially for children to access Avondale College.

STRATEGIC CONTEXT

This project contributes to Council's Urban and Rural Villages platform where the objective is to make the city a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

ISSUES

Based on an initial visual site inspection of the footbridge, there are a number of issues for concern:

- The footbridge deck is constructed from timber boards approximately 200 mm wide. A number of these boards have become loose and will require re-nailing. The loose boards may be also a sign of internal rot within the timber.
- Joists, running east to west, are showing signs of significant rot. In one location the joists have become completely rotten and have subsequently collapsed leaving the timber decking boards and the handrail nothing to affix to. The remainder of the joists are also showing evidence of rot.
- Primary bearers, running north to south and sitting on top of the WaterCare pipe appear to be in a average condition however are difficult to inspect without getting underneath the timber structure, above the 1,300 mm diameter pipe, and impossible with out the appropriate safety equipment. Secondary bearers, running north to south and sitting on top of the primary bearers to which the joists attach, are showing signs of rot. As the secondary bearers are covered by both the joists and decking timber they are difficult to inspect. Of the parts of the joists that are visible approximately 50% of them are showing signs of rot.

Due to the location, height, and nature of the structure, the initial investigation has been based upon what is visible from the river banks and the footbridge itself. Every attempt has been made to inspect all components of the timber structure, however, there may or may not be further evidence of rot and damage that is not visible from the inspected locations.

Options

Based upon the initial visual investigation, major remedial works are required in the immediate future. The footbridge as it stands at the moment has an insignificant possibility of complete failure, however, in its current state it does pose a significant public safety risk and will remain closed until remedial works have been carried out.

Option 1 – Remediation Works

Carry out a major remediation works on the existing timber structure. These works would involve:

- Erection of scaffolding around the structure to safely carry out the works;
- Removal of the timber deck and handrails in order to access the structural components of the timber structure;
- Removal and dumping of all timber joists;
- Inspection of all timber bearers to ascertain need for replacement, the inspection identified approximately half of these will need replacing; however, there may be more;
- Installation of new treated timber joists along the entire length of the timber structure;
- Installation of timber decking, some of the timber boards will need to be replaced and some could be reused. To ensure the longevity of the bridge, full replacement is recommended;
- Installation of hand rails. Existing hand rails are in average condition; however, the chain link mesh does not comply with Council's current footbridge specification and should be replaced to ensure it does comply;
- As part of these remediation works, any components that show signs of rot that have not been visible in the visual inspection will need to be repaired or replaced.

The estimated cost of Option 1 is \$140,000.

Option 2 - Demolition

Carry out a complete demolition of the existing timber structure and replace with a new timber structure on top of the existing pipe bridge that meets all current specifications and codes.

The estimated cost of Option 2 is \$200,000.

Option 2 is the preferred option. The amount of repairs and remedial works required under Option 1 is quite extensive and once work begins, possibly more repairs would be required. Option 2 will ensure Council has a structurally sound asset with a known life cycle to reduce the likelihood that future structural issues may arise.

Option 3 - Removal of Footbridge

Removal of the existing bridge permanently is an option that is not recommended due to the high use of this footbridge. A number of complaints have been received due to the closure. Residents feel very strongly about the importance of this linkage.

RESOURCES

Funding has been allocated for the repair or replacement of the Ken Maunder Park footbridge in the draft 2007/2008 Annual Plan as set out below:

Account from draft 2007/2008 Annual Plan	Budget	Allocated to Ken Maunder Park
Structures Renewals	\$847,000.00	\$200,000.00
TOTAL	\$847,000.00	\$200,000.00

CONCLUSION

The footbridge will remain closed until remedial works have been undertaken. This period is estimated to be approximately twelve months.

Safety issues have been identified with the footbridge at Ken Maunder Park and consequently the bridge has been closed.

Remedial options have been investigated and the preferred option is to completely replace the bridge at an estimated cost of \$200,000.

RECOMMENDATIONS

1. That the Ken Maunder Park Footbridge report be received.
2. That New Lynn Community Board support and approve that Option 2 be further investigated and developed as the preferred option for the footbridge at Ken Maunder Park.

Report prepared by: Debbie Chapman, Parks Project Development Officer.



17 HUTCHINSON AVENUE, NEW LYNN - NEW SAFETY IMPROVEMENTS

PURPOSE OF THE REPORT

The purpose of this report is to seek the New Lynn Community Board's approval to install new parking restrictions and a flush median on Hutchinson Avenue, New Lynn.

BACKGROUND

A local resident raised concerns regarding vehicles losing control in the vicinity of number 17 Hutchinson Avenue, New Lynn. Investigations were undertaken by Council officers which indicated that there is a problem to address.

STRATEGIC CONTEXT

The 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.

Some 30% of Waitakere urban traffic accidents occur when vehicles are crossing/turning to or from side streets/properties, and flush medians are an effective treatment. Flush medians also reduce head-on, overtaking and rear end accidents, and generally calm the traffic flow.

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

ISSUES

Description

Hutchinson Avenue is a collector road and has a carriageway width of approximately 11 metres. The bend outside number 17, Hutchinson Avenue is in undulating terrain, and can in particular be deceptive from the south bound approach.

Accident Statistics

A search of the Land Transport New Zealand database shows that for the past five years, there have been four reported lost control accidents on this bend, including two minor injuries.

Proposed Works

It is proposed to install flush median markings and broken yellow lines on the west side of Hutchinson Avenue. In addition, chevron arrows and advanced curve warning signs will be installed. These safety measures are expected to reduce the chances of vehicles losing control on this bend.

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

Adjacent properties were consulted in March 2007, and no feedback was received.

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 and flush median can be implemented under the 2006/2007 Annual Plan road maintenance budget.

CONCLUSION

The proposed safety improvements are expected to reduce the occurrence of lost control accidents on Hutchinson Avenue.

RECOMMENDATIONS

1. That the Hutchinson Avenue, New Lynn - New Safety Improvements report be received.
2. That in relation to **Hutchinson AVENUE, New Lynn**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,

- (i) on the north-western kerb line of **Hutchinson AVENUE**, starting from a point 116 metres north of the northern kerb line of **GARDNER AVENUE** and extending north to a point approximately 77 meters a new **NO STOPPING AT ALL TIMES** restriction be put in place.
3. That the installation of a **flush median** on **HUTCHINSON AVENUE, NEW LYNN** outside Number 1, Hutchinson Avenue delineated on plan number 2007 – 5 attached to the Agenda report be approved.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and controls.

Report prepared by: Kong Jin, Senior Transport Engineer.



18 WOODLANDS PARK SCHOOL - 40 KM/H SCHOOL SPEED ZONE

PURPOSE OF THE REPORT

The purpose of this report is to inform the New Lynn Community Board of a new 40km/h speed zone in Woodlands Park Road and Jays Road outside Woodlands Park School and to enable the New Lynn Community Board to make a final recommendation to the Council on this proposal.

BACKGROUND

In July 2002 the Land Safety Transport Authority released its Traffic Note 37 providing guidelines for the installation of variable speed limit school speed zones. In these speed zones, located around schools, the speed limit is 40km/h during before and after school periods and either 50, 60, 70, 80 or 100 km/h at all other times. Electronic signage is installed at the boundaries of the school speed zone to display a 40km/h speed limit sign only during the times when the lower speed limit is required.

Prior to the release of Traffic Note 37 the school speed zone concept was trialed in Christchurch City. The variable speed limit signage was found to be effective at reducing vehicle speeds, especially when backed up with enforcement by the police, and was found to be particularly suitable in locations where mean vehicle speeds were particularly high.

Funding is provided for two 'variable speed limit school speed zones' in the 2006/2007 Annual Plan. It is proposed that these school zones be installed at Henderson Valley Road and Gum Road outside Henderson Valley School, and at Woodlands Park Road and Jays Road outside Woodlands Park School.

A10 There are two existing 'variable speed limit school speed zones' in Waitakere. They are located in Bethells Road outside Waitakere Primary, and West Coast Road outside Oratia District School. A photograph of the signs installed in West Coast Road outside Oratia District School is shown on attachment at page A10.

As the Community Board has no delegated authority to approve a speed zone, this must go to the Council for approval.

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.

Safe and appropriate speed limits play an essential role in ensuring motorist safety when using Council's road network.

ISSUES

Woodlands Park School is a primary school located in Woodlands Park Road near the intersection with Jays Road. There is a pedestrian crossing outside the school which is patrolled by a school patrol. It is proposed to install the 40km/h school zone variable speed limit in Woodlands Park Road and Jays Road close to this school.

The school is located within a 50km/h speed limit area. Speed tube data collected by the Council in February 2007 showed that 55% of vehicles in Woodlands Park Road passing the school were exceeding the posted speed limit.

The land through which Woodlands Park Road runs is hilly and has many properties with well developed vegetation. The numerous curves in the road and vegetation close to the carriageway combine to limit the forward sight distance for drivers approaching the school.

Woodlands Park Road is on the fringe of the metropolitan part of the City. Although the area in which the new speed limit would have effect is entirely within a 50km/h speed limit area many drivers fail to slow when entering the more urbanised parts of the City. This results in some higher than desirable vehicles operating speeds outside Woodlands Park School.

A11 The proposed location of the new speed zone in Woodlands Park Road would be from a point outside number 181 Woodlands Park Road to a point outside number 210 Woodlands Park Road as shown on attachment at page A11. The 40km/h speed limit would also apply to all of Jays Road during before and after school times. The locations of the signs have been defined to ensure that approaching drivers have a good opportunity to see the signs before they enter the into the 40km/h speed limit area and were defined after consultation with the principal of the Woodlands Park School.

When trialed in Christchurch the 40km/h speed zones operating around school entrances before and after school periods were found to be very effective at reducing vehicle speeds while the signs were in operation. Woodland Park is considered a good location for the installation of a 40km/h school speed zone as there is potential for a significant reduction in vehicle speeds, greatly improving child safety before and after school.

Accident statistics show that if a pedestrian struck by a vehicle traveling at 70km/h will almost certainly be killed while a pedestrian struck by a vehicle at 40km/h has an excellent chance of surviving.

The Police, Land Transport New Zealand, Automobile Association, Road Transport Forum and residents that live within the proposed school zone speed limit area have been consulted about the proposed change by letter. No objections have been received.

RESOURCES

The proposed signage can be implemented at an approximate cost of \$17,000 under the 2006/2007 Annual Plan School 40km/h Zone budget.

CONCLUSION

The proposal to install a new 40km/h school speed zone in Woodlands Park Road and Jays Road outside Woodlands Park School is recommended to improve safety near schools and improve road user safety during before and after school periods.

RECOMMENDATIONS

1. That the Woodlands Park School - 40km/h School Speed Zone report be received by the New Lynn Community Board.
2. That the New Lynn Community Board recommend to Council that in relation to **WOODLANDS PARK ROAD**:
 - (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 **SCHOOL ZONE SPEED LIMIT** be established in **WOODLANDS PARK ROAD** from a point 125 metres north of the intersection with **HUIA ROAD** to a point 297 metres north of the intersection with **JAYS ROAD** measured along the centre of **WOODLANDS PARK ROAD**. The speed limit in this area shall be 50km/h except at times when the variable speed limit signs are activated during which times the speed limit shall be 40km/h.
3. That the New Lynn Community Board recommend to Council that in relation to **JAYS ROAD**:
 - (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 **SCHOOL ZONE SPEED LIMIT** be established along the entire length of **JAYS ROAD**. The speed limit in this area shall be 50km/h except at times when the variable speed limit signs are activated during which times the speed limit shall be 40km/h.
4. That the New Lynn Community Board recommend to Council that the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said speed limit restrictions.

Report prepared by: Kitch Cuthbert, Senior Road Safety Coordinator.



19 TITIRANGI ROAD, TITIRANGI - PEDESTRIAN CROSSING NEAR CROYDON RAD

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 (Travel Plan) project a public desire for the pedestrian crossing to be upgraded was identified. The cost of installing signals at the crossing would have exceeded the available budget for the implementation of the Travel Plan. As well, due to potential vehicle congestion issues with installing the signals, this work was excluded from the physical works contract for the Travel Plan implementation.

The proposal was presented to the New Lynn Community Board at its 30 October 2006 meeting. The Board resolved as follows:

- “1. That the New Lynn Community Board approves in principle the installation of traffic signals on the existing pedestrian crossing in Titirangi Road near Croydon Road, but requests that the Council investigates the possibility of a two-step phasing.
2. That a traffic impact report be brought back to the New Lynn Community Board, if Item 1 in this resolution cannot be accomplished.”

(2063/2006)

Council officers have carried out further investigation as per these resolutions and this report presents the findings of that investigation.

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 Travel Plan implementation an initial investigation study was carried out in 2006 to assess options for installing signals on the pedestrian crossing either in conjunction with signalling the nearby side roads or separately.

The outcome of that investigation was that signalling only the pedestrian crossing would be feasible without major changes to the road geometry. The option of fully signalling 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 taking and road widening.

Following the Community Board's resolution 2063/2006, Council staff undertook further investigation in which four possible options were considered. These options are as follows:

- Option 1: upgrade the existing staggered pedestrian crossing to national standards.
- Option 2: non-staggered signalised crossing across the full width of Titirangi Road.
- Option 3: signalise the existing staggered crossing.
- Option 4: realign the Parker Avenue approach opposite Croydon Road and signalise the whole intersection with the right turn out of the side roads maintained.

The options of signalising one of the two intersections were also investigated but ruled out on safety grounds.

Analysis of the options took into account the overall operation of the intersection in addition to pedestrian safety.

The following table shows the benefits and disadvantages of each of the options investigated:

Option 1	Option 2	Option 3	Option 4
<p>Benefits:</p> <ul style="list-style-type: none"> • No changes to existing situation 	<p>Benefits:</p> <ul style="list-style-type: none"> • Pedestrians are not required to wait in the middle of the road • Signals create longer gaps for side road traffic • Queues on Croydon Road will be shorter 	<p>Benefits:</p> <ul style="list-style-type: none"> • Slightly shorter delays to through traffic than full signals • Safer pedestrian environment • Signals create longer gaps for side road traffic • Queues on Croydon Road will be shorter 	<p>Benefits:</p> <ul style="list-style-type: none"> • Proper and full control of the intersection • Pedestrians are safely provided for across all four approaches • All queues can be contained within the intersection approaches
<p>Disadvantages:</p> <ul style="list-style-type: none"> • Perceived as unsafe by school pupils 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • Slightly longer delays to through traffic than staggered crossing • Queues are likely to form on Titirangi Road across Parker Avenue 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • Pedestrians will be required to wait in the middle of road • Queues are likely to form on Titirangi Road across Parker Avenue • Short crossing distances are occasionally ignored by pedestrians who still activate the signals 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • High costs of construction • Extensive land taking

Essentially in both Options 2 and 3 queues will be expected to form across Parker Avenue and occasionally access to the right turn lane into Croydon Road will be blocked by through traffic queues. This, however, will only occur when the pedestrian signals are activated.

In both Options 2 and 3 queues on Croydon Road will also be expected to reduce in particular in the morning peak due to the metering effects of the signalised crossing.

In terms of national standards it is desirable to install full signalised pedestrian crossings instead of staggered crossings where possible. The differences between Options 2 and 3 are minor in terms of benefits and disadvantages and therefore either option is feasible. Option 2, non-staggered signalised crossing, is recommended taking into account the above.

A12 An aerial photo showing the location of the proposed signals is attached at page A12.

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 intersection with Croydon Road will cost approximately \$100,000 and 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 Travel Plan. Further analysis examining different options concluded that there are minor differences between a staggered and non-staggered signalised crossing. Installing these signals is considered feasible and can be funded in the current financial year through the Walking Strategy Works area of the 2006/2007 Annual Plan.

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 a single-phased signalised pedestrian crossing in Titirangi Road near Croydon Road.

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



20 PROJECT TWIN STREAMS UPDATE APRIL - MAY 2007

PURPOSE OF THE REPORT

The purpose of this report is to provide the New Lynn Community Board with an update of Project Twin Stream's objectives for 2007.

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 Huruahu 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.

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) and 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.

OBJECTIVES FOR 2007 PLANTING SEASON

Planting and Maintenance Programme

Five separate commercial contracts have been awarded, a separate contract for each of the streams within the Project Twin Streams area, to Parks and Maintenance Services Limited. The manner in which these contracts have been scoped has been based on detailed programme planning and Gantt charts which have been used to plan out all remaining activities on all the streams.

The weeding and maintenance programme is based on a staged approach over a number of successive years as follows:

- **1st stage** - Environmental weed clearance which would include tree removal, crown lifting, cutting and paste, spray work and rubbish removal to prepare site for first stage planting;

- **2nd stage** - Medium weed clearance of environmental weed ground cover species, crown lifting, follow up weed spray to provide space for first stage and second stage planting;
- **3rd stage** - Removing weed and preparing areas for second and third stage planting to include maintenance after planting.

Additional to the weeding and maintenance programme, extensive planting will be undertaken along designated reaches, in accordance with the overall programme schedule for each stream.

The following tables indicate the high level objectives for each of the streams:

Swanson Stream

	2006-2007	2007-2008
1 st stage weeding and maintenance	70,813 m ²	43,027 m ²
2 nd stage weeding and maintenance	14,877 m ²	68,101 m ²
3 rd stage weeding and maintenance	nil	15,716 m ²
Planting - RT	17,910	15,000
Planting - PB3	4,960	3,800
Planting - PB5	100	200
Planting - PB8	900	1,200
Planting - PB12	100	500
Planting - PB18	50	100

Henderson Creek

	2006-2007	2007-2008
1 st stage weeding and maintenance	3,050 m ²	2,000 m ²
2 nd stage weeding and maintenance	19,987 m ²	10,000 m ²
3 rd stage weeding and maintenance	16,734 m ²	8,948 m ²
Planting - RT	14,870	11,000
Planting - PB3	2,800	3,000
Planting - PB5	100	200
Planting - PB8	810	900
Planting - PB12	100	300
Planting - PB18	50	100

Waikumete Stream

	2006-2007	2007-2008
1 st stage weeding and maintenance	78,409 m ²	26,602 m ²
2 nd stage weeding and maintenance	nil	61,798 m ²
3 rd stage weeding and maintenance	nil	nil
Planting - RT	10,970	12,000
Planting - PB3	4,870	6,000
Planting - PB5	100	200
Planting - PB8	850	900
Planting - PB12	100	300
Planting - PB18	50	100

Opanuku Stream

	2006-2007	2007-2008
1 st stage weeding and maintenance	74,070 m ²	80,290 m ²
2 nd stage weeding and maintenance	8,172 m ²	57,297 m ²

3 rd stage weeding and maintenance	nil	3,000 m ²
Planting - RT	8,530	12,000
Planting - PB3	11,400	14,000
Planting - PB5	150	300
Planting - PB8	2,000	3,000
Planting - PB12	200	500
Planting - PB18	100	275

Oratia Stream

	2006-2007	2007-2008
1 st stage weeding and maintenance	3,050 m ²	2,000 m ²
2 nd stage weeding and maintenance	19,987 m ²	10,000 m ²
3 rd stage weeding and maintenance	16,734 m ²	8,948 m ²
Planting - RT	14,870	11,000
Planting - PB3	2,800	3,000
Planting - PB5	100	200
Planting - PB8	810	600
Planting - PB12	100	200
Planting - PB18	50	50

Key: RT = Root Trainer, PB refers to the size of the Plastic Bag in inches, i.e. a PB3 is a plastic bag that measures 3 inches (small) compared to a PB18 which is a larger 18 inch sized plastic bag.

It is intended that 33.3% of the weeding and maintenance and 60% of the planting will have Community Group involvement across all of the streams.

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 five 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 Huruuru Creek. This project is being delivered in association with the Ranui Action Project. Project Twin Streams Ranui-Massey are currently seeking community input into a sculpture which will be placed at the entrance to Ulrich Reserve on Swanson Road. The first stage of planting here is complete and the aim is to have an artwork which will draw people into the reserve, and encourage them to enjoy the replanted area, which was a focus of great community effort. Suggestions regarding a theme and/or materials are most welcome. 2007 sees 10 community groups working on Project Twin Streams within the Ranui-Massey area. Liston College has recently become involved and they will be planting and maintaining their specific area. Progress also continues to be made towards the NZQA accreditation of those alternative education providers who engage in Project Twin Streams. This means that youths who take part in planting and maintenance programmes with the project would be able to receive an NZQA Certificate in Horticulture.

Community Waitakere (previously known as WADCOSS) in the Henderson area along the Henderson Creek. A key project in 2007 for Project Twin Streams Henderson Creek will be the Colletta Wetland Project, which has been adopted by Flanshaw Primary School as part of their on-going support for Project Twin Streams. Pupils will be taking part in an Arbour Day planting on 6 June 2007 and in the week following, their families will visit the area. It is hoped that the school's involvement in this project will ensure the restoration of the wetland and the area will become an invaluable educational resource. Waitakere Gardens residents and the West Auckland Historical Society are also involved in a planting which will take place on the Opanuku Stream. It is hoped to have this work completed by Arbour Day (5 June 2007) in time for the Historical Society's official opening of their historical display. School children from Henderson Primary will be involved in both project work on the stream and the Arbour Day planting.

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. Project Twin Streams Opanuku Stream continue to build on the solid foundation they established in 2006. In the first year, 16,000 plants were planted via two community plantings and 11 community groups. The community organisation will also continue the stream tours, weeding and plant identification workshops they host. 2007 will see eight community groups with an on-going involvement in the restoration of Opanuku Stream - these include a group from Henderson High School and a corporate group from General Electric. Partnerships have been established with the ARC Bio-security unit for predator monitoring and tracking and with ARC Ranger Riki Bennet, who will be working to educate students about traditional Maori bush-craft. The focus of helping residents reconnect with the stream in wider ways will be continued with a series of educational workshops; Stormwater solutions in April 2007 and Weeding Out and Planting Natives in May 2007. The group will also be establishing a Friends of Opanuku Stream in 2007. This will enable all interested parties to come together, be involved and keep in touch with the Project.

EcoMatters Environment Trust in Glen Eden along the Waikumete Stream. 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. Project Twin Streams Glen Eden now has seven groups who have adopted area to care for in the Glen Eden catchment. The groups span the entire catchment and will be helping to restore the Whakarina, Bishop and Waikumete Streams from the head-waters near Titirangi down to the far end of Parr's Park in Oratia. A 2006 teacher's workshop will be followed up with a workshop for residents on Saturday 5 May 2007. This is open to anyone in the Glen Eden catchment area who wants to learn how to care for the stream in their back yard, this hands-on session will teach easy methods of weed control as well as how to plant and maintain a site.

McLaren Park and Henderson South Community Initiatives are the most recent community organisation to enter into contract with Council for the community engagement on the stream restoration and they will be managing the lower Oratia Stream.

In Swanson, residents will be actively involved in planting around the Swanson Golf Club for the 2007 weed eradication and a planting programme.

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.

Community Planting Days

The following community planting days are currently planned, with others still being worked on for the lower Oratia Stream area as the McLaren Park Community Group is still establishing itself:

Opanuku Stream

- 23 June 2007, Matariki Planting, Border Road Bridge.
- 8 September 2007, Spring Planting, Vintage Drive.

Glen Eden

- 16 June 2007, Matariki Planting, Kaurilands Domain, Atkinson Road.
- 1 September 2007, Spring Community Planting, Ceramco Park, Glendale Road.

Henderson Creek

- 19 May 2007, Sherwood Park.
- 7 July 2007, Epping Park.

Ranui-Massey

- 19 May 2007, Celebrating Children, Don Buck Corner Reserve, Ranui.
- 30 June 2007, Matariki Planting, Riverpark Reserve, Massey.
- 18 August 2007, Waimoko Glen, Ranui.

Walk and Cycleways

The walk and cycleway routes cover the following areas and are all designed to follow alongside the Opanuku, Oratia or Waikumete Streams. Stormwater runoff will be filtered by swales or other devices prior to discharge to the environment.

The scope of works is as set out in the table below:

<p>Oratia walk and cycleway</p>	<ul style="list-style-type: none"> • The Oratia walk and cycleway runs from Parrs Cross Road to Millbrook Road. It has a bridge and link across to Newham Place, an interface with the underpass at the Sunnyvale Railway Station underpass and a bridge across the Waikumete Stream. • Construction is currently underway on the walk and cycleway and this phase is due to be complete by the end of April 2007. • The Newham Place and Waikumete Bridges, as well as the interface with the On Track works at the Sunnyvale Station, are planned to be completed before the end of June 2007 should all the consents be granted in time.
<p>Lower Opanuku walk and cycleway</p>	<ul style="list-style-type: none"> • The Lower Opanuku walk and cycleway extends from Alderman Drive over the Great North Road intersection with Henderson Valley Road, through the Corbans Estate and along the southern side of the Opanuku Stream to Border Road. There are links into Smythe Road, Keeling Road and Garelja Roads, as well as an interface with an existing bridge across the Opanuku Stream. • Construction is currently underway on the walk and cycleway and this phase is due to be complete by the end of April 2007. • A bridge over the Waitaro Stream will be built by the end of June 2007 should all the consents be granted in time. • The extensive bridge and approaching boardwalks to the Chardon Place bridge will be constructed as part of the Upper Opanuku construction contract planned for commencement in October 2007.

	<ul style="list-style-type: none"> The segment of the Lower Opanuku walk and cycleway from the Corban Estate arts bridge to Keeling Road (approximately 1km) will be completed in time for the opening launch on 21 April 2007 and will serve as the platform to celebrate the launch of the entire PTS walk and cycleway network.
Lower Waikumete walk and cycleway	<ul style="list-style-type: none"> The Lower Waikumete walk and cycleway runs from Seymour Road, through a purpose-built wetland and intersects the Oratia walk and cycleway between the Waikumete Bridge and Millbrook Road. Construction is currently underway on the walk and cycleway and this phase is due to be complete by the end of June 2007.
Upper Opanuku walk and cycleway	<ul style="list-style-type: none"> This is the extension of the Lower Opanuku segment, from Border Road up past the Pony Club, onto Henderson Valley Road and into the new sub-divisions in the area. This is currently under final design review and it is intended to award the contract for the construction before the end of June 2007, with construction planned for the period October 2007 to February 2008.
Upper Waikumete walk and cycleway	<ul style="list-style-type: none"> This is the segment from Ceramco Park, alongside the Waikumete Stream to Savoy Road, at which stage it will join with Captain Scott Road and be interfaced with all other road improvement projects planned for the Glen Eden area. This is currently under final design review and it is intended to award the contract for the construction before the end of June 2007, with construction planned for the period October 2007 to February 2008.
Millbrook Road walk and cycleway	<ul style="list-style-type: none"> This segment runs along Millbrook Road to Henderson town centre. This is currently under final design review and it is intended to award the contract for the construction before the end of June 2007, with construction planned for the period October 2007 to February 2008.

The opening launch of the Project Twin Streams walk and cycleways is to be held at the Corban Estate at 10:00 am on Saturday, 21 April 2007.

Property Buy Outs

Following approvals from the Finance and Operational Performance Committee, Project Twin Streams commenced buying properties in the Serwayne Place, Millbrook Road area (2003), in Henderson Valley (2004) and Glen Eden (2005) and further part purchases of properties for cycleways and esplanades (2006 and 2007). To date settlement has been reached on 78 out of 100 properties, 22 are under negotiation.

Relationship with Manawhenua and 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. Opportunities to work with the local iwi on stream restoration using traditional methods are being explored through the Maori Issues Manager, although these opportunities may not be easily agreed to due to the overall progress of the restoration and there are not many untouched areas left to set aside for traditional restoration methods.

All the local community contract organisations are working closely with local Maori in their locality.

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 the then, 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;
- Maori economic development.

Waitakere Enterprise 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 Waitakere Enterprise.

A steering group led by Waitakere Enterprise 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. The overarching aim of the group is that 'Green Technology is Mainstream in the Project Twin Streams Catchment'. The purpose is to begin the process of preparing an action plan for progressing green technology economic opportunities in the Project Twin Streams catchment. Currently they are assessing the merits of green technology projects that have been already identified and deciding which of these to focus on in 2007/2008.

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.

The challenge for 2007 will be to secure external funding to advance the Evaluation Framework as "monitoring and evaluation: activities are not funded through the original Infrastructure Auckland grants.

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;
- Funding of \$5.2 million has been allocated from Infrastructure Auckland for the construction of walk and cycleways along the Oratia, Opanuku and Waikumete streams. Additional top-up funding of \$3.4 million has been obtained from Land Transport New Zealand with Council committing to fund 53%;
- 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. This funding stops at the end of the 2006/2007 financial year;
- 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 from Financial Contributions. Work is currently underway to identify other opportunities for additional contributions to ensure that Project Twin Streams has sufficient funding to achieve the overall scope of work up to 2012.

In the long term additional funding will be required to sustain the project beyond 2012.

Internal process improvements have been implemented which now enable monthly claims to be submitted to Auckland Regional Holdings which has the net effect of minimising the cost of capital.

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. An ambitious but achievable programme of work that involves the stream restoration through the Quadruple Bottom Line approach and the construction of the walk and cycleways is being implemented and planned for the 2006/2007 and 2007/2008 financial years.

RECOMMENDATION

That the Project Twin Streams Update April - May 2007 report be received.

Report prepared by: Lawrence Butcher, Sustainable Engineering Manager.

21 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
New Lynn Citizens Advice Bureau	Elizabeth Francke
Youth Advocacy Advisory Group	Gayle Marshall (Replacement for WD Buchanan as alternate required)
Waitakere Road Safety Steering Group	(Replacement for WD Buchanan required) Elizabeth Francke (alternate)
COUNCIL COMMITTEES	
Hearings Committee	Elizabeth Francke Sandra Taylor (alternate)
Community Sports Fund Allocation Subcommittee	(Replacement for WD Buchanan required) 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	(Replacement for WD Buchanan required)
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Elizabeth Francke Sandra Taylor