



**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT  
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,  
WAITAKERE, ON WEDNESDAY, 2 MAY 2007,  
COMMENCING AT 7.30 PM**

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**1 APOLOGIES**



**2 CONFIRMATION OF MINUTES**

Meeting Minutes - 4 April 2007

**RECOMMENDATION**

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 4 April 2007, as circulated, be taken as read and now be confirmed.



**3 URGENT BUSINESS**

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

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

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

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



**4 PRESENTATIONS**

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 COMMITTEE SECRETARY'S REPORT

Issue	Comments	Reporting Council Officer
<p>Westpark Marina - Various Issues 3 April 2002 Resolution No. 660/2002 10 November 2004 Resolution No. 1964/2004 28 September 2005 Resolution No. 1825/2005 Council</p>	<p><b>Parking Arrangements</b> At the time of writing this report, the shared use park n ride and boat trailer car park on Lot 7 was almost complete. As sub-lessee, Council's traffic experts have reviewed and approved the trailer parking configuration for this shared use car park and the car park will open once final negotiations over the details of the sublease agreement are complete. Once this car park is complete, the trailer parking regime and parking restrictions on Clearwater Cove and on the land to the rear of the boat ramp will be put in place, as per the 2005 resolutions of the Council.</p> <p><b>Enquiry by Design Workshop and Future Planning</b> Westpark Marina Limited's (WML) public enquiry by design process continues. Council officers have continued to make it clear to members of the public that while Council owns the fee simple to many of the titles at the Marina, they do not own the rights to develop those lots, as outlined by the lease agreements.</p> <p>As reported last month, Council officers are preparing a communications newsletter on behalf of the Council to provide information to the community on Council's role at the Marina, and an update on progress to</p>	<p>Rochelle Edwards  836 8000 Extn: 8575</p>

Issue	Comments	Reporting Council Officer
	<p>resolve dredging and trailer parking issues.</p> <p><b>Dredging Update</b></p> <p>WML is continuing to undertake dredging of the Marina in accordance with their agreement with Council. The 2007 work programme has commenced and they are currently ahead of schedule. This progress is both significant and very welcome, and is making a substantial difference to the levels of siltation at the Marina. Westpark Marina Limited are to be congratulated on their efforts and progress.</p>	
<p>Christmas Beach, Herald Island, Playground Renewal</p> <p>Officer's Report</p>	<p>The physical works' contract has been awarded and works are currently underway. It is expected that the works will be completed in May 2007.</p>	<p>David Barker ☎ 836 8000 Extn: 8306</p>
<p>Hamblyn Reserve, Armada Reserve, Marinich Reserve, Waitakere Quarry, Pahi Park, Riverpark Reserve and Woodside Reserve</p> <p>Officer's Report</p>	<p>A contract for weed control and re-vegetation planting was awarded in late March 2007 and weed control is underway. Planting will be carried out during autumn.</p>	<p>Helen Biffin ☎ 836 8000 Extn: 8758</p>
<p>Community Board Minor Parks Projects</p> <p>Officer's Report</p>	<p>The status of each project is as follows:</p> <p><b>Moire Park:</b></p> <p>Designs for concrete terracing have been finalised. It is intended that the physical works will be carried out in May 2007.</p> <p><b>Picasso Reserve:</b></p> <p>Two specimen trees will be planted in the planting season, May/June 2007.</p> <p><b>Ranui Community House Sign:</b></p> <p>A design for the sign is currently being finalised with the Ranui Community House. It is intended for the sign to be installed in May 2007.</p>	<p>Katherine Slack ☎ 836 8000 Extn: 8779</p>

Issue	Comments	Reporting Council Officer
<p>Don Buck Road Seal February 2007 Resolution No. 65/2007</p>	<p>A site visit was carried out with Community Board Member Bob Jessopp, and Council officers. At the site visit, it was observed that the pavement was deteriorating. A suitable repair and future maintenance will be a void fill reseal, which will be carried out during the next resealing season (2007/2008).</p> <p>It was also noted that the intersection of Zita Maria Drive and Don Buck Road was showing signs of deterioration on the Zita Maria approach leg. This has been programmed for repair over the remainder of this construction season.</p>	<p>Sue Liddell  836 8000 Extn: 8736</p>
<p>Appointment of a Representative to attend the Auckland Region and Far North Community Board Association Executive Committee meetings  Officer's Report</p>	<p>With the resignation of Andrew Good in February 2007, the Board is now requested to appoint a member to represent the Board at the Auckland Region and Far North Community Board Association Executive Committee meetings.</p>	<p>Sharon Simiona  836 8000 Extn: 8820</p>
<p>Traffic Management Don Buck Road February 2007 Resolution No. 65/2007</p>	<p>A corridor study of Don Buck Road was undertaken by consultants MWH Limited in 2003, which took both traffic operation and safety into consideration. The following improvement works were recommended in the study:</p> <ol style="list-style-type: none"> <li>1. New roundabout at the Red Hills Road intersection;</li> <li>2. New roundabout at the Woodside Road/Glen Road intersection; and</li> <li>3. Improvements to the existing roundabout at the Universal Drive/Swanson Road intersection.</li> </ol> <p>The new roundabout at Red Hills Road is scheduled for construction in the 2007/2008 financial year. The second two projects are not scheduled for construction within the next ten years. However, some low cost measures have recently been identified which will improve evening peak operation of the Universal Drive/Swanson Road roundabout, and these are also scheduled for construction in 2007/2008. Apart from this, no other significant works are proposed for Don Buck Road in the near future.</p>	<p>Sue Liddell  836 8000 Extn: 8736</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Motorway Overbridge, Rush Creek, Westgate	December 2004 Resolution No. 2205/2004	Further updates will be provided to the Board on the basis of requirement	Tony Miguel  836 8000 Extn: 8294
Traffic Management Wiseley Road/ Clark Road/ Hobsonville Road	February 2007 Resolution No. 63/2007	6 June 2007	Sue Liddell  836 8000 Extn: 8736

### **RECOMMENDATION**

1. That the Committee Secretary's Report for 2 May 2007 be received.
2. That Massey Community Board appoint a representative to attend the Auckland Region and Far North Community Board Association Executive Committee meetings.

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



## **7 LOCAL GOVERNMENT NEW ZEALAND CONFERENCE AND ANNUAL GENERAL MEETING 2007**

### **PURPOSE OF THE REPORT**

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

### **BACKGROUND**

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

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

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

## **STRATEGIC CONTEXT**

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

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

## **ISSUES**

### **Conference Attendance**

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

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

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

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

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

## **RESOURCES**

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

## **CONCLUSION**

The Community Boards are requested to consider:

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

## **RECOMMENDATIONS**

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

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



## **8 PROJECT TWIN STREAMS UPDATE APRIL - MAY 2007**

### **PURPOSE OF THE REPORT**

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

### **BACKGROUND**

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

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

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

### **STRATEGIC CONTEXT**

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

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

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

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

## OBJECTIVES FOR 2007 PLANTING SEASON

### Planting and Maintenance Programme

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

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

- **1<sup>st</sup> stage** - Environmental weed clearance, which would include tree removal, crown lifting, cutting and paste, spray work and rubbish removal to prepare site for first-stage planting;
- **2<sup>nd</sup> stage** - Medium weed clearance of environmental weed ground cover species, crown lifting, follow-up weed spray to provide space for first-stage and second-stage planting; and
- **3<sup>rd</sup> stage** - Removing weed and preparing areas for second and third-stage planting, to include maintenance after planting.

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

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

### Swanson Stream

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

### Henderson Creek

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

### Waikumete Stream

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

### Opanuku Stream

	2006-2007	2007-2008
1 <sup>st</sup> stage weeding and maintenance	74,070 m <sup>2</sup>	80,290 m <sup>2</sup>
2 <sup>nd</sup> stage weeding and maintenance	8,172 m <sup>2</sup>	57,297 m <sup>2</sup>
3 <sup>rd</sup> stage weeding and maintenance	nil	3,000 m <sup>2</sup>
Planting - RT	8,530	12,000
Planting - PB3	11,400	14,000
Planting - PB5	150	300
Planting - PB8	2,000	3,000
Planting - PB12	200	500
Planting - PB18	100	275

### Oratia Stream

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

KEY: **RT** = Root Trainer

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

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

An extensive willow eradication programme is being progressed on the Waikumete, Swanson and Opanuku Streams. Willow is the major environmental weed on the stream and contributes to flooding.

### **Community Contracts and Community Engagement**

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

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

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

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

***Corban Estate Arts Centre*** along the Lower Opanuku Stream to Border Road. This project is being delivered jointly between Corban, WEA (Workers Education Association) and the Waitakere Pacific Arts and Cultural Trust. Project Twin Streams Opanuku Stream continues to build on the solid foundation they established in 2006. In the first year, 16,000 plants were planted via two community plantings and 11 community groups. The community organisation will also continue the stream tours, weeding and plant identification workshops they host. 2007 will see eight community groups with an on-going involvement in the restoration of Opanuku Stream - these include a group from Henderson High School and a corporate group from General Electric. Partnerships have been established with the ARC Bio-security unit for predator monitoring and tracking and with ARC Ranger Riki Bennet, who will be working to educate students about traditional Maori bush-craft.

The focus of helping residents reconnect with the stream in wider ways will be continued with a series of educational workshops; Stormwater solutions in April 2007 and Weeding Out and Planting Natives in May 2007. The group will also be establishing a Friends of Opanuku Stream in 2007. This will enable all interested parties to come together, be involved and keep in touch with the Project.

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

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

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

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

### **Community Planting Days**

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

#### Opanuku Stream

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

#### Glen Eden

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

#### Henderson Creek

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

#### Ranui-Massey

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

## Walk and Cycleways

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

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

<p><b>Oratia walk and cycleway</b></p>	<ul style="list-style-type: none"> <li>• The Oratia walk and cycleway runs from Parrs Cross Road to Millbrook Road. It has a bridge and link across to Newham Place, an interface with the underpass at the Sunnyvale Railway Station underpass and a bridge across the Waikumete Stream.</li> <li>• Construction is currently underway on the walk and cycleway and this phase is due to be complete by the end of April 2007.</li> <li>• The Newham Place and Waikumete Bridges, as well as the interface with the On Track works at the Sunnyvale Station, are planned to be completed before the end of June 2007 should all the consents be granted in time.</li> </ul>
<p><b>Lower Opanuku walk and cycleway</b></p>	<ul style="list-style-type: none"> <li>• The Lower Opanuku walk and cycleway extends from Alderman Drive over the Great North Road intersection with Henderson Valley Road, through the Corban Estate and along the southern side of the Opanuku Stream to Border Road. There are links into Smythe Road, Keeling Road and Garelja Roads, as well as an interface with an existing bridge across the Opanuku Stream.</li> <li>• Construction is currently underway on the walk and cycleway and this phase is due to be complete by the end of April 2007.</li> <li>• A bridge over the Waitaro Stream will be built by the end of June 2007 should all the consents be granted in time.</li> <li>• The extensive bridge and approaching boardwalks to the Chardon Place bridge will be constructed as part of the Upper Opanuku construction contract planned for commencement in October 2007.</li> <li>• The segment of the Lower Opanuku walk and cycleway from the Corban Estate arts bridge to Keeling Road (approximately 1km) will be completed in time for the opening launch on 21 April 2007 and will serve as the platform to celebrate the launch of the entire Project Twin Streams walk and cycleway network.</li> </ul>
<p><b>Lower Waikumete walk and cycleway</b></p>	<ul style="list-style-type: none"> <li>• The Lower Waikumete walk and cycleway runs from Seymour Road, through a purpose-built wetland and intersects the Oratia walk and cycleway between the Waikumete Bridge and Millbrook Road.</li> <li>• Construction is currently underway on the walk and cycleway and this phase is due to be complete by the end of June 2007.</li> </ul>
<p><b>Upper Opanuku walk and cycleway</b></p>	<ul style="list-style-type: none"> <li>• This is the extension of the Lower Opanuku segment, from Border Road up past the Pony Club, onto Henderson Valley Road and into the new sub-divisions in the area.</li> <li>• This is currently under final design review and it is intended to award the contract for the construction before the end of June 2007, with construction planned for the period October 2007 to February 2008.</li> </ul>

<b>Upper Waikumete walk and cycleway</b>	<ul style="list-style-type: none"><li>• This is the segment from Ceramco Park, alongside the Waikumete Stream to Savoy Road, at which stage it will join with Captain Scott Road and be interfaced with all other road improvement projects planned for the Glen Eden area.</li><li>• This is currently under final design review and it is intended to award the contract for the construction before the end of June 2007, with construction planned for the period October 2007 to February 2008.</li></ul>
<b>Millbrook Road walk and cycleway</b>	<ul style="list-style-type: none"><li>• This segment runs along Millbrook Road to Henderson Town Centre.</li><li>• This is currently under final design review and it is intended to award the contract for the construction before the end of June 2007, with construction planned for the period October 2007 to February 2008.</li></ul>

The opening launch of the Project Twin Streams walk and cycleways was held at the Corban Estate at 10.00 am on Saturday, 21 April 2007.

### **Property Buy Outs**

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

### **Relationship with Manawhenua and Iwi**

There is strong support for Project Twin Streams from both Te Kawerau a Maki and Ngati Whatua. Cultural heritage reports with recommendations for progressing manawhenua interests within Project Twin Streams have been received from both iwi and are being implemented. Opportunities to work with the local iwi on stream restoration using traditional methods are being explored through the Maori Issues Manager, although these opportunities may not be easily agreed to due to the overall progress of the restoration and there are not many untouched areas left to set aside for traditional restoration methods.

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

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

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

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

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

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

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

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

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

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

A steering group led by Waitakere Enterprise and comprising Council, Beacon Pathways, EcoMatters Trust, Landcare, UNITEC and Sustainable Business Network has recently been established to progress the Green Technologies recommendations in the Project Twin Streams catchment. The overarching aim of the group is that 'Green Technology is Mainstream in the Project Twin Streams Catchment'. The purpose is to begin the process of preparing an action plan for progressing green technology economic opportunities in the Project Twin Streams catchment. Currently they are assessing the merits of green technology projects that have been already identified and deciding which of these to focus on in 2007/2008.

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

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

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

## RESOURCES

The resources available are as follows:

- Funding of \$38.2 million has been allocated from Infrastructure Auckland (subsequently replaced by Auckland Regional Holdings) for stormwater management, repair and restoration of 56 km of streams and to provide social and economic benefits as outline in the contract;
- Funding of \$5.2 million has been allocated from Infrastructure Auckland for the construction of walk and cycleways along the Oratia, Opanuku and Waikumete streams. Additional top-up funding of \$3.4 million has been obtained from Land Transport New Zealand, with Council committing to fund 53%;
- Direct funding of \$80,000 from Sustainable Communities for three years has been secured to progress agreed social, cultural and economic goals of the programme. This funding stops at the end of the 2006/2007 financial year;
- Funding of \$250,000 from Ministry for Environment Sustainable Management Fund for education on sustainable technologies and for a community festival and launch of the walk and cycleway project; and
- Funding from Financial Contributions. Work is currently underway to identify other opportunities for additional contributions to ensure that Project Twin Streams has sufficient funding to achieve the overall scope of work up to 2012.

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

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

## CONCLUSION

Project Twin Streams is demonstrating a community development model for catchment restoration and an integrated catchment management plan. As more and more local people become engaged and enthused with the project, the potential grows. The project fully reflects the purpose of local government to promote environmental, economic, cultural and social wellbeing. An ambitious but achievable programme of work that involves the stream restoration through the Quadruple Bottom Line approach and the construction of the walk and cycleways is being implemented and planned for the 2006/2007 and 2007/2008 financial years.

## RECOMMENDATION

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

Report prepared by: Lawrence Butcher, Sustainable Engineering Manager.



## 9 SAFE WAITAKERE UPDATE

### PURPOSE OF THE REPORT

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

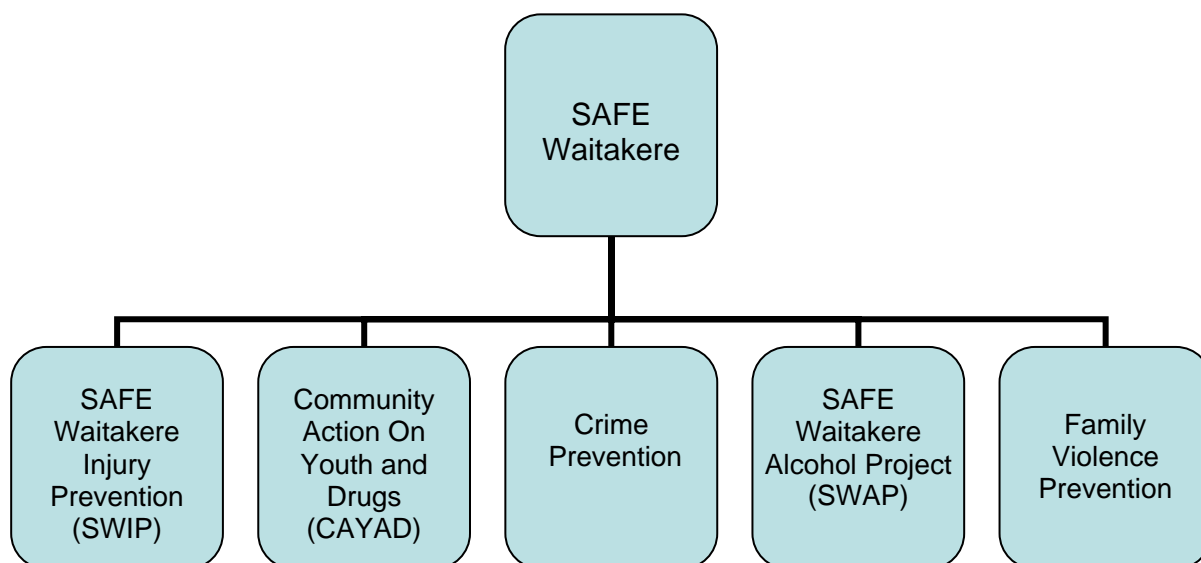
## BACKGROUND

### SAFE Waitakere Role

A1-A3

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

### SAFE Waitakere Structure



## STRATEGIC CONTEXT

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

## ISSUES

Progress has been across a number of key initiatives.

### SAFE Waitakere - General

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

### Community Action on Youth and Drugs (CAYAD)

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

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

Key CAYAD Initiatives are:

#### Converse 06'

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

#### Completion of the Methamphetamine City-wide Education Programme:

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

#### **SAFE Waitakere Alcohol Project (SWAP)**

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

Key SWAP Initiatives are:

#### Parent Pack

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

#### The *Think Before You Buy Under 18s Drink and Think Consequence* campaign

This campaign involved intensive advertising in local news media and at locations where alcohol is sold and included:

- Local newspaper and radio advertisements concerning the dangers of supplying alcohol to teenagers;
- Local radio and print media interviews with community workers;

- Media events, billboard advertisements, banners and other innovative promotions;
- The distribution of printed material; and
- The presentation of campaign information at point of sale.

#### Project Respect

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

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

#### **SAFE Waitakere Injury Prevention Project (SWIP)**

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

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

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

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

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

Key SWIP Initiatives over the last year are:

#### Child Safety Working Group Safe Season Campaign

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

The main objectives for the project are to:

- Raise awareness of the four main issues across all sectors of the community interacting with children;
- Encourage behaviour change in the target audience; and
- Develop and maintain strong relationships with the community.

#### Driveway Run-over Prevention Project

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

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

#### Rock Fisher Project

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

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

#### **Injury Prevention Through Environmental Design (IPTED)**

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

#### **Crime Prevention Project**

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

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

Key Crime Prevention Initiatives are:

#### Crime Prevention Through Environmental Design (CPTED)

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

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

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

### Project Respect

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

### **Family Violence**

Key Family Violence Initiatives are:

#### Everyday Communities (launched October 2006)

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

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

#### White Ribbon Day

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

### **SAFE Waitakere Overview**

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

- Family Violence will be a key community safety issue for the City to consider in 2007;
- IPTED/CPTED: the development of CPTED and IPTED principles within Waitakere has significant potential to assist with the prevention of injuries and crime;
- Graffiti Vandalism issues are being progressed at a regional level and local activity continually developed;
- Crime Prevention Strategy - this strategy is due for review in 2007;
- Currently the re-establishment of the City Safety Liaison Group is taking place. Councillor Hulse has indicated her support for this group from her capacity as Chair of the Crime Prevention Reference Group;
- Cannabis Misuse has been highlighted as an area for focus in 2007;

- Project Respect will continue until end May 2007;
- Community Restorative Justice Initiative (initial discussion stages); and
- Alternative Education Sector needs analysis and planning.

## RESOURCES

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

## CONCLUSION

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

## RECOMMENDATION

That the SAFE Waitakere Update report be received.

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



## 10 SCHOOL TRAVEL PLAN PROGRAMME - MASSEY WEST CLUSTER

### PURPOSE OF THE REPORT

The purpose of this report is to request formal support from the Massey Community Board for the development of a TravelWise School Travel Plan for the Massey West cluster of schools. The report also requests that a Community Board member be nominated to attend working-group meetings for this project.

### BACKGROUND

The Auckland Regional Transport Authority (ARTA), 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 nine 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.*

The 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 due in 2007. In 2006, five schools in the Te Atatu South area joined the programme and an enthusiastic working group is developing the action plan for this cluster.

The Massey West area was identified as the highest priority for school travel plans for the 2007/2008 year. The priority was based on school rolls, location, pedestrian and cyclist safety issues, opportunities for walking and cycling, and the opportunity to work the schools as a cluster. The following schools in the Massey West area have been invited onto the TravelWise programme:

- Don Buck School
- Lincoln Heights School
- Massey High School
- Massey Primary School
- Royal Road School
- St Paul's School

The first Working Group meeting is due to be held in May 2007 and invitees will include representatives of the above schools, Massey Community Board, ARTA, Waitemata Health, and Council officers. It is hoped that all the schools will agree to take part in the Travel Plan.

### **STRATEGIC CONTEXT**

The Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communication 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.

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; and
- Ensure environmental sustainability.

#### **Regional Strategy**

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

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

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

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

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

## **Council Strategy**

The Council's Integrated Transport strategic platform includes an objective to 'promote the use of sustainable transport options.' School Travel Plans support the 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**

The Council has a regional commitment (via a Memorandum of Understanding with ARTA), to progress TravelWise School Travel Plans within Waitakere. 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 showing 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, ARTA, the Council and the community. The Massey Community Board is therefore requested to support the development of the Massey West Cluster Travel Plan.

All schools involved in this programme are located on the western side of SH16. As there are a number of developments underway or planned for this area, careful coordination will be required to ensure any physical works for the schools will not be contrary to the current plans. There is also opportunity for this project to work alongside and complement the 'Massey Matters' initiative.

## **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**

School Travel Plans are developed jointly by the school community, ARTA and the Council. ARTA provides a School Travel Plan Coordinator to work with the schools and the Council employs a TravelWise Coordinator to coordinate all Council involvement. Input is also required from Project Services, Transport Assets Traffic Engineers and Road Safety Coordinators. Under Land Transport New Zealand's proposed Community Focused Land Transport Activities (from 1 July 2007), additional funding will be available for coordination activities.

A budget of \$840,000 has been allocated to School Travel Plan infrastructure in the 2006-2016 Long Term Council Community Plan for 2008/2009 financial year. This includes a 53% subsidy from Land Transport New Zealand. It is envisaged that this budget will be sufficient to cover infrastructure priorities arising from the Travel Plan.

## **CONCLUSION**

The 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. The Massey West cluster of schools fits the priority criteria for the TravelWise programme. The project will be jointly resourced by the Council and ARTA, with Land Transport New Zealand providing significant funding for infrastructure and community coordination.

## **RECOMMENDATIONS**

1. That the School Travel Plan Programme - Massey West Cluster report be received.
2. That the Massey Community Board agree to support development of the Massey West Cluster School Travel Plan.
3. That the Massey Community Board nominate a member to attend working group meetings for the Massey West Cluster School Travel Plan.

Report prepared by: Jill Stoker, TravelWise Coordinator.



## 11 **HERALD ISLAND WHARF PUBLIC TOILET**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval of the design and location of the proposed public toilet at Herald Island Wharf.

### **BACKGROUND**

The provision of a public toilet at Herald Island Wharf, as requested by the community, identified a need that meets Council's strategic objectives. The Long Term Council Community Plan allocated \$25,000 in 2006/2007 for the design and consents, and \$130,000 in 2007/2008 for the physical works.

A concept design was developed jointly between Council officers and members of the Herald Island Residents' and Ratepayers' Association. The concept design included a double unit, using the Parks Standard Toilet Design.

A mail drop was conducted on 19 March 2007 requesting feedback from the residents of Herald Island of the proposed public toilet design. The mail drop also invited the community to attend a drop-in workshop on 31 March 2007 to further discuss the proposed concept design. The mail drop also included a submission form for comments and feedback.

Twenty-eight submissions were received by post, with twenty-five of them being positive about the concept design. Many submissions incorporated suggestions around more durable materials and concern over graffiti and vandalism.

There have been three negative submissions regarding the proposed concept design. The concerns of these submitters surrounded the value for money, whether toilet facilities are actually required and design aspects, such as artwork or an Exeloo facility.

Thirteen people attended the drop-in workshop and all feedback about the proposed concept design was positive.

### **STRATEGIC CONTEXT**

This project contributes to Council's Urban and Rural Villages Platform, where the objective is to enhance the quality of public spaces in rural villages.

The draft Parks and Open Space Strategy identifies that toilets should only be supplied where the use is expected to be high and sustained, and where people have travelled some distance and don't have access to their home toilet or where there are no other facilities that provide that function. Herald Island Wharf meets the requirements of a location where the use is expected to be high and where people have travelled some distance.

## ISSUES

A4-A5 The proposed concept design as shown in attached pages A4-A5 will provide two all accessible unisex toilets.

One negative submission received questioned the need for public toilet facilities at Herald Island Wharf and the value of the project. A portalo facility has been temporarily situated at the Wharf for a number of years. A large number of people use the facilities provided at Herald Island Wharf and those people are both locals and visitors. Public toilets have been requested at this location for some time and are considered appropriate to support the other facilities provided.

Due to the location of the toilet in the proposed concept design, a number of submitters questioned the accessibility of the path to Pahiki Reserve. The design will be moved slightly to allow for continued access to the reserve.

A number of submitters had concerns over the durability of the design. The proposed design incorporates the Waitakere City Council Parks Standard fixtures for public toilets. The following sustainable features have been incorporated to reduce vandalism, graffiti and ongoing costs to Council:

- Tilt slab concrete or concrete block walls;
- All fixtures and fittings are stainless steel;
- All services (plumbing and electrical) are hidden in the walls;
- Use of vandalite or similar vandalism-resistant lighting; and
- Maximum use of natural lighting and ventilation through the roof design.

There are opportunities for local artists to enhance the appearance of the block with a possible mural or art pieces on the blank walls. Any design will be developed jointly with the Herald Island Residents' and Ratepayers' Association and Council.

The decision of the Massey Community Board on the Herald Island Wharf public toilet concept design will be communicated back to the residents of Herald Island.

Following the approval of the Massey Community Board, the proposed concept design will then progress into detailed design to obtain resource and building consent.

It is intended that physical works will be carried out in the 2007/2008 financial year.

Any further feedback received regarding the proposed concept design will be provided for the Massey Community Board at their meeting on Wednesday, 2 May 2007.

## Decision Making

Parks standard toilet design has been developed through significant product research into durability and sustainability. Parks standard toilet design is appropriate for the proposed location. This option was presented to the community for consultation. Eighty-nine percent of submissions received were in favour of the proposed concept design. This option has been assessed against relevant criteria in accordance with Section 77 of the Local Government Act 2002.

## RESOURCES

The estimated cost of the proposed concept plan is \$120,000.

Funding has been allocated for the provision of public toilets at Herald Island Wharf through the 2006-2016 Long Term Council Community Plan, as set out below:

Account from 2006-2016 LTCCP	Budget
2006/2007: Herald Island Wharf/ Domain Duoloo	\$25,000
2007/2008: Herald Island Wharf/ Domain Duoloo	\$135,000
<b>TOTAL</b>	<b>\$160,000</b>

## CONCLUSION

The concept design has incorporated the feedback from the local community. The Herald Island Wharf Public Toilet has been designed to reduce vandalism and ongoing costs to Council.

## RECOMMENDATIONS

1. That the Herald Island Wharf Public Toilet report be received.
2. That the proposed concept design for the development of public toilet facilities at Herald Island Wharf be approved.

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



## 12 THE CONCOURSE, LINCOLN NORTH - NEW PARKING RESTRICTIONS

### PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval to install new parking restrictions on The Concourse.

### BACKGROUND

A member of the public reported to the Council that extensive congestion occurs on The Concourse during the evening peak period, and suggested additional parking restrictions may assist. Observations confirm that cars parked on the south side of The Concourse, to the east of Lincoln Road, can restrict access for drivers headed east on the motorway. These drivers currently sit in queues for several minutes and would otherwise be able to access a free left turn onto the motorway on-ramp.

## STRATEGIC CONTEXT

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

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

## ISSUES

### Description

The Concourse is a local road but can experience significant congestion in the evening peak when local factories close at 4.00 pm and later. On-street parking demand in the area is considerable and this appears to be generated by local workers. It is apparent that driver frustration has resulted in vehicles driving on the berm and footpath to get around vehicles parked on the south side of The Concourse, and this has resulted in damage to the footpath and utilities, as well as passing a threat to pedestrian safety.

### Accident Statistics

A search of the Land Transport New Zealand database shows that for the past five years, there have been several non-injury reported accidents in the vicinity, but none related to the proposed parking measures.

### Proposed Works

A6

It has been determined from existing queue lengths, that parking restrictions as per the plan attached at page A6 will significantly improve traffic and pedestrian safety on the Concourse during the evening peak. The Clear Way restriction from 4.00 pm will be able to be vacated by workers, who can park there for the remainder of the day.

Consultation was undertaken with adjacent business owners in March 2007. No adverse feedback was received.

### Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management, resulting in an increase in safety and convenience for residents of the City.

## RESOURCES

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

## CONCLUSION

Parking restrictions on the south side of The Concourse will reduce congestion during the evening peak period.

## RECOMMENDATIONS

1. That The Concourse, Lincoln North - New Parking Restrictions report be received.
2. That in relation to **THE CONCOURSE, LINCOLN NORTH**:
  - (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-eastern kerb line of **THE CONCOURSE**, starting from a point approximately 48 metres north of **LINCOLN ROAD** and extending east to a point approximately 60 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (ii) on the southern kerb line of **THE CONCOURSE**, starting from a point approximately 108 metres north-east of **LINCOLN ROAD** and extending east to a point approximately 50 metres, a new **CLEAR WAY 4.00 PM TO 6.00 PM, MONDAY TO FRIDAY**, restriction be put in place.
  - (b) That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and controls.

Report prepared by: Kong Jin, Senior Transport Engineer.



## 13 METCALFE ROAD/MUNROE ROAD, RANUI - NEW ROUNDABOUT

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval to install a new roundabout at the Metcalfe Road/Munroe Road intersection.

### **BACKGROUND**

Members of the public have reported that exiting Munroe Road onto Metcalfe Road is difficult, and there are substantial delays being experienced during peak hours. The Council has investigated whether a new junction layout can improve this situation.

### **STRATEGIC CONTEXT**

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

Roundabouts can improve road user safety and reduce congestion at intersections with moderate to high traffic volumes, by slowing vehicles entering the intersection and providing an effective means to share priority across all approaches to the intersection.

## ISSUES

### Description

Metcalfe Road is a collector road that carries approximately 12,000 vehicles a day and Munroe Road has been operating as a district arterial road since 2005, when the Munroe Bridge was constructed.

Delays to vehicles exiting Munroe Road onto Metcalfe Road can be significant, and queue lengths of ten vehicles or more has been observed for extended periods during morning and evening peak periods. The sharp angle that Munroe Road intersects with Metcalfe Road, combined with turning traffic movements in close proximity (to and from Pooks Road in particular), means that the right-turn manoeuvre out of Munroe Road can be difficult in busy periods.

### Accident Statistics

A search of the Land Transport New Zealand database shows that since 2005, when the Munroe Bridge was constructed, there have been five non-injury accidents reported to police in the vicinity of the Metcalfe Road/Munroe Road intersection.

### Proposed Works

A7

It has been determined that a single-lane roundabout, as shown on the plan at attached page A7, is a viable solution. Due to very insignificant right-turning traffic volumes observed from Metcalfe Road onto Munroe Road during peak periods (less than 20 vehicles per hour observed), priority will primarily be for southbound Metcalfe Road traffic. This is desirable to avoid queuing over railway tracks 50 metres to the south. Munroe Road drivers will only have to give way to straight-through Metcalfe Road vehicles. Delays for that approach should therefore be significantly reduced compared to the present situation.

The roundabout's proposed geometry is based on that of the Portage Road/Bolton Street intersection in New Lynn. Vehicle deflection for northbound vehicles is achieved by the throat island on that approach, rather than the central island as is usually applied.

This means that larger vehicles, such as buses, will not have to drive over high mountable sections, which is undesirable for passenger comfort. The traffic island outside Number 140 Metcalfe Road is intended to reduce the speed of northbound vehicles coming round the right-hand bend towards the roundabout, and no-overtaking lines will highlight its presence.

ONTRACK have been consulted and they are satisfied that the proposed scheme will take into account the proposed changes they are making to the rail junction on Metcalfe Road. Some additional kerb extensions have been included at ONTRACK's request, to increase the separation between Pooks Road and the barrier arms.

In addition, this project is expected to be completed before the Sturges Road bridge is reconstructed later this year. The roundabout should mitigate to some degree the traffic that will be diverted onto Munroe Road during the bridge construction period.

Consultation was undertaken in March 2007, and no adverse feedback was received.

### Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

## RESOURCES

The proposed works are estimated to cost approximately \$120,000 and can be funded from the 2006/2007 Annual Plan Minor Safety budget.

## CONCLUSION

A new roundabout will improve traffic safety and operation at the Metcalfe Road/Munroe Road junction.

## RECOMMENDATIONS

1. That the Metcalfe Road/Munroe Road, Ranui - New Roundabout report be received.
2. That the installation of a **ROUNDABOUT** at the intersection of **METCALFE ROAD** and **MUNROE ROAD**, delineated on plan number 15420 attached at page A7, be approved.
3. That the installation of **NEW TRAFFIC ISLANDS** on **METCALFE ROAD**, **MUNROE ROAD** and **POOKS ROAD**, delineated on plan number 15420 attached at page A7, be approved.
4. That in relation to **METCALFE 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 western kerb line of **METCALFE ROAD**, starting from the northern kerb line of **MUNROE ROAD (OLD ALIGNMENT)** and extending south to a point approximately 50 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (ii) on the eastern kerb line of **METCALFE ROAD**, starting from the southern kerb line of **MUNROE ROAD (OLD ALIGNMENT)** and extending south to a point approximately 45 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (iii) on the eastern kerb line of **METCALFE ROAD**, starting from a point 7 metres north of the northern kerb line of **MUNROE ROAD (OLD ALIGNMENT)** and extending north to a point approximately 33 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (iv) on the northbound approach of **METCALFE ROAD**, starting from a point 25 metres north of the northern kerb line of **MUNROE ROAD (OLD ALIGNMENT)** and extending south to a point approximately 105 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
5. That in relation to **POOKS 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,

A7

- (i) on the southern kerb line of **POOKS ROAD**, starting from the western kerb line of **METCALFE ROAD** and extending west to a point approximately 32 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
  - (ii) on the northern kerb line of **POOKS ROAD**, starting from the western kerb line of **METCALFE ROAD** and extending west to a point approximately 24 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
6. That in relation to **MUNROE 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 southern kerb line of **MUNROE ROAD**, starting from the eastern kerb line of **METCALFE ROAD** and extending east to a point approximately 60 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (ii) on the northern kerb line of **MUNROE ROAD**, starting from a point 30 metres east of the eastern kerb line of **METCALFE ROAD** and extending east to a point approximately 19 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
7. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and controls.

Report prepared by: Kong Jin, Senior Transport Engineer.



## 14 **DON BUCK ROAD, MASSEY - NEW PARKING RESTRICTIONS**

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval to install new No Stopping At All Times parking restrictions on Don Buck Road and Rush Creek Drive.

### **BACKGROUND**

There are two existing pedestrian refuge islands on Don Buck Road, to the south of Westgate Drive, that have inadequate parking restrictions to provide for adequate pedestrian/driver sightlines.

### **STRATEGIC CONTEXT**

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

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

## ISSUES

### Description

Don Buck Road is a district arterial road that carries approximately 20,000 vehicles per day, and has a carriageway width of approximately 11 metres.

### Accident Statistics

A search of the Land Transport New Zealand database shows that for the past five years there have been no reported pedestrian crashes in the vicinity of the two pedestrian refuge islands to the south of Westgate Drive.

### Proposed Works

It is proposed to install additional broken yellow lines, which will allow for adequate sightlines between pedestrians and vehicles on Don Buck Road.

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

Residents were consulted in March 2007. The only feedback received was from the Seventh Day Adventist Church at 505 Don Buck Road, who said they are unhappy with the existing pedestrian island outside their property as it restricts driveway exit manoeuvres from their property. This issue will be investigated within the next month to determine if it can be addressed.

### Decision Making

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

## RESOURCES

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

## CONCLUSION

The proposed new parking restrictions will allow for adequate sightlines between vehicles and pedestrians.

## RECOMMENDATIONS

1. That the Don Buck Road, Massey - New Parking Restrictions report be received.
2. That in relation to **DON BUCK ROAD, MASSEY**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,

- (i) on the western kerb line of **DON BUCK ROAD**, starting from a point 9 metres south of the southern kerb line of **WESTGATE DRIVE** and extending south to a point approximately 98 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
  - (ii) on the eastern kerb line of **DON BUCK ROAD**, starting from the southern kerb line of **WESTGATE DRIVE** and extending south to a point approximately 111 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
  - (iii) on the eastern kerb line of **DON BUCK ROAD**, starting from the northern kerb line of **RUSH CREEK DRIVE** and extending north to a point approximately 28 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
  - (iv) on the eastern kerb line of **DON BUCK ROAD**, starting from the southern kerb line of **RUSH CREEK DRIVE** and extending south to a point approximately 21 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
3. That in relation to **WESTGATE DRIVE, MASSEY**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the northern kerb line of **WESTGATE DRIVE**, starting from the eastern kerb line of **DON BUCK ROAD** and extending east to a point approximately 12 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
4. That in relation to **RUSH CREEK DRIVE, MASSEY**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the northern kerb line of **RUSH CREEK DRIVE**, starting from the eastern kerb line of **DON BUCK ROAD** and extending east to a point approximately 12 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
    - (ii) on the southern kerb line of **RUSH CREEK DRIVE**, starting from the eastern kerb line of **DON BUCK ROAD** and extending east to a point approximately 12 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
5. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and controls.

Report prepared by: Kong Jin, Senior Transport Engineer.



## 15 WESTGATE DRIVE, MASSEY - NEW PARKING RESTRICTIONS

### **PURPOSE OF THE REPORT**

The purpose of this report is to seek the Massey Community Board's approval to install new No Stopping At All Times restrictions on Westgate Drive.

### **BACKGROUND**

There is an existing pedestrian refuge island on Westgate Drive that has inadequate parking restrictions to provide for adequate pedestrian/driver sightlines.

### **STRATEGIC CONTEXT**

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

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

### **ISSUES**

#### **Description**

Westgate Drive is a local road which currently provides access to a commercial area.

#### **Accident Statistics**

A search of the Land Transport New Zealand database shows that for the past five years there have been no reported accidents related to the pedestrian refuge on Westgate Drive.

#### **Proposed Works**

It is proposed to install additional yellow no stopping lines, which will allow for adequate sightlines between pedestrians and drivers on Westgate Drive.

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

Residents were consulted in March 2007. No feedback was received.

#### **Decision Making**

This proposal is presented with due consideration of relevant criteria, as promulgated in Section 77 of the Local Government Act 2002. The principal community outcome to be derived is an improvement in the level of traffic management resulting in an increase in safety and convenience for residents of the City.

### **RESOURCES**

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

### **CONCLUSION**

Proposed parking restrictions will allow for adequate sightlines between drivers and pedestrians.

## RECOMMENDATIONS

1. That the Westgate Drive, Massey - New Parking Restrictions report be received.
2. That in relation to **WESTGATE DRIVE, MASSEY**:
  - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
    - (i) on the southern kerb line of **WEST GATE DRIVE**, starting from a point 65 metres east of the eastern kerb line of **FERNHILL DRIVE** and extending east to a point approximately 63 metres, a new **NO STOPPING AT ALL TIMES** restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and control.

Report prepared by: Kong Jin, Senior Transport Engineer.



## 16 CHAIRMAN'S REPORT

For the last two months I have been very busy on Board-related issues, both in my private capacity, and as Chairman of the Board. The main issues I have been involved in are the Hobsonville and NORSGA development, law and order, the Board's Annual Plan submissions, and helping with the manning of the information stalls that Council has assisted with.

### **ANNUAL PLAN SUBMISSIONS**

A10-A35

Acting as coordinator for the Board, I have been able to put together a submission to the Council on the Annual Plan. Board members' contributions have resulted in a well-balanced and substantial response. I have been particularly grateful for the active involvement and positive feedback I have received from our Ward Councillors. At the time of writing this report, the submissions were at an advanced stage of completion. To update the Board and for the record, the submissions are attached at pages A10-A35 so that further feedback can be made at the meeting and can be included at the hearing of submissions.

### **HOBSONVILLE, WAIAROHIA and TOTARA ICMP HEARINGS**

A36-A53

As a member of the Whenuapai Ratepayers' and Residents' Association, and as a Community Board member, I have been kept informed on the development of the Integrated Catchment Management Plans (ICMPs) for the land areas draining from the Hobsonville and NORSGA developments, subject to Plan Changes 13, 14 and 15. In my private capacity, I made submissions to the ARC on issues of environmental protection, believing these to be consistent with the Council's strategic platform. As these matters are of concern to this Board, and the proposed development has been the subject of considerable public debate, mostly of a negative nature, I consider it appropriate that I share with you the issues I have raised.

While these are my personal opinions, there could be aspects of my submissions that the Board sees as appropriate to promote in the interests of supporting the Council's strategic platform on triple bottom line sustainable urban development. The fairly weighty submissions made are attached at pages A36-A53.

At this time, I have some difficulty in seeing how this Board can engage in any useful dialogue with the community, but we should keep the door open should the Board be approached. The current status is that the hearings before the ARC on Plan Changes 13, 14 and 15, involving the extension of the MUL, are nearly, if not, completed. The ICMP hearing was held two to three weeks ago. We are now waiting for decisions on these hearings, which will have a profound effect on the future of the City and particularly this Ward.

### **LAW AND ORDER ISSUES**

Following on from the Mayor's presentation at last month's meeting, I have attended two meetings, one called by the Henderson Business Association, the other the resurrection of the Council/Police Safety Liaison Group. The latter has three representatives on it from this Board. Both meetings were useful in identifying the issues, initial suggestions on solutions, and making way for a way forward. The Business Association groups are to meet again in a month's time and the Liaison Group on 22 June 2007.

A54-A56

The meeting I am calling in Whenuapai, as an individual, will most likely be held on Monday, 11 June 2007, subject to key people being able to attend on that date. A background paper and notice for the meeting are attached at pages A54-A56. Any suggestion the Board members have will be most welcome. If this trial meeting proves successful, it may pave the way for this Board to take up the initiative and provide an effective communication vehicle for helping communities at risk. This follows on from the Mayor's request, to the Board, at last month's meeting.

### **BILL BUCHANAN**

It is with sadness we farewell an individual who, like ourselves, has had a strong desire to improve the lives of our community people at large by being involved in community affairs as an elected representative of Council, or, as in this case, a Community Board member. That sadness is made even more intense when his death was whilst he was still actively involved in community affairs. He will be a great loss to the New Lynn Community Board and to us all in general.

### **EX OFFICIO CHAIRMAN'S POSITIONS**

I raise this matter as being important to the position of Chairman of a Community Board. Over the last several weeks there have been occasions I wished to attend meetings on which I am not an official representative of the Board. Difficulties arose when I made it known I wished to attend. My right to attend was generally questioned, as the Board was already formally represented by appointment from the Board. It was only by being a little forceful in some instances, something that I do not like to do, that I gained admission.

I find that to do my job effectively, as Chairman, I need at times to be aware of the discussion and issues, aired around the table, in order to be properly briefed on the matters under consideration. Often, also, the Board's appointed representative(s) cannot attend and it would be useful if the Chairman had the automatic right to fill-in. I have looked at the Council model, which is common practice, where the Mayor is made ex officio to most, if not all, the committees of Council. If the Community Board Chairs were given the same right of attendance to committees, or outside organisations, that the Board has appointed representation on, then the Chairs and Council officers or community organisations would not be placed in the difficult position of needing to question the right to attend. As there are no voting rights associated with an ex officio position, there is no danger of a shift in voting balance. If the Board feels uneasy at passing the recommendation on this report then it at least opens up the opportunity for the Chief Executive Officer to bring a report back for the Board's consideration.

### **RECOMMENDATION**

1. That the Chairman's report be received.
2. That the Chairman of the Massey Community Board be appointed, ex officio, to those outside organisations and Council Committees on which the Board has appointed representation.

Graeme Barnard  
**CHAIRMAN**



### 17 **BOARD MEMBERS' REPORTS**

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

### **MASSEY COMMUNITY BOARD APPOINTMENTS**

<b>OUTSIDE ORGANISATIONS</b>	<b>APPOINTMENT</b>
Auckland Region and Far North Community Board Association Executive Committee	
Keep Waitakere Beautiful Committee	John Riddell Bob Jessopp
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
<b>COUNCIL COMMITTEES</b>	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard John Riddell
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

