

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON WEDNESDAY, 6 DECEMBER 2006,
COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 1 November 2006

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 1 November 2006, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 **PRESENTATIONS**

A **THE TRUSTS STADIUM - SIMON WICKHAM**

Simon Wickham, Chief Executive Officer, The Trusts Stadium will make a presentation to the Board on the Stadiums progress to date.

B **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.



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**

CHANGING THE GUARD

I feel somewhat humble that the Board has replaced Andrew Good, with me as Chairman. We owe Andrew our sincerest thanks for his dedication to the Board during his Chairmanship. I thank you most sincerely for giving me the opportunity to give the Board the style of leadership and team building in which I feel so strongly. My pledge to the Board is to serve it to the best of my ability and experience; in return my expectation of the Board members is that you work together as a team, giving of your vast knowledge and considerable ability. This Board comprises a membership, each with a valuable contribution to make within their area of experience and skill, for this I respect each and every one of you. I particularly wish to make my position very clear on the importance I place on the three Council representatives on the Board. I believe these three members are the key to a strong and proactively successful Board. The Councillors are our link to an effective relationship with the Council and a strong Board. My leadership style attempts to be non-confrontational and focuses on getting people with a variety of views working together. Only with your support can I fully realize this goal. The future promises that the Massey Community Board is going to be continually challenged by the many major changes taking place in this part of the City.

THE CHALLENGES AHEAD

The issues on the table at present are many, significant, far reaching and little understood by the community at large. The list is formidable and reads like this:

- **Westpark Marina** - new owner considering major redevelopment;
- **Hobsonville** - significant state housing development within our midst;
- **Housing NZ** - Moire Road development of state housing;
- **Road Tolling** - to pay for our un-built roads a second time;
- **Whenuapai Airport Proposal** - major environmental and economic risks involved;
- **Building Community In Massey** - to provide a community heart and public facilities;
- **Foreshore Reserves Management Plans** - access to our foreshore and waterways;
- **Regional Governance** - a shake up of the role of the Auckland Regional Council and better regional operation;
- **Stadium** - already the four existing City stadiums need Rates to keep them alive;
- **Rates review** - the Council's in-house review plus the wider government inquiry;
- **Community policing** - speeding, safety and crime issues police struggling with;
- **Waitakere Ranges Heritage Bill** - progressing through due process;
- Investigation into the Council's regulatory performance and customer services.

Apart from this, there are many local issues such as trees in parks that fall on neighbouring rooves, old trees in subdivisions being cut down and problems with shared driveways. My first month as Chairman has been very busy and only with the active help of some of the members, have got through. I am seeking individual areas of interest in our Board, which I will delegate to these people when issues arise.

TOLLING OF WESTERN RING ROUTE

In my new role as Chairman I was caught unaware when invited to host a public meeting on the proposed tolling of the North-Western motorway. I was uncomfortable with being placed in a position of having to make a decision without it first being considered by the Board. Timing did not allow this to happen so I accepted the invitation, on behalf of the Board, on the clear understanding that the Massey Community Board's position was to act as host for the implementation of a meeting that was inclusive of all the four Community Boards and the Council. In order to make the listening role of the Boards totally transparent I made it a condition that an independent Chairman be appointed. The success of this approach will be known by the time of our meeting. From that meeting it is expected that a clear public reaction to Transit's tolling proposal will be related to us. We have preserved the opportunity to convey this to Transit during its programmed "Listening Sessions". The Board's agreement to take up this opportunity is being sought in the Committee Secretary's Report. A time is booked to make a presentation from 2.00 pm to 2.30 pm on Thursday, 7 December 2006 at the Massey Leisure Centre. This slot is available to both the Council and Community Board.

COMMUNITY POLICING

From a disappointing Policing incident in Whenuapai this month, the local community, and I, were really mad. I used this opportunity to mobilise the Board's Police Liaison Group and had a meeting with Sergeant Brian Loudon. Two local residents also accompanied us and added a raw citizen reaction to the concerns raised. The meeting was most successful, Sergeant Loudon has referred our complaints on for investigation by the Massey Community Constable. We now know that when a policing incident occurs, the Police Liaison Group should take it up with the community constable in whose area it occurs, working in conjunction with Mark Maxlow. We will also extend a personal invitation to the community constables to attend the Board meetings as required.

CONCLUSION

In conclusion I want you to know that I am a good listener, quick to learn and will serve the Board well if you help by supporting me with your combined wisdom. The challenge we face is to optimise our performance through our collective knowledge and experience. I see the Board playing a very important role in the future by listening to the community on the many significant changes ahead of us.

This is the last opportunity to thank all the Board members for their enthusiasm and useful participation in the Ward affairs over the last year and I wish you all a happy festive season and well deserved break.


RECOMMENDATION


That the Chairman's Report be received.

Graeme Barnard
CHAIRMAN




7 COMMITTEE SECRETARY'S REPORT





Issue	Comments	Reporting Council Officer
Westpark Marina - Various Issues 3 April 2002	Parking Arrangements This is a separate item on the Massey Community Board agenda.	Rochelle Edwards  836 8000 Ext 8575
Resolution No. 660/2002 10 November 2004 Resolution No. 1964/2004 28 September 2005 Resolution No. 1825/2005 Council	Enquiry by Design Workshop and Future Planning Elected Members and Council officers attended parts of the enquiry by design workshop (18 - 20 November 2006) and provided technical input into constraints (i.e. parking, open space, ferry transport and storm water requirements) for Westpark Marina Limited to consider when looking at a range of options to expand and redevelop the Marina. Members of the Massey Community Board attended the open evening on Wednesday, 18 October 2006 and there was considerable public concern that the Marina Company had already agreed on a development plan with Council in a confidential manner. Westpark Marina Limited's urban design consultant explained to the public that this workshop was a "blank sheet" design exercise and acknowledged that public concerns about loss of property value, loss of view shafts, reverse sensitivity, and loss of local amenity should be considered in the design mix. Westpark Marina Limited and their consultants will be reporting back on their preliminary development options at a public meeting on 27 November 2006 . This will be the first time	

Issue	Comments	Reporting Council Officer
	<p>that the Council or Council officers will see these options. Council officers have stressed to the public that despite the Council having ownership over the fee simple lots at the Marina, these sites are subject to a perpetual lease (held by Westpark Marina Limited) and Council has no ability as a landowner to object to development if it is in accordance with the lease. However, any reclamation of seabed or a change to the District Plan's Marina Special Area would require the applicant (Westpark Marina Limited) to take an application through a publicly notified process, which could be appealed to the Environment Court if the public were not happy with the decision on this application. Furthermore, such an application could be considered by independent commissioners rather than the Council as there may be a conflict with Council as landowner of the fee simple titles.</p> <p>Dredging Update</p> <p>Westpark Marina Limited are continuing to undertake dredging of the Marina in accordance with their agreement with Council (as reported to the Finance and Operational Performance Committee on 9 October 2006). Council will keep a watching brief on whether Westpark Marina Limited are able to secure further disposal consent in respect of the dredged material between now and December 2007. Council and Westpark Marina Limited are communicating with the Bertholders Association who appear to be happy with the Marina Company's current progress.</p>	
<p>Ranui Station Toilet and Landscaping Project Officer's Report</p>	<p>This project has progressed well and practical completion occurred in November 2006.</p>	<p>Roscoe Webb  836 8000 Ext 8768</p>
<p>Christmas Beach Playground Renewal Officer's Report</p>	<p>The renewal of the play facility at Christmas Beach, Herald Island, is planned for the 2006/2007 year. Initial consultation was carried out in April 2006. All residents on Herald Island have been sent a plan of the final design.</p> <p>Building consent is currently being sought and it is proposed to carry out the physical works in February/March 2007.</p>	<p>David Barker  836 8000 Ext 8306</p>
<p>Massey Leisure Centre Officer's Report</p>	<p>A new set of gates were installed at the entrance of the car park at Massey Leisure Centre in November 2006.</p>	<p>Andreas Lilly  836 8000 Ext 8553</p>

Issue	Comments	Reporting Council Officer
<p>Community Board Minor Parks Projects Officer's Report</p>	<p>The status of each project is as follows:</p> <ul style="list-style-type: none"> • Triangle Park: A rubbish bin is to be installed early December 2006. A design from the community is currently being developed. • Hobsonville Domain: Concrete path and seat have been installed. • Moire Park: Designs for concrete terracing are currently being developed. • Picasso Reserve: Picnic tables and trees to be installed before Christmas 2006. • Rush Creek Reserve: Position of barbeque and trees to be determined this month. 	<p>Katherine Slack ☎ 836 8000 Ext 8779</p>
<p>Greenock Road Ranui September 2006 Resolution No. 1648/2006</p>	<p>A group of residents attended the 6 September 2006 Board meeting raising concerns around Sunday parking in their cul-de-sac. Their concerns were investigated and the problem has been resolved to the satisfaction of the residents.</p>	<p>Paul Schischka ☎ 836 8000 Ext 8742</p>
<p>Western Ring Route Tolling - Listening Sessions. Chairman's Request</p>	<p>The Chairman Graeme Barnard requests authority from the Massey Community Board to present the views of the community on the proposal to introduce tolling on the Western Ring Route, as expressed at the Public Meeting on Thursday, 30 November 2006 at Marina View School Hall.</p> <p>The Listening Sessions are scheduled to be held by the Western Ring Route Project Consultation Team on Thursday, 7 December 2006 at the Massey Leisure Centre. The Massey Community Board has a time slot booked from 2.00pm-2.30pm.</p>	<p>Stephen McDaid ☎ 836 8000 Ext 8170</p>
<p>Expressions of Interest in attending the New Zealand Community Boards 2007 Conference Officer's Report</p>	<p>All Community Board Members should have received a postcard from the organising committee advising that this conference will be held at the Telstra Clear Pacific Events Centre, Manukau City, from 7 to 9 June 2007, with the theme "Leading to Safer Communities". Early Bird Registration closes on 28 February 2007. Expressions of interest are sought from Community Board Members who wish to attend. A formal report will be presented to all four Community Boards in February 2007.</p>	<p>Charlie Inggs ☎ 836 8000 Ext 8854</p>

Issue	Comments	Reporting Council Officer
<p>Appointment of Chairman to the LTCCP Special Committee and outside Organisations</p> <p>Appointment of Alternate Representative to the LTCCP Special Committee</p> <p>Officer's Report</p>	<p>With the resignation of Andrew Good as Chairman at the November 2006 meeting of the Board and the subsequent appointment of Graeme Barnard as the Chairman until the Triennial Elections in October 2007, the Board is now requested to reallocate duties that were assigned to Andrew Good to Graeme Barnard these being representation at the:</p> <ul style="list-style-type: none"> • Long Term Council Community Plan and Annual Plan Special Committee meetings; • Auckland Region and Far North Community Board Association Executive Committee meetings. <p>The Board is also requested to appoint an alternate representative to the Long Term Council Community Plan and Annual Plan Special Committee to replace Graeme Barnard.</p> <p>The Deputy Chairman John Riddell has indicated his availability for the position.</p>	<p>Sharon Simiona</p> <p> 836 8000</p> <p>Ext 8820</p>

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
<p>Rush Creek, Westgate</p>	<p>December 2004</p> <p>Resolution No. 2205/2004</p> <p>Last updated 3 May 2006</p>	<p>Further updates will be provided to the Board on the basis of requirement.</p>	<p>Tony Miguel</p> <p> 836 8000</p> <p>Ext 8294</p>
<p>Herald Island Causeway Culvert</p>	<p>October 2006</p> <p>Resolution No. 1853/2006</p>	<p>February 2007</p>	<p>Tony Miguel</p> <p> 836 8000</p> <p>Ext 8294</p>
<p>Project Twin Streams</p> <p>Four Monthly Progress Report</p>	<p>August 2005</p> <p>Resolution No. 1468/2005</p> <p>Last updated 1 November 2006</p>	<p>March 2007</p>	<p>Tony Miguel</p> <p> 836 8000</p> <p>Ext 8294</p>
<p>Holmes Drive South</p>	<p>February 2006</p> <p>Resolution No. 66/2006</p>	<p>February 2007</p>	<p>Hussam Abdul-Rassol</p> <p> 836 8000</p> <p>Ext 8961</p>

RECOMMENDATIONS

1. That the Committee Secretary's Report for 6 December 2006 be received.
2. That the Massey Community Board authorise the Chairman Graeme Barnard to present the views of the Massey Community in respect of the proposed tolling of the Western Ring Route by Transit New Zealand, as expressed at the Public Meeting held at Marina View School on Thursday, 30 November 2006, at the Listening Session to be held at the Massey Community Centre on Thursday, 7 December 2006.
3. That Massey Community Board appoint the Chairman Graeme Barnard as its representative to attend all meetings of the Long Term Council Community Plan and Annual Plan Special Committee and the Auckland Region and Far North Community Board Association Executive Committee.
4. That Massey Community Board appoint an alternate representative to attend meetings of the Long Term Council Community Plan and Annual Plan Special Committee in the event of the unavailability of the Chairman.

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



8 RANUI STATION ROAD, RANUI - NEW TEMPORARY BUS STOPS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for two new temporary bus stops in Ranui Station Road, Ranui.

BACKGROUND

Council plans to establish new temporary bus stops to provide formalised bus stops near railway stations. This will enable buses to replace trains while work on the double-tracking of the Western Line is taking place, and in other cases when trains are replaced by buses. This will give certainty and reassurance to rail customers of service continuity. Currently buses replace trains in areas where double-tracking work is taking place on Saturdays and public holidays.

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.

Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

ISSUES

Council officers and Stagecoach personnel have travelled around the area near the Ranui Rail Station and identified two locations as appropriate places to establish proposed temporary bus stops.

It is proposed to mark temporary bus stops at the following locations:

1. On the north kerb line of Ranui Station Road outside number 42 and 46.
2. On the south kerb line of Ranui Station Road between the vehicle crossings of number 76 and 78.

A consultation letter was sent to occupants of properties adjacent to the proposed new bus stop. No replies were received.

A1 The locations of the proposed changes are indicated as attached on page A1.

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 bus stops can be implemented under the 2006/2007 Annual Plan Road Maintenance Budgets.

CONCLUSION

The proposal to install two new bus stops in Ranui Station Road is recommended to allow continuity of public transport services during disruptions to train services arising from the rail duplication project.

RECOMMENDATIONS

1. That the Ranui Station Road, Ranui - New Temporary Bus Stops report be received.
2. That in relation to **RANUI STATION ROAD, RANUI:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the south edge of **RANUI STATION ROAD** starting from a point 15 metres west from the west edge of the vehicle crossing of 73A **RANUI STATION ROAD** and extending west along the kerb line to a point 15 meters further west a new **TEMPORARY BUS STOP** parking control be put in place.
 - (ii) on the north kerb line of **RANUI STATION ROAD** starting from a point 150 metres east along side the west edge of **RANUI STATION ROAD** from the point where the south edge of **RANUI STATION ROAD** meets the west edge of **METCALF ROAD** and extending east along the south edge of **RANUI STATION ROAD** to a point 15 metres further east a new **TEMPORARY BUS STOP** parking control be put in place.

3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule, Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Jinjiang Zhong, Transport Engineer.



9 SCHOOL TRAVEL PLAN PROGRAMME - LINCOLN-RATHGAR CLUSTER INFRASTRUCTURE

PURPOSE OF THE REPORT

The purpose of this report is to request approval from the Massey Community Board for the implementation of infrastructure agreed to in the School Travel Plan for the Lincoln-Rathgar cluster of schools.

BACKGROUND

The Auckland Regional Transport Authority, in partnership with the Auckland region's city and district councils, is rolling out the 'TravelWise to School' Travel Plan programme. The vision of the TravelWise programme is to:

'Make school journeys active, social, safe and sustainable'.

The long term regional programme goal is to:

'Reduce car trips to school across the region by 9 per cent over a 10-year period (2004 – 2014) by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport'.

Waitakere City Council has been involved in the TravelWise programme since 2003 and has completed and implemented Travel Plans at Fruitvale and Henderson South Schools. The Lincoln-Rathgar cluster of schools (three secondary, one intermediate and two primary schools) and the Rutherford cluster (secondary, primary, Kura Kaupapa and Kohanga Reo) have launched their Travel Plans and are in the implementation phase. Infrastructure for these schools is scheduled for completion by end 2006/2007.

The Lincoln-Rathgar Cluster Travel Plan was developed through the guidance of a Working Group that comprised representatives from the schools, Auckland Regional Transport Authority, Council and the Massey Community Board. The following schools were involved in the development of the plan:

- Pomaria Primary;
- Waitakere College;
- Liston College;
- St Dominic's College;
- Henderson North School;
- Henderson Intermediate.

The launch for the Lincoln-Rathgar Cluster Travel Plan was held in February 2006 and the Travel Plan was signed by representatives of the schools, Auckland Regional Transport Authority, Council and the Community Board.

STRATEGIC CONTEXT

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

National context

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

- Assist economic development;
- Assist safety and personal security;
- Improve access and mobility;
- Protect and promote public health;
- Ensure environmental sustainability.

Regional Strategy

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

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

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

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

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

Council Strategy

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

ISSUES

Council has a regional commitment (via a Memorandum of Understanding with Auckland Regional Transport Authority) to progress TravelWise School Travel Plans within Waitakere City. The benefits of working with a cluster of schools have been demonstrated by the successful Safe Routes to School Programme trialled in the Kelston area from 1998 to 2003. This project introduced many road safety initiatives and increased community awareness of road safety issues. The implementation phases of both the Lincoln-Rathgar cluster and the Rutherford cluster are also beginning to show the benefits of a combined approach to road safety improvements around the school community.

The Travel Plan programme requires commitment from all parties: the schools, Auckland Regional Transport Authority, Council and the community. In February 2006, the Massey Community Board agreed to give its support to the infrastructure priorities through the following resolution:

'That the Massey Community Board supports the infrastructure priorities arising from the development of the Safer Routes and School Travel Plan Project: Lincoln/Rathgar area.'

77/2006

A2-A4

The Massey Community Board is therefore requested to approve the implementation of the following infrastructure for the Lincoln-Rathgar Schools Cluster Travel Plan, subject to the results of community consultation, and is shown as attached at pages A2 to A4.

a. Kea Crossing in Rathgar Road

A Kea Crossing is to be implemented in Rathgar Road to the south of St Dominic's College's entrance. The road will be re-laid with anti-skid surfaces for 40 metres either side of the crossing. This will provide a safer crossing point for students in the Lincoln-Rathgar area.

b. Improvements to Pedestrian Crossing in Rathgar Road, near Pomaria Road

The road approaches 40 metres either side of the existing pedestrian crossing in Rathgar Road south of Pomaria Road are to be re-laid with an anti-skid surface. This change will improve the safety of the crossing.

c. Improvements to Pedestrian Crossing in Rathgar Road, near Waitakere College

The existing pedestrian crossing in Rathgar Road near Waitakere College is to be relocated approximately 10 metres north of its current location, so that it no longer impinges on a residential driveway. The road approaches 40 metres either side of the crossing are to be re-laid with an anti-skid surface. These changes will improve the safety of the crossing.

d. Kea Crossing in Edwards Avenue

A Kea Crossing is to be implemented in Edwards Avenue to the west of Liston College's entrance. The road will be re-laid with anti-skid surfaces for 40 metres either side of the crossing. This will provide a safer crossing point for students in the Lincoln-Rathgar area.

e. Improvements to Pedestrian Crossing in Pomaria Road

The road approaches 40 metres either side of the existing pedestrian crossing in Pomaria Road outside Pomaria Primary are to be re-laid with an anti-skid surface. This change will improve the safety of the crossing.

f. Parking Bay in Pomaria Road

A recessed parking bay is to be constructed on the southern side of Pomaria Road near Pomaria Primary outside numbers 12 - 22. This will provide a pick-up and drop-off area for up to 10 cars and will encourage parents to park more safely.

g. Parking Bays in Norval Road

A series of partially-recessed parking bays are to be constructed on the southern side of Norval Road near Henderson North School outside numbers 2 - 8. This will provide a pick-up and drop-off area for six cars and will encourage parents to park more safely. Traffic congestion will be reduced as other vehicles will be able to travel though Norval Road more easily.

h. Footpath Widening in Rathgar Road

The footpath is to be widened on both sides of Rathgar Road from Waitakere College through to Swanson Road. This will provide a safer walking environment for students in the Lincoln-Rathgar area.

i. Splitter Island at Kingdale Road

A splitter island is to be constructed in Kingdale Road where it joins with Pomaria Road. This will provide a pedestrian refuge for people crossing Kingdale Road and will encourage safer driver behaviour.

j. Further infrastructure under investigation

In addition to the above infrastructure, investigations are under way into the feasibility of a combined bus terminal for the schools, and options for signalised crossings or intersections in Universal Drive and Swanson Road. Depending on the outcome of the investigations, these items will be subject to separate agenda reports due in May 2007.

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.

In order to speed up the decision making process it is recommended that the Massey Community Board Chairman and one other nominated Member be delegated authority to approve the infrastructure once community consultation is complete.

RESOURCES

School Travel Plans are developed jointly by the school community, Auckland Regional Transport Authority and Council. Auckland Regional Transport Authority provides a School Travel Plan Coordinator to work with the schools and Council employs a TravelWise Coordinator to coordinate all council involvement. Input is also required from Transport Assets Traffic Engineers and Road Safety Coordinators. External consultants will be required to complete the final design and to supervise the construction work.

Funding of \$1.3 million has been provided in the 2006/2007 Annual Plan and has received a subsidy approved from Land Transport New Zealand for the combined infrastructure for the Rutherford Cluster and the Lincoln-Rathgar Cluster Travel Plans. This amount incorporates a 53% subsidy from Land Transport New Zealand. It is envisaged that this budget will be sufficient to cover infrastructure priorities from both Travel Plans.

CONCLUSION

Council is committed to the TravelWise School Travel Plan programme, and has already seen the benefits of working with a cluster of schools to address road safety issues and reduce school traffic congestion. Completion of the infrastructure for the Lincoln-Rathgar Cluster of schools will provide a safer walking and cycling environment for both school students and the wider community, and will assist in promoting sustainable transport. The project is jointly resourced by Council and Auckland Regional Transport Authority, with Land Transport New Zealand providing significant funding for infrastructure.

RECOMMENDATIONS

1. That the School Travel Plan Programme - Lincoln-Rathgar Cluster Infrastructure report be received.
2. That the Massey Community Board approves the implementation of the Lincoln-Rathgar Cluster School Travel Plan infrastructure, pending the results of community consultation.
3. That the Massey Community Board Chairman and one other nominated Member be delegated authority to approve the Lincoln-Rathgar Cluster School Travel Plan infrastructure once community consultation is complete.

Report prepared by: Jill Stoker, TravelWise Coordinator.



10 WOODFORD AVENUE, HENDERSON - NEW NO STOPPING PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for new 'No Stopping' parking restrictions in Woodford Avenue, Henderson.

BACKGROUND

A resident of Woodford Avenue has contacted Council regarding vehicles parked in Woodford Avenue near the crest in the road outside numbers 39 and 40. This person believes that vehicles parked close to this curve are creating a safety hazard and have stated that these vehicles are particularly there in the weekends when many vehicles often park close to the crest. The vehicles belong to visitors to a nearby property.

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

ISSUES

Woodford Avenue is 8 metres wide kerb face to kerb face. When cars are parked on both sides of a road of this width the available clearance between the parked cars is insufficient to allow more than one vehicle to pass between them. Woodford Avenue is classified as a local street. In roads of this classification it is acceptable for parked vehicles to restrict the carriageway to one lane only provided that drivers of vehicles passing parked cars are able to see traffic approaching from the opposite direction and take evasive action before a conflict occurs.

There is a crest in Woodford Avenue outside numbers 39 and 40. This blocks driver sight lines to traffic approaching from the opposite direction. For safety reasons it is necessary to ensure that there is sufficient width of clear carriageway around the crest to allow two vehicles to pass. On the north side of Woodford Avenue a 'no stopping' line is proposed between the vehicle crossings of numbers 36 and 46 (the eastern most of the two vehicle crossings of this property, furthest from the crest). On the south side of Woodford Avenue a 'no stopping' line is proposed between the vehicle crossings of numbers 35 and 43.

Two consultation letters were sent to occupants of properties close to the crest. Residents were asked if they supported the installation of 'no stopping' parking restrictions close to the crest.

Residents were also asked if they would prefer the restriction on one or both sides of the road, and if a restriction were installed on one side only, which side would they prefer.

Six replies were received. Five respondents supported a restriction and one did not. Of those who supported the restriction four stated that they would prefer the restriction to be placed on both sides of the road. If a restriction was placed on one side only three of the respondents expressed a preference for the north side and one expressed a preference for the south side. Two respondents also commented that they had difficulty seeing oncoming traffic when leaving their property due to parked vehicles.

One respondent replied from a nearby property. This person stated that the street had existed in its present form without parking restrictions for many years without incident. The respondent stated that they ran counselling sessions and meetings from the property three days each week and during weekends and that they objected to a restriction outside number 44, but did not object to a restriction outside numbers 39 or 40.

One respondent requested that the 'no stopping' restriction be extended down to the intersection with Penders Place. This is not recommended. Restrictions are only necessary near the crest where driver sight lines to oncoming traffic are restricted.

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. This principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

RESOURCES

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

CONCLUSION

The proposal to install a new 'no stopping' parking restrictions in Woodford Avenue, Lincoln is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Woodford Avenue, Lincoln - New No Stopping Parking Restrictions report be received.
2. That in relation to **WOODFORD AVENUE, HENDERSON**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **WOODFORD AVENUE** starting from a point 53 metres west along the kerb line from the point where the kerb line meets the west kerb line of **PENDERS PLACE** and extending to a point a further 66 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the south kerb line of **WOODFORD AVENUE** starting from a point 157 metres west along the kerb line from the point where the kerb line meets the west kerb line of **EPHING ROAD** and extending to a point a further 73 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and controls.

Report prepared by: Paul Schischka, Transport Engineer.



11 MAURICE BORICH PLACE HENDERSON - NEW NO STOPPING PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for new 'No Stopping' parking restriction in Maurice Borich Place, Henderson.

BACKGROUND

A resident of Maurice Borich Place, via a member of the Community Board, has contacted Council with concerns regarding vehicles parked in their street. The resident is concerned that vehicles parked in Maurice Borich Place create a potential traffic safety hazard and at times obstruct access to residential properties.

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

ISSUES

Maurice Borich Place is close to Waitakere College. Some students at the school park their cars in Maurice Borich Place while attending school. Maurice Borich Place is a public road. Members of the public, including school children, have the right to park their vehicles in any public road, provided that they do not create a safety hazard, obstruct the carriageway, and block access to adjacent properties or breach parking restrictions.

The carriageway of Maurice Borich Place is sufficiently wide to allow a single lane of traffic only when cars are parked both sides. However the clearance is low when heavy vehicles are passing parked cars, particularly when on curves in the road. Vehicles parked on the inside of bends in the road can block driver sight lines to oncoming traffic and for safety reasons it is best that vehicles are not permitted to park on both sides of the road at places where the road curves. There have also been reported instances of vehicles being parked adjacent to the traffic island at the east end of Maurice Borich Place. Vehicles parked in this location block the traffic lane on one side of the island causing some drivers to travel around the wrong side when entering or leaving the street.

To prevent vehicles from being parked on both sides of Maurice Borich Place at once or adjacent to the traffic island it is proposed that a parking restriction be installed on the north side of the road between the intersection with Rathgar Road and Welcome Place. It is also proposed that parking restrictions be placed on the south side between the intersection with Rathgar Road and a point 12 metres east of the vehicle crossing of 8 Maurice Borich Place, across the vehicle crossings of numbers 8, 10, 12, and 14 and around the roundabout at the intersection with Welcome Place. Some parking will remain on the south side of the road but the proposed restrictions are intended to ensure that parked vehicles do not infringe on resident's vehicle crossings. A space for a total of five parked cars will be available on the south side of Maurice Borich Place between Rathgar Road and Welcome Place.

A consultation letter was sent to occupants of properties close to the proposed change. This letter proposed a 'no stopping at all times' restriction on the north side of Maurice Borich Place between Rathgar Road and Welcome Place. Five responses were received to this letter, as follows:

- A response was received from Waitakere College. They did not oppose the proposed changes but requested that they be kept informed of any decisions made on this matter;
- A response was received from the occupant of a property in Maurice Borich Place west of the intersection with Splendour Close. The carriageway in this location is insufficiently wide to allow vehicles to park on both sides and still allow a traffic lane between the parked vehicles. The resident has observed vehicles parked in positions that blocked the carriageway on a number of occasions and requested the proposed 'no stopping' restriction be extended across the frontage of their property. The recommendations of this report have been modified to accommodate this request;
- One response was received from a resident who suggested that the remaining parking spaces be split so that there were some spaces on both sides of the road. This is not recommended by this report. On the north kerb line of the street the portion of Maurice Borich Place closest to Rathgar Road is closely packed with vehicle crossings and vehicles cannot be parked in this location without restricting access to a vehicle crossing. North side of the portion of Maurice Borich Place closest to Welcome Place is the inside of a curve in the road and vehicles parked here potentially block sight lines to oncoming traffic. For this reason it is recommended that parking be permitted on the south side only;
- A response was received from a resident of a property on the north side of the road who was concerned about the loss of parking directly outside their property. This person stated that on occasion they had disabled visitors;

- A response was received from a resident of Maurice Borich Place who had concerns about the loss of potential visitor and resident parking in their street. This person stated that problems experienced were occurring during school hours only and requested that the parking restrictions be confined to these periods only. They also requested that instead of a 'no stopping' restriction on the north side of the road a time limit restriction be considered instead. On the north side of Maurice Borich Place there are some locations outside numbers 11 and 15 where vehicles may park without blocking access to vehicle crossings, being too close to an intersection or a traffic island. These locations only present a potential problem for parking when vehicles are parked on the opposite side of the road at the same time. Since this is only likely to occur during school hours the proposed changes recommended by this report have been modified to recommend that the restriction in this location is in effect during school hours only. Allowing time limit parking on the north side during school hours is not recommended as vehicles parked in this location while vehicles are parked on the south side at the same time would restrict access to the street for some vehicles.

A6 The location of the proposed changes is indicated as attached at page A6.

RESOURCES

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

CONCLUSION

The proposal to install a new 'no stopping' parking restrictions in Maurice Borich Place, Henderson is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Maurice Borich Place Henderson - New No Stopping Parking Restrictions report be received.
2. That in relation to **MAURICE BORICH PLACE, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **MAURICE BORICH PLACE** starting from the point where the kerb line meets the west kerb line of **RATHGAR ROAD** and extending to a point a further 61 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the south kerb line of **MAURICE BORICH PLACE** starting from a point 73 metres west of the point where the kerb line meets the west kerb line of **RATHGAR ROAD** and extending to a point a further 23 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (iii) on the south kerb line of **MAURICE BORICH PLACE** starting from a point 125 metres west of the point where the kerb line meets the west kerb line of **RATHGAR ROAD** and extending to a point a further 55 metres west along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (iv) on the north kerb line of **MAURICE BORICH PLACE** starting from the point where the kerb line meets the west kerb line of **RATHGAR ROAD** and extending to a point 72 metres further east along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.

- (v) on the north kerb line of **MAURICE BORICH PLACE** starting from the point where the kerb line meets the east kerb line of **WELCOME PLACE** and extending to a point 36 metres further east along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (vi) on the north kerb line of **MAURICE BORICH PLACE** starting from a point 36 metres east along the kerb line of the point where the kerb line meets the east kerb line of **WELCOME PLACE** and extending to a point 52 metres further east along the kerb line a new **NO STOPPING MONDAY TO FRIDAY 9.00AM TO 3.00PM MONDAY TO FRIDAY ONLY** parking control be put in place.
4. That in relation to **WELCOME PLACE, HENDERSON:**
- (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 **WELCOME PLACE** starting from the point where the kerb line meets the north kerb line of **MAURICE BORICH PLACE** and extending to a point a further 16 metres north along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the west kerb line of **WELCOME PLACE** starting from the point where the kerb line meets the north kerb line of **SPLENDOR CLOSE** and extending to a point a further 17 metres north along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
5. That in relation to **SPLENDOR CLOSE, HENDERSON:**
- (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **SPLENDOR CLOSE** starting from the point where the kerb line meets the north kerb line of **MAURICE BORICH PLACE** and extending to a point a further 16 metres north along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
 - (ii) on the east kerb line of **SPLENDOR CLOSE** starting from the point where the kerb line meets the north kerb line of **WELCOME PLACE** and extending to a point a further 21 metres north along the kerb line a new **NO STOPPING AT ALL TIMES** parking control be put in place.
6. 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.



12 WEST PARK MARINA BOAT RAMP - RECONFIGURATION OF PARKING AREA

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new reconfiguration of the parking area in Clearwater Cove close to the West Park Marina public boat ramp.

BACKGROUND

Representatives of West Park Marina in West Harbour have contacted Council with concerns regarding the current layout of the parking area at the east end of the public road known as Clearwater Cove. This area provides access to the public boat ramp adjacent to the Marina. The Marina operators are concerned that the current parking layout does not leave sufficient space for vehicles pulling boats and trailers to safely access the boat ramp, especially when vehicles are attempting to enter and leave the area at the same time and need to pass each other.

A7-A8 A copy of the letter sent by West Park Marina management regarding this matter is included, as attached at pages A7 to A8. Council's arborists have arranged for the lower branches of the pohutukawa tree mentioned in the letter to be trimmed to improve driver sight lines when entering and leaving the boat ramp area.

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.

ISSUES

The eastern most portion of Clearwater Cove closest to the Marina building is currently configured to allow two rows of angle parking (90 degrees). The row of parking on the east side of the road adjacent to the building will allow up to 10 cars to be parked. The row of parking on the opposite side will allow up to six cars to be parked.

Council's Code of Practice for Infrastructure and Development states Council's requirements for parking space sizes and clearances. Parking spaces must be a minimum of 5 metres long and there must be at least 6 metres clearance behind the spaces to allow room to back into and out of the parking spaces.

The existing width of the sealed road is 13 metres. With a 5 metre long parking space on both sides of the road, the remaining clearance between spaces is 3 metres. The current parking spaces offer very little manoeuvring room when the parking area is full. There is the potential for larger cars to become boxed in if other large cars park nearby. Clearances when entering and leaving a parking space are at an absolute minimum even for smaller vehicles.

The limited clearance between parked vehicles also limits manoeuvring room for vehicles moving to and from the public boat ramp. When ordinary size vehicles are parked on both sides of the road at once there is insufficient room for moving vehicles to pass each other. This can be especially problematic when vehicles towing boats or trailers encounter oncoming traffic and need to reverse to allow the other vehicle to pass.

Council officers have met with Marina management on site to discuss their concerns and a potential solution has been devised.

It is proposed that the existing parking spaces on the east side of Clearwater Cove adjacent to the Marina building be removed and that 10 angle spaces (90 degrees) be marked on the west side of the road on the opposite side of the road. This will ensure that adequate clearance is available at all times for two lanes of traffic on the approach to the boat ramp and ensure that ample manoeuvring room is available to vehicles accessing the parking spaces.

A9 This reconfiguration would require the removal of a small traffic island on the approach to the boat ramp. This island was originally installed to house equipment that would allow a user pays scheme to be implemented at the boat ramp. This scheme has now been abandoned and the access to the ramp is free. The island and equipment that it houses can now be removed. This will allow the area available for parking spaces on the west side of Clearwater Cove close to the ramp to be extended towards the ramp by four spaces. An existing 'no stopping' line on the west side close to the island will be reduced in length by 10 metres to allow additional parking. A photo of the island to be removed is attached at page A9.

The current configuration allows 10 cars to be parked on the east side of Clearwater Cove and six cars to be parked on the west side. The proposed configuration, which requires removal of the traffic island, will allow 10 cars to be parked on the west side only, a net loss of six spaces.

A10 The location of the proposed changes is indicated as attached at page A10.

RESOURCES

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

CONCLUSION

The proposal to reconfigure the parking area in Clearwater Cove close to the West Park Marina public boat ramp is recommended to ensure that sufficient clear carriageway is available to allow good vehicle manoeuvring room and two way flow of traffic around the boat ramp at all times.

RECOMMENDATIONS

1. That the West Park Marina Boat Ramp - Reconfiguration of Parking Area report be received.
2. That in relation to **CLEARWATER COVE, WEST HARBOUR:**
 - (a) that all existing parking restrictions or limitations currently applicable to **CLEARWATER COVE** 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 edge of the sealed carriageway of **CLEARWATER COVE** starting from the point where carriageway meets the property boundary between the public road and **LOT 16 DP**

- 110480** and extending north to a point a further 25 metres north along the edge of the carriageway **TEN 90 DEGREE ANGLE PARKING SPACES** be put in place.
- (ii) on the east edge of the sealed carriageway of **CLEARWATER COVE** starting from the point where carriageway meets the property boundary between the public road and **LOT 16 DP 110480** and extending north to a point a further 34 metres north along the edge of the carriageway a new **NO STOPPING AT ALL TIMES** parking control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls

Report prepared by: Paul Schischka, Transport Engineer.



13 PRESSURE STANDARDISATION PROGRAMME

PURPOSE OF THE REPORT

The purpose of this report is to advise the Massey Community Board of plans to implement the second stage of a programme to standardise water pressure throughout the City.

BACKGROUND

One of the Council's long term strategic tasks in promoting Council as an "eco city" is to further reduce water demand in the city and to maintain a low level of water losses from the aging water distribution system.

As part of the Council's Water Cycle Strategy that promotes demonstrating sustainable water management solutions at a local level, Council successfully implemented the first stage of a pressure standardisation programme during the period from 1996 to 1999. Due to the success of this programme and other water loss initiatives, Waitakere City Council is recognised as one of the industry leaders in demonstrating good water management practice, particularly in the fields of pressure management and leak reduction programmes. Pressure management is now recognised as one of the fundamental elements of any innovative water demand and asset management strategy. This is due to numerous benefits which can be achieved by implementing pressure management. The benefits include:

- **Demand Management** - Less consumption from pressure related uses of water;
- **Demand Management** - Reduced leakage and fewer new leaks;
- **Asset Management** - Extended useful life of infrastructure due to lower system pressure;
- **Asset Management** - Reduced maintenance costs due to reduced frequency of main breaks;
- **Customer Service** - Better service due to less water supply interruptions.

In order to build on the successes achieved, it is proposed to implement a second stage of the pressure management programme.

STRATEGIC CONTEXT

The Council's Three Waters strategic platform aims to establish Waitakere as a centre of innovative water management. One of the measures to achieve this is to further reduce domestic water use by 25% by 2025.

ISSUES

Pressure reduction once introduced has immediate benefits of reduced leakage and reduced number of water main breaks and bursts due to lower pressures. Water usage from taps is also reduced.

Active pressure control should be considered more as an ongoing, long term activity rather than as a one-off project. Since introducing the first stage of the City's pressure management programme in the late 1990's, it is recognised that there are further opportunities across the city for introducing pressure management, through a wider implementation of the initial programme, by improving existing schemes, and by introducing newly developed technologies. It is proposed to carry out a second stage of the pressure management programme over the next three years.

Wider Implementation of the Initial Programme

In the existing water distribution system there are still many parts of the network where service pressure is higher than 1,000 kPa. Due to the harmful effects of such excessive pressure on the network and customers' plumbing systems, in many countries the maximum allowable pressure is limited to 800 or 900 kPa. An acceptable minimum pressure is 250 kPa.

Areas of the City's network where pressures are still high and where pressure standardisation can be introduced are:

- **Sturges Road Supply Zone** - where service pressure in the lower part of the zone is higher than 1,000 kPa. By splitting the sub zone into two parts, pressures in the lower part could be reduced;
- **Oratia Kaurilands Supply Zone** - where service pressure around the lower part of West Coast Road exceeds 1,000 kPa. Pressure in the lower serviced area could be reduced by having the trunk 250 mm line at West Coast Road used for service connections as well as a transit line;
- **Titirangi Supply Zone** - where service pressures at lower levels, close to the coastline is between 1,000 and 1,300 kPa. By splitting the zone into two parts, pressure in the lower area could be significantly reduced;
- **Glendene Supply Zone** - where service pressure close to the coast line is higher than 950 kPa. The zone could be split into two parts and pressure reduced in the lower part;
- **Huia Village Supply Zone** - where along Huia Road and Foster Avenue the pressure is higher than 900 kPa.

Improving Existing Operational Regimes

In parts of the City, the number of new customers has been growing more rapidly than in the rest of the system, and the actual size of these water supply zones is larger than optimal for efficient management of the network.

Water supply zones which provide service to more than 5,000 households should be further divided into smaller, better manageable sub-zones, where more efficient pressure regimes can be established, such as:

- **Lincoln - Swanson Supply Zone** - which will serve more than 7,000 households. The zone could be split into two parts mainly along Swanson Rd, and on the eastern side, service pressure could be readjusted. Two additional automatic back up supply points could be established at Don Buck and Triangle Rd for improving security of supply to the overall area, and allowing better utilisation of the Massey Reservoir particularly during emergencies;
- **New Lynn Supply Zone** - which currently provides water supply to approximately 5,000 households. The zone is expected to grow rapidly in the near future so it could be further subdivided and in the lower part close to the Whau estuary, pressure could be readjusted.

It is proposed to carry out the changes suggested above as part of the second stage of the pressure standardisation programme.

Introducing Newly Developed Pressure Management Technologies

Newly developed technologies for optimising the operational management of the water supply system are now available. These need to be carefully employed by applying a "field pilot test approach" prior to being permanently implemented in the Council's network. Such technologies, mainly related to dynamic operational management of the network, can bring additional asset management benefits in the day-to-day operation of the system as well as reducing Council's future capital expenditure for upgrading the network. Implementation is based on utilising pressure reducing controllers at the supply points for modulating pressure in the network on an hourly basis, aiming to maintain required levels of service at the critical points in the system. By introducing such measures, the following additional benefits can be achieved:

- Reducing the requirements for upgrading the capacity of distribution system - less need for constructing new pipelines to increase the capacity of the system;
- Reduction in leakage flow rates from the system by lowering pressure during the night;
- Improving security of supply in emergencies by allowing the on-line controlling of the level of service pressure as a contingency measure.

Due to the topography of the city, this advanced asset management technique could be potentially widely implemented in more than 60% of the system, particularly in New Lynn, Henderson, Lincoln - Swanson, West Harbour, and in the northern part of the city at Hobsonville Peninsula and Whenuapai. It is envisaged that the new technology will be introduced in three or four areas over the next three years as part of this second stage pressure standardisation programme.

Customer Relations and Fire Sprinkler Systems

The existing minimum level of service of 250 kPa pressure and 25 litres/minute flow at the meter to all customers will remain unchanged with this programme of pressure standardisation. The aim is to reduce excess supply pressure in the supply network and to properties. The proposed measures will be carefully planned using dynamic hydraulic modelling of the City's network, and implemented on a staged basis.

The programme will be communicated to properties where changes are proposed as a 'pressure standardisation programme' as with the first stage of the programme. A letter with information about pressure management and the planned measures will be delivered to all affected customers. Public notification of the supply changes will also be made. Any customer complaints received relating to the programme will be promptly dealt with.

Throughout the implementation of the first stage of the programme, which affected around 40,000 properties, less than 1% of affected customers contacted Council with a pressure related complaint. All of these complaints were followed up promptly, with most fixed almost immediately. There were no outstanding issues that could not be resolved.

To ensure that existing fire sprinkler systems remain compliant after the pressure changes are made, a specialist fire engineer will be engaged to assess the impact of reduced pressures on the affected fire sprinkler systems. Where a problem exists, the Council will arrange the most cost effective means of overcoming the problem.

RESOURCES

The proposed programme can largely be implemented by Council water supply staff as part of the ongoing works programme. These staff have developed expertise and professional experience in implementing pressure management during the first stage of the pressure standardisation programme. There will be minimal engagement of external consultants.

It is proposed to implement the programme progressively over the next three years. Funding for the programme was identified and included in the 2006-2016 Long Term Council Community Plan. The proposed budget for the programme over the next three years is shown below.

Budget	2006/2007	2007/2008	2008/2009
Pressure Standardisation - Stage 2	\$90,000	\$85,000	\$95,000

CONCLUSION

Pressure management is now recognised as one of the fundamental elements of any innovative water demand and asset management strategy.

In order to build on the successes achieved from the pressure standardisation programme carried out from 1996 to 1999, it is proposed to implement a second stage of the pressure management programme.

Implementing this second stage pressure standardisation programme as outlined above will further contribute to reducing water demand for the City, by reducing water consumption and reducing leakage from the aging network. It will be a further step towards Council achieving its strategic objectives relating to demand management while also promoting the practice of sustainable water management at a local level.

The proposed measures will be carefully planned, communicated and implemented progressively as a staged defined programme over a three year period. Funding for the programme was identified and included in the 2006-2016 Long Term Council Community Plan.

RECOMMENDATIONS

1. That the Pressure Standardisation Programme report be received.
2. That progress reports be submitted to the Massey Community Board at critical stages of the implementation of the Pressure Standardisation Programme.

Report prepared by: Richard Taylor, Assets and Network Manager: EcoWater.



14 WAITAKERE WASTEWATER MASTER PLAN

PURPOSE OF THE REPORT

The purpose of this report is to provide the Massey Community Board with an update of the joint wastewater planning work carried out with Watercare Services Limited including a summary of the Waitakere Wastewater Master Plan completed in March 2006.

BACKGROUND

Wastewater services to properties in the urban area of Waitakere are provided jointly by Council and Watercare Services Limited (Watercare). Council provides the local collector systems including 47 pumping stations, and Watercare provides bulk wastewater transmission via trunk sewer lines including the main Western Interceptor and major pumping stations, treatment at its Mangere Wastewater Treatment Plant, and discharge of treated effluent into the Manukau Harbour.

The two wastewater networks are therefore inextricably linked, and any wastewater planning initiatives need to be carried out jointly if cost effective and efficient long term solutions for wastewater servicing are to be developed successfully.

In July 2005, Council and Watercare commenced a medium term wastewater strategy for meeting the City's new objective arising from the Water and Sanitary Services Assessment, of reducing the number of wastewater overflows by 50% by 2025. It was envisaged under this 20-year strategy that Watercare and Council would be able to successfully plan and provide for growth as well as addressing local issues and joint planning initiatives. The initial 20-year strategy was chosen as it represented a reasonable medium term planning horizon and enabled coordination with the annual Asset Management Plan being published by Watercare and the Metropolitan Urban Limit shift applications.

Following on from this work, in September 2005, Council and Watercare agreed to jointly develop a Waitakere Wastewater Master Plan that would address the longer-term issues and requirements of wastewater infrastructure and servicing of Waitakere. The design horizon for this study was 2050, which is consistent with other regional planning initiatives throughout the Auckland region. This report summarises the outcomes of this study.

The current Three Waters Project is an even longer term planning project being undertaken, covering integrated management all three waters; water supply, wastewater and stormwater, from a regional perspective.

STRATEGIC CONTEXT

The Three Water's strategic objective of Council is that Waitakere will be a centre of innovative management of the three waters which includes wastewater services.

ISSUES

Objectives of the Waitakere Wastewater Master Plan

The 50-year strategic master plan was designed to address the following objectives:

- Reduction / mitigation of wastewater overflows from designed overflow structures and manholes;
- Meeting the requirements of local, legislative and regional drivers;
- Reduction in the adverse effects of inflow and infiltration through control methods;
- Allowance for growth to 2050 (flow based assessment);
- Optimisation of existing infrastructure; and
- Provision of wastewater treatment and disposal options for the City.

Key Issues

The population of Waitakere is projected to increase from 170,000 people in 2006 to over 300,000 people by 2050. This increase in population will place additional pressure on the existing wastewater system that will need to be managed effectively.

This issue has been compounded by the proposed Air Land Water Plan, which moves to place limitations on the amount and size of discharges from wastewater systems throughout the region.

Previous analysis of the wastewater system confirmed that:

- The existing wastewater system is adequate for the City's current and future (2050) dry weather flow needs.
- There are some places within the City where the wastewater system is not meeting current wet weather flow needs and becomes overloaded. This will get worse as the City continues to grow.
- The main reason the wastewater system is not meeting Council's needs is due to:
 - Increased demands placed on the system through stormwater entering the wastewater system (infiltration and inflow);
 - Increasing environmental demands; and
 - Increase in wastewater generated.

A combined network model, initially developed in 1999, was used to identify the points in both the Watercare and Council networks where the system overflows during a rainfall event. The model allows for stormwater inflow and infiltration. Calibration of the model is achieved using recorded flow gauged information at critical points in the network, and hence areas with high inflow and infiltration have been identified over time based on actual flow gauged data.

Assumptions

The key assumptions made for the purposes of the study are:

- A 'containment standard' target of no more than two spills per year was adopted, based on the proposed Air Land and Water Plan;
- The system must provide capacity for all dry weather flows through to 2050 allowing for the forecast increased population, including growth in the Northern Strategic Growth Area area; and
- Treatment of wastewater occurs at the Mangere Wastewater Treatment Plant site, although some options include treatment of wet weather peak flows at new treatment facilities located in the City.

Network Performance Objectives

A review of current council policies including local and regional policies together with a review of previous studies provided the basis for the development of the 50-year Wastewater Master Plan. A series of key system performance objectives were determined to allow the development of a planning process to meet these 50-year goals. The decision making process included the following performance objectives for consideration:

- **Reduction in Manhole Overflows:** An objective to aim for reduction of manhole overflows, to protect public health;
- **Environment Custodian:** A commitment to improve the environmental performance of the system in line with Resource Management Act principles;

- **Allowing for Growth:** Provision of adequate network capacity and wastewater treatment to ensure that growth within the City is not restricted;
- **Community Education:** A community that is informed and educated on water usage and the water cycle to reduce wastewater volumes at source;
- **Control on Inflow and Infiltration:** Controlling storm inflows entering into the wastewater system;
- **Efficient Asset Renewal:** Efficient programming for the renewal of the wastewater assets within the City;
- **Effective Operation and Maintenance:** Provision of an effective network operation and maintenance programme;
- **Engineering Goals:** Motivation to improve the system performance and definition of an achievable level of service;
- **System Performance Monitoring:** Development of a long-term programme for monitoring flow and environmental indicators to ensure the objectives are being met and to provide a baseline for measuring improvements.

Wet Weather Flow Capacity

The following summarises the findings from the modelling analysis undertaken with respect to the existing scenario with regards to wet weather flow capacity:

- The calibration exercise showed that the system suffers from a high level of groundwater infiltration particularly in Glen Eden, West Harbour, New Lynn, Massey and Henderson Valley;
- Nine overflows operated at least once during the system performance assessment using the 12 significant rainfall events from the 1999 typical year chosen. Three of these were Watercare overflows, the rest being high level Council network overflows;
- Predicted surcharging is most prominent in the Glen Eden, New Lynn and Swanson catchments.

Wastewater Option Types

There are three main methods for arresting flows at any point in a wastewater network to reduce overflows, they are:

- **Flow reduction** - This involves reduction of flows entering the wastewater system and solutions can address the dry weather or wet weather flow components. Examples of these types of options include demand management and inflow/infiltration control.
- **Attenuation** - Flows can be attenuated thereby reducing peak flows at sensitive points in the networks, thereby reducing overflows. Such solutions can include storage of excess flows until peaks in the wastewater system have subsided. These solutions often result in increased total conveyance volumes but at reduced flow rates over longer durations.
- **More Conveyance Capacity** - Provide more conveyance capacity downstream through upsizing of existing pipelines on existing liens or diverting existing flows down new pipelines.

The ultimate option is to provide an alternative treatment facility for Waitakere other than Mangere Wastewater Treatment Plant. This could be in the form of a new wet weather treatment plant, high rate treatment at the source or an alternative regional Wastewater Treatment Plant or a combination of.

Options Considered

The following options were considered as part of development of the master plan:

- Best Management Practices (operations based);
- Storage at overflow points;
- Inflow/ Infiltration Control;
- Rationalised Wet Weather Treatment;
- Storage at Woodbay;
- Rationalised Storage Tanks (includes storage tank at The Concourse);
- New Pipeline to Kelston;
- Glen Eden Tunnel Diversion;
- Diverting Rosebank flows to Avondale;
- The Concourse Storage Tank plus Duplication of Watercare Pump Station 25;
- Duplication of Major Trunk Sewers;
- Project Boost (Additional Watercare pump station and trunk sewer).

A11 A summary of the costs for the seven main options is presented in graphical form as attached at page A11.

Report Recommendations

The report recommends that the most effective solution for Waitakere involves a hybrid combination of storage and/ or wet weather treatment, plus a targeted inflow and infiltration control programme. Rationalised storage with inflow and infiltration control is the preferred option at this time. Furthermore, the following projects are recommended for detailed investigation with a view to implementing projects based on priority super catchments:

- The Concourse storage tank;
- Upgrades of the South Lynn, New Lynn and Titirangi Branch sewers and local downstream storage;
- Upper Glen Eden Branch sewer upgrade and local rationalised storage; and
- Lower Glen Eden Branch sewer upgrade and local rationalised storage.

A12 The overall 50-year wastewater strategy recommended in the report is outlined in the attachment at page A12.

The report states that the plan should be implemented and reviewed in line with the outcomes of detailed investigations and results of further analysis undertaken. This should include development of a joint flow monitoring programme and joint modelling studies with Watercare over the next two years. It is also recommended that all asset renewal programmes should be accompanied by an initial investigation into the source and extent of inflow/ infiltration problems, and should be targeted in areas of hydraulic and structural deficiency; and that Council should continue to encourage education into water usage, to maintain an environmentally responsible and sustainable approach to water and wastewater management. It will also be necessary to address the issue of infiltration and inflow from private drains and this will be reported back to the Massey Community Board.

Decision Making

A13

A simple quadruple bottom line assessment of each option was carried out as part of the study, with scoring against social and cultural benefits, economic benefits and environmental benefits is included in the attachment at page A13. All options included inflow and infiltration control as this programme is fundamental to managing wet weather peak flows.

The top ranked citywide option under this simplified quadruple bottom line assessment is to provide rationalised storage tanks with a targeted inflow and infiltration control programme, which includes implementation of The Concourse storage tank.

RESOURCES

There are no resource implications arising from this report. Detailed cost estimates will be prepared once the strategy has been adopted in principle and reported back to Council for approval.

CONCLUSION

In September 2005, Council and Watercare agreed to jointly develop a Waitakere Wastewater Master Plan that would address the longer-term issues and requirements of wastewater infrastructure and servicing of Waitakere. The design horizon for this study was 2050, which is consistent with other regional planning initiatives throughout the Auckland region. This report summarises the outcomes of this study.

Waitakere Wastewater Master Plan states that the most effective solution for Waitakere involves a hybrid combination of storage and/ or wet weather treatment, plus a targeted inflow and infiltration control programme. Rationalised storage with inflow and infiltration control is the preferred option at this time. This includes the construction of a storage facility at The Concourse and in the New Lynn area. The report recommends that the plan should be implemented and reviewed in line with the outcomes of detailed investigations and results of further analysis undertaken. This should include development of a joint flow monitoring programme and joint modelling studies with Watercare over the next two years.

The proposed 50-year strategic plan recommended in the report outlines a programme to meet the key objectives outlined above in this report. The outcome confirmed current thinking, and is considered to be entirely appropriate and a sensible approach in moving forward. The outcome also confirmed earlier studies and work on the subject matter.

Further detailed reports will be submitted to the City Development Committee, Planning and Regulatory Committee, and Community Boards on various stages and implementation, including the following:

- Construction of storage tanks of the Concourse and New Lynn.
- Addressing infiltration and inflow from private drains.

RECOMMENDATIONS

1. That the Waitakere Wastewater Master Plan report be received.
2. That progress reports be submitted to the Massey Community Board at critical stages of the implementation programme of the Waitakere Wastewater Master Plan.

Report prepared by: Richard Taylor, Assets and Network Manager, EcoWater.



15 **MASSEY LEISURE CENTRE ALTERATIONS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the endorsement from the Massey Community Board for the alteration of the Fitness Centre at the Massey Leisure Centre.

BACKGROUND

The Massey Leisure Centre (the Centre) is a purpose built Council owned facility which has a fitness centre, two-court stadium, a crèche facility and a sub-dividable community meeting/activity room. The fitness centre occupies a space which was initially designed as a meeting room. The Centre is contract managed by YMCA for the operation of the facility. The agreement has been in place since the facility was opened in 1999. Council entered into a nine year management agreement with a review to be conducted every three years. The first review period took place in 2006 and Council is into the second term of this agreement with the YMCA which began in July 2006.

Council officers negotiate the visitor targets annually with YMCA, whilst the operating subsidy has been negotiated to reduce over the nine year term. Council currently provides \$100,000 towards the operational costs. In addition, YMCA agreed to deliver an increased level of youth programmes and services. A sum of \$40,000 was allocated from the subsidy for the delivery of such programmes.

The Massey Leisure Centre provides a range of recreation, leisure and sport programmes, as well as providing hall/stadium hire and meeting space for community and user groups.

STRATEGIC CONTEXT

Council leisure facilities and activities contribute significantly to the wellbeing of the City's residents, by providing recreation opportunities that promote health and social cohesion. The Council's Leisure Strategy, Community Facility Plan, Parks Strategy, Youth Recreation Needs Assessment and the Funding Policy guide the provision of these facilities and activities to ensure that they are available to all residents, responsive to changing demands and provided efficiently.

Council's strategic objective for leisure is that a comprehensive range of leisure, recreation and sports services and facilities are provided.

To improve the well being of the City's people and communities, the Council provides and supports a diverse range of leisure opportunities through facility operation and development, direct funding, assistance to access other funding and support of activity initiatives.

Through the Strategic Plan Council has adopted a strategic platform of 'Strong Communities' stating that in the next 10 years Council will develop the City as a renowned hub of social activity, arts, leisure, sports and recreation.

ISSUES

The Massey Leisure Centre has steadily grown its membership base since it opened in 1999, and has become a very popular and respected leisure facility servicing the wider Massey community.

The Centre currently has two hundred square metres of floor space set aside for the fitness area which houses all the cardio equipment, weight machines and floor space for abdominal work outs and floor exercise. The industry's standard measurement suggest that for moderate usage the gym should have three members per square metre, efficient usage would be four members per square metre and the capacity should be no more than five members per square metre (see table 1).

Table 1

Industry Standard Measurement - Members Per Floor Space	Member Per Sq Metre	Capacity for Current Area	Capacity After Alterations
		<i>200sq m</i>	<i>291 sq m</i>
Moderate	3	600	873
Efficient	4	800	1164
Capacity	5	1000	1455
<i>Currently over capacity</i>	<i>5.64</i>	<i>1128</i>	

The Centre's membership as of 1 November 2006 was 1,128 members which means that the Centre has 5.64 members per square metre of gym floor which is well above the capacity figure suggested by the industry standards (see table 1).

As membership numbers have increased it has put more pressure on the Centre and has made it more difficult to retain existing members and to also attract new members to the Centre. In a survey conducted by an Auckland University Bachelor of Sport and Recreation student to determine the factors that would increase retention in the fitness centre, eighty-six percent of members surveyed said that they would like to see more space in the gym and seventy-eight percent said they would leave the gym because of overcrowding.

YMCA is determined to continue to offer new and existing members the best possible facilities and has investigated the possibility of increasing the floor space to reduce the members per square metre and give scope to increase their membership base without compromising the service available to existing members.

The Concept

YMCA purpose to expand the existing fitness area by blocking off the current entrance way and moving the current reception area down towards the end of the administration area and erecting a temporary wall from the end of the new reception across the foyer with a door for members to enter and leave the fitness area (see figure 1). No structural changes to the building are required and all structures will be able to be removed if YMCA had to move out of the facility at any stage.

The changes will require a new entrance way to be created, and the current reception would need to be relocated. YMCA is proposing moving the reception further down towards the stadium which will allow the staff to have a view shaft directly towards the library, towards the stadium and into the fitness area. This will improve the security at the Centre as currently anybody can enter the facility through the Library entrance and access toilets and the Don Buck room without being seen by the reception staff and theft has been an ongoing issue for the YMCA. The YMCA is proposing that everyone will use the existing entrance beside the Library and during peak times and special events one of the many other doors along that building face can be opened to allow the Centre users easier access.

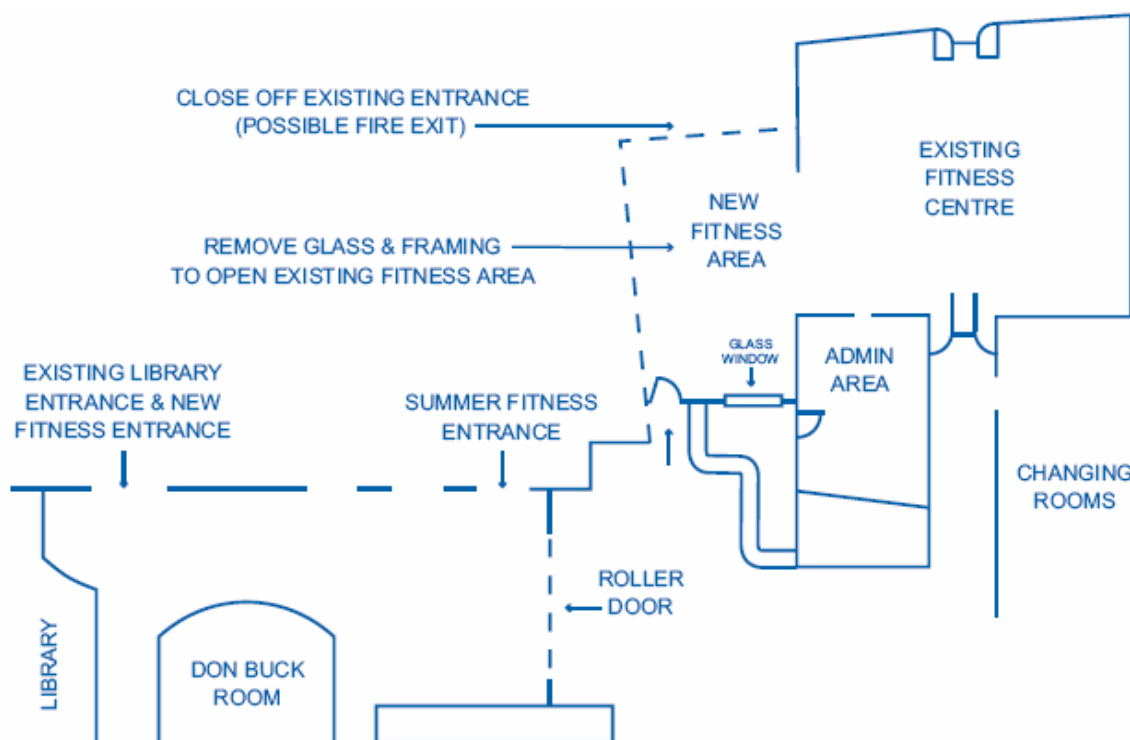


Figure 1 - Alterations to fitness centre

These changes will enable YMCA to increase the floor space available to the fitness centre by 91 square metres which takes the total floor space available to them to 291 square metres, increasing the capacity of the area to 1,455 members. YMCA however are conscious about the effect of overcrowding and may set the capacity of the centre at 1,300 members which is slightly above the efficient level suggested, but will enable YMCA to continue to retain current members, which they feel is extremely important.

Consultation

YMCA conducted a series of consultations with all users of the Centre as well as users of the Library. The fitness centre members unanimously approved the alteration of the fitness centre as they felt that the current area was overcrowded at peak times and many commented that this would be the single most determining factor in deciding to leave the Centre. The other users of the facility also unanimously approved the alterations and felt it was a good utilisation of a currently underused area. 80% of the Library users were also in favour of the change with only eleven disapproving. Some of the reasons for their disapproval were:

- Reduction of common area for people to hang out and chat;
- Don't want to put up with smelly gym people;
- Entrance should be separate;
- If approved it needed covered walkway from car park to main door;
- Building won an architectural award and shouldn't be changed.

A14-A22

In response to the concerns raised by those consulted, YMCA has attempted to address these issues in their proposal attached at pages A14 to A22 are their responses.

The major concern was the congestion caused by using the same entrance way for both the Library and Leisure Centre. YMCA believes that this will not in fact be the case as the Centre's peak times are in the morning from 6.00 am to 8.00 am and again in the evening from 5.30 pm to 7.30 pm, which fall outside the opening hours for the library. During the day there may be a constant flow of traffic coming and going from the Centre but the entrance and adjoining foyer area can easily accommodate that level of foot traffic.

Cost

YMCA has stated that they will bear all costs associated with this alteration and will not be asking Council to contribute towards the construction or the fit out of the area. The YMCA views this project as an investment and believes the added membership capacity and income generated will enable them to recoup that investment. YMCA has not obtained any quotes for the construction work but they have set aside up to \$50,000 for this project. They intend to acquire more accurate costing for this project once Council has approved the project in principle. YMCA also intends to invest an additional \$100,000 in replacing and upgrading the equipment in the fitness centre.

Benefits to the Centre

The major benefit of this alteration will be the continued growth of the membership base. As mentioned earlier the current membership figures are well above the capacity figure as set out by the industry measurement of members per square metre. By increasing the available floor space it will give the YMCA the opportunity to grow that membership base to a capacity of 1,455 members however YMCA may limit membership growth to approximately 1,300 members as they do not want the facility to continue to be overcrowded and are keen to see the members per square metre remain at a reasonably efficient level rather than always at capacity.

The increase in members will directly increase visitor numbers to the centre. On average each member visits the Centre fifty times per year and with an increase of membership from 1,128 to 1,300 the Centre can expect an increase of over 8,000 visits per year, which is approximately a four percent increase in their annual visitor numbers.

As pointed out earlier in the consultation, the single most important factor mentioned by current users as to why they leave the gym was overcrowding. By extending the fitness centre, the YMCA expects to retain current members and be able to attract new membership due to upgraded facilities and floor space.

Another potential benefit will be a possible flow on effect for the Library due to the Centre's visitors having to walk past the Library to enter the facility. It is hoped that this may mean an increase in participation in the Libraries activities and programmes by the Centre's users.

The underlying benefit to both Council and YMCA will be providing the opportunity for more people to be more active more often.

RESOURCES

Council provides an annual subsidy to the YMCA to provide programmes and activities in the Centre. \$100,000 is set aside in the 2006/2007 Annual Plan.

CONCLUSION

The fitness centre in the Massey Leisure Centre is currently well over capacity according to industry's standard measurement of members per square metre. The capacity for the current fitness centre is 1,000 members and the Centre currently has 1,128 members.

YMCA are proposing to extend the fitness centre by 91 square metres (see figure 1) which will increase the capacity of the centre from 1,000 members to 1,455 members however YMCA may restrict membership to approximately 1,300 to ensure overcrowding does not become an issue again.

YMCA consulted with both the Centre and Library users and received one hundred percent approval for the alterations from all of the Centre's users and eighty percent approval from the Library users.

YMCA estimates the cost of the alteration to be approximately \$50,000 and also plan to invest an additional \$100,000 for the upgrade and replacement of equipment. All costs associated with these alterations will be covered by the YMCA.

As part of YMCA's agreement with Council, if the relationship was dissolved the YMCA would return the facility to its original state.

There are number of benefits to both the Council and YMCA with this proposed alteration, such as significant improvements to the quality of the fitness centre which should improve YMCA's ability to retain and attract members, increased visitors numbers through an increase in members and an improvement in the centre's security by only having one entrance point with that entrance being completely visible from the new reception area.

RECOMMENDATIONS

1. That the Massey Leisure Centre Alteration report be received.
2. That the Massey Community Board endorse the proposed alterations to the Fitness Centre at the Massey Leisure Centre.
3. That it be recommended to the Finance and Operational Performance Committee that the alterations to the Fitness Centre at the Massey Leisure Centre be approved subject to a final report detailing concept design and cost.
4. That a report detailing concept design and cost of the Fitness Centre at the Massey Leisure Centre be brought back to the Finance and Operational Performance Committee.

Report prepared by: Rob McGee, Leisure Services, Projects and Contracts Officer.



16 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

OUTSIDE ORGANISATIONS	APPOINTMENT
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
Massey Community House Committee	Cr Linda Cooper
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Bob Jessopp Graeme Barnard
Auckland Region and Far North Community Board Association Executive Committee	
Keep Waitakere Beautiful Committee	John Riddell Bob Jessopp
COUNCIL COMMITTEES	
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
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Gayleen Maurice Bob Jessopp

