



Waitakere City Council
a Te Taiao o Waitakere

NOTICE OF MEETING

MASSEY COMMUNITY BOARD

(Whenuapai, Hobsonville, West Harbour, Herald Island, Massey, Ranui and a portion of Western Heights)

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

DATE: Wednesday, 2 September 2009 **TIME:** 7.00 pm

MEETING ROOM: Council Chamber

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.

28 August 2009

Desiree Tukutama
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8815

MEMBERSHIP:

Mr JG Riddell (Chairman)
Mr AE Davies, JP (Deputy Chairman)
Mr JC Carrodus
Cr MFP Chan, JP
Cr WW Flaunty, QSM, JP
Ms JA Fletcher
Mr BK Neeson

(Quorum 4 members)

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(Meeting Room could be subject to change)

(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 IN THE
COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD,
HENDERSON, WAITAKERE, ON WEDNESDAY, 2 SEPTEMBER 2009,
COMMENCING AT 9.30 AM**

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HENDERSON, WAITAKERE, ON WEDNESDAY, 2 SEPTEMBER 2009,
COMMENCING AT 9.30 AM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 5 August 2009

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the minutes of the meeting of the Massey Community Board held on Wednesday, 5 August 2009, as circulated, and that they 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 CONFLICTS OF INTEREST

The Council has acknowledged in its Code of Conduct that Elected Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



5 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 WESTERN HEIGHTS RESIDENTS AND RATEPAYERS' ASSOCIATION

Representatives from the Western Heights Residents and Ratepayers Association will present their views to the Massey Community Board on the proposed Mainline Steam relocation to Paremuka.

C KIWIRAIL AND MAINLINE STEAM

Representatives from Kiwirail and Mainline Steam will give a presentation to the Massey Community Board on the proposed Mainline Steam relocation to Paremuka.



6 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.



7 CHAIRMAN'S REPORT

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the Chairman's Report dated 2 September 2009.

REPORT

1. Two information day events have taken place over the past week. An information day to discuss bus timetables for the Massey Ward held at the Massey Library and another, held at the Wings Conference Centre, Hobsonville, to discuss re-alignment changes to Hobsonville Road affecting residential properties impacted by development in the NorSGA area.

2. The information day hosted by Auckland Regional Transport Authority discussed the proposed bus timetables planned for the Massey Ward. Proposals are in place to cut bus services to Herald Island and Whenuapai. At the same time, we read that the Government is considering increasing petrol tax thus pushing up the costs of travel for private motorists. Yet when the price of petrol increases, it is generally accepted that bus patronage increases by 3%.
3. The other event, hosted by the Council was about what will be happening on Hobsonville Road, Hobsonville. When the road returns to Council control in 2012, the road will be widened and will incorporate bike, bus and car lanes, along with a number of signalised intersections, for example at the Trig Road, Hobsonville Road intersection. Council traffic engineers and consultants were on hand explaining to people who dropped in what would be happening, and how their properties may be affected.
4. Following our last meeting held on 5 August 2009, local boaties presented to the Massey Community Board Public Forum their views on the closure of the Westpark Marina public boat ramp gate between the hours of 10.00 pm to 4.00 am. Council officers, boaties, local residents and I met and discussed a possible solution. A report on this issue will be considered at this meeting.
5. August 2009 could be called transport month, as there are transport issues affecting both ends of the Massey Ward. The Western Heights Residents and Ratepayers held a public meeting to discuss Kiwirail's proposal to move Mainline Steam to the Paremuka site off Brick Street, in Ranui. A Council officer's report will be presented and considered at this meeting.
6. In ending this report, we record the passing of another well known local government politician, Maureen Brooker, who served the West, for many years and also served the area as an Auckland Regional Council Councillor.
7. Finally, by the time we read this report we may well know the results of the Select Committee's deliberations on Auckland Governance, while Parliament will have begun the task of debating the Bill.


JG Riddell
CHAIRMAN

8 COMMITTEE SECRETARY'S REPORT




RECOMMENDATION

It is recommended that the Massey Community Board resolve to:



Receive the Committee Secretary's Report for the Massey Community Board dated, 2 September 2009.

	Issue	Comments	Reporting Council Officer
1.	Realm Esplanade Footbridge Upgrade Officer's Report	As part of Council's ongoing structures renewal programme, design and consenting work for an upgrade to the Realm Esplanade Footbridge between Allington Road and West Harbour Drive will commence in the 2009/2010 financial year. Physical works will include a handrail and barrier upgrade. Deck surface repairs are programmed for the 2010/2011 financial year.	Andreas Lilley  836 8000 Ext: 8553

	Issue	Comments	Reporting Council Officer
2.	<p>Reynella Reserve Playground Design</p> <p>Officer's Report</p>	<p>As part of Council's ongoing playground renewal programme the playground at Reynella Reserve is being designed this financial year (2009/2010) for construction in the 2010/2011 financial year.</p> <p>Mail drop surveys were distributed to the surrounding community in early August 2009 to obtain feedback on what equipment local residents would like in the playground.</p> <p>Feedback is being collated and concept designs are being developed.</p>	<p>Tracey Hamilton</p> <p>☎ 836 8000</p> <p>Ext: 8553</p>
3.	<p>Oak Park and Elvira Walk Playground Removals</p> <p>Resolution No: 1067/2009 16 June 2009</p> <p>Long Term Council Community Plan and Annual Plan Committee</p> <p>Resolution No: 885/2009 3 June 2009</p> <p>Infrastructure and Works Committee</p>	<p>At the Long Term Council Community Plan and Annual Plan Committee meeting held on 16 June 2009, it was resolved to retain the Oak Park playground and undertake upgrade works using funding from the Community Board Minor Parks Project Fund. Works included installation of timber edging, concrete mowing strip, bark under surface and a new timber crawl tunnel. This work was completed in late June 2009.</p> <p>The Infrastructure and Works Committee approved the removal of the playground at Elvira Walk at their June 2009 meeting. The playground removal is programmed for September 2009.</p>	<p>Tracey Hamilton</p> <p>☎ 836 8000</p> <p>Ext: 8969</p>
4.	<p>Street Tree Planting</p> <p>Officer's Report</p>	<p>The Street Tree Planting programme began in August 2009 and will continue throughout September 2009 at the following sites in the Massey Ward:</p> <ul style="list-style-type: none"> • Hogarth Rise; • Suncrest Drive; • Jillian Drive; • Queen Natalie Place; • Cnr Oreil Avenue & Hobsonville Road; • Cnr Ranui Road & Swanson Road; • Swanson Road; • Woodside Road; • Waitemata Drive; • Riverpark Crescent; • Craiburn Street; • Ulrich Drive; 	<p>Helen Biffin</p> <p>☎ 836 8000</p> <p>Ext: 8758</p>

	Issue	Comments	Reporting Council Officer
		<ul style="list-style-type: none"> • Pohutukawa Road; • Westgate Drive; • Aldern Road; • Arlose Place; • Charlenne Close; • Hillwell Drive; • Spargo Road; • Marinich Drive; • Tatayana Place; • Don Buck Road; • Ginders Drive; • Hueglow Rise; • Lagoon Way; • Beach Road; • Hetherington Road; • Luanda Drive; • Killygordon Place; • Pyrite Street; • Vermeer Place; • Renoir Street; • Shale Avenue; • Huruhuru Road; • Redwood Drive; • Beauchamp Drive; and • Moire Road. 	
5.	<p>Ranui Domain Changing Block Upgrade</p> <p>Officer's Report</p>	<p>As part of Council's ongoing building renewal programme, the toilet and changing room block at Ranui Domain is being upgraded this financial year 2009/2010. The scope of works is currently being determined. Physical works are scheduled to be undertaken in early 2010.</p>	<p>Tracey Hamilton</p> <p> 836 8000</p> <p>Ext: 8969</p>
6.	<p>Parking Stakeholder Consultation</p> <p>Officer's Report</p>	<p>The outcome of the parking stakeholder consultation will be reported to the Policy and Strategy Committee on Thursday, 3 September 2009. Copies of feedback received will be placed in the Community Board Lounge by 28 August 2009.</p>	<p>Charlie Inggs</p> <p> 836 8000</p> <p>Ext:8854</p>
7.	<p>Draft Freight Plan Consultation</p> <p>Resolution No. 1359/2009</p> <p>6 August 2009</p> <p>Policy and Strategy Committee</p>	<p>Public consultation on the draft Waitakere City Freight Plan will be undertaken in September and October 2009.</p> <p>Copies of the Draft Plan have been circulated to all Community Board Members for their information. Workshops to discuss the Draft Plan can be arranged at the request of the Community Board Chairman.</p>	<p>Charlie Inggs</p> <p> 836 8000</p> <p>Ext: 8854</p>

COUNCIL REPORTS FOR INFORMATION ONLY		
Report Name	Committee	Attachment Pages
Ken Maunder Park Replacement Footbridge	Infrastructure and Works Committee	Report and attachments will be made available in the Community Board lounge.
Community Leases Policy	Policy and Strategy Committee	Report and attachments will be made available in the Community Board lounge.
Waitakere City Library Development Plan 2009-2019	Policy and Strategy	Report and attachments will be made available in the Community Board lounge.
Addendum To The Waitakere City Transport Strategy 2006-2016	Policy and Strategy	Report and attachments will be made available in the Community Board lounge.
Draft Cultural Wellbeing Strategy For Waitakere	Policy and Strategy	Report and attachments will be made available in the Community Board lounge.
Project Twin Streams Community Governance	Policy and Strategy	Report and attachments will be made available in the Community Board lounge.

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Progress Report	Resolution No. 1445/2005 1 August 2005 Last updated 4 February 2009	7 October 2009	Tony Miguel  836 8000 Ext: 8294
Old Winery Building to the West City Darts Association	Resolution No. 1113/2009 1 July 2009	7 October 2009	Grant Jennings  836 8000 Ext: 8537

Report prepared by: Desiree Tukutama, Committee Secretary.



9 PROPOSED MAINLINE STEAM RELOCATION TO PAREMUKA

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
State Owned Enterprise	(SOE)
Western Heights Residents and Ratepayers Association	(WHR&R)
Outline Plan of Works	(OPW)
Resource Management Act 1991	(RMA)
Porirua City Council	(PCC)
Auckland Regional Council	(ARC)

EXECUTIVE SUMMARY

The purpose of this report is to provide an assessment of the Kiwirail proposal to relocate Mainline Steam from its current location in Parnell to Paremuka, in order to enable Kiwirail to maximise its returns from its property portfolio. This report was requested by the Massey and Henderson Community Boards at their May 2009 meetings.

The purpose of the proposed facility is to restore steam locomotives and for use as a base for steam train excursions. This is on the site of the now-abandoned Auckland Regional Transport Authority (ARTA) proposal for a rail stabling site.

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the Proposed Mainline Steam Relocation To Paremuka report.

BACKGROUND

1. Kiwirail was established as a State Owned Enterprise (SOE) in October 2008, bringing together ONTRACK, Toll Rail's freight operations, the Interislander's ferry operations and the Tranz Metro Wellington urban rail operation, within the umbrella of a single organisation.
2. As a SOE, Kiwirail is obliged to act commercially. In particular, this means that it needs to get as close as possible to a commercial rate of return from its land holdings. The current Mainline Steam operation in Parnell is on valuable commercial land and Mainline Steam cannot afford to pay a commercial lease for this land. In order to be able to release the underlying value of this land, Kiwirail is seeking to relocate Mainline Steam to a location with lower land value, where Mainline Steam can afford to pay a commercial lease.
3. The entire Paremuka site is 2.4 hectares and is unusually wide for a rail corridor. This is due to a newer rail alignment which was constructed in around 1939 with the land between the new and the former alignments remaining within the rail corridor. The portion of this site that would be required for Mainline Steam is around one-third of this area, adjoining the working environment zone on Swanson Road and Brick Street.
4. The site is currently consented to accept 60,000m³ of excess fill material, including some slightly contaminated fill removed from the rail corridor during the western line double-tracking project. It is also consented for 2.9 hectares of earthworks which expires in 2011.
5. The underlying zone for the entirety of the rail corridor is transport environment. This means that any proposal to use this site for other than rail activity may not be compatible with the rail corridor designation, nor with the underlying zoning. To carry out such activity would require it to be taken out of the rail corridor designation if the proposed activity were incompatible with the designation. Subsequently, any non-transport based use of this site would require a plan change to facilitate that sort of development.

6. Mainline Steam proposes to develop purpose-built premises on the north-eastern third of this site, east of the Paremuka Stream and north of the mainline railway. The site would include fencing and landscaping, with access to the rail mainline at the eastern end and vehicular access from Brick Street. According to Kiwirail, 95 per cent of activity on this site would be for rolling stock maintenance, primarily within the depot building.
7. Kiwirail approached the Council in early 2009 outlining the proposal and requesting advice from the Council about community engagement. Officers advised that they believed that the involvement of the two community boards in this area, Massey and Henderson, as well as the Western Heights Residents and Ratepayers Association (WHR&R), was essential to an effective community engagement process.
8. Residents of the Western Heights community, along with some Elected Members, have raised concerns about the location and impacts of the planned facility. A delegation of residents presented their concerns at the meeting of the Massey Community Board on 6 May 2009. The Massey Community Board requested that a report be brought back to them regarding this issue.

The Massey Community Board resolved to:

“Agree that the Chief Executive Officer be requested to bring back a report to the Massey Community Board and Henderson Community Board, investigating the KiwiRail/Mainline Steam proposal to relocate Mainline Steam from Parnell to Paremuka.”

677/2009

9. Council officers have discussed these concerns with Mainline Steam and Kiwirail. In addition, Mainline Steam and Kiwirail held an open day at Sturges Road Station on Sunday, 7 June 2009 and also held a public meeting on Monday, 3 August 2009.
10. Kiwirail and Mainline Steam will update the Board at the meeting and will be available to answer questions from Community Board members. It is understood that the WHR&R will also be presenting their concerns, together with a petition opposing the proposal, at the Board meeting.

DECISION MAKING

11. The Mainline Steam Paremuka relocation project is entirely within the designated rail corridor. This means that this site can be used for any purpose that fits within the ‘rail purposes’ of the rail corridor designation. However, an Outline Plan of Works (OPW) must be lodged with the Council, outlining the proposed works and detailing measures to remedy, mitigate or avoid any adverse environmental effects. This would need to be supported by a full assessment of effects on the environment and an analysis of the proposal against the relevant District Plan objectives and policies. As Kiwirail is the requiring authority under the Resource Management Act 1991 (RMA) for the western rail line designation, it is Kiwirail that would be submitting the OPW to the Council on Mainline Steam’s behalf.
12. It is important to understand that the Council needs to keep its role as a land use regulator and that of an advocate for its communities separate. While this means that the Council can be cognisant of community concerns, its decision making must remain independent for the following reasons:
 - The Council is sometimes required to make decisions on activities for which the Council itself is the applicant, making it critical that its decision making processes are, and are seen to be, independent;

- The Council's role as regulator is governed by the RMA which provides the legal framework for assessing the environmental impacts of proposals; and
 - The Council's decisions as regulator are subject to appeal and therefore must be legally defensible.
13. The RMA gives the Council 20 working days to process an OPW with the ability to request changes to the works. However, there is no obligation on the requiring authority, in this case Kiwirail, to accept any changes requested. If Kiwirail were to refuse to accept any (or all) changes requested by the Council, the Council's only legal recourse would be to appeal to the Environment Court. This would put the Council in the unusual position of having to appeal the requiring authority's decision in an attempt to make the requested changes legally enforceable. Case law on such appeals has by and large tended to favour the requiring authority and not the Council lodging the appeal.
 14. Previous experience with OPWs submitted to the Council by Kiwirail and ARTA is that those agencies treat any changes requested by the Council and agreed by them to have the same effect as if they were a condition of a resource consent. This includes remedying any non-compliance with OPW conditions identified by the Council's environmental monitoring staff.
 15. While the RMA provides a very tight 20-day timetable for processing OPWs, experience with other local authorities is that Kiwirail and ARTA will seek to reach agreement with councils on requested changes, even if this means agreeing to extensions in the processing time or even resubmitting OPWs to address concerns raised.
 16. The Council is aware that Porirua City Council (PCC) required Mainline Steam to gain resource consent for the buildings on the Plimmerton Mainline Steam site. PCC's legal opinion in support of this was based on the fact that Mainline Steam, and not ONTRACK (now Kiwirail), was the applicant for these buildings. As Mainline Steam does not have requiring authority status under the RMA, PCC processed the application as a notified resource consent under the rules applying to the underlying zone for this area. In the PCC area, the underlying zone at Plimmerton is the suburban zone, while in Waitakere the underlying zone for the entire rail corridor is transport environment. Kiwirail has also advised that it would be the applicant for any OPWs involving a possible Mainline Steam operation at Paremuka.
 17. At the time of finalising this report, the legal advice from PCC was still outstanding. In addition section 176 (1) of the RMA states that "*If a designation is included in a district plan, then – (a) section 9 (1) does not apply to a public work or project of work undertaken by a requiring authority under the designation.*" This seems to imply that the requiring authority, in this case Kiwirail, is required to be both the applicant for the OPW and to undertake the works itself. In the case of Paremuka, Kiwirail is proposing to create a track tie-in to the rail mainline and for Mainline Steam to carry out the remainder of the works. Once the PCC legal advice is received, the Council is planning to get a legal opinion to clarify this issue.
 18. This report is for the Community Board's information only as the project lies within the designated rail corridor. The final decision on any request for conditions on the OPW for the project falls with the regulatory arm of the Council.

Issues

19. Concerns raised by members of the community and some Elected Members relate to the possible expansion of the site beyond that of the current proposal, visual, noise and air pollution impacts, and concerns about security and graffiti. As well, the process followed to select the site has been questioned. A discussion on the site selection process is contained in the 'options identified' and 'assessment of options' sections of this report.

Noise Impacts

20. Noise is a potential impact of this project. However, it is believed that noise will not be of the scale of the previous proposal for a rail stabling yard at this location. This is because the usual working hours at the site would be Monday to Friday from 7.30am to 4.30pm, with volunteer sessions on Thursday evening to 9.00 pm and on Saturdays from 9am to 4pm. In addition, Kiwirail advises that there would be rail activity two to three days on either side of rail excursions during weekday business hours plus preparation for excursions, including firing up steam locomotives. On excursion days, currently around five times per year, trains would depart very early and are likely to return quite late.
21. Kiwirail also advises that there will be some shunting on site. PCC and the Plimmerton Residents Association report issues with sporadic and unpredictable shunting noise on the Mainline Steam Plimmerton site. In the case of Plimmerton, the nearest homes are substantially closer than would be the case at Paremuka.
22. In order to address the noise issues, a Noise Management Plan would need to be submitted to the Council, as has been done by Kiwirail for the various elements of the western line double-tracking project. This would need to include site-specific noise measurements for the type of noises generated by a steam train restoration facility in the specific context of Paremuka. Kiwirail has carried out similar work this year for the Mainline Steam depot at Plimmerton.
23. The Noise Management Plan should seek to ensure that standards for decibel levels beyond the boundary of the rail corridor do not exceed the standards established in the District Plan. These noise levels are lower at late evening and early morning hours. The Noise Management Plan may include elements such as noise buffering through planted mounds and would need an effective procedure to quickly address any reported violations of these standards.

Visual Impacts

24. Western Heights residents have expressed concerns about the visual impact of the facility on the Paremuka Reserve. Kiwirail has created visualisations of how a building of the proposed scale would look in the Paremuka context. While these buildings are not out of scale with permitted building heights in the adjacent working environment areas, Kiwirail and Mainline Steam have indicated a willingness to reduce their visual impact through screen planting and a recessive colour scheme.

Graffiti

25. The currently heavily graffitied state of the Parnell Mainline Steam depot has attracted unfavourable comment. This is in contrast to the Plimmerton facility which Mainline Steam keeps free of graffiti. Mainline Steam is proposing to fence any facility at Paremuka, something that it is legally unable to do at Parnell, due to various easements, including for public access across the Parnell site. Kiwirail and Mainline Steam have stated that they would have a zero tolerance approach to graffiti on any Paremuka site and that they would work with the Council and the Tag Out Trust to this end. It would be a highly undesirable outcome if any Mainline Steam facility at Paremuka were to resemble the 'graffiti-scape' of the faces of building fronting that section of the western rail line. It is worthy of note that the Council-led (and Kiwirail supported) graffiti abatement initiative has been largely successful at getting rid of graffiti in the rail corridor between Mount Lebanon Lane and Sherrybrooke Place, Henderson which indicates that graffiti in the rail corridor is not an insoluble issue.

26. Tonkin and Taylor, in a report to ARTA in May 2007, in relation to the now-abandoned proposal for a rail stabling yard at Paremuka, states that “*earthworks would be required to create a suitable platform for the yard... Approximately 50,000m³ of fill material has been placed at the site during works from the double-tracking project. The material was typically soft and wet, often with a high organic content. This fill is structurally unsuitable for the future development of a stabling facility in its current state. Geotechnical recovery works will be required on the site before it could be developed for the stabling area.*” Kiwirail advises that substantially less earthworks would be required for the Mainline Steam proposal and that the underlying materials will have now significantly consolidated since the time of the Tonkin and Taylor report. Kiwirail expects that any minor settlement of the track can be accommodated by packing down the sleepers with additional ballast. The proposed building on the Paremuka site would require a separate building consent, which would require consideration of these matters.
27. Mainline Steam was issued an abatement notice by PCC in early 2005 for a large amount of unconsented fill deposited adjacent to the Taupo Stream near its Plimmerton site. This was due to the fact that, at that time, Mainline Steam at Plimmerton was not aware that works within the designated rail corridor still required an OPW to be submitted to PCC. Kiwirail is now in the process of submitting an OPW for the trackwork to store carriages on this land, which will retrospectively cover the illegal earthworks. The application was at first not accepted by PCC as it did not contain enough information to be assessed under section 176A of the RMA. This was due to the fact that the application contained large earthworks against the Taupo Stream without clear detail of how this would be retained and without any consultation with Greater Wellington Regional Council. Any earthworks required for the Mainline Steam Paremuka proposal would be included in any OPW for this project.

Stormwater

28. The Mainline Steam proposal would create new areas of track ballast and impervious surfaces which would contribute to an increase in stormwater run-off. This would require existing drainage to be altered and new drainage to be constructed. According to PCC, the lubricant oil system for Mainline Steam’s engines at Plimmerton is an open system, meaning that oil comes out of the engine without being captured. PCC also reports issues with the storage of oil and diesel on the Plimmerton site including incidents of this oil leaking, which have given rise to official warnings from PCC. Given the proximity of this site to the Paremuka Stream, any risk of contaminated run-off, such as engine oil and diesel, getting into this waterway would be a significant concern to both the Council and the Auckland Regional Council (ARC). It is anticipated that these matters would be addressed as part of the OPW process and during the processing of any building consents required for this project.

Air Pollution

29. Members of the Plimmerton Residents Association and PCC staff have raised issues with air pollution with the Mainline Steam operation in Plimmerton. However, mobile vehicle pollution is regulated by central government through such tools as emission standards and is not covered by the RMA and therefore is not within the ability of the Council to regulate. Emissions to air are regulated in the Auckland region by the ARC’s Proposed Auckland Regional Plan: Air Land Water. In this plan, the discharge of contaminants into air created by motor vehicle, aircraft, train, vessel and landowner engines including those located on industrial or trade premises is a permitted activity.

Options Identified

30. Kiwirail went through a site selection process for this project. This process identified the following sites: Paerata; Karaka; between Swanson Station and O’Neills Road; Bruce McLaren Road; and its preferred site by the Paremuka Reserve.

Assessment of Options

31. Kiwirail has provided advice as to the reasons the following sites were discarded as potential sites for Mainline Steam.
32. **Paerata:** The site is too narrow with difficult access to the mainline railway line and is distant from Mainline Steam's passenger base.
33. **Karaka:** The site has an awkward shape and is distant from services, including electricity.
34. **Between Swanson Station and O'Neills Road.** Two options in this area were ruled out as the track gradient of 1 in 67 at this point is much steeper than the safety requirement to have trains stored on a maximum 1 in 250 gradient. This is an essential safety requirement to avoid the risk of a runaway train due to air brake leakage. To address the slope issue, trains would need to be stored much closer to residential properties than the preferred option on an embankment above the mainline track level.
35. **Bruce McLaren Road.** This site was eliminated from further consideration as it is now required by ARTA for the stabling of trains after the abandonment of the earlier proposal to stable trains at Paremuka.

Consideration of Community Views

36. Some members of the Western Heights community presented their concerns about the project to the Massey and Henderson Community Boards at the public forum section of the Board meetings that took place on Wednesday, 6 May 2009 and Thursday, 7 May 2009.
37. Kiwirail hosted the visit by a Councillor, a Council officer and two representatives of the WHR&R to the Plimmerton site of Mainline Steam and arranged introductions and to neighbouring property owners.
38. Kiwirail and Mainline Steam held an open day at Sturges Road Station on Sunday 7 June 2009. Kiwirail estimated that this was attended by 1,500 people. 259 people filled in feedback forms at the open day. Kiwirail's analysis of the feedback, either 'yes' in favour of the development, 'no' opposing the development, or 'maybe' supporting the development with conditions, is shown in the table below:

Residential Address	Total	Yes	Maybe	No
All respondents	259	214	15	30
All Waitakere	227	186	14	28
Western Heights and Ranui (close to the site)	24	8	5	11
Western Heights and Ranui (further from the site)	35	21	3	11
Other Western Heights	4	2	1	1
Other Ranui	28	27	0	1
Other Henderson	54	49	2	3
Massey	15	15	0	0
Swanson	25	25	0	0
Other	74	67	4	3

39. The WHR&R and Kiwirail held a public meeting at Summerland Primary School on Monday, 3 August 2008. According to WHR&R estimates, this meeting was attended by around 220 people. WHR&R circulated separate sign-in sheets for people supporting and opposing the proposal. The sign-in sheet for people opposing the project was signed by 154 people, including 151 from Western Heights. 13 people signed the sign-in sheet supporting the project, including two from Western Heights.
40. The WHR&R has advised that it will be presenting a petition with 479 signatures opposing the relocation of Mainline Steam to Paremuka at the meeting of the Massey Community Board.
41. The WHR&R has been strongly opposed to the proposal to relocate Mainline Steam to Paremuka ever since it was announced. There is no evidence that their opposition to the proposal is softening.

Preferred Option

42. Kiwirail and Mainline Steam's preferred option is at Paremuka for the reasons outlined in other parts of this report.

Mitigation

43. Kiwirail is proposing to mitigate the effects of the proposal as detailed in the following paragraphs.
44. Kiwirail is prepared to make available the western end of the Paremuka site to the Council as a reserve. The conditions on this grant would be as follows:
 - The land is to be used as a recreational reserve or for other non-commercial activities;
 - The rent would be \$100 per annum on a long-term beautification lease;
 - Rates, if levied, would be paid by the Council;
 - The agreement to transfer land would become unconditional at the time of the uplifting of the OPW for the relocation of Mainline Steam to Paremuka;
 - The date for physical transfer would be the earlier of January 2012 or the completion of electrification in case the site is required to facilitate the electrification project;
 - Prior to hand over, the earth bund on the northern side of the site would be planted at Kiwirail's expense, based on advice from Council officers as to species selection;
 - Access to the site would be via an access route from Brick Street; and
 - Depending on the proposed use, fencing may be required which would be the responsibility of the Council.
45. As the details of Kiwirail's offer were only made known as this report was being finalised, there has not been sufficient time for Council officers to assess the offer.
46. Kiwirail would grant a long-term beautification lease to the Council for the part of the Paremuka Reserve that is currently in the rail corridor. This would be at the same rent and with similar conditions to those above. However, there are currently some embankment stability issues on the southern side of the corridor at this point. Kiwirail is working on plans to stabilise the bank. Until this work is complete, Kiwirail will not be able to exactly define the area available for lease. However, it is likely that the majority of this land will be available and would include reinstating walkways in the Paremuka Reserve that were severed by the double-tracking works. This includes a proposal by the Council's Parks Department to provide a boardwalk through parts of this area.

47. Kiwirail will provide landscape planting in the Paremuka Reserve area to intercept the views between Western Heights and any buildings erected on this site. Most of this planting will be on rail land but at the eastern end of the proposed planting area the trees may need to be on Council reserve land. The species selection would be based on advice from Council officers. This landscaping would assist in screening rail activities in a way that does not pose a risk to railway operation.
48. It is worthy of note that some of this mitigation could equally be considered as mitigation for the loss of walkways, parkland and vegetation during the double-tracking project.

STRATEGIC CONTEXT

49. The relocation of Mainline Steam to Paremuka would contribute to the achievement of the following Council strategies:
50. **Social Strategy:** Possible negative contribution in terms of noise and visual impacts. The contribution to strong communities may be affected by how Mainline Steam engages with the community.
51. **Environment Strategy:** Possible negative contribution if there were to be environmental issues, similar to the ones at Plimmerton, in conjunction with the operation of this site.
52. **Transport Strategy:** Minor positive contribution through the relocation of some jobs to Waitakere, some of which are held by Waitakere residents. This could be counter-balanced by longer travel distances for some Mainline Steam volunteers from other parts of the region.
53. **Economic Wellbeing Strategy:** Minor positive contribution to this strategy by the creation of a few jobs in Waitakere as well as tourism and event opportunities that may be generated by the development.

CONSULTATION

54. As a result of concerns raised by residents of the Western Heights community and by some Elected Members, officers have consulted with Kiwirail and Mainline Steam in order to be able to report on the concerns raised.
55. Kiwirail and Mainline Steam have consulted with the WHR&R, Massey and Henderson Community Board members and Councillors, the Swanson Station Trust and Council staff.
56. Kiwirail and Mainline Steam held an open day at Sturges Road Station on Sunday, 7 June 2009 and the WHR&R held a public meeting at Summerland Primary School in Monday, 3 August 2008.
57. Any consultation with Maori needed for this project is the responsibility of Kiwirail. The Council would offer the use of its formal process to consult with iwi to Kiwirail at Kiwirail's expense.

RESOURCES

58. As this project is being delivered by Kiwirail and Mainline Steam, no other resources other than staff time are required. Resource consent and building consent staff time is recovered from the applicant.

IMPLEMENTATION ISSUES

59. The implementation of this project is the responsibility of Kiwirail and Mainline Steam.

AUCKLAND COUNCIL TRANSITION ISSUES

60. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Darren Davis, Principal Advisor: Transport.



10 NORTH-WEST WAITAKERE BUS SERVICE REVIEW

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
Auckland Regional Council	(ARC)
Passenger Transport Network Plan	(PTNP)
Central Business District	(CBD)

EXECUTIVE SUMMARY

The purpose of this report is to advise Community Board Members of the Auckland Regional Transport Authority's (ARTA) review of bus services in the north-west of Waitakere, currently in the public consultation phase, and bring a number of issues to the Board's attention for possible inclusion in a Council submission on the bus service review. ARTA staff will make a presentation to the Community Board at the meeting and will be available to answer any questions Community Board Members may have. The key issues relating to the areas covered by the Massey Community Board include:

- The proposed elimination of bus services in Whenuapai and Herald Island;
- The anomaly created by the current practice of having a fare stage boundary at Massey West shops; and
- A request from the Ranui community to provide direct bus access between Ranui and the Lincoln North Centre, including the Pak n Save supermarket, which would result in the elimination of bus services on a section of Rathgar Road and the whole length of Pomaria Road.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the North-west Waitakere Bus Service Review report.
2. **Agree** that the issues raised in the North-west Waitakere Bus Service Review report, including any feedback offered by Board members at the meeting, be recommended to the Council for inclusion in a Council submission to the Auckland Regional Transport Authority on the North-west Waitakere Bus Service Review.

3. **Agree** that Council officers advocate with the New Zealand Transport Agency for interim pedestrian improvements on Hobsonville Road around bus stops to facilitate pedestrian access to bus services.
4. **Agree** that Council officers advocate with the Auckland Regional Transport Authority to support community based travel initiatives, such as community hitching posts, to provide an alternative to bus services in areas where bus services are withdrawn.

BACKGROUND

1. The current bus network in the north-west of Waitakere has evolved over the years from a complex network of un-numbered bus services providing low frequency, non-clock face services, running long, circuitous routes providing a reasonable level of penetration but focussed on the Auckland Central Business District (CBD) as the key destination. These services were operated by Whenuapai Bus Company under comprehensive service level agreements with the then Auckland Regional Authority.
2. After the deregulation of public transport in 1989, the existing services were re-tendered as is by the Auckland Regional Council (ARC) in 1991. The level of network complexity was such that every single trip in the Massey, Hobsonville and Whenuapai areas had to be tendered individually as there was no discernible pattern of routes through these areas.
3. Since 1991, there have been a series of 'holding' reviews. The network has been gradually improved with the introduction of clock-face timetables (where buses always leave at the same times past the hour), and improved service frequencies.
4. In August 2003, the ARC implemented redesigned bus services in Waitakere in conjunction with the opening of the Britomart Transport Centre. This review was another interim "holding" review that tweaked the existing bus services on short contracts and provided the following service improvements:
 - Improved hourly Sunday service frequencies on some major routes (but not in Massey or West Harbour which retain two- to three-hourly Sunday services);
 - A rationalised route structure in the Massey area;
 - Improved services between Waitakere City and the North Shore, including the introduction of Sunday services for the first time; and
 - Improved access to Westgate for bus services in the north-west of the city.
5. ARTA, which took over the passenger transport functions of the ARC in December 2004, proposed in early 2005 to undertake a comprehensive review of bus services within Waitakere for implementation from late 2006 to early 2007. Originally the implementation was for 1 July 2006 when the short contracts that came into force in August 2003 were due to expire.
6. The Waitakere bus services review was first reported to the City Development Committee at its meeting on 3 March 2005. In that agenda report, a series of principles, summarised below, were endorsed by the Committee. These principles were provided to ARTA at the outset of the review process.
 - **Bus/Rail Integration:** Waitakere would like to see the opportunity maximised for customers to connect between buses and trains, especially at New Lynn and Henderson.

- **Catering for New Development:** New bus services should be introduced in conjunction with, rather than significantly later than, new residential and commercial development.
 - **Supporting Town Centre Development:** The bus services review needs to support ongoing efforts to improve public transport access to, through and from the key town centres of Westgate, Henderson and New Lynn.
 - **Waitakere Central Transport Centre:** Changes in bus services should be introduced at the same time as the opening of the Waitakere Central Transport Centre and the completion of double-tracking to Henderson.
 - **Long Haul and Local Trips:** The bus services review should consider the appropriateness of express routes for long haul trips and local routes and connections for local trips.
 - **Bus Priority Measures:** Along routes where bus priority measures are introduced, increased frequency of services is required to take advantage of faster and more reliable trips in order to increase patronage.
7. In 2006, ARTA released the Passenger Transport Network Plan (PTNP) which was designed to implement the “high passenger transport” element in the 2005 Auckland Regional Land Transport Strategy and provides ARTA’s planned pathway to upgrade the region’s passenger transport system to double system patronage to 100 million rides per annum in 2016. The Waitakere bus services review, of which the review of services in the north-west of Waitakere is the first stage, is a key tool to move towards implementation of the PTNP in Waitakere.
8. In the last four-and-a-half years, the bus services review has been very significantly delayed, due to work programme pressures and competing priorities at ARTA. Significant work on the review has only occurred in the last year in an iterative process with council officers, allowing the Council to have a significant influence in shaping the proposed bus service structure.
9. In the meantime, the Council has invested significant effort in formalising the previous network of informal bus stops in the Massey and West Harbour areas. A large number of these stops were resolved by the Massey Community Board at its meeting in March 2006. Since then, effort has gone into closing gaps in bus stop coverage so that there are bus stops roughly every 400 metres on bus routes. In addition, bus shelter installation has been rolled out in these areas. The Council is currently working with ARTA to provide real-time information signs for the two bus stops in the Westgate Shopping Centre.
- A1-A2 10. ARTA wrote to the Council on 16 April 2009 providing an update on the Waitakere bus service review and proposing a staged approach to the implementation of service improvements and a two-stage process for implementing the review. This letter is attached at pages A1 to A2. Due to budgetary constraints, initial bus service improvements will need to be within existing budgets, which limits the opportunity for significant improvements in service frequencies. However, ARTA has committed to the “implementation of a base network of services that are aligned to the PTNP, with a progressive increase in frequency and hours of operation to PTNP standards as future operational expenditure becomes available.”
11. ARTA officers have since advised that the two-stage review process outlined in the letter has been modified with the removal of parts of Te Atatu, Te Atatu Peninsula, Ranui and Swanson from the first stage of the process. The modified approach has enabled ARTA to focus on services in Massey, West Harbour and Hobsonville which have been identified as the Council’s first priority for service improvements. It is possible this option will enable implementation to take place as early as November 2009 when the latest contract extensions expire.

12. Currently, bus services operate from most parts of the City direct to Downtown Auckland without the requirement to transfer, admittedly with slow, circuitous and infrequent services. This service structure was appropriate when the rail network was severely run-down. However, the capacity of rail - along with rail patronage itself - has doubled over the last three years and enormous public sector investment is going into developing the urban rail network as the region's passenger transport spine. ARTA is planning to have 10-minute peak train services across the core urban rail network from late 2010 to maximise the Government's significant investment in revitalising Auckland urban rail.

A3-A10

13. ARTA is now in the public consultation phase for the implementation of reviewed services in the north-west of Waitakere. The consultation brochure is attached at pages A3 to A10. ARTA staff will make a presentation at the meeting about the proposed new bus network and will be available to answer questions from Community Board Members.

DECISION MAKING

14. Responsibility for the planning and funding of urban passenger transport in the Auckland region is the responsibility of ARTA. The Council has a role in providing supporting on-road infrastructure, including bus stops and interchanges, bus shelters and information infrastructure at bus stops. In addition, the Council has an advocacy role and is a valuable source of local knowledge about travel patterns and destinations for our residents.
15. This report asks the Massey Community Board to agree feedback to ARTA on the North-west Waitakere Bus Service Review. The options are to adopt, reject or amend the recommendations or propose alternative recommendations. The Board is also able to make its own submission on the North-west Waitakere Bus Service Review should it so choose.

Issues

Bus/Rail Integration

16. The proposed service structure promotes tight integration between bus and rail services in Henderson. This would involve a change from the current pattern of long, low-frequency, circuitous bus routes from all areas to the Auckland CBD at all times. The new service structure has much more direct routes with half the services (outside of peak times) terminating in Henderson with the other half continuing to the Auckland CBD. Those services terminating in Henderson will have a timed transfer to a bus continuing to the Auckland CBD with the bus-to-bus transfer available on a single ticket. The Council would like to see the timing of these services integrated as best as possible with the current train timetable.
17. By necessity, this involves more transferring between services. This means that the quality and amenity of the Council's Henderson Bus Interchange will be of critical significance to the success of the new service structure. The Council is undertaking a piece of work to assess the adequacy of the rest of the Henderson CBD's bus stop infrastructure as the new route structure will make more use of the north-south spine of Ratanui Street and Railside Avenue to provide much better integration of train and bus services.

Services on Hobsonville Road

18. An earlier iteration of the review provided for the introduction of high-frequency bus services on Hobsonville Road between Waitakere and the North Shore, providing support for Council's plans for the Hobsonville corridor. However, the recent abolition of the planned regional fuel levy by the Government, combined with reduced levels of income from Auckland Regional Holdings, means that the fundable level of bus service in the Northern Strategic Growth Area is not significantly changed from the current generally hourly service levels. However, ARTA is planning to resume operating bus services on the full length of Hobsonville Road after a break of many years.

19. The revised bus route being proposed by ARTA between Waitakere and North Shore is significantly improved from the current circuitous service. It will travel via the Westgate Drive Extension (once it is vested in the Council and opened), Hobsonville Road and will travel via the Northern Busway from Constellation Station to Smales Farm Station before travelling to Takapuna. Officers expect that this will deliver significantly improved service reliability and will strengthen the public transport connection between Waitakere and North Shore cities.
20. ARTA has expressed the desire for improvements to pedestrian access across Hobsonville Road where there are bus stops. There are currently no signalised intersections east of the current temporary signalised roundabout at the Hobsonville Road motorway interchange, apart from at Hobsonville Primary School. Traffic flows will remain high on Hobsonville Road until the remainder of the Upper Harbour Motorway opens in early 2012. There are few safe gaps for pedestrians to cross Hobsonville Road safely, especially at peak times. For pedestrians with reduced mobility, the situation is even worse. As Hobsonville Road is a state highway and not a Council road, there are limited options to address this issue prior to 2012 when the road is likely to be vested in the Auckland Council. It is proposed that officers advocate with the New Zealand Transport Agency for interim pedestrian improvements on Hobsonville Road around bus stops.

Hobsonville Ferry and Hobsonville Point

21. ARTA advises that the Hobsonville ferry service is planned to be implemented in the 2010/2011 financial year. Previously, the funding of bus services to the Hobsonville Point area was unresolved as ARTA stated that it did not have the funding to provide services to newly developing areas at the outset of development. ARTA's view was that developers should fund such services until such time that ARTA is in a position to take these over and fund them itself. As the result of a Memorandum of Understanding signed between ARTA and the Hobsonville Land Company, ARTA has since agreed to provide a bus service, initially hourly, linking the Hobsonville Airbase to Hobsonville Village, Westgate and Henderson, as soon as development gets underway. This service will be integrated with the ferry service, once it is operating.

Supporting Town Centre Development

22. The bus service review will support the Council-funded bus interchange in Henderson, which is well located for both rail connectivity and town centre integration. However, this level of support is not as great as previously expected owing to the low levels of service being provided at the outset.
23. In the case of Westgate, the Council is planning for a bus interchange in the heart of the new town centre that will provide excellent public transport accessibility. ARTA has also undertaken to extend bus services currently serving the existing Westgate centre to the planned bus interchange in the new Westgate town centre as soon as the bus interchange is completed and there is some development within the new centre. Officer's views are that the initial level of service being offered to Westgate is disappointing and is not sufficient to encourage a significant modal shift to bus. However, as noted above, ARTA has committed to improving service levels as soon as its financial resources allow.

Long Haul and Local Trips

24. The bus services review focuses on shorter, more direct bus services feeding rail at Henderson, with about half the services continuing to the Auckland CBD. There will be a timed-transfer on a single ticket for passengers on trips terminating in Henderson who wish to continue towards the Auckland CBD. This reflects the reality that most trips in this area outside of peak times have either Westgate or the Henderson CBD as their origin or destination.

25. In peak periods, direct express bus services to the Auckland CBD will be retained. This reflects the reality that most trips in peak times are focussed on the Auckland CBD. In addition, local service to Henderson and Westgate will operate half-hourly at peak times.

Bus Priority Measures

26. The Council's planned upgrade of Hobsonville Road includes bus advance areas on the approaches to the future signalised intersections and there are a number of bus priority measures planned for the new Westgate Town Centre. This will be of significant benefit to ARTA's future plan for high-frequency bus services linking the North Shore with Westgate, Henderson and New Lynn.

Services in Whenuapai and Herald Island

27. There are trade-offs in any service redesign. In Waitakere's case, this involves the removal of some expensive-to-operate and poorly patronised services outside the Metropolitan Urban Limit to Whenuapai and Herald Island. ARTA is proposing to reallocate these service resources to bus services in socially and transport deprived parts of the city such as Massey, which will get some improvement to service. ARTA has undertaken to look at resuming services to Whenuapai in the event of a commercial airport being opened there. ARTA should be requested to support community-based travel initiatives, such as community hitching posts, to provide an alternative to bus services in areas where bus services are withdrawn.

Integrated Ticketing

28. ARTA introduced a paper-based integrated ticket on the North Shore in conjunction with the opening of the Northern Busway in February 2008. This was an interim measure until a smart-card based integrated ticketing system could be introduced region-wide. The timing for the implementation of regional integrated ticketing appears to have slipped, owing to the range and complexity of issues around its implementation. ARTA advises that the newly proposed version of Phase One of the integrated ticketing project will not require the same amount of integrated ticketing which in turn reduces the chance of further delays to implementation.
29. Officers believe that for the new service structure to maximise patronage, as many barriers to entry to public transport need to be eliminated prior to its implementation. To this end, officers believe that, as a minimum, a paper-based integrated ticket is required to be in place in advance of the new service structure so that passengers can transfer between bus and train without having to pay a second fare. ARTA has indicated that it is "looking to develop an integrated ticket to be implemented in conjunction with the proposed network changes." This would have included the possibility of a combined bus-rail ticket for people from the Massey area to be able to transfer to trains at Henderson without the need to buy a second ticket from the implementation date of the reviewed services.
30. ARTA now advises that the reduced scope of the first stage of the bus service review, and the fact that it needs to be carried out within existing resources, means that a paper-based integrated ticket now cannot be introduced with the first stage of the Waitakere bus service review. This may now need to wait until the implementation of the integrated fares element of the integrated ticketing project.

Fare Zones

31. The Government has announced that it is planning to review elements of the Public Transport Management Act 2008, which has significant potential to impact on previously planned changes to public transport procurement and contracting arrangements. Owing to this, ARTA plans to retain the existing stage-based fare structure in the short term. Longer-term, ARTA still plans to introduce a simpler zone-based fare structure which, in conjunction with the introduction of integrated fares and later integrated ticketing, will significantly enhance the attractiveness of public transport.

32. A particular issue for the area of the service review is the anomaly created by having a fare stage boundary at the Massey West shops and at Makora Road. This fare stage boundary means that it costs the same or more to travel from Westgate (\$7.50 adults, \$4.30 concession) to the Auckland CBD, a distance of 17 kilometres, as it does from Papakura (train \$6.30 adult; \$3.80 concession; bus \$7.50 adult, \$4.30 concession) to the Auckland CBD, a distance of 31 kilometres. It also means that anyone in Massey south of the Massey West shops needs to pay a two-stage fare (\$3.20 adult, \$1.80 concession) to access their nearest major town centre at Westgate. The stage fare system was introduced in the early 1980s on the fundamental premise that people would have access to their nearest major centre for a one-stage fare. Officers believe that the fare stage boundary at Massey West is an unnecessary barrier to travel and an undue burden in an area which has pockets of significant social deprivation. It also is a significant anomaly in the current regional fare system. Officers believe that moving the fare stage boundary from Massey West to Westgate would resolve this issue.
33. ARTA has advised that this issue cannot realistically be addressed at this stage as they are negotiating the service changes with the incumbent operator within existing resources. If the fare stage boundary were shifted, the operator would no doubt want compensation for reduced farebox revenue, therefore increasing the cost to ARTA and decreasing the level of bus service that could be provided.

Bus Services from Ranui to Lincoln North

34. The Council, in conjunction with the Ranui community, developed the Ranui Urban Concept Plan in 2008. A strongly expressed desire of the community was that there be direct bus services from Ranui to the retail opportunities at the Lincoln North centre, specifically the Pak n Save supermarket. This would involve a route change with buses from Ranui travelling the whole length of Universal Drive instead of via Universal Drive, Rathgar Road and Pomaria Road. While not a part of this review, officers believe that this change, which involves identical bus kilometres would offer a valuable improvement in connectivity for the Ranui and Swanson areas, and should be introduced at the same time. In tandem with improved connectivity from parts of Massey to Lincoln North which is part of this review, it would usefully strengthen Lincoln Road's role as a public transport spine route. This would help with future plans for bus priority measures on Lincoln Road. Another impact would be to allow the existing bus stops on Pomaria Road to be used as parking bays, thereby minimising the loss of parking on this road as a result of the construction of cycle lanes. No resident on the affected roads would be further than 400 metres, or five minutes walk, from the nearest bus stop.

STRATEGIC CONTEXT

35. The implementation of reviewed bus services in the north-west Waitakere would contribute to the achievement of the following strategic outcomes.
- a. **Social Strategy:** Build strong, resilient communities and develop community leadership, and Develop Waitakere's community infrastructure and assets.
 - b. **Environment Strategy:** Low carbon city encouraging planting of more trees and creating alternatives to fossil fuel use.
 - c. **Transport Strategy:** Make significant improvements in passenger transport, walk and cycle ways and incorporate these elements, as appropriate, in road improvements, Encourage alternatives to single-occupant vehicle use and Implement a range of measures to manage the demand for travel, instead of building more roads or wider roads to meet predicted demand.

- d. **Growth Management Strategy:** A dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all.

CONSULTATION

36. The proposed position set out in this report follows on from previous Council resolutions which strongly support a much improved bus system. Internal consultation has taken place as part of the bus services review process.
37. A workshop on the bus services review was held with Elected Members in November 2008.
38. Any consultation with Maori is the responsibility of ARTA. The Council will offer the use of Waitakere's processes for consultation with Tangata Whenua.
39. ARTA is underway with a wide-ranging public consultation process including displays, public open days, notices at bus stops, posters on buses and media advertising. ARTA has worked closely with the Massey Matters project to engage closely with the community. ARTA also participated in the Te Raa Mokopuna day in Moire Park which was very well attended and gained a great deal of useful feedback from public transport customers which was fed into the service review process.

RESOURCES

40. No resources apart from staff time are required.

IMPLEMENTATION ISSUES

41. Any implementation issues would be the subject of reports to the relevant Community Boards or committee of the Council at that time. This is likely to involve a report to the relevant Community Boards requesting the resolution of new bus stops and revoking the resolution of some other bus stops to match the new bus service structure. This will be able to be managed within existing operational budgets.

AUCKLAND COUNCIL TRANSITION ISSUES

42. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Darren Davis, Principal Advisor: Transport.



11 **WESTPARK MARINA, WEST HARBOUR – CAR PARK AND BOAT RAMP OPERATION**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval to implement a process for controlling the car park and public boat ramp at Westpark Marina, by closing the gate between 11.00 pm and 4.00 am, for a three month trial. If the trial proves to be successful, then Council will continue with this arrangement. If not successful, then there will be a review of this process.

Consultation was held with concerned residents and a representative from the boat owners.

Three options have been identified:

- to leave the gate to the car park and boat ramp open at all times;
- close the gate at 11.00 pm and open the gate at 4.00 am, with keys available to regular users;
- open and close the gate at pre-defined times and charge a call out fee for anyone wishing to open the gate outside the operational hours.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Westpark Marina, West Harbour - Car Park And Boat Ramp Operation report.
2. **Agree** that the car park and public boat ramp gate at Westpark Marina be closed from 11.00 pm to 4.00 am, with keys available to regular users, noting that this will be reviewed after three months.

BACKGROUND

1. Council owns the car park area and sub-leases the boat ramp and accessway from Westpark Marina. The car park operates as a pay and display car park during business hours.
2. Council have received complaints from nearby residents regarding illegal activities happening at the car park, mainly after hours. The residents have previously expressed concerns regarding people congregating at late hours, drinking alcohol and making loud noise. Lighting and other improvements were installed and are considered to make the area safer. However, these improvements did not solve all the issues and a gate was installed at the end of the public accessway to the carpark and boat ramp with a lock. This gate is currently locked between the hours of 10.00 pm and 4.00 am.
3. Council has installed a gate on the accessway to the car park and boat ramp that regulates the operations and restricts the use of the car park and boat ramp. Residents have noticed that the situation has improved since the gate was installed.
4. Boat owners have asked for better access to the boat ramp, because some of them need to use this facility after the proposed locking time that is between 11.00 pm and 4.00 am.
5. A petition dated 5 August 2009 was received by the Massey Community Board requesting the car park and boat ramp gate to be open to the public on a full-time basis.

6. A consensus was reached to conduct a three month trial to close the gate at 11.00 pm and open the gate at 4.00 am, with keys available to regular users.

DECISION MAKING

7. This report proposes that the Massey Community Board consider trialling a three month restricted access period for the car park and public boat ramp at Westpark Marina, as identified above.

Options Identified

8. Three options have been identified:
 - to leave the gate to the carpark and boat ramp open at all times;
 - close the gate at 11.00 pm and open the gate at 4.00 am, with keys available to regular users. This will allow the boat owners extended access, especially during the summer; and
 - open and close the gate at pre-defined times and charge a call out fee for anyone wishing to open the gate outside the operational hours.

Consideration of Community Views

9. Consultation was held with concerned residents and a representative from the boat owners.

Preferred Option

10. The preferred option is to lock the gate at 11.00 pm and open it at 4.00 am. Keys can be made available to regular users to use between the locking hours. This option will be trialled for three months.
11. Council will maintain a register of all keys to the gate being issued. A deposit of \$50 from boat owners will be charged for keys issued.
12. A sign will be erected to advise boat owners stranded in the carpark to phone Council's call centre to open the gate. The call centre will phone Westpark Marina security between 11.00 pm and 12 midnight to open the gate. After 12 midnight Council's security services will open the gate and a call out fee will be charged.
13. During the three month trial period, the call out fee to get trailers out of the carpark will be waived by the Council. This arrangement will be reviewed at the end of the trial period.

STRATEGIC CONTEXT

14. Council's Transport Strategy 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.

CONSULTATION

15. Consultation with internal staff has been undertaken. Consultation with external agencies and Maori, was not required for this report.

16. Initially, an arrangement was made with Westpark Marina to operate the gate. With the changes in Westpark Marina's operation, Council engaged a security company to close and open the gate at 10.00 pm and 4.00 am respectively. Westpark Marina's security is currently managed by David Hollingsworth, and he has indicated through an email his willingness to cooperate with Council in managing the carpark and boat ramp. The Westpark Marina security is available only until midnight on site.

RESOURCES

17. The cost of the new signs to Westpark Marina carpark and boat ramp can be implemented under the Annual Plan 2009/2010 maintenance budgets.

IMPLEMENTATION ISSUES

18. The operation will be reviewed at the end of the three month trial period and a report brought back to the Massey Community Board.

AUCKLAND COUNCIL TRANSITION ISSUES

19. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Canute Chandrakumaran, Team Leader, Transport Asset Manager.



12 VINO CINA HEIGHTS / SIMPSON ROAD, RANUI - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for new No Stopping At All Times parking restrictions on Vino Cina Heights and Simpson Road, Ranui.

Council officers consulted with the affected residents and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the No Stopping At All Times parking restriction or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Vino Cina Heights / Simpson Road, Ranui - New No Stopping At All Times Parking Restrictions report.

2. **Approve** that in relation to **VINO CINA HEIGHTS, RANUI:**
 - (a) and 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 now be resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **VINO CINA HEIGHTS**, outside property number 44, starting from the intersection of Simpson Road and extending east for a distance of approximately ten metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the south kerb line of **VINO CINA HEIGHTS**, outside property number 60, starting from the intersection of Simpson Road and extending east for a distance of approximately ten metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Approve** that in relation to **SIMPSON ROAD, RANUI:**
 - (a) and 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 now be resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **SIMPSON ROAD**, outside property number 44, starting from the intersection of VINO CINA HEIGHTS and extending north for a distance of approximately six metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the east kerb line of **SIMPSON ROAD**, outside property number 60, starting from the intersection of VINO CINA HEIGHTS and extending south for a distance of approximately six metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 - Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said parking limitations and restrictions.

BACKGROUND

5. A request for new No Stopping At All Times parking restrictions has been received from the developer of in regard to his new section of VINO CINA HEIGHTS.

DECISION MAKING

Issues

6. The first section of VINO CINA HEIGHTS is relatively narrow at approximately six point five metres wide. This is too narrow to allow vehicles to park on both sides of the road and retain a traffic lane. As vehicles travel down VINO CINA HEIGHTS past the property boundary of number 44, the road widens to approximately eight metres. The request for the new No Stopping At All Times parking restriction on the first section of VINO CINA HEIGHTS has been investigated and is supported by the affected residents.

7. The location of the new No Stopping At All Times parking restrictions are indicated on the diagram attached at page A11.

Options Identified

8. Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

Consideration of Community Views

9. Consultation was undertaken with affected residents during July 2009 and they are in favour of the proposal.

Preferred Option

10. The preferred option is to put in the No Stopping At All Times parking restrictions to improve traffic safety at this intersection.

STRATEGIC CONTEXT

11. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
12. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

13. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

14. The new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

15. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

16. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jane Harris, Transport Technician.



13 **ZEFIRO DRIVE, MASSEY - NEW GIVE WAY CONTROL**

(EXECUTIVE SUMMARY)

The purpose of this report is to seek the Massey Community Board's approval for a new give way control on Zefiro Drive, Massey.

No consultation was carried out as surrounding properties will not be affected. Give way controls do not affect on-street parking or driver sightline visibility.

Two options have been identified: to install the new give way control or to have the area remain uncontrolled.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Zefiro Drive, Massey - New Give Way Control report.
2. **Approve** that in relation to **ZEFIRO DRIVE, MASSEY:**
 - (a) and 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 control now be resolved to be specified and imposed, namely,
 - (i) that a new **GIVE WAY** control be put in place on **ZEFIRO DRIVE** at the intersection of Zefiro Drive and Triangle Road.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 - Rule 54002 hereby be approved and be put in place to properly establish, delineate and record the said control.

BACKGROUND

1. Following traffic safety concerns raised by a local resident, Council has investigated options for improvements at this intersection. At arterial road junctions such as this, it is generally expected that main road vehicles will have priority over side road vehicles, rather than having to rely on the right-hand rule. This has been the cause of some confusion between drivers.

DECISION MAKING

Issues

2. Zefiro Drive is a local road and intersects with Triangle Road. Triangle Road is a district arterial road and carries traffic volumes of approximately 16,000 vehicles per day. Currently there are no controls at this intersection.
3. A search of the New Zealand Transport Agency database shows that for the past five years, there have been no reported accidents at this intersection. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred at this intersection.
4. The location of the new give way control is indicated on the diagram attached at page A12.

Options Identified

5. Two options have been identified: to install the give way control or to have the area remain uncontrolled.

Consideration of Community Views

6. No consultation was carried out as surrounding properties will not be affected. Give way controls do not affect on-street parking or driver sightline visibility.

Preferred Option

7. The preferred option is to put in the give way control to improve traffic safety.

STRATEGIC CONTEXT

8. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
9. Give way controls can be applied to ensure clarity of priorities and helps the safe movement on roads.

CONSULTATION

10. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

11. The new give way control can be implemented under the Annual Plan 2009/2010 minor improvement budget.

IMPLEMENTATION ISSUES

12. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

13. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



14 COMMUNITY WELLBEING LOCAL FUND ALLOCATION - SEPTEMBER 2009

GLOSSARY

Community Wellbeing Local Fund	(CWLF)
Community Assistance Fund Policy and Guidelines	(Policy and Guidelines)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Massey Community Board with information on the Massey Ward applications to the Community Wellbeing Local Fund (CWLF).

Ten Massey Ward applications were received for the September 2009 round of the CWLF and are deemed eligible by the submitting Council officer.

RECOMMENDATIONS

It is recommended that Massey Community Board resolve to:

1. **Receive** the Community Wellbeing Local Fund Allocation - September 2009 report.
2. **Agree** to consider the Massey Ward applications to the Community Wellbeing Local Fund Allocation - September 2009 and allocate funding as per the Community Assistance Fund Policy and Guidelines.

BACKGROUND

1. The CWLF provides small sums of monetary assistance, in the way of grants to a wide range of groups in the community, which provide local services and activities on a voluntary or 'not-for-profit' basis.
2. The Council allocates an amount of \$113,000, of which \$56,500 is allocated to Citywide projects by the Finance and Operational Performance Committee. The balance is allocated to each community board on a ward population basis.
3. The CWLF is open throughout the year. If applications are received two weeks prior to the Community Board report being due, they are processed and reported to the respective community boards. Applications received after this date are processed and reported on the following month.
4. In April 2008, the Finance and Operational Performance Committee agreed to the criteria of the Community Wellbeing grants as part of the Community Assistance Funds restructure and policy development:

The Finance and Operational Performance Committee resolved to:

- “2. **Approve** the recommended option for the Community Assistance Funds restructure and policy development.”

580/2008

5. In May 2008, a final workshop was held with representatives of the four Community Boards to outline the policies and procedures. At the workshop the Community Boards agreed:
 - The criteria be expanded to include applications from individuals;
 - That every eligible applicant be given the opportunity to present their application to the respective Community Board;

- To enable organisations to apply for cultural activities;
- That catering costs may only be accepted as part of a larger programme or activity to a maximum sum of \$250; and
- In general, support will not be provided to organisations that request assistance for activities that promote religious and or political beliefs unless they are proven to have community benefit.

DECISION MAKING

Issues

Promotion

6. In 2008/2009 it was a concern that although significant advertising of the CWLF had been undertaken, there were a low number of applications submitted. Therefore, it is proposed that regular reviews take place to address the promotion of the CWLF and any other issues.

Assessment of Options

7. The Massey Community Board has ten eligible applications to be considered for financial assistance with the total amount requested being \$17,938.65.
8. Council officers have assessed the applications against the Community Assistance Funds Policy and Guidelines (Policy and Guidelines) and deems the applications to be eligible for consideration by the MCB. Below is a summary of the applications and the amounts requested:

Applicant	Funds Requested	Funds Recommended
MASSEY RUGBY FOOTBALL CLUB	\$ 2,000.00	\$ 1,050.00
FA'APOTOPOTOGA 'AU USO KERISIANO - RANUI	\$ 4,845.00	\$ 1,050.00
RANUI ACTION PROJECT INCORPORATED	\$ 1,530.00	\$ 1,050.00
RANUI COMMUNITY HOUSE INCORPORATED	\$ 1,212.00	\$ 848.40
SLOW FOOD WAITAKERE	\$ 1,373.72	\$ 961.04
DON BUCK KINDERGARTEN	\$ 1,500.00	\$ 1,050.00
HOBSONVILLE NORTH KINDERGARTEN	\$ 1,577.93	\$ 1,050.00
MASSEY KINDERGARTEN	\$ 1,200.00	\$ 840.00
BIRDWOOD KINDERGARTEN	\$ 1,200.00	\$ 840.00
SPORT WAITAKERE TRUST	\$ 1,500.00	\$ 1,050.00
TOTAL:	\$ 17,938.65	\$ 9,789.44

9. The Council officer seeks to ensure there are sufficient funds throughout the year available for disbursement in multiple CWLF funding rounds. In order to achieve this outcome, officer recommendations for funding amounts are based on 85 percent of the amount requested by the applicant.
10. The total amount available for the 2009/2010 financial year is \$15,000 of which \$3,856.10 has been allocated leaving \$11,143.90. After the September 2009 funding round the unallocated balance will be \$1,354.16.
11. The assessment on the applications has been based on the information provided in the applications and alignment to the eligibility criteria outlined in the Policy and Guidelines.

A13-A22

12. Once the decision has been reached at the meeting, confirmation of payment to the applicant is forwarded to Council officers to distribute to the successful applicants. All other conditions are set out by the individual Community Boards. The summary of applications is attached at pages A13 to A22.

STRATEGIC CONTEXT

13. The Policy and Guidelines state that the funds must go to projects and activities that provide assistance in line with Council's Strategic Priorities and the Community Outcomes. The Council recognises that the activities undertaken by community groups, not-for-profit organisations and individuals make a valuable contribution to the Community Outcomes and the strategic outcomes pursued by the Council.
14. In 2005 Waitakere identified a set of Community Outcomes for the community as required in the Local Government Act 2002. The Council must take these into account in the formulation of its long term strategic direction. The Community Outcomes that CWLF are seen to contribute to achieving are: Mauri Ora, Strong Communities, Toiora, Urban and Rural Villages, Vibrant Arts and Culture and Working Together.
15. Waitakere has recently adopted its new strategic framework of six strategies. Whilst the CWLF can be seen to deliver on all the strategies and in particular are the Social and Cultural Wellbeing strategic directions. In particular the funds deliver on the "building strong resilient communities" and "informed, resourceful and skilled people" outcome areas. The grants also contribute to achieving the strategic priorities of the Treaty of Waitangi, Sustainability, First Call for Children, Safe City and Lifelong learning.

CONSULTATION

16. Consultation on the CWLF occurred between the Leisure Section and Community Boards.

RESOURCES

17. The Massey Community Board has a total of \$15,000 to allocate during the 2009/2010 financial year. There is \$11,143.90 remaining for this financial year. After the September 2009 funding round the balance of unallocated funding will be \$1,354.16.

IMPLEMENTATION ISSUES

18. There are no implementation issues.

AUCKLAND COUNCIL TRANSITION ISSUES

19. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Kim Hammond, Community Grants Officer.



15 **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	John Riddell
City Safety Action Group	John Carrodus
Keep Waitakere Beautiful Trust	John Riddell Judith Fletcher (alternate)
Massey Community House Committee	Judith Fletcher
Massey Matters Working Group	John Carrodus
Massey West Cluster School Travel Plan	JC Carrodus JA Fletcher JG Riddell (Alternate)
Ranui Community Centre Committee	Judith Fletcher
Ranui Town Centre Development	John Riddell
Sturges Bridge Community Liaison Group Committee	John Riddell Judith Fletcher
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Judith Fletcher John Carrodus (alternate)
Long Term Council Community Plan and Annual Plan Special Committee	John Riddell Allen Davies
Street Events Subcommittee - Massey Ward	Allen Davies
NorSGA Forum	John Riddell Allen Davies

