



**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN  
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON WEDNESDAY, 1 JUNE 2005, COMMENCING AT 7.30 PM.**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - Wednesday, 4 May 2005

**RECOMMENDATION**

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 4 May 2005, 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 Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

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

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



#### 4 PRESENTATIONS

##### A NEW ZEALAND POLICE

Provision has been made on this Agenda for a representative from the New Zealand Police to update the Board on matters in the Massey Ward.

##### B CULTURE OF INCLUSION GROUP

The Culture of Inclusion Group was developed from the Waitakere City's Wellbeing Summit held in 2002. A dedicated group of stakeholders have since May 2002 met regularly to develop a charter to present to Waitakere City. The group have already developed a checklist and bookmark as a prior project to a charter. Members of the Culture of Inclusion Group will be at the meeting to present the charter information to the Board.



#### 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 Chairperson at the beginning of the meeting; and
- (ii) the Chairperson 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 CHAIRPERSON'S REPORT

A1-A5



I have recently been given a new Massey Ward footpath priority list, as attached at pages A1 to A2 by Council Officers, which significantly differs from the report given to us at the April Board meeting, as attached at pages A3 to A5. This list covers the period 2005/2006 and forward design for 2006/2007 hence my desire to bring this back to the Board for your perusal and comment. Of significant interest is Item1: relating to footpaths required in Pooks Road at a cost of \$219,000. I look forward to your comment on this.

A meeting was held on 16 May regarding the issues at Starling Park, thank you to Gayleen Maurice and Bob Jessopp for representing the Board. I look forward to your feedback on what the outcomes were at that meeting.



Issue	Comments	Reporting Council Officer
	<p>2. That the Council recommend the following salaries for Elected Members to the Remuneration Authority:</p> <ul style="list-style-type: none"> <li>• Deputy Mayor - 70,812,</li> <li>• Chairpersons of Standing Committees (City Development, Planning and Regulatory and Finance and Operational Performance Committee) - 67,593,</li> <li>• Committees: <ul style="list-style-type: none"> <li>- Chairperson of Hearings - 57,454;</li> <li>- Chairperson of Projects Special - 57,454;</li> <li>- Chairperson of Arts Special - 57,454;</li> <li>- Chairperson of Emergency Services Committee - 0;</li> <li>- Chairperson of Performance Review Committee - 0;</li> <li>- Chairperson of Tenders Subcommittee - 0;</li> <li>- Chairperson of Long Term Council Community Plan and Annual Plan Special Committee - 0.</li> </ul> </li> <li>• Other Councillors - 47,804,</li> <li>• Community Boards Chairpersons - 21,887,</li> <li>• Community Board Members - 11,266.</li> </ul> <p>3. The following reimbursements and expenses be recommended to the Remuneration Authority:</p> <ul style="list-style-type: none"> <li>• That Councillors and Community Board Members receive a monthly allowance to cover reimbursement of the following costs incurred as appropriate;</li> <li>• Reimbursement of one domestic line rental and one domestic line maintenance charge related to telephone, fax and email operation and the call minder facility (currently \$45.20);</li> <li>• Reimbursement of one cell phone on the basis of the Waitakere City Call Plan including the Call Minder facility (currently \$35) when a cell phone is made available to be used on Council business;</li> </ul>	

Issue	Comments	Reporting Council Officer
	<ul style="list-style-type: none"> <li>• <i>Reimbursement of the best flat rate monthly fee available to the Council for Jet Stream 400 or its equivalent (currently \$69) (not currently available to Community Board Members).</i></li> <li>4. <i>That Councillors and Community Board Members claim reasonable business related core costs on telephone or cell phone on a monthly basis provided they are supported by presentation of an account detailing to whom the calls have been made.</i></li> <li>5. <i>That Councillors be paid a flat monthly fee of \$20 to cover all consumables (not currently available to Community Board Members) for computers including lap tops, printers, facsimiles etc.</i></li> <li>6. <i>That Councillors be supplied with either a personal computer at home or a lap top if necessary. Those Councillors that provide their own computer equipment be paid an additional monthly allowance of \$50 (not currently available to Community Board Members).</i></li> <li>7 <i>That no other telephones, fax machines or cell phones be provided to Elected Members except that the Mayor be provided with a cell phone and the Council will pay for all expenses except private calls.</i></li> <li>8. <i>That when on approved Council business all actual or related expenses be met by the Council.</i></li> <li>9. <i>That the rate for reimbursing an Elected Member for travel, using their own motor vehicle on Council business, be 0.70c per kilometre and that the Council also pay the approved rate to appointed Members. Any infringement fees eg. parking and speeding infringements are by law the responsibility of the offender.</i></li> <li>10. <i>That the Chairperson of Te Taumata Runanga be paid a salary of \$19,373.</i></li> <li>11. <i>That all appointed non-elected Members of Council Committees and Subcommittees except the Hearings Committee be paid a meeting fee of \$198.”</i></li> </ul> <p style="text-align: right;">692/2005</p>	

Issue	Comments	Reporting Council Officer
	<p>This proposal was discussed and favourably received at the Community Board Members informal meeting on 29 April 2005. This was attended by the majority of Community Board Members.</p> <p>Each Community Board is required to formally adopt these, as they relate to Community Board remuneration, but are free to make submissions directly to the Remuneration Authority on any matter contained in the Council proposal.</p>	
<p>Westpark Marina - Various Issues 3 April 2002 660/2002 10 November 2004 1964/2004</p>	<p>Council is continuing discussions with Westpark Marina Limited to secure solutions to the various issues at the Marina. Progress is being made as Council are actively working through the logistics of a number of suggestions put forward by Westpark Marina Limited to provide for long term parking and boat ramp access at the Marina.</p>	<p>Rochelle Edwards  836 0893</p>
<p>A6-A11 Rush Creek, Westgate 1 December 2004 2205/2004</p>	<p>As a result of a fatality on the North Western Motorway at the Westgate Intersection on 20 October 2004, the Council's Road Safety Coordinator, and the Crime Prevention Projects Leader, are continuing discussions with Transit New Zealand regarding the installation of a pedestrian overpass bridge, grilling of the drain that is used as a pedestrian 'tunnel', and adequately fencing specific sections of the motorway, at Westgate, at the earliest opportunity. A Corners report was requested.</p> <p>Council has now received the Coroner's report as attached at pages A6 to A10 in which Dr Murray Jamieson states in his recommendations:</p> <p><i>"Having read the reports and heard the evidence I conclude that the provisions of an overpass bridge, designed with user requirements as paramount considerations, will add to community safety and amenity.</i></p> <p><i>It will also enable action to prevent use of the drain under the motorway as an alternative crossing."</i></p> <p>A letter of support from the Chairperson of the Safe Waitakere Injury Prevention Board is also attached at page A11.</p>	<p>Mike Mills  836 8000 Ext 8421</p>

Issue	Comments	Reporting Council Officer
<p>Herald Island Wharf Public Toilets and Rubbish Disposal</p> <p>4 May 2005</p> <p>761/2005</p>	<p>The portaloos at Herald Island Wharf is cleaned every Tuesday, which is the standard frequency used by the portaloos company at similar locations around the region. Council staff will monitor the volume of usage and the cleaning schedule, with weekly visits on a Friday to check the use and condition of the toilet. Council staff will also chain the toilet to the barrier to prevent the tipping over of the unit.</p> <p>There are three roadside rubbish bins which are cleaned by Council's solid waste contractor once per week on a Tuesday. Council will also check these bins on the Friday visits to ensure they are not overflowing.</p> <p>The Parks Strategy is currently under review and due for completion this year. The new draft strategy identifies the provision of toilets at sites where people travel to and do not have easy access to other toilet facilities. This includes for the provision of toilets at high use and destination areas including beaches, town centres, sports parks, rail stations and some major passive parks which attract a high number of visitors. The strategy also recognises the high cost of maintenance and establishment of toilets and the need to justify and fully evaluate the need for all new facilities.</p> <p>Based on this, the provision of a new toilet at Herald Island Wharf could rank as a priority, if visitors and use numbers could be measured and justified and there were no other facilities in close proximity.</p> <p>Currently there are two other toilets on Herald Island, one at Christmas Beach and another on Herald Island Domain. The toilet on the domain does not comply with the current Toilet Policy 1997, nor would it comply with the criteria in the draft 2005 Parks Strategy. The Community Hall on Herald Island Domain has internal toilets which is sufficient to serve its users.</p> <p>Due to the high maintenance and operational costs of toilet facilities, another permanent toilet could not be justified on Herald Island. To provide for a toilet at Herald Island Wharf the toilet at Herald Island Domain would need to be removed which would keep the</p>	<p>Grant Jennings</p> <p> 836 8000</p> <p>Ext 8537</p>

Issue	Comments	Reporting Council Officer
	<p>operational costs at status quo. To progress this Council staff would need to survey the residents on the proposal to confirm this change. There is currently no funding in the draft 2005/2006 Annual Plan for these possible changes and a change to the work programme would be required to initiate this project.</p> <p>The provision of new toilets at Herald Island Wharf are on the Future Project list as a medium priority (as there are two other toilet blocks already in the vicinity) which means the construction could be 5 - 10 years out depending on funding and other priorities. There are many projects including other toilet blocks on the Future Project list but no firm commitment could be given unless Council had approved the project in the Annual Plan.</p>	

### **RECOMMENDATIONS**

1. That the Committee Secretary's Report for 1 June 2005 be received.
2. That the proposed basis for the Elected Members' Remuneration - Remuneration Authority Determination be approved.

Report prepared by: Sharon Simiona, Democracy Support and Sister City Officer.



## **8 WISELEY ROAD, WEST HARBOUR - SPEED HUMPS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the endorsement of the Massey Community Board to construct speed humps in Wiseley Road, West Harbour.

### **BACKGROUND**

Wiseley Road has been on the slow streets priority list for a number of years and was identified as the top priority for implementation in the current year. Wiseley Road is a 50 kilometres per hour area, however, recent traffic counts indicate the 85<sup>th</sup> percentile speed (the speed exceeded by 15 percent of vehicles) is 62.5 kilometres per hour. The average daily traffic in Wiseley Road is 4,268 vehicles. The recorded crash history for Wiseley Road (last five years) as recorded in the Land Transport New Zealand crash database includes 1 serious, 6 minor and 6 non-injury crashes.

## STRATEGIC CONTEXT

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

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

## ISSUES

Consultation letters were circulated to the 233 residential properties in Wiseley Road and side streets with voting sheets asking residents to indicate whether they were in favour of, or opposed to, the installation of speed humps. A total of 140 responses were received from residents with 104 responses (74%) supporting the installation of speed humps and 36 responses (26%) opposing the installation of speed humps.

As the main bus operator in the area a representative of Ritchies Coachlines was also consulted. Following clarification regarding the height of the proposed speed humps and the spacing between humps they advised that while not enthusiastic about the proposal they did not feel it would create a significant adverse effect on their bus services.

A12-A13

The proposed locations and design of the humps are shown attached at pages A12 to A13. The proposed construction of the speed humps is asphalt. The implementation will also include road marking to define that position of the humps and warning signs at the start and end of the road.

## RESOURCES

The 2004/2005 Annual Plan provided \$50,000 for slow streets implementation and this is expected to be sufficient to carry out the proposed works in Wiseley Road.

## CONCLUSION

The proposal to install speed humps in Wiseley Road was supported by the majority of respondents to the consultation and the project should proceed.

## RECOMMENDATIONS

1. That the Wiseley Road, West Harbour - Speed Humps report be received.
2. That the proposed construction of speed humps in Wiseley Road, West Harbour, be endorsed.

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



## **CYCLARAMA CRESCENT, MASSEY - NO STOPPING CONTROL**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval for changes to the parking controls in Cyclarama Crescent, Massey.

### **BACKGROUND**

Cyclarama Crescent is a cul de sac in North Massey off Royal Road providing access to approximately 60 residential properties.

The east and west bound traffic lanes in the central portion of Cyclarama Crescent are divided by a central median strip containing a retaining wall. This arrangement is necessary to compensate for the change in roadway levels across the width of the road reserve.

The width of the east bound traffic lane to the north of the central median is just over four metres. This width of carriageway will not permit a heavy vehicle, for instance a rubbish truck or fire appliance, to pass a car parked in this location.

*A14-A30*

Parking in and around Cyclarama Crescent has been the subject of four reports to the Massey Community Board since June 2002. Copies of the agenda items and minutes relating to these reports are attached at pages A14 to A30.

Council has recently constructed four parking bays in the east bound traffic lane to the north of the central median that will permit residents to park their vehicles without blocking the passage of moving traffic in this area.

A resident of Cyclarama who has recently observed vehicles parked to the north of the central median in locations that are not provided for by the parking bays has requested that Council install a 'No Stopping' line along the north kerb line of the carriageway to the north of the central island in all locations where parked bays are not present.

### **STRATEGIC CONTEXT**

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

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

### **ISSUES**

Council staff have investigated the resident's request and believe it to be reasonable. It is proposed to install 'No Stopping' lines in the following locations:

- Between the vehicle crossings of number 17 and 19.
- Between the vehicle crossings of number 19 and 21.
- Extend the existing 'No Stopping' line adjacent to the vehicle crossing of number 29 so that it extends to the edge of the vehicle crossing of number 27.

The occupants of nearby properties were consulted regarding the proposed changes by letter. No replies were received.

## RESOURCES

The proposed changes to parking controls can be implemented under the 2004/2005 maintenance budgets.

## CONCLUSION

The proposed changes to the parking restrictions in Cyclarama Crescent are recommended to ensure that sufficient clear carriageway is available for the passage of moving traffic at all times.

## RECOMMENDATIONS

1. That the Cyclarama Crescent, Massey - No Stopping Control report be received.
2. That in relation to **CYCLARAMA CRESCENT, MASSEY**:
  - (a) That all existing parking restrictions or limitations currently applicable to **CYCLARAMA CRESCENT** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
  - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely -
    - (i) on the north kerb line of **CYCLARAMA CRESCENT** starting from a point 15 metres east along the kerb line from a point adjacent to the property boundary of numbers 27 and 29 Cyclarama Crescent to a point a further 12 metres east along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
    - (ii) on the north kerb line of **CYCLARAMA CRESCENT** starting from a point 84 metres east along the kerb line from a point adjacent to the property boundary of numbers 27 and 29 **CYCLARAMA CRESCENT** to a point a further 11 metres east along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
    - (iii) on the north kerb line of **CYCLARAMA CRESCENT** starting from a point 98 metres east along the kerb line from a point adjacent to the property boundary of numbers 27 and 29 **CYCLARAMA CRESCENT** to a point a further 4 metres east along the kerb line a new **NO STOPPING AT ALL TIME** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Paul Schischka, Transport Engineer.



10 **FARAM PLACE AND BELLRINGER ROAD, MASSEY - NEW INTERSECTION PRIORITY CONTROLS**

**PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval for a new 'Give Way' control in Faram Place, Massey, at its intersection with Triangle Road and a new 'Stop' control in Bellringer Road, Massey, at its intersection with Triangle Road.

**BACKGROUND**

A member of the public has contacted Council requesting intersection priority controls at Faram Place and Bellringer Road where they intersect with Triangle Road.

**STRATEGIC CONTEXT**

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

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

**ISSUES**

**Intersection of Faram Place and Triangle Road**

There is one accident involving a driver failing to give way at this intersection in Land Transport New Zealand's accident database. This accident occurred in March 2000 and involved a driver leaving Faram Place misjudging the speed of an approaching vehicle on Triangle Road. The Police report on this accident notes that the police suspect that the approaching vehicle was exceeding the speed limit and that the driver was intoxicated. Two persons received minor injuries in this accident.

**Intersection of Bellringer Road and Triangle Road**

There is no record of any accidents involving failure to give way at this intersection in Land Transport New Zealand's accident database, however this database does not contain a complete list of all accidents, especially minor or non-injury accidents, that have occurred and it is entirely possible one or more accidents have occurred at this intersection.

Sight lines for drivers exiting Bellringer Road to traffic approaching from the west are limited as they approach the intersection by an earth bank. For this reason a 'Stop' control is the recommended intersection priority control in this location.

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

A31 The location of the proposed new intersection priority controls are indicated as attached at page A31.

## RESOURCES

The proposed new 'Stop' control can be implemented under the 2004/2005 Annual Plan maintenance budgets.

## CONCLUSION

The proposal to install a new intersection priority controls at the intersection of Faram Place and Triangle Road and the Intersection of Bellringer Road and Triangle Road is recommended to improve road user safety.

## RECOMMENDATIONS

1. That the Faram Place and Bellringer Road, Massey - New Intersection Priority Controls report be received.
2. That in relation to **FARAM PLACE, MASSEY**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) that a new **GIVE WAY** control be put in place on **FARAM PLACE** where it intersects with **TRIANGLE ROAD**.
3. That in relation to **BELLRINGER PLACE, MASSEY**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) that a new **STOP** control be put in place on **BELLRINGER ROAD** where it intersects with **TRIANGLE ROAD**.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



11 **KEEP WAITAKERE BEAUTIFUL TRUST - 2005 COMMUNITY STREET TREE PLANTING PROGRAMME**

**PURPOSE OF THE REPORT**

The purpose of this report is to update the Community Board on streets nominated by residents, and recommended for planting, as part of the Keep Waitakere Beautiful Trust's 2005 Community Street Tree Planting Programme.

**BACKGROUND**

Keep Waitakere Beautiful Trust is a community based, environmental trust funded by Waitakere City Council. Keep Waitakere Beautiful Trust has been working in partnership with Council since 1993 and for the past 12 years, the Community Street Tree Planting Programme has been a successful core programme of Keep Waitakere Beautiful Trust.

Keep Waitakere Beautiful Trust delivers a wide variety of environmental projects as part of its annual calendar of events including Trees for Babies, Operation Spring Clean and Clean Stream Waitakere.

**STRATEGIC CONTEXT**

The Community Street Tree Planting Programme is an important component in implementing Council's Green Network and Active Democracy goals by involving the community in creating and improving their neighbourhoods. The planning of this annual programme takes into account requests from residents received throughout the year, recommendations from the Council Arborist, and budget constraints.

The Community Street Tree Planting Programme aims to:

- Engage the local community by encouraging residents to nominate their street for planting.
- Involve the local community in planning, executing and maintaining street tree plantings.
- Provide a forum for community building and making a difference.
- Provide a forum for promoting Waitakere City Council partnerships.

**ISSUES**

The programme aims to plant 100 trees in each of the four Wards but this has varied over the years depending on the number of suitable streets nominated from each Ward.

Promotion of the 2005 Community Street Tree Planting Programme began in November 2004 through an article in the Keep Waitakere Beautiful Trust Summer Newsletter, which was mailed to over 1000 Keep Waitakere Beautiful Trust volunteers (including schools) and distributed through libraries, Community Centres and Citizens Advice Bureaux. Nominations were called for in an article featured in the Western Leader in December 2004 and a second article calling for nominations appeared in the Western Leader in January 2005. Keep Waitakere Beautiful Trust also sought guidance from the Community Board representative on the Keep Waitakere Beautiful Trust Board on streets that would be suitable for planting in their local community.

As in previous years, the resident nominating a street becomes the Street Co-ordinator and works alongside Keep Waitakere Beautiful Trust to advertise and encourage resident participation on the day and to monitor tree health following the planting.

## NOMINATIONS FOR 2005

Keep Waitakere Beautiful Trust received 21 nominations from residents for the 2005 Community Street Tree Planting Programme.

Keep Waitakere Beautiful Trust visited each street nominated and the suitability of the street was assessed against criteria prescribed by Waitakere City Council. The criteria states:

- Interest from residents must be high and a street co-ordinator is available to deliver flyers and generate interest and attendance.
- Road berm must be equal to or more than 1.5 metres wide.
- There must be plenty of room for tree growth, both vertically and horizontally.
- Water-logged ground inhibits growth so is unsuitable.
- Road visibility, including driveways, must not be reduced by too many or bushy trees.
- Planned roading development in the near future prohibits tree planting.
- Overhead services (power lines) make planting unsuitable.
- Underground services may make planting unsuitable.
- Existing trees preclude further tree planting unless the current trees are hazardous and need to be removed.

The Keep Waitakere Beautiful Trust Community Street Tree Planting Programme is targeted at neighbourhood streets rather than arterial routes. Nominations from residents living on arterial routes are referred to the Waitakere City Council Arborist.

The streets nominated for 2005 are listed below along with notes regarding the suitability of the streets:

Ward	Street	Notes
Massey	Camphora Place, Ranui	Suitable
	Scarlet Drive, Ranui	Suitable
	Zefiro Drive, Massey West	Suitable
	Amery Place, West Harbour	Suitable
	Muriel Place, Ranui	Suitable - Has some trees but is sparse.
	Afton Place, Ranui	Suitable - Has some trees but is sparse.
	Redwood Drive, Massey East	Suitable
	Hanui Place, Massey East	Suitable
	Metcalf Road, Ranui	Not suitable - Arterial Route
	Kauri Road, Whenuapai	Not suitable - Trees already present. Has overhead power lines.
	Lupetti Rise, West Harbour	Not suitable - Extensive planting on private property.

Following consultation with the Keep Waitakere Beautiful Trust Board and Waitakere City Council staff, the streets recommended for planting as part of the 2005 Community Street Tree Planting programme are as follows:

Massey Ward	25 June	Afton Place, Camphora Place, Muriel Place, Scarlet Place.
Massey Ward	2 July	Amery Place, Hanui Place, Redwood Drive, Zefiro Drive.

The 2005 Keep Waitakere Beautiful Trust Community Street Tree Planting Programme will be carried out during the months of June and July 2005, when there is optimum rain to maximise survival rates of the trees. As so many suitable streets were recommended for the Massey Ward, the planting will need to occur over two days.

### RESOURCES

The funds for this project have been provided for in Council's grant to Keep Waitakere Beautiful Trust for 2004/2005 and Keep Waitakere Beautiful Trust is working with a landscape contractor who will provide trees, equipment, guidance and technical assistance at each planting event.

Each planting begins with a welcome from representatives of Keep Waitakere Beautiful Trust and the Community Board; a planting demonstration follows and the planting day concludes with a community BBQ organised by residents and Keep Waitakere Beautiful Trust.

### CONCLUSION

Keep Waitakere Beautiful Trust will be delivering its annual Community Street Tree Planting Programme for the 12<sup>th</sup> consecutive year in June and July 2005. Nominations have been received from residents and the streets have been assessed against criteria prescribed by Waitakere City Council. A final list of recommended streets is now being submitted to the Community Board for ratification.

Community Board members are welcome and encouraged to attend the plantings in their Ward.

### RECOMMENDATIONS

1. That the Keep Waitakere Beautiful Trust - 2005 Community Street Tree Planting Programme report be received
2. That the following streets be planted as part of Keep Waitakere Beautiful Trust's Community Street Tree Planting Programme in the Massey Ward: Afton Place, Ranui, Amery Place, Ranui, Camphora Place, Ranui, Hanui Place, Massey East, Muriel Place, Ranui, Redwood Drive, Massey East, Scarlet Drive, Ranui and Zefiro Drive, Massey East.

Report prepared by: Jacki Byrd, Parks and Community Projects Coordinator.



### **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.

### **MASSEY COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	Cr Peter Chan
Massey Citizens Advice Bureau	Cr Linda Cooper
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard Andrew Good
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice

