



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

MASSEY COMMUNITY BOARD

I hereby give notice that a Meeting of the Massey Community Board will be held on:-

DATE: **Wednesday, 5 September 2007** **TIME:** **7.30 pm**

VENUE: **Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere**

to consider the business as set out herein and to take any necessary action connected therewith.

29 August 2007

Desiree Tukutama
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8815

MEMBERSHIP:

Mr	GE	Barnard (Chairman)
Mr	JG	Riddell (Deputy Chairman)
Cr	MFP	Chan, JP
Cr	LA	Cooper
Mr	AE	Davies, JP
Cr	WW	Flaunty, QSM, JP
Mr	RF	Jessopp
Ms	GJ	Maurice

(Quorum 5 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON WEDNESDAY, 5 SEPTEMBER 2007,
COMMENCING AT 7.30 PM**

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COMMENCING AT 7.30 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 1 August 2007

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 1 August 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

A NEW ZEALAND POLICE

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

B NEW ZEALAND SAFETY WEEK

As part of New Zealand Safety Week in September, Council's, Road Safety Co-ordinator and David Pierce, Injury Prevention Consultant for Road Safety Accident Compensation Corporation will present to the Massey Community Board a PowerPoint presentation on 'Drive to the Conditions'.



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
1	Hamblyn Reserve, Armada Reserve, Marinich Reserve, Waitakere Quarry, Pahi Park, Riverpark Reserve, and Woodside Reserve Officer's Report	Weed control and native revegetation planting will occur in these Reserves between 16 July 2007 and 31 October 2007.	Helen Biffin ☎ 836 8000 Extn: 8758
2	Herald Island Wharf Public Toilet Officer's Report	The concept design is now being developed into a detailed design. Resource and building consent applications are being prepared and are planned to be lodged this month, August 2007. Physical works are programmed to be undertaken in early 2008.	Grant Sargent ☎ 836 8000 Extn: 8303

	Issue	Comments	Reporting Council Officer
3	<p>Westpark Marina - Various Issues</p> <p>Community Board 3 April 2002</p> <p>Resolution No. 660/2002 Community Board 10 November 2004</p> <p>Resolution No. 1964/2004 Council 28 September 2005</p> <p>Resolution No. 1825/2005</p>	<p>Trailer Parking</p> <p>Council's officers are in the early stages of planning to design and construct a boat trailer park on the two land parcels behind the boat ramp, both of which have been acquired by the Council under the Public Works Act. This car park is likely to resolve most trailer parking requirements, continuing to leave Lot 7 as a feasible park and ride parking option in the short term.</p> <p>Dredging Update</p> <p>Westpark Marina Limited is continuing to undertake dredging of the Marina in accordance with their agreement with the Council. Progress and their ability to obtain resource consents to dispose of fill material is being carefully monitored by the Council.</p>	<p>Rochelle Edwards ☎ 836 8000 Extn: 8575</p>
4	<p>Makora Car Park Development</p> <p>Officer's Report</p>	<p>The Makora car park construction work is currently underway. Sealing of the car park commenced in August 2007 and will be completed at the end of September 2007.</p>	<p>Andreas Lilley ☎ 836 8000 Extn: 8553</p>
5	<p>Toilet Block Removal</p> <p>Officer's Report</p>	<p>Riverpark Reserve and Duke Park toilet blocks are scheduled for removal. These toilet blocks are not currently being used or maintained, and do not meet the strategic plan criteria. A mail drop advising the public of the proposed works is currently being carried out. Following the mail drop, demolition consent will be sought and physical works will proceed once the consent has been obtained.</p>	<p>Grant Sargent ☎ 836 8000 Extn: 8303</p>

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
<p>Marina View Drive, West Harbour - New Bus Stand Restriction</p>	<p>July 2007</p> <p>Resolution No. 2048/2007</p>	<p>December 2007</p>	<p>Tony Miguel ☎ 836 8000 Extn: 8294</p>

RECOMMENDATION

That the Committee Secretary's Report for 5 September 2007 be received.

Report prepared by: Desiree Tukutama, Committee Secretary.



7 ARMADA DRIVE CYCLEWAY

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Massey Community Board for changes to traffic management associated with the Armada Drive Cycleway.

BACKGROUND

The Council intends to construct cycleways throughout Waitakere, and one of these routes will be the Armada Drive Cycleway.

The cycle route will run from the Armada Drive/Luanda Drive intersection, Ranui, to the Henderson Railway Station. The cycle route travels along Armada Drive, Ranui Station Road, Metcalfe Road, Munroe Road, Summerland Drive, Harvest Drive, Sturges Road, Vintage Drive, through the Henderson Park connecting with the Twin Streams Cycle Route, and along Smythe Road to the Henderson Railway Station.

The route will comprise of on road sections marked by a series of signs. Some sections will be off road with small amendments made to existing intersections to allow young and non confident cyclists an alternative means across/through the intersection to the road. As part of the cycle route it is intended to install speed humps along Smythe Road to slow down traffic.

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.

ISSUES

Council is currently progressing design work for the Armada Drive route. As the route is mostly on roads a number of changes will need to occur to the traffic management of the roads the route follows in order to make it safe and more comfortable for cyclists.

Consultation was carried out with a letter delivered to all residents along the proposed route. Plans detailing any changes were provided along with an explanation of these changes. No responses were received from residents in the Massey Ward.

A1 No stopping restrictions are required to provide adequate sightlines between drivers and cyclists, as shown at page A1.

A2-A4 It is proposed to construct dedicated walk/cycle lanes in some intersections to provide for the safety of pedestrians and cyclists, as shown at pages A2 to A4, in the following locations:

- Munroe Road, near Westglen Avenue;
- At the intersection of Ranui Station Road, Metcalfe Road, Pooks Road and Munroe Road;
- At the intersection of Ranui Station Road and Swanson Road.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 cycleway can be implemented under the On Road Cycleways 2007/2008 budget within Transport Assets.

CONCLUSION

The provision of a cycleway from Armada Drive through to the Henderson Railway Station is an important component of Council's support for development of the cycleway network. It will provide a safe and direct route for many cyclists travelling towards Henderson.

The no stopping lines will improve the sight lines between drivers and cyclists. They will also allow cyclists to have a safe and continuous ride without being obstructed by parked cars.

RECOMMENDATIONS

1. That the Armada Drive Cycleway report be received.
2. That in relation to **RANUI STATION ROAD** and **MUNROE ROAD**:
 - (a) That all existing parking restrictions or limitations currently applicable to **RANUI STATION ROAD and MUNROE ROAD** imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the west kerb line of **RANUI STATION ROAD** at a start point of 14 metres south of the south kerb line of **SWANSON ROAD** to an end point 27 metres further south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the east kerb line of **RANUI STATION ROAD** at a start point of 13 metres south of the south Kerb line of **SWANSON ROAD** to an end point 27 metres further south, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the north kerb line of **RANUI STATION ROAD** at a start point of 15 metres west of the west kerb line of **KORA AVENUE** to an end point 69 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the south kerb line of **RANUI STATION ROAD** at a start point of 90 metres west of the north kerb line of **METCALFE ROAD** to an end point 45 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (v) on the north kerb line of **MUNROE ROAD** at a start point of 17 metres west of the west kerb line of **WESTGLEN AVENUE** to an end point of 33 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (vi) on the south kerb line of **MUNROE ROAD** at a start point of 9 metres west of the west kerb line of **WESTGLEN AVENUE** to an end point of 41 metres further west, a **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and controls.

Report prepared by: Scott Abbot, Project Manager, Transport Assets.



8 MASSEY COMMUNITY BOARD MINOR PARKS PROJECTS 2007/2008

PURPOSE OF THE REPORT

The purpose of this report is to present the Massey Community Board Minor Parks Projects and to obtain approval from the Massey Community Board on the appropriate allocation of budget for the Annual Plan 2007/2008. This report also requests that the Massey Community Board consider revising the maximum amount to be spent on any one project.

BACKGROUND

The Community Facilities and Recreation Committee resolved to provide a discretionary budget for allocation by the Community Boards for Parks Capital Development Projects in December 1999. In the Annual Plan 2007/2008 the Council has allocated a total of \$120,000 for this use, to be allocated to each ward on a needs basis. The needs have been calculated based on the current rate of population growth and the current population within the ward as a proportion of the City. As a result the fund is to be allocated as follows:

Henderson Ward	\$28,000
Massey Ward	\$36,000
New Lynn Ward	\$35,000
Waitakere Ward	\$21,000

Project proposals have been requested from Community Board Members, Resident and Ratepayer Groups, sports clubs and other relevant community groups.

STRATEGIC CONTEXT

These projects contribute to Council's Urban and Rural Villages Platform, which has the objective that Town Centres are thriving places, providing exciting options for people to live, work and play. Public facilities, places and spaces teem with people; the streets are alive and busy.

This platform is about ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and town centres. The objective is to make the city a vibrant and enjoyable place to live, work and play by creating attractive urban places that encourage growth and economic development, with minimal environmental impacts.

ISSUES

The need for a discretionary budget for capital projects arose as a result of the work in developing criteria for funding Parks capital works projects. This recognised that there are a number of projects, generally less than \$10,000 in cost, which are raised as possible projects through the Annual Plan submissions, Community Board Public Forum and other consultation processes. These projects are generally not able to compete in terms of the Parks Capital Project Criteria, as the current proposed capital programme contains over 100 large projects. Undertaking these small projects is however an important means of meeting local needs within the community. It is recognised that Community Boards are the decision making bodies closest to the community to determine the priority for meeting these local needs.

The following principles provide the framework for decision-making regarding the funding of individual projects:

1. The funds are to be used for Park Development projects - this does not include projects on community buildings, grants to community groups, maintenance or renewal items.
2. A maximum of \$10,000 can be spent on any one project in each financial year. The decision to extend the maximum amount of \$10,000 for any one project rests with the Community Board, but if they choose to extend the \$10,000 for any one project, a recommendation to City Development Committee is required.
3. Projects put forward through the Annual Plan and other consultation processes will be ranked according to the Parks Capital Works Criteria, however the decision as to final priority rests with the Community Board.

The above framework was established in 1999 and since that time construction costs have increased significantly. The budget amount was increased in 2005/2006 from \$100,000 to \$120,000 per year to reflect this. However the maximum amount to be spent on any one project also needs to be increased to reflect cost fluctuations.

As per item 2 above it is proposed that the maximum amount to be spent on any one project is increased from \$10,000 to \$20,000.

Possible Development Projects

The discretionary budget allows for the allocation of funds to projects with a value of less than \$10,000. The following table outlines the approximate cost of a range of projects that can be undertaken for less than \$20,000. These costs are an average in order to give guidance to the Board, and do not take into account site-specific situations and variability.

Project Type	Approximate Cost Including Consents, Supply and Installation
Basketball half court	\$14,000
Sealing an existing gravel car park approx. 250m ²	\$12,500 for 10 car parking spaces incl marking
Gravel path with timber edging	\$85 per lineal metre at 1.5m wide
Concrete path	\$125 per lineal metre at 1.5m wide

Project Type	Approximate Cost Including Consents, Supply and Installation
Creating/extending a gravel car park	\$7,000 for 10 car parking spaces
10 metre length of boardwalk	\$4,000
Macrocarpa bench seat	\$900
Macrocarpa bench seat with back	\$1,160
Macrocarpa picnic table	\$1,850
Town Centre/Urban Seat	\$805
Town Centre/Urban picnic table	\$1,650
Set of two swings with bark under surfacing, scuff mats, new edging and local drainage, incl WCC consent fees (new stand alone park),	\$15,000
Set of two swings with scuff mats in an existing playground, incl WCC Consent fees	\$5,000
Seesaw with bark under surfacing in an existing playground	\$3,500
Small playground for younger children with bark under surfacing, scuff mats, new edging and drainage, incl WCC Consent fees	\$25,000
Community Art Project	\$5,000
Small skate ramp- on existing slab	\$16,000
Planting - specimen trees	\$195 per tree
Planting - shrubbery	\$700 for 10 m ²
Barrier fencing (bollards & chain)	\$880 for 10 metres
Drinking Fountain (by water supply)	\$3,300 (includes \$500 water metre)
Drainage (major) - excludes new cesspit or manhole	\$2,000 for 10 metres
Standard Rubbish Bin - Parks Stainless Steel Bin	\$1,200 per bin
Colonial Galvanised Bin	\$875 per bin
Timber steps & handrail	\$5,500 for 10 metres
Park Name Sign - 2 panel	\$1,200
Community Sign - Council standard	\$3,000

The project proposals received are outlined below with estimated costs.

Project Proposals

The project recommendation In/Out column shown to the left in the tables below indicates the Parks Officer recommendations regarding each project. 'In' means the project is recommended to be considered for funding and 'Out' means the project is not recommended to be considered for allocation of funding for various reasons which are outlined in the report.

1.0 The New Zealand Retail Property Group

Project	Description	Preliminary Assessed Cost	Recommendation In/Out
Rush Creek Reserve	Install a small playground jointly funded by the New Zealand Retail Property Group and Massey Community Board	\$25,000+	In

2.0 Herald Island Residents & Ratepayers Association

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Christmas Beach	Install 2 x stainless rubbish bins	\$2,200	In
	Install drinking fountain	\$3,300	In
Herald Island Domain	Replace steep path with stairs	\$10,000	In
	Undertake repairs and * maintenance on existing path	N/a	Out
	Install lights along path *	\$20,000	Out

Parks Officer Comments and Recommendations

- The request for funding for the installation of funding for repairs on the path at Herald Island Domain is not recommended for allocation of funding because these works are being carried out through the Parks works programme in 2007/2008;
- The request for funding for the installation of lights along the path at Herald Island Domain is not recommended for allocation of funding because of the significant costs, consultation and resources required to undertake this project.

3.0 Massey Rugby Football Club

Project	Description	Preliminary Assessed Cost	Recommendation In/Out
Moire Park	Install 2 x urban picnic tables	\$3,300	In

3.0 Members of the public

Project	Description	Preliminary Assessed Cost	Officer Recommendation In/Out
Gallony Park	Install 2 x urban picnic tables	\$3,300	In
	Install additional play facilities and under surface	\$15,000	In
	Install planting along fence line to screen out graffiti	\$1,500	In
Lake Paremuka	Install 2 x urban seats around playground	\$1,600	In

Decision Making

The decision making process, in accordance with Section 77 of the Local Government Act 2002, requires that the Community Board take the following into consideration while making their decision:

- The cost-benefits of each option in terms of present and future economic, environmental, social and cultural well-being;

- The extent to which community outcomes would be promoted or achieved;
- The impact of each option in providing for present and future needs.

RESOURCES

The total costs of project proposals received that are recommended by Parks Officers for consideration amount to \$65,200. The Massey Community Board allocation of funding for Minor Park Projects is \$36,000.

The Massey Community Board will need to determine what projects are recommended for funding to the value of \$36,000.

CONCLUSION

The Massey Community Board has been granted a discretionary budget of \$36,000 for Parks Capital Development Projects for allocation towards projects of \$10,000 or less. This report puts forward and evaluates projects that have been raised through the Council's consultation processes. It is recommended that the Massey Community Board establish the priority for projects included in this report.

It is proposed that the Community Board asks the City Development Committee to consider an alteration in the decision making framework for the Community Board Minor Park Projects that the maximum amount to be spent on any one project is increased from \$10,000 to \$20,000.

RECOMMENDATIONS

1. That the Massey Community Board Minor Parks Projects 2007/2008 report be received.
2. That the Massey Community Board determines the priority projects for expenditure of the 2007/2008 Community Board Minor Parks Projects budget.
3. That the Massey Community Board recommends to the City Development Committee that consideration be given, for Community Board Minor Park Projects, to raising the maximum amount to be spent on any one project from \$10,000 to \$20,000.

Report prepared by: Katharine Slack, Team Leader Parks Assets Development.



9 COMMUNITY WELLBEING FUND ALLOCATION 2007/2008

GLOSSARY

Community Wellbeing Fund (CWF)

PURPOSE OF THE REPORT

The purpose of this report is for the Massey Community Board to assess applications and allocate funding for the Community Wellbeing Fund (CWF).

BACKGROUND

The CWF provides small sums of money to a wide range of groups in the community, who provide local services and activities on a voluntary or 'not for profit' basis.

Recently the Council increased the amount of money allocated to the CWF to align with the current cost price index. The total amount allocated to the Community Wellbeing Fund is now \$110,000. Of this total amount, \$55,000 is tagged to city-wide projects which the Finance and Operational Performance Committee reviews. The balance is allocated to each community board on a ward population basis.

STRATEGIC CONTEXT

The Local Government Act 2002 states that as part of the preparation of the Long Term Council Community Plan a set of community outcomes must be identified for the City. Council takes these into account in the formulation of its strategic direction and budgeting and provides a mandated set of strategic outcomes to assess grants against.

A number of Council's Community Outcomes and Council's Strategic Platforms priorities have a strong connection to social wellbeing. The Community Outcomes and Strategic Platforms priorities are proposed to be the key areas for which the CWF would be assessed against. The key Community Outcomes include; Strong Communities, Toiora, Urban and Rural Villages and Working Together. The Council Platforms are Strong Communities and Urban and Rural Villages.

As part of the prioritisation process, applications to the CWF will be assessed against the contribution for achieving the social wellbeing oriented Community Outcomes and Council's Strategic Platforms priorities.

ISSUES

In the recent 2007/2008 funding round, 10 applications were received as applicable to the Massey Community Board. Five of these applications were eligible and requested a total of \$6,832. The maximum amount that can be applied for by each applicant is \$1,500. The total amount of funding that is available to distribute to the Massey community is \$16,742.

The advertising for this funding round consisted of:

- Two advertisements in the Western Leader "*Open now*" and "*Closing soon*";
- Community Assistance Newsletter - posted to 1,000 community groups;
- CWF workshops (Maori, Pacific Island and general);
- Community capacity building workshop (96 participants);
- Intranet/ Internet information;
- Information and application forms were provided to:
 - Waitakere City Council libraries;
 - Waitakere City Council Community Centres;
 - Citizen's Advice Bureau;

- Community Waitakere.
- Information sent out via email and post to the following Council owned databases:
 - Maori Relationships;
 - Community funding;
 - Waitakere Pacific Board;
 - Wellbeing Collaboration group.

In September 2006, Council's Finance and Operational Performance Committee recognised the oversubscription problems with the CWF and made the following directive that:

"A working party consisting of one Councillor from each ward together with Council officers work through the issue of setting criteria and priorities for the Community Wellbeing Fund so as to align it with Council's strategic direction in an attempt to rationalise the number of applications."

1830/2006

Review of the CWF

In response to the above resolution, Council undertook a review process of the CWF focusing on:

Working Party Established:

A working party of Council officers was established to address the issues with setting criteria and priorities for the fund, and in addition, to consider alignment with Council's strategic direction in order to better rationalise the number of applications for the citywide fund.

Alignment with External Funding Sources:

A needs based survey was conducted of community groups and funding agencies in order to assess alignment of the CWF with other external funding sources. The survey identified that for a large percentage of community groups, funding was difficult to obtain for their administration and ongoing operation costs. It is therefore recommended that these areas are given a high priority in future assessment of CWF applications.

Type of Activity Funded:

An analysis of past CWF allocations took place by Council officers which identified a bias towards funding projects for equipment costs while the number of applications for education, training, and strategic planning projects had been steadily declining.

Community Outcomes and Council's Strategic Direction:

Council officers have conducted a review of the strategic direction and criteria analysis of the CWF and propose that the assessment of CWF applications take into account the level of social wellbeing orientated outcomes, and Council's Strategic Platforms priorities.

Maori and Pacific Island Applications

The low number of Maori and Pacific Island applications to the CWF had been analysed by a working party of Council officers including the Maori Issues team and Pacific Island Advisory Board Coordinator. It was determined that in order to improve the number of applications to the CWF from these groups, ongoing consultation with increased information and education sessions on the application process would be beneficial.

At the May 2007 meeting of the Finance and Operational Performance Committee, the review of the Community Wellbeing Fund (CWF) was received and the following recommendations were approved:

2. *That future applications to the Community Wellbeing Fund be prioritised against the Community Outcomes and Council's strategic platforms be approved.*
3. *That a review of the Community Assistance Policy be undertaken and reported back to the Finance and Operational Performance Committee for approval."*

839/2007

Action Points from the CWF Review

The issues that the CWF review identified were considered in the 2007/2008 round of allocations:

Maori and Pacific Island Applications:

Consultation workshops were held for Maori and Pacific Island applicants to provide advice and support on how to complete a successful application to the CWF. During workshops Maori and Pacific Island applicants were provided with the opportunity to discuss what projects they would like to be funded by the CWF:

- Maori applicants identified the following: Language, training and support; environment and cultural activities (Maori perspective on the environment); women's wanaga (workshops on health and wellbeing topics); Marae kawa (protocol); and creating tukutuku panels in Maraes (creating carved tukutuku panels provides youth with skills, understanding the materials where they come from, inter-relating with elders, and gain knowledge from elders and family);
- Pacific Island applicants identified the following: cultural adjustment programmes; elderly needs; single parents workshops; homework centres; youth and driving license educational programmes (it was noted that a number of Pacific Island youth did not have their drivers license); gardening - growing community vegetable gardens; workshops on how to access funding and provide appropriate accountability; and workshops about local government processes.

It was noted that the fact that the CWF criteria states that arts and cultural projects will *not* be funded, was a significant barrier to Maori and Pacific Island applicants. Culture and Art was considered an intrinsic component of all their activities and projects. It is recommended that a review of these criteria is completed and adapted for the next round of funding.

Alignment with External Funding Sources and the Type of Activity that is Funded:

- Equipment receives no points because external funding agencies provide support for these types of projects;
- Strategic planning and training receives a high number of points because there are significant long-term benefits from organisations carrying out these activities;
- Volunteer expenses and events are provided with a medium score as it was identified that external funding agencies provide support to organisations that request volunteer expenses;
- A medium score is allocated to community events which could be supported by external funding agencies and the Council's Public Affairs events fund.

Purpose of the Organisation Linking with CWF Policy Priorities:

The priority purposes of an organisation were identified in the CWF and Community Assistance policies as: social service, support, advice, health and disability; services targeted to Maori, Pacific Island, minority ethnic groups, children, women or older people and community based education:

- The applications score higher if they were able to provide support to more than one of these priorities.

Organisation and Project's Contribution to the Community Outcomes:

- Applications are assessed against a number of relevant Community Outcomes including; Strong Communities, Working Together, Toiora - Healthy Lifestyles, and Urban and Rural Villages;
- Each organisation's project is assessed against the Community Outcomes priorities and as to whether it provides a measurable outcome.

Level of Benefit to the Community

- The level of which the project benefits the community is assessed to ascertain the amount of benefit the community will receive and whether it would be a long-term or of short-term benefit.

Number of Residents from Waitakere City that will Benefit from the Project/ Activity

- The number of people that benefit from the project results in a higher score.

In consultation with Community Outcomes Strategic Advisor and a Business Analyst the following issues were identified as also necessary for the assessment:

Organisation's Financial Position

- If an organisation is relatively self-sufficient (i.e. an organisation has a high Net Operating Surplus and significant assets) then it receives a low score. However, if the organisation is in need of financial assistance (i.e. the applicant has a Net Operating loss and no assets) then it receives more points. **Please note:** This criteria has a small weighted percentage because it is still under construction and needs a more robust system of review.

Size of Funds Requested

- Consideration of the amount of funds requested by an organisation is taken into account so those that request less money will have more weight than those that request more money.

New Criteria and Scoring System

From the work undertaken as identified above, a new criteria and scoring system has been established in collaboration with Council's Strategic Advisor: Community Outcomes and Financial Business Analyst.

Each organisation was scored out of ten (ten being the highest score and zero the lowest) on the following items which were then multiplied by their weighted percentages:

- Type of activity (30%);
- Purpose of the organisation (15%);
- Contribution to the Community Outcomes (15%);
- The level of benefit to the community (10%);
- Number of residents within Waitakere benefited (10%);

- Organisation's financial position (5%);
- Size of funds requested (15%).

Each application is scored on weighted criteria identified above. These scores are then added together and then a total grade (i.e. percentage) is assigned to each application. Each application is then prioritised based on their grades. Applications will be declined for the community board areas if they are graded less than 40%.

Once the criteria above had been defined, a consultation/analysis group was established that included the following: representatives from the ASB Community Trust and The Trust Community Fund (TTCF), as well as Council officers: Strategic Advisor of Community Outcomes, Senior Community Liaison Officer, Wellbeing Collaboration Project Manager, Events & Special Projects Manager, and Social Infrastructure Planner.

The group conducted an assessment of the criteria using a random sample of CWF applications which resulted in refining the criteria measures to those that were approved and used in this round of CWF.

Application Information

Although significant advertising was conducted of the CWF it is of concern that there were a low number of applications submitted to community boards. Therefore it is recommended that a review takes place to identify improvements to the community board funding.

The original applications are available for inspection from the Council Grants Officer prior to and at the meeting. All applications have been sorted from highest to lowest in terms of their grade. This assessment has been based on the information provided in the application.

It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The community board may then wish to go back and revisit any allocation before coming to a final decision.

Funding Available

A5-A14

Massey Community Board has a total of \$16,742 to allocate via this scheme. The community board has five eligible applications to consider for financial assistance with the total amount requested being \$6,832 (please see pages A5 to A14).

Group Name	Grade	Funds Eligible	Funds Recommended
Te Akoranga Playcentre Association	76%	\$1,500	\$1,500
Ranui Community House	69%	\$1,500	\$1,500
Ranui Action Project Incorporated	57%	\$1,500	\$1,500
Ranui Kindergarten	47%	\$832	\$832
Don Buck Kindergarten	43%	\$1,500	\$1,500
Massey Presbyterian Church	Ineligible		
Northwest Baptist Church	Ineligible		
Ranui Baptist Community Trust	Ineligible		
Redhills Community Kindergarten	Ineligible		
Hobsonville Art Club	Ineligible		
		\$6,832	\$6,832

CONCLUSION

There are five eligible applications for financial assistance totalling \$6,832 with a total budget of \$16,742 to allocate. It is suggested that the Community Board work through the applications in order, making a preliminary allocation on each application. The Board may then wish to go back and revisit any allocation before coming to a final decision.

Due to the low number of applications to the community board funding, it is recommended that a review takes place to identify improvements.

The criteria of the CWF that states arts/ and cultural projects will not be funded should be reviewed in consideration of the intrinsic value these components have to all Maori and Pacific Island projects.

That the CWF priorities and criteria now align with the Community Outcomes and Council's strategic direction and that the new scoring system be received by the Committee.

RECOMMENDATIONS

1. That the Community Wellbeing Fund Allocation 2007/2008 report be received.
2. That the Massey Community Board agrees to provide any unallocated funding to the citywide fund.
3. That a review is undertaken regarding the low number of applications to the Massey Community Board.
4. That the Massey Community Board considers applications to the Community Wellbeing Fund and allocates funding as per the process outlined in the report and the following recommended amounts as set out below:

Group Name	Grade	Funds Eligible	Funds Recommended
Te Akoranga Playcentre Association	76%	\$1,500	\$1,500
Ranui Community House	69%	\$1,500	\$1,500
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Ranui Baptist Community Trust	Ineligible		
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Hobsonville Art Club	Ineligible		
		\$6,832	\$6,832

Report prepared by: Greta Buchanan, Council Grants Officer.



10 PROJECT TWIN STREAMS UPDATE

GLOSSARY

Auckland Regional Council (ARC)

PURPOSE OF THE REPORT

The purpose of this report is to provide the Massey Community Board with an update of Project Twin Streams outcomes to August 2007.

BACKGROUND

In 1997/1998 Council initiated studies to address stormwater effects in the Oratia and Opanuku Streams. This work led to the creation of Project Twin Streams with a successful application made to Infrastructure Auckland for funding to implement solutions, over a 10 year period, to avoid, remedy and mitigate these effects in ways that also achieve social, cultural and economic outcomes.

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 which is gaining national and international recognition. It focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruhuru Creek catchments. This project weaves together the issues of integrated storm water 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 major 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 Projection, Whaiora (Participation in society). The Community Outcome priorities strongly identify Project Twin Streams as a project for enabling the achievement of a number of community outcome priorities.

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.

Outcomes

Planting & Maintenance Programme

The Project Twin Streams - Swanson, Waimoko, Momutu, Opanuku, Oratia, Waikumete and Bishop Streams and Henderson Creek are showing evidence of extensive planting of eco sourced native plants forming a riparian margin of around 15 metres. There are now significant sections of the stream banks that form continuous new planting.

Of the 79,088 plants planted this planting season 72 percent (57,280) have been planted by the local communities of Waitakere.

Highlights for the 2007 Planting Season:

- The Project Twin Streams Community Contract Organisations have engaged 3,721 volunteers in planting, site preparation and maintenance activities;
- Nine successful community planting days have occurred in Ranui, Opanuku, Oratia, Glen Eden and Henderson with events being well-attended by local residents;
- There are 29 groups now adopting sections of the stream banks. These groups range from schools, mental health and disability groups, youth and youth at risk groups, church groups, alternative education groups and whānau groups;
- Fifteen local schools are actively engaged in Project Twin Streams - both in site preparation and planting and related educational and arts activities to raise awareness of the issues facing the streams.

Community Contracts & 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. This is being achieved through contracts with community-based organisations to deliver Project Twin Streams in their communities. This means that local organisations with local knowledge are the driving force of the project.

With five fully operative community contract organisations now on board increased community engagement is being facilitated across the six communities within the Project Twin Streams catchment. This is reflected in the statistics which show a significant rise in stream restoration activities being undertaken by communities. The following is a brief update of some of the achievements from each area.

- **Ranui-Massey** - covering Swanson, Waimoko and Momutu Streams from Birdwood Road to Huruhuru Creek. **Te Ūkaipō Mercy Initiatives for Rangatahi** was the first community contract organisation to be engaged to deliver Project Twin Streams in their locality. This project is being delivered in association with the Ranui Action Project. From January 2005 to July 2007 41,745 plants have been planted by the local community and 100 percent of public areas along the stream banks have been adopted by 10 local groups including three schools - this includes taking responsibility for site preparation, planting and maintenance. These groups represent a diverse range of cultures and abilities including youth at risk groups, church groups, sporting groups, the Massey Pony Club and the Agape Trust. They continue to draw high numbers of residents at community planting days, usually around 100 adults and children, which always include live music, a BBQ, art activities and activities for children and a significant amount of planting achieved.

- **Henderson - Community Waitakere** (formerly West Auckland District Council of Social Services) are actively engaging residents and groups in the Henderson area to restore Henderson Creek. Henderson Pak'n Save is committed to restoring the stream bank adjacent to the store and they are establishing an annual Pak n Save Planting Day. New Settlers Out West Chinese Group participated in a guided walk, with the help of a translator, along Henderson Creek and ended with planting and a celebration lunch. Two very successful planting days were held in July with the Waitakere Gardens Retirement Village and their families and also along Epping Esplanade.
- **Henderson Valley - Corban Estate Arts Centre** is delivering this contract in association with Waitakere Pacific Arts & Cultural Trust and WEA (Workers Education Association) to restore the Opanuku Stream to Border Road. A great start to the planting season was made with the Corban Estate Art Centre annual Children's Art Exhibition where Project Twin Streams now has a prominent focus. An impressive amount of work has been undertaken by local groups, schools and Community Corrections to restore Corban Estate. The stream, as it runs through Corban Estate, has been transformed and is a great show case for what communities can achieve. There are now 12 groups with adopted areas alongside the Opanuku streamside.
A very successful, although small in numbers, planting day was organised for staff at Council. It is hoped there will be on-going involvement in the adoption of the section of the stream adjacent to the Opanuku Reserve opposite the Civic Centre by Council.
- **Glen Eden** - covering Waikumete and Bishop Streams. This community contract is being delivered by **EcoMatters Environment Trust** in partnership with Glen Eden Primary School. Although this is only the first year of their contract there has been active engagement with all the five schools in the area with teachers attending a combined school planning day and working to integrate Project Twin Streams into the curriculum. Teachers have conveyed that students have produced fantastic written work in class and at home after participating in Project Twin Streams activities. Over the month of June 2007, 2,500 trees were planted in four different sites in the Waikumete catchment with an estimated 500 community members involved.
- **McLaren Park** - covering the Oratia Stream is being delivered in a community contract with **McLaren Park Henderson South Community Initiatives**. This is the newest contract organisation. Although their community co-ordinator has only been in place since March 2007, two public planting days have taken place with a great turnout of between 100-150 people at each event. As well as getting plants in the ground, Oratia Stream events are all about 'Westy Style Creative Fun' with the involvement of local musicians and artists.
- **Swanson** - there is no community contract but a local resident is contracted to continue to engage Swanson residents in the restoration of Swanson Stream. Enthusiastic locals have planted all the public areas and the challenge is now to restore the stream banks running alongside the Redwood Park Golf Club. A good relationship has been established with the green keeper and the Golf Club and Swanson School have done one planting and another weeding event is being planned for November 2007.

This community development model is proving extremely successful in facilitating diverse and significant community engagement in Project Twin Streams. The Project has reached a 'tipping point' where local communities are now actively committed and engaged in stream restoration activities and claiming the streams as the heart of their neighbourhoods.

Creative Processes

Using creative methods to engage people's hearts and minds in reconnecting with their natural environment is proving to be an essential tool in the success of the stream restoration programme of Project Twin Streams. It also provides a tangible and fun way for people, particularly children to engage in activities to strengthen their connection to sense of place and the special significance of the Waitakere waterways as they flow from the Ranges to the Sea.

A small sample of current creative engagement projects include:

- Pupils at Henderson South School are working on a mural, which shows the positive impact of their work on their adopted areas. The finished mural will be hung on an outside wall of the school hall for all passers-by to see;
- Liston College and Henderson High School are working on a concrete sculpture, which will be placed close to the cycle and walkway at Corban Estate Arts Centre;
- Six tiled posts, made by pupils from Henderson High School have been placed alongside the Opanuku Stream to mark the school's adopted area of the stream. Each student painted their own tile to identify the area and to mark their relationship to the stream;
- In Glen Eden a Project Twin Streams Celebration Arts Performance is taking place at Glen Eden Intermediate School on 13 September 2007. This performance will feature a number of local schools and groups who are part of Project Twin Streams.

Walk and Cycleways

In 2004 an application was approved by Infrastructure Auckland (now Auckland Regional Holdings) for \$5.2 million to construct walk and cycleways along the Opanuku, Oratia and Waikumete Streams. An additional subsidy of \$3.1 million from Land Transport New Zealand has also been approved.

Construction is now well underway on a number of the planned walk and cycleways.

- The Oratia segment from Parrs Cross Road to Millbrook Road is almost complete, with the links to the Sunnyvale Railway Bridge and underpass being finalised;
- The Lower Opanuku segment extending from Alderman Drive over the Great North Road intersection and through Corban Estate up to Border Road is 95 percent completed;
- The Lower Waikumete segment from Seymour Road, through a purpose-built wetland to intersect with the Oratia section is due to be completed by the end of September 2007.

The Upper Opanuku segment from Border Road onto Henderson Valley Road and the Upper Waikumete segment from Ceramco Park to Savoy Road are both under final design review. The Millbrook Road segment is currently being designed.

Construction of only one of these segments will occur during the period October 2007 - February 2008. The remaining two segments will be constructed in the 2008/2009 financial year as there was insufficient provision in the Annual Plan 2007/2008 to construct them all during this period.

Walk and Cycleways as Education for Sustainability

In 2006 a successful funding application was made to the Ministry for Environment's Sustainable Management Fund to provide additional funding for:

- Research into permeable pavers as a more sustainable alternative to impervious surfaces for the walk and cycleways;
- Educational signage that promotes the sustainability, environmental and health benefits of the walk and cycleways;
- A community festival to launch the walk and cycleways that focuses on educating the community on the benefits of sustainable technologies used in the walk and cycleways coupled with its wider benefits in terms of sustainable transport, health and the broader Project Twin Streams vision.

On 21 April 2007, a celebration launch for the Project Twin Streams walk and cycleways was held at Corban Estate. It was opened by the Mayor and included creative educational displays, walking and cycling events, storytelling and lots of fun. It was a great success with approximately 1800 members of the public in attendance.

A set of nine educational signs are in the process of being completed and will shortly be erected along key points of the walk and cycleways.

Walk and Cycleways as an Opportunity for Arts Initiatives

Finding creative opportunities to connect people to their natural environment and the streams is key to Project Twin Streams. Including art in the walk and cycleways also is an opportunity to celebrate the diversity of Waitakere and provide a sense of community ownership and an incentive for people to use them. Many of the art initiatives involve collaborations with key stakeholders in Project Streams including Te Kawarau a Maki, Ngati Whatua and the local schools and communities.

The art initiatives include:

- Emblems of the Project Twin Streams logo embedded in concrete at the entranceways to the walk and cycleways.
- Tile artworks depicting flora and fauna, iwi stories and cultural histories have been inserted into the concrete paths.
- A 'community site' is being developed on each pathway. The 'shape' and amenity of these sites is currently being defined through local community consultation processes.
- There are two pou whenua being developed with Te Kawarau a Maki, although yet to be finalised. They will stand as firm foundations close to the streams.
- Modest art interventions are being planned for the 10 bridge and boardwalk structures along the walk and cycleways. Text/literature will be the starting point for creative inspiration. Bodies of text will be gathered in collaboration with the Project Twin Streams Community Contract Organisations holding workshops in local schools that have adopted stream areas and text passages will be aesthetically fitted into the bridge and boardwalk structures.

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) for stormwater management and riparian margin development. To date settlement has been reached on 75 out of 90 properties, 14 more are under negotiation. Part purchases and easements are also progressing well for the Cycle and Walkways and resolutions are expected on all properties.

This property purchase process has been highly successful. This has meant that it has not been necessary for Council to resort to using the Public Works Act to acquire properties and be engaged in negative publicity.

Relationship with Manawhenua & Iwi

There continues to be strong support from both Te Kawerau a Maki and Ngati Whatua for Project Twin Streams. Both iwi are involved in designing art works signifying their connection to the land.

A Pa Harakeke site along the Opanuku Stream is currently being designed. The initial funding for this project was from Sustainable Communities and is being lead by Project Twin Streams Opanuku in consultation with Te Kawarau a Maki, UNITEC, Manaaki Whenua and local weavers.

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

Project Twin Streams is working with the Ecowater Integrated Catchment Management Team, Auckland Regional Council (ARC) and Landcare Research to develop a quadruple bottom line integrated catchment management plan for the Project Twin Streams catchment. Auckland Regional Council have 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 has been one of two demonstration sites for Sustainable Communities, one of the work strands of Sustainable Auckland, which is a government demonstration project. This brought additional resources of \$65,000 - \$85,000 a year for the past three years. The partners were Auckland Regional Council, Department of Internal Affairs and Project Twin Streams. This demonstration project came to an end in June 2007. The final project has been the production of a very moving 12 minute DVD bringing the community voices of residents and groups involved with Project Twin Streams.

A key outcome of Sustainable Communities has been to continue the relationship between Council and the Auckland Regional Council with a Memorandum of Understanding which will progress a Project Twin Streams Sustainable Catchment Model. The purpose of this memorandum is to develop a shared understanding of what a sustainable catchment is and identify opportunities to enable this to be pursued. This will include a quadruple bottom line Integrated Catchment Management Plan and planning for long-term community governance and funding.

Progressing Project Twin Streams Economic Goals

There are a number of exciting opportunities arising from Project Twin Streams for local community economic development and skills training. However, there is little on the ground support to assist these opportunities to be realised. This is a problem not just for Waitakere but is also a gap nationally in economic development strategies.

A Green Technology Steering Group led by Sustainable Business Network and comprising Council, Beacon Pathways and EcoMatters Trust, was established in 2006 with the goal of making sustainable goods and services mainstream in the Project Twin Streams Catchment. A database has been compiled of local suppliers of sustainable goods and services and an action plan produced providing recommendations for future actions. This work will be developed through alignment of work programmes of council's economic development programme and other external partners such as Beacon and Sustainable Business Network.

Evaluating the Effectiveness of a Quadruple Bottom Line Approach

The Project Twin Streams Integrated Evaluation Framework was published in February 2007. Implementation of the first phase of evaluation from 2003 to June 2007 is beginning and is being led by the research unit within Strategy. This formative phase of evaluation will be completed by February 2008.

Regional and International Recognition

The Project Twin Streams Community Contract Organisations were Highly Commended in the Sustainable Urban Communities category at the ARC's Sustainable Environment Awards held on 9 August 2007. These bi-annual awards recognise and celebrate outstanding environmental achievement in the Auckland region.

Project Twin Streams is also a finalist in the prestigious Australian based 2007 International Thiess Riverprize competition. The winners of this \$300,000 AUD competition will be announced at a special ceremony on 4 September in Brisbane and will be attended by the Chief Executive Officer and the Group Manager Asset Management.

Future Directions for The Project

Governance and Strategic Management of Project Twin Streams

Over the last six months there has been a focus on achieving Cross-Council support and ownership for Project Twin Streams. This has been very successful. A governance and management structure has been agreed to which includes a joint governance role with ARC and strategic management of the Project being lead by Strategy through a Cross-Council Strategic Steering Group including representation from the key parts of Council. This provides exciting opportunities for collaborations and alignment of work programmes to progress Project Twin Streams as a quadruple bottom line project.

Sustainable Catchment-Sustainable Living Programme

It is proposed to build on the demonstrated success of Project Twin Streams restoration programme, in particular the extensive community engagement through the community contracts, to engage diverse local communities in a sustainable living programme. This programme will assist Council to meet its goals for climate change, water, waste, carbon emission reduction, energy and transport.

It is proposed to engage local community organisations to assist groups of local residents to vision what is required to make their own households and neighbourhoods sustainable and to take actions to achieve their individual and collective actions. This will include working with households to assist them to understand the wider sustainability issues related to their day to day lives and making changes in the way they live through water, energy and waste reduction and alternative to use of private cars. The programme will also include water and energy retrofitting of houses. A community development grass roots approach will be used, working through local networks to engage and build the capacity of residents and communities to understand the issues and implement actions towards more sustainable living. A demonstration project for this financial year is being planned as an initial step to implementing this programme.

RESOURCES

The resources available are as follows:

- Funding of \$38.2 million has been allocated from Infrastructure Auckland (now administered by Auckland Regional Holdings) for stormwater management, repair and restoration of 56 km of stream banks and to provide social and economic benefits as outlined in the contract. \$19.5 million has been claimed for the value of the property purchases and planting achieved to date;

- 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. \$1.1 million has been claimed for the value of the design and construction achieved to date, with another claim of in excess of \$1 million in progress;
- Funding subsidy of \$3.1 million has been secured through Land Transport New Zealand to top up the funding required for the Project Twin Streams walk and cycleways. Steps need to be taken to ensure this funding is still available in the 2008/2009 financial year;
- Direct funding of approximately \$240,000 from Sustainable Communities over three years was secured to progress agreed social, cultural and economic goals of the programme. This funding has now ceased as of June 2007;
- Funding of \$250,000 from Ministry for Environment Sustainable Management Fund 2006 for education on sustainable technologies and for a community festival and launch of the walk and cycleway project;
- Additional funding has been received from Financial Contributions.

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

CONCLUSION

Project Twin Streams now has systems and processes in place to ensure the project is well placed to successfully achieve its contractual obligations with Infrastructure Auckland by 2012. The ways of delivering this project through a community development model using creative processes to engage local communities is proving overwhelmingly successful with local communities now planting 72 percent of plants and significant areas of the streams being adopted by local groups. The project has also acted as a catalyst for engaging communities in wider issues of how to create a sustainable catchment through learning how to live more sustainably and integrated catchment management planning. With the partnership with the Auckland Regional Council being confirmed through a Memorandum of Understanding and a Strategic Cross Council Steering Group in place, Project Twin Streams has a wider support base to fulfil its potential.

RECOMMENDATION

That the Project Twin Streams Update report be received.

Report prepared by: Jenny Chilcott, Programme Leader, Social, Project Twin Streams.



11 AUCKLAND REGIONAL GOVERNANCE

PURPOSE OF THE REPORT

The purpose of this report is to update the Massey Community Board on decisions relating to the Auckland Regional Governance project and related matters.

BACKGROUND

The Community Boards have previously provided advice to Council on proposals developed by local and central government to strengthen Auckland's regional governance. Council incorporated this advice into its decisions and feedback on the proposals.

A15-A47

A copy of the final proposal document and the Council's resolutions in relation to it are attached at pages A15 to A47. Cabinet has now considered the paper and information relating to its decisions is discussed below.

STRATEGIC CONTEXT

The strengthening Auckland's regional governance project has been an attempt to improve the performance of the region as a whole, and in particular to provide for more effective regional-level engagement with central government. It addresses weaknesses in governance, funding, and strategic planning. It affects how councils of the region and central government work together.

Community Boards have a role in advising Council on issues that affect their communities which contributes to local governance and local authority decision-making. The Council's Active Democracy platform and the provisions of the Local Government Act 2002 enable Community Boards to be established and provide the context for this role.

ISSUES

The proposal developed jointly between central and local government has now been considered by Cabinet. It has decided to adopt the package of proposals, which can be pursued, at least in the short to medium term, without legislative change.

Cabinet has also announced that there is to be a Royal Commission of Inquiry into Local Government in Auckland. This initiative was not discussed during the work on regional governance. The terms of reference and membership for the Royal Commission are yet to be established, and further information on these matters will be provided to Community Board members as it comes to hand.

The Council has resolved to have two public meetings on the proposal for strengthening Auckland's regional governance. This will enable the public to gain a greater level of understanding about the proposals. Community Board members will be advised of the dates and times for these meetings.

RESOURCES

As discussed in earlier reports, the proposals are likely to have a number of financial and resource implications as they are implemented. These include:

- development of a One Plan that, agreed by all parties (including central government), should provide for more certain funding allocation to strategic regional priorities;
- a key part of the governance proposal is to address current funding shortfalls at the regional level, through identifying new funding sources such as a regional fuel tax, development levies and departure tax; and
- there will be costs associated with implementing some reforms, such as a new name for the regional entity (if there is to be one), establishing and servicing the new Regional Sustainable Development Forum, the One Plan, and the collection of new revenue sources and investigating new shared-services arrangements.

CONCLUSION

The proposal developed jointly between central and local government on strengthening Auckland's regional governance has now been considered by Cabinet. Cabinet has announced the adoption the package of proposals, as well as a Royal Commission of Inquiry into Local Government in Auckland. The terms of reference and membership for the Royal Commission are yet to be established.

RECOMMENDATION

That the Auckland Regional Governance report be received.

Report prepared by: Ngareta Delamere, Committee Secretary.



12 **HERBICIDE REDUCTION TRIALS**

PURPOSE OF THE REPORT

The purpose of this report is to bring back to the Massey Community Board, the outcome of the Zita Maria Park Herbicide Reduction Trial and provide an update on mulching trials and research being carried out during 2007/2008 to find methods to reduce herbicide use.

BACKGROUND

As part of implementing Council's herbicide reduction policy, a trial was set up between August 2004 and October 2005 to compare the costs and effects of maintaining a multi-use park, Zita Maria Park, without the use of herbicide. Starling Park was used as a control park in which weeds were being controlled by the use of herbicide for the purpose of the trial. This trial was carried out by Techscape Limited and the final report on the results delivered to Council in February 2006.

A change of roles in Parks staff and the prioritisation of work load during staff shortages has determined the lapse of time taken to report back the Zita Maria Park Herbicide Reduction Trial.

A copy of the final report will be circulated separately to members.

STRATEGIC CONTEXT

The Waitakere City Council 'Strong Communities' and 'Green Network' platforms provide the strategic context for this report. The 'Strong Communities' vision is for people to be active, informed, healthy and content. They feel safe and there is a strong sense of community. Our City is a great place for children. We enjoy our diversity of lifestyles and people. The 'Green Network' is about caring for natural areas. The City's parks, bush and streams form a "Green Network" that provides homes and "highways" for wildlife and recreational areas for people.

Controlling weeds in natural areas and on roadsides is a requirement of the 2005 Draft Parks and Open Space Strategy. Council currently uses herbicide to control weeds in the majority of its operations, however some members of the community believe that spraying weeds with non-organic herbicides are dangerous for their health and the health of the environment, therefore investigation into the cost and performance to their alternatives is important.

ISSUES

Zita Maria Park Herbicide Reduction Trial - 2004/2005

The following methods of non-herbicide weed control were used in the trial: hand-weeding, hot water treatment and gas burning. Weed control using herbicide was carried out and monitored in Starling Park to provide a control.

Hand-weeding was carried out between October 2004 and December 2005, with the following conclusions:

Advantages:

- No herbicide is used therefore method is favourable to some members of the community.
- Scheduled work can be undertaken in all weather.
- Eradicates visible weeds instantly.
- Easily accessible to all areas of park.

Disadvantages:

- Labour intensive and low motivation of workforce.
- Expensive.
- Re-growth is faster.
- Disposal of weed rubbish.
- Removal of multiple or large weeds can leave an uneven surface.

Hot Water Treatment was carried out during April 2005, with following conclusions:

Advantages:

- No herbicide used therefore method is favourable to some members of the community.

Disadvantages:

- Parts of park only accessible by hot water truck can be treated;
- Energy required to heat water produces diesel pollution;
- Effects on weeds are not long lasting as it does not affect the root system;
- Dead weeds can look unattractive at end of treatment;
- High water consumption in an era where conserving natural resources is an expectation.

Gas Burning Treatment was carried out during October 2005, with the following conclusions:

Advantages:

- No herbicide used therefore method is favourable to some members of the community;
- Easily accessible to all areas of the park.

Disadvantages:

- Application is time consuming;
- Application can only take place in limited weather conditions;
- Effects on weeds are not long lasting as it does not affect the root system;
- If gas canister is punctured or incinerated it can not be recycled.

Herbicide Spraying was carried out between October 2004 and December 2005, with the following conclusions:

Advantages:

- Weed re-growth is slow due to the uptake of chemical which kills the roots;
- Cost effective in materials, and labour;
- Easily accessible to all areas of the park.

Disadvantages:

- Can only be applied in certain weather conditions;
- A small number of residents are sensitive to chemicals and become sick, angry, and stressed by their use;
- Dead weeds can look unattractive at the end of treatment.

Financial Comparisons Summary

Cost comparison shown in the table below:

	Hand weeding	Herbicide Application	Hot water Treatment	Herbicide Application	Gas Burning Treatment	Herbicide Application
Sports Field	\$3,625.00	\$122.46	NA	NA	NA	NA
Training Area	\$1,700.00	\$164.20	NA	NA	NA	NA
Edges, tree circles, gardens & boundary spraying	\$7,360.00	\$1,208.24			\$1,360.00	\$302.06
Car park	\$50.00	\$83.94	\$630.00	\$41.97	\$133.44	\$41.97
TOTAL	\$12,735.00	\$1,578.84	\$630.00	\$41.97	\$1,493.44	\$344.04

Research into Roadside Vegetation Control – 2007/2008

Council is researching the use of herbicide and alternatives to the use of herbicide to control roadside vegetation being carried out by other councils and municipal organisations worldwide. A report will be available after 21 January 2008.

Trial of Mulching Products - 2007/2008

In the latest programme of revegetation planting, Council has included a trial using six (6) types of mulching systems installed in seven (7) sites. These trials will be monitored and reported back to Council staff in June 2008.

The following information will be collected regarding each product:

- A full analysis of conditions at each site;
- Each product's ability to suppress weeds;
- Performance of plants growing in each product;
- Soil health and soil compaction under each product;
- Cost of maintenance;
- A bi-monthly assessment of the condition of each product.

RESOURCES

The total cost of carrying out a comprehensive mulching system trial and research of roadside vegetation control worldwide is \$48,700 and has been allocated in the Annual Plan 2007/2008 for Herbicide Reduction.

CONCLUSION

Using the method of hand pulling to control weeds has the least detrimental effect on the environment of all the methods trialled, however, it is eight (8) times more expensive to carry out. Weed control using herbicide is the most cost effective and long lasting method that was trialled.

Research into roadside vegetation control and a trial of mulching products being carried out during 2007/2008 financial period will be reported back to the Community Board during spring 2008.

RECOMMENDATION

That the Herbicide Reduction Trials report be received.

Report prepared by: Helen Biffin, Parks Contracts Officer, Environmental.



13 LINCOLN-RATHGAR SCHOOL TRAVEL PLAN - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for the installation of new No Stopping At All Times parking restrictions on Rathgar Road and Edwards Avenue Henderson.

BACKGROUND

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

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

The long term regional programme goal is to:

"Reduce car trips to school across the region by 9 per cent over a 10-year period (2007-2014) 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.

The Lincoln-Rathgar Schools Travel Plan was developed through the guidance of a Working Group that comprised representatives from the schools, Auckland Regional Transport Authority, Council and the Massey Community Board.

The need for No Stopping At All Times parking restrictions was identified during the design of the infrastructure for this location as part of the Kea Crossing installation and pedestrian crossing upgrade.

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

ISSUES

Part of the Lincoln-Rathgar Schools Travel Plan is to install Kea Crossings outside number 14 Rathgar Road (for St Dominic's College) and outside number 13 Edwards Avenue (for Liston College), and to upgrade the pedestrian crossing at 141 Rathgar Road. It was identified that the installation of No Stopping At All Times parking restrictions in these locations is necessary to improve pedestrian safety at the crossings. Residents in adjacent properties were advised of the new parking restrictions in July 2007. Any feedback received will be presented at the Community Board meeting.

A48-A50

The location of the new No Stopping At All Times parking restrictions is shown on the aerial photographs attached at pages A48 to A50.

Decision Making

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

RESOURCES

The markings can be implemented as part of the School Travel Plan budget for 2007/2008. Infrastructure for both the Lincoln-Rathgar and Rutherford Schools Travel Plans has received a subsidy from Land Transport New Zealand.

CONCLUSION

The installation of new No Stopping At All Times parking restrictions in Rathgar Road, Henderson, and Edwards Avenue, Henderson is recommended to ensure pedestrian safety.

RECOMMENDATIONS

1. That the Lincoln-Rathgar School Travel Plan - New No Stopping At All Times Parking Restrictions report be received.
2. That in relation to **RATHGAR ROAD, HENDERSON**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **RATHGAR ROAD** from the northern boundary of property number 27 and extending south for a distance of 13 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the west kerb line of **RATHGAR ROAD** from the southern boundary of property number 14 and extending north for a distance of 5 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.

- (iii) on the east kerb line of **RATHGAR ROAD** from a point 40 metres of the intersection of Pomaria Road, extending south for a distance of 22.5 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 3. That in relation to **EDWARDS AVENUE, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **EDWARDS AVENUE** from the eastern boundary of property number 13 and extending west for a distance of 31 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 4. That 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 restrictions.

Report prepared by: Jane Harris, Transport Technician.



14 CENTRAL PARK DRIVE, HENDERSON - NEW PARKING RESTRICTIONS AND FLUSH MEDIAN

GLOSSARY

Traffic Management Plan (TMP)

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 at The Trusts Stadium frontage, a new Flush Median along Central Park Drive at The Trusts Stadium frontage.

This is to inform the Massey Community Board that during the World Cup Netball Championships (10 November 2007 to 17 November) Te Pai car park will be temporarily used for parking of charter buses and the public will not be permitted to use on site parking at The Trusts Stadium.

BACKGROUND

Central Park Drive is a district arterial road with a posted speed limit of 50 kilometres per hour (km/ph). The 2007 World Netball Championships will be held at The Trusts Stadium from 10 November 2007 to 17 November 2007. The Council has reviewed regulatory restrictions in this vicinity with a view to ensure visitors, competitors and officials achieve lasting impressions with regard to the workability of traffic management at the Stadium.

Traffic Management Plans (TMP's) prepared for events at The Trusts Stadium require the temporary installation of No Stopping At All Times parking restrictions at The Trusts Stadium frontage to mitigate the traffic impact on Central Park Drive. In addition, areas need to be set aside for bus/coach parking in Te Pai Place and the Tennis Court car park, and Permit only parking in The Trusts Stadium car park on Central Park Drive.

The Trusts Stadium is the only venue in Waitakere City able to cater for large events and the number of events held in The Trusts Stadium has increased since it started.

STRATEGIC CONTEXT

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

Parking restrictions and no stopping controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

Flush medians are known to reduce head-on, overtaking and rear end accidents, and generally calm the traffic flow.

ISSUES

The number of events held at The Trusts Stadium have increased in the last two years. There is a minimum of two events per month where a TMP is required to implement the restrictions for these events, some of which take place on weekends and some on week days/nights. A permanent No Stopping At All Times parking restriction would be more appropriate and economical.

With the new parking restrictions on Central Park Drive, there will be sufficient space to provide a flush median to cater for turning vehicles.

The Council's intention is to provide a shuttle service to and from The Trusts Stadium for the bigger events. This proposal will also benefit from the installation of a flush median.

Buses and coaches bringing in customers from outside the City need an appropriate layover location. Te Pai Place Tennis Court car park will provide these vehicles with off street parking to minimise visibility issues that may occur should they be parked on the road. There is no potential damage to the tennis courts at Te Pai Place as vehicles will not be permitted to park on the courts.

In addition, The Trusts Stadium car park is for the use, on a temporary basis, of participating teams, VIP's, media and emergency service vehicles.

The occupants of properties affected by the new No Stopping At All Times parking restrictions were consulted in April 2007. No objections were received.

A51 The locations of the new parking restrictions are shown on the aerial photograph attached at page A51.

Decision Making

Under Section 344 of the Local Government Act, Massey Community Board has the delegated authority to authorise the installation of the No Stopping At All Times parking restrictions and flush median on Central Park Drive.

The Director: City Services has the delegated authority to authorise the use of the car parks at Te Pai Courts and The Trusts Stadium.

RESOURCES

The new road marking and signage can be implemented under the Annual Plan 2007/2008 maintenance budget.

CONCLUSION

Considering the number of events held at The Trusts Stadium a new No Stopping At All Times parking restriction at The Trusts Stadium frontage is recommended. A Flush Median would provide safe refuge for turning vehicles.

RECOMMENDATIONS

1. That the Central Park Drive, Henderson - New Parking Restrictions and Flush Median report be received.
2. That in relation to **CENTRAL PARK DRIVE, HENDERSON:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following restrictions be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **CENTRAL PARK DRIVE** starting from a point 248 metres from the northern kerb line of **TOLICH PLACE** and extending north for a distance of 343 metres (just north of gate 2) a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the west kerb line of **CENTRAL PARK DRIVE** starting from the intersection of **CLEMWAY PLACE** and extending north for a distance of 157 metres a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking restrictions and flush median.

Report prepared by: Jane Harris, Transport Technician.



15 DON BUCK ROAD, MASSEY - TRAFFIC MANAGEMENT

PURPOSE OF THE REPORT

The purpose of this report is to provide information and to update the Massey Community Board with regard to traffic generation and safety issues on Don Buck Road, Massey.

BACKGROUND

At the Massey Community Board meetings held on 7 February 2007 and 2 May 2007 the Board resolved as follows:

“That the Chief Executive Officer be requested to bring back a report to the Massey Community Board that addresses the type of seal that is proposed to be used, future maintenance, and traffic management on Don Buck Road.

65/2007

“That a further report be brought back to the Massey Community Board on traffic management on Don Buck Road that projects traffic volumes in the future once the four subdivision sites on Don Buck Road, currently under construction, have been completed.”

803/2007

STRATEGIC CONTEXT

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

The Council has a responsibility to promote the well being of its community in terms of social, cultural, economic and environmental outcomes. In this context, ensuring public safety is of paramount importance.

ISSUES

Types of Seal

A site inspection of Don Buck Road has been carried out with Bob Jessop, representing the Massey Community Board. The site inspection identified a number of priorities, as follows:

- resealing of some intersections; it is proposed to progressively reseal intersections with asphaltic cement ("hotmix") and a number of intersections will be sealed as part of the 2007/2008 reseal programme;
- resealing a stretch of Don Buck Road near the Massey Community Centre / Library; this work will be carried out in 2007/2008.

Traffic Issues

A study has been completed and a report prepared on the traffic issues on Don Buck Road, including the following:

- Evaluating recent traffic growth rates on Don Buck Road;
- Reviewing a study prepared in January 2004 for Don Buck Road;
- Undertaking a preliminary review of accidents on Don Buck Road to identify possible safety improvements.

A52-A58

The following comments and improvements have been recommended in the study. A copy is attached at pages A52 to A58.

Traffic Management

The average traffic growth on Don Buck Road has been approximately three per cent per annum over the past five years, which is considered typical for a major arterial route.

Intersection of Swanson Road/Don Buck Road/Universal Drive

- Provision of two north bound through lanes from Swanson Road to Don Buck Road.

Intersection of Don Buck Road/Red Hills Road

- Upgrading this priority intersection to a single lane roundabout; this work is to be carried out in 2007/2008.

Section of Don Buck Road between Swanson Road and Waimumu Road

- Extending the existing flush median;
- Improving delineation by installing edge-lines, raised reflectorised pavement markers (RRPM) and additional curve warning signage;
- Installing friction grip around the bends where there are a high number of loss of control accidents.

Intersection of Don Buck Road/Glen Road/Woodside Road

- Changing the give way control on Glen Road to a stop control;
- Replacing the advanced curve warning signs (for the curve in the vicinity of the intersection of Don Buck Road, Glen Road and Woodside Road) with modified curve warning signs indicating the presence of an intersection;
- Review street lighting at the intersection, particularly lighting on the southern Don Buck Road approach to the intersection;
- Installing a high friction grip road surfacing on the north bound through lane on the southern Don Buck Road approach to the intersection.

Section of Don Buck Road between Waimumu Road and Hobsonville Road

- A give way priority be installed on Beauchamp Drive;
- A right turn pocket be marked on Don Buck Road at the Beauchamp Drive intersection.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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

Funding of \$700,000 has been provided in the Annual Plan 2007/2008 for a roundabout at the intersection of Don Buck Road/Red Hills Road. Other minor improvements can be implemented as part of the Annual Plan 2007/2008 maintenance and minor safety budgets, with the balance completed in 2008/2009 and 2009/2010, depending on citywide priorities. A further report will be submitted to the Board in December 2007 confirming priorities.

CONCLUSION

The proposed improvements will improve the accessibility and safety on Don Buck Road.

RECOMMENDATIONS

1. That the Don Buck Road, Massey - Traffic Management report be received.
2. That the 2007/2008 traffic safety improvements for Don Buck Road, Massey, be approved as follows:
 - resealing intersection at Don Buck Road;
 - resealing of Don Buck Road near the Massey Community Centre and Library;
 - upgrading Don Buck Road/Red Hills Road intersection to a single lane roundabout.

3. That a further report be submitted to the Massey Community Board in December 2007 recommending priorities for traffic safety improvements in Don Buck Road, Massey for implementation in 2008/2009 and 2009/2010.

Report prepared by: Honwin Shen, Senior Transport Engineer.



16 HOLMES DRIVE SOUTH/MOIRE ROAD, MASSEY - NEW INTERSECTION IMPROVEMENTS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new traffic island, No Stopping At All Times parking restriction, a Stop control to be installed, and to ratify the existing bus stop, at the intersection of Holmes Drive South/Moire Road, Massey.

BACKGROUND

A request was made by the Massey Community Board for a traffic island to reduce the speeds of drivers turning into Holmes Drive South from Moire Road.

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.

Traffic islands on the side roads of intersections will improve road users safety by slowing vehicles so as to ensure efficient, safe movements.

No Stopping At All Times parking restriction and Stop control will improve drivers sightlines so as to ensure efficient, safe movements.

ISSUES

A search of the Land Transport New Zealand database shows that in the past five years there has been one reported injury accident in the vicinity. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

A new traffic island is proposed on Holmes Drive South to discourage drivers from turning in from Moire Road at high speeds. A No Stopping At All Times parking restriction is required near the new traffic island so that large vehicles can turn easily without being obstructed by parked vehicles. The restriction also improves drivers' sightlines to enable them to safely enter the traffic stream, especially during peak hours. A Stop control is required due to restricted visibility as drivers approach the intersection.

The Massey Anglican Church owns the properties at numbers 2 and 24 Moire Road and has requested the No Stopping At All Times parking restriction be extended so parishioners can have unrestricted sightlines when exiting the driveways. The bus stop is existing and this is an opportunity to formally road mark its location.

Adjacent residents are currently being consulted, and the consultation results will be reported to the Massey Community Board at this meeting.

A59 The locations of the improvements are shown on the aerial photograph attached at page A59.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 can be funded from the Annual Plan 2007/2008 Minor Safety budget.

CONCLUSION

A new traffic island with No Stopping At All Times restrictions and Stop Control at the Holmes Drive South / Moire Road intersection will improve traffic safety.

RECOMMENDATIONS

1. That the Holmes Drive South/Moire Road, Massey - New Intersection Improvements report be received.
2. That the installation of a new **TRAFFIC ISLAND** on **HOLMES DRIVE SOUTH** as delineated at plan number 2007/30-4 attached to the Agenda report be approved.
3. That in relation to **HOLMES DRIVE SOUTH, 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 restrictions and controls be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **HOLMES DRIVE SOUTH STREET** where it intersects with **MOIRE ROAD**.
 - (ii) on the north kerb line of **HOLMES DRIVE SOUTH** starting from the west kerblines of **MOIRE ROAD** and extending west for a further 24 metres a new **NO STOPPING AT ALL TIME** restriction be put in place.
 - (iii) on the south kerb line of **HOLMES DRIVE SOUTH** starting from the west kerblines of **MOIRE ROAD** and extending west for a further 22 metres a new **NO STOPPING AT ALL TIME** restriction be put in place.
4. That in relation to **MOIRE 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 restrictions be now resolved to be specified and imposed, namely,

- (i) on the west kerb line of **MOIRE ROAD** starting from the north kerblines of **HOLMES DRIVE SOUTH** and extending north for a further 20 metres a new **NO STOPPING AT ALL TIME** restriction be put in place.
 - (ii) on the west kerb line of **MOIRE ROAD** starting from the south kerblines of **HOLMES DRIVE SOUTH** and extending south for a further 66 metres a new **NO STOPPING AT ALL TIME** restriction be put in place.
 - (iii) on the east kerb line of **MOIRE ROAD** starting from a point 4 metres north of the north kerblines of **HOLMES DRIVE SOUTH** and extending south for a further 24 metres a new **NO STOPPING AT ALL TIME** restriction be put in place.
 - (iv) on the west kerb line of **MOIRE ROAD** starting from a point 66 metres to the south of the south kerblines of **HOLMES DRIVE SOUTH** and extending south for a further 23 metres a new **BUS STOP** 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 be hereby approved to be put in place to properly establish, delineate and record the said parking restrictions and limitations, intersection priority control and bus stop control.

Report prepared by: Kong Jin Png, Senior Transport Engineer.



17 KINTARA DRIVE, MASSEY - NEW TRAFFIC SIDE ISLAND AND NO STOPPING AT ALL TIMES PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for new traffic side island and new No Stopping At All Times parking restriction on Kintara Drive, Massey outside Colwill School.

BACKGROUND

Kintara Drive is used for parking to pick up children before and after school and pedestrians frequently cross Kintara Drive. There is currently no crossing facility for pedestrians to crossing the road.

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.

Provision of traffic islands improve road users safety by slowing vehicles, improving safety to pedestrians and to ensure efficient, safe movement of vehicles on roads.

No stopping restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Kintara Drive is a local road with a carriageway width of approximately 7.5 metres.

A search of the Land Transport New Zealand database shows that in the past five years there have been no reported accidents. The database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is possible that unreported accidents have occurred.

It is proposed to install a traffic side island refuge to narrow down the road so that it will be safer for pedestrians to cross the road. The refuge will also help to curb traffic speeds due to the constriction point. Some No Stopping At All Times parking restrictions will be installed so that cars cannot park near the side island and obstruct sight lines.

A60

The location of the proposed changes is indicated at page A60.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 can be funded from the 2007/2008 Minor Safety Budget.

CONCLUSION

The installation of a new traffic side island and No Stopping At All Times parking restriction on Kintara Drive will improve safety for pedestrians crossing the road and slow down drivers.

RECOMMENDATIONS

1. That the Kintara Drive, Massey - New Traffic Side Island and No Stopping at all Times Parking Restriction report be received.
2. That the installation of new **TRAFFIC ISLAND** on **KINTARA DRIVE** opposite the boundary of number 12 and 14 Kintara Drive be approved.
3. That in relation to **KINTARA 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 restriction be now resolved to be specified and imposed, namely,
 - (i) on the northern kerb line of **KINTARA DRIVE, MASSEY** starting from the vehicle crossing at number 7A and extending a distance of 10 metres, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking restriction.

Report prepared by: Kong Jin Png, Senior Transport Engineer.



18 **POOKS ROAD, RANUI - NEW PEDESTRIAN TRAFFIC ISLAND, FLUSH MEDIAN AND PARKING RESTRICTIONS**

GLOSSARY

Land Transport New Zealand (LTNZ)

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for the permanent installation of a pedestrian traffic island, flush median and parking restrictions on Pooks Road, Ranui.

BACKGROUND

Council has been contacted by the community with concerns regarding the safety of pedestrians crossing at Pooks Road in the vicinity of the new railway station opposite Putney Place. A central pedestrian island in combination with parking restrictions and speed cushions were installed in July 2007 on a trial basis, following public consultation in January 2007. The trial included installing a speed cushion and monitoring confirms that this is effective. Therefore, the Massey Community Board is requested to approve the installation on a permanent basis.

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.

Pedestrian traffic islands are installed in the middle of the carriageway to provide a safe facility to stage the crossing distance at locations where considerable numbers of pedestrians cross the road.

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

ISSUES

A search of the Land Transport New Zealand (LTNZ) database shows that in the past ten years there have been three reported pedestrian injury accidents in the vicinity. These occurred in 1997, 2002 and 2003. The LTNZ database does not contain a complete list of all accidents, especially minor or non-injury accidents and it is entirely possible that other pedestrian accidents have occurred in the vicinity.

The new railway station and the proposed improved rail service will increase pedestrian activity on Pooks Road, and east of Putney Place is considered to be the most appropriate location for a new crossing facility.

A central pedestrian traffic island has been installed which provides a safe crossing point for pedestrians in combination with speed cushions which function as a localised speed reduction device.

Broken yellow lines are required to allow good visibility for pedestrians and traffic on Pooks Road.

Speed cushions have previously been used in Auckland City, and approximately two years ago a trial was held at the Stagecoach bus depot in Mt Roskill. It was determined that a 1.9 metre wide device achieved an appreciable speed reduction to vehicles without compromising bus passenger comfort. Since their installation last month on Pooks Road Stagecoach has given positive feedback.

Adjacent residents were consulted in January 2007. No feedback was received.

A61-A62

The new pedestrian traffic island, flush median and parking restrictions are shown at pages A61 to A62.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by 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 attached works have been funded from the Annual Plan 2006/2007 Minor Safety budget.

CONCLUSION

A new pedestrian traffic island, No Stopping At All Times restrictions and a speed reduction device on Pooks Road will improve pedestrian crossing safety.

RECOMMENDATIONS

1. That the Pooks Road, Ranui - New Pedestrian Traffic Island, Flush Median and Parking Restrictions report be received.
2. That the installation of a **NEW PEDESTRIAN TRAFFIC ISLAND** on **POOKS ROAD, RANUI** delineated on plan number 15419 (Sheet 1) attached to the Agenda report be approved.
3. That the installation of a new **FLUSH MEDIAN** on **POOKS ROAD, RANUI** delineated on plan number 15419 (Sheet 2) attached to the Agenda report be approved.
4. 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 restrictions be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **POOKS ROAD** starting from a point four metres west of the eastern kerblines of Putney Place and extending east for a further 21 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (ii) on the south kerb line of **POOKS ROAD** starting from the eastern kerblines of Putney Place and extending east for a further 34 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
 - (iii) on the south kerb line of **POOKS ROAD** starting from the western kerblines of Putney Place and extending west for a further seven metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.

5. That in relation to **PUTNEY PLACE, 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 restrictions be now resolved to be specified and imposed, namely,
- (i) on the west kerb line of **PUTNEY PLACE, RANUI** starting from the south kerblines of Pooks Road and extending south for a further 10 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
- (ii) on the east kerb line of **PUTNEY PLACE, RANUI** starting from the south kerblines of Pooks Road and extending south for a further 10 metres a new **NO STOPPING AT ALL TIMES** restriction be put in place.
6. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Kong Jin Png, Senior Transport Engineer.



19 **TRIANGLE PARK, MASSEY - PLAYGROUND UPGRADE**

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Massey Community Board on the proposed design for the upgrade of the playground at Triangle Park, Massey.

BACKGROUND

Each year a number of playgrounds are upgraded on a priority basis. The playgrounds are assessed on their age, condition, compliance with safety standards and community needs.

Triangle Park playground is being upgraded in 2007/2008 as part of Council's ongoing playground renewal playground programme as identified in the Long Term Council Community Plan 2006-2016.

STRATEGIC CONTEXT

This project contributes to the Strategic Priority of First Call for Children and the Council's Strategic Platform of Urban and Rural Villages.

The installation of a new playground contributes substantially to these priorities and strategies through the provision of a new, exciting and challenging facility that will encourage and stimulate children's play, social interaction, exercise and physical wellbeing.

ISSUES

When considering the upgrade of existing playgrounds Council work to the following design principles:

- Provide clear visibility of items;
- Be creative and challenging;
- Be of a high quality;
- Meet the needs of pre and primary school children;
- Be easily accessible to users;
- Meet the needs of both the children and the caregivers in terms of layout;
- Caters for the number of children who are likely to use the playground.

The Triangle Park playground upgrade concept has been designed to meet these principles. The existing Triangle Park playground currently consists of a play module and three two bay swings.

A survey was distributed in April 2007 to the local community surrounding Triangle Park. This survey asked what age groups use the playground as well as what equipment people would like to see installed through the playground upgrade. The playground upgrade concept has been developed with the feedback from the survey.

A63 The proposed concept design splits the playground into three sections; a triangle play area, a separate area for swings and a stand alone flying fox. The concept plan is attached at page A63.

A64-A66 It is proposed that the main triangle play area has a five meter high Pentagoda climbing net, two Springy Rockers, a Gyro Spinner, a Trick Skate and a three way seesaw (see attached pages A64 to A66. The main triangle play area will be flush with the ground and have cushion fall under surfacing, this will make the whole playground all abilities accessible.

A63 Swings were among the highest play item requested in the survey and it is proposed to install a hexagon six way swing. The swing would be installed on the opposite side of the existing path on Matta (rubber) tiles. The type of swings to be installed can be seen in at page A63.

A67 Another highly requested play item was a flying fox. It is proposed to install a flying fox that runs parallel to the existing path also installed on Matta (rubber) tiles. An example of the proposed flying fox can be seen at page A67.

The developed concept plan was then sent to the local community in August 2007 requesting any further feedback. Any feedback received will be presented to the Massey Community Board at the September 2007 meeting.

Following the approval of the Massey Community Board a final mail drop will be undertaken to the local community advising of the final design. Consents will then be obtained and it is planned that construction will commence in early 2008.

Decision Making

This proposal is presented with due consideration of relevant criteria, as required by Section 77 of the Local Government Act 2002. The principle community outcome to be derived is the provision of challenging play equipment to promote social interaction, exercise and physical wellbeing.

RESOURCES

Preliminary cost estimates for the upgrade of the playground at Triangle Park is \$150,000. Funding of \$150,000 has been allocated in the Annual Plan 2007/2008 through the playground renewals budget for the upgrade of the playground at Triangle Park.

CONCLUSION

It is proposed to upgrade the existing playground at Triangle Park in 2007/2008 and the playground concept plan has been developed in accordance with feedback from the local community.

RECOMMENDATIONS

1. That the Triangle Park, Massey - Playground Upgrade report be received.
2. That the proposed design for the Triangle Park, Massey - Playground Upgrade be approved.

Report prepared by: Tracey Hamilton, Parks Project Development Officer.



20

CHAIRMAN'S REPORT

A68-A72

- 20.1** As this is the last meeting of the Board for this term, it is appropriate at this time to reflect on what the Massey Community Board has achieved over the last three years, where it is at the moment, and matters that flow over for the new guard to take up. With this report is the promised report on the Local Government New Zealand Conference, held in Dunedin 15-18 July 2007, attached at pages A66 to A70.

ACHIEVEMENTS DURING THIS TERM

The Massey Community Board is proud to be a strong supporter of the Massey Matters Project and has allocated \$25,000 of special funds to a number of worthy community oriented organisations. This project is in the early stages of development and it is important for the Board to retain a high profile in the continuing evolution of this project leading towards a goal of an improved living environment in Massey.

The Representation Review resulted in a reasonably significant change to the boundary of the Massey Ward with the loss of the Lincoln Road area up to Universal Drive as the new boundary with the Henderson Ward. Ranui remained in this Ward, when at one stage it was recommended to move it into the Henderson Ward

The Massey Community Board played a particularly significant role in smoothing the waters over the controversy created by the filling-in of the Huruhuru swimming hole. The extraordinary meeting, called by the Massey Community Board, allowed the protesting public to talk to the Council, through the Mayor. It was a controlled and safe environment resulting in the controversy being left behind in an effort to move on. By making the community inclusive of the ongoing landscaping and development around the swimming hole, some degree of reconciliation had been achieved.

When Transit NZ proposed a flawed tolling proposal on the Nor-Western Motorway, the Massey Community Board was invited, on behalf of the Council and the other three Community Boards, to host the only public meeting held in the City. The Marina View Primary School hall was filled to capacity in a lively exchange with the representatives of Transit NZ. The meeting was orderly and a credit to all concerned under an independent Chair. Many misinformed members of the public obtained a much improved understanding on how damaging the proposal would have been to the City's interests by the end of the meeting.

THE ONGOING PRESENT

Even while this report is being prepared there are matters to be reported at this month's meeting of the Board, or soon into the new term. Some of these have been the result of matters raised at public forum, or events of concern demanding special attention.

Early in this term, the death of a young person on the North Western Motorway raised the fairly controversial idea of building a pedestrian bridge over the motorway linking Westgate and Massey East. The results of an extended public consultation process, involving the Massey Ward Councillors, Community Board members, Council officers and the connections that have been developed through the Massey Matters project, will be made known to the Board at a briefing immediately prior to the September meeting. From the Board's deliberations a presentation will be made to the City Development Committee the following day.

Reports are pending on the resealing of Don Buck Road between Beauchamp and Westgate Drives, covering the type of seal that is proposed to be used, future maintenance, and traffic management on Don Buck Road. Recent issues of unsafe driving on West Harbour Drive and Riverpark Crescent are currently being investigated. A speed monitoring survey has just been completed in Riverpark Crescent and will be useful for ongoing consultation with the local community. The issue of the Board Chairmen being ex-officio on Committees that the Board's have representation on has not yet been addressed. It is important that this loose end continues to be pursued.

The review of Community Board delegations is proceeding and a recommendation, from the Council, will be made for the new Council to consider in the new term. There are some issues related to review the consultation process regarding playgrounds. Also being looked at is the bring-up system for Agenda items, which have been the subject of public forum, and if possible on-going interest by those members of the public.

THE FUTURE

The recent Auckland Regional Council decision to allow the extension of the MUL for Hobsonville, the Hobsonville corridor, and the Westgate extension, to proceed, has made this a very exciting Ward to be an elected representative in. Additionally, the investigations made by the Westpark Marina Company to develop the marina precincts further, will place demands on the Council and the Massey Community Board, to guide this project through the consultation and decision making stages. The final result will be very important to achieving a successful environmental and living environment. To cap off this range of significant changes, is the future of Whenuapai Airbase. The outcome of the Council's decisions on this important asset, that the City has the rightful responsibility to protect, is of the utmost importance to the long-term development of, not only the Massey Ward, and not only the Waitakere City, but the region, and the nation. The future is exciting, demanding, and challenging.

As with all elections, some will stay, some will not come back. This is the nature of elected dedication to community service. To those who will not be back, and because this is the final opportunity to record this, the Board extends its sincerest thanks for the devotion to service above self. To those who return, it is their duty to carry on the legacy of service to community as seamlessly as possible and assist the newly elected members to continue the legacy of public responsibility that is the heritage of this, and all previous Boards and Councils. A special acknowledgment is made for the supportive and guiding help that the appointed Councillors bring to the proceedings of the Community Board. Finally, as the Chairman, having taken over after Mr. Good's resignation, thank you to all the members of the Board for their dedication to duty. It has been a special privilege to work with the members of the Board. This has made the job not only pleasurable and rewarding, but also very easy. Thank you and good luck for the future.

RECOMMENDATION

That the Chairman's Report be received.

20.2 Members Submissions for Police Liaison Meeting

Members are invited to contribute submissions for the Police Liaison Meeting.

Graeme Barnard
CHAIRMAN



21 BOARD MEMBERS' REPORTS

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

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Graeme Barnard
Keep Waitakere Beautiful Trust	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
Road Safety Steering Group	John Riddell Bob Jessopp

COUNCIL COMMITTEES	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard 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
Massey West Cluster School Travel Plan	Bob Jessopp Gayleen Maurice John Riddell (Alternate)

