

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD IN
THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON WEDNESDAY, 8 FEBRUARY 2006, COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 7 December 2006

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 7 December 2006, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 PRESENTATIONS / DEPUTATIONS / PETITIONS

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



5

PUBLIC FORUM

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairperson at the beginning of the meeting; and
- (ii) the Chairperson shall determine the order of speakers, and allow five minutes for speaking time;
- (iii) questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive Officer.



6 CHAIRPERSON'S REPORT

Starling Park

A1

The New Year started with the sad news and pictures of the clubrooms, refer attached at page A1 at Starling Park having being severely burnt with suspected arson. This is a terrible blow for the local community and the sports groups who used it with many years of history now gone.

It seems the local community are pulling together to help overcome this loss and there is renewed determination to rebuild what was lost. I wish to thank both Councillor Cooper and Board Member Gayleen Maurice for their efforts and support for the local community as the days unfolded after this event. I understand The Trusts have also made an emergency contribution to the Softball Club to tide them over this difficult period.

Huruhuru Creek Swimming Hole

The Council has recently put out a media release regarding the work soon to be commenced at Huruhuru Creek to fill the swimming hole. This seems to have generated interest in both the national/local media and the local community for and against. When this issue first came to the Massey Community Board in the last term the cost of this work was approx \$150,000, and I now note the cost is up around \$700,000 which is a marked increase. This swimming hole is clearly a dangerous spot and it is with concern that this Board was not consulted in the process or given any opportunity to review the options on behalf of the community.

Graffiti

Over the holiday period I have noticed with concern a marked increase in graffiti not only in Massey Ward but other areas of Waitakere City. This antisocial blight on our community needs to be urgently addressed and I am pleased to see that Manukau City Council has presented new legislation to Parliament which aims to toughen the law and penalties. Whilst this legislation still needs some refinements I believe Waitakere City Council should get behind this bill and support Manukau City. In addition we should be encouraging community education at primary school level and engaging local retailers to lock up spray cans in public display.

I look forward to another prosperous year working with you all as we serve the Massey Community.

RECOMMENDATION

That the Chairperson's Report be received.

Andrew Good
CHAIRPERSON



7 **COMMITTEE SECRETARY'S REPORT**

Issue	Comments	Reporting Council Officer
<p>Representation Review Basis of Election (Ward Boundaries)</p> <p>2 November 2005</p> <p>Resolution No. 2094/2005</p>	<p>Following consultation with the Community Boards in the November round of meetings this matter was referred to the Finance and Operational Performance Committee meeting on 7 November 2005, where the following was resolved:</p> <p><i>“That an informal information process be undertaken with the community finishing late February 2006, prior to Council making its decision in March 2006 for formal consultation.”</i></p> <p>2198/2005</p> <p>Accordingly comment forms have been circulated in two consecutive issues of the Waitakere City News and to all Residents and Ratepayers Associations as well as posting all relevant information to Council's website.</p> <p>A public meeting is planned for each Council ward for February 2006. For Massey Ward the venue will be Massey and Birdwood Settlers Hall (Lion's Den) on Thursday, 16 February 2006 at 7 pm.</p>	<p>Charlie Inggs ☎ 836 8000 Ext 8854</p>

Issue	Comments	Reporting Council Officer
<p>Long Term Council Community Plan and Annual Plan Special Committee</p> <p>30 November 2005</p> <p>Resolution No. 2335/2005</p>	<p>The Council, at its meeting held on Wednesday, 30 November 2005 requested that Te Taumata Runanga and all Community Boards appoint a representative and an alternate representative to attend all meetings of the Long Term Council Community Plan and Annual Plan Special Committee held to consider, progress and approve the 2006-2016 draft Long Term Council Community Plan and 2006/2007 draft Annual Plan.</p> <p>Accordingly, it is requested that the Massey Community Board appoints a representative and an alternate representative to attend all meetings of the Long Term Council Community Plan and Annual Plan Special Committee.</p>	<p>Annette Smithard ☎ 836 8000 Ext 8434</p>
<p>Westpark Marina - Various Issues</p> <p>3 April 2002</p> <p>Resolution No. 660/2002</p> <p>10 November 2004 Resolution No. 1964/2004</p> <p>Resolution of the Council</p> <p>28 September 2005 Resolution No. 1825/2005</p>	<p><u>Parking Arrangements</u></p> <p>Council has sealed the area behind the public boat ramp on Lot 2 and has imposed restrictions on trailer parking in this area. Council are awaiting a final engineering plan from Westpark Marina Limited demonstrating the layout of the share trailer parking, park 'n ride carpark on Lot 7. This is expected to be constructed in early 2006.</p> <p>Westpark Marina Limited agreed to support an interim arrangement over the Christmas period where trailers would be able to park over the unformed parking area in Lot 7. Council will also be enforcing restrictions on trailer parking along much of Clearwater Cove over the summer.</p> <p>Council have exchanged documents to appear in the Environment Court on 23 January to support the compulsory acquisition of Lots 45 and 49 (to provide for a long term trailer parking solution).</p> <p>It is hoped that this comprehensive list of actions will resolve the trailer parking and park 'n ride parking issues in the immediate and long term.</p>	<p>Rochelle Edwards ☎ 839 0893</p>

Issue	Comments	Reporting Council Officer
	<p><u>Dredging</u></p> <p>The shareholders in Westpark Marina Limited have advised that they have met with the Berth Holder Association appointed contractor to undertake dredging of the marina. The shareholders have advised Council that they are willing to negotiate with this party but have also continued negotiations with a second party in the event that the berth holder appointed representative is unable to meet the conditions of contract to undertake dredging of 20,000m³ of material before 31 March 2006.</p> <p><u>Future Development</u></p> <p>Westpark Marina Limited have signalled that they would now like to work closely with Council officers to investigate options for future development and expansion of the marina. Westpark Marina Limited wish to lead an enquiry by design process to determine a future development of the marina (including reclamation if able to by way of resource consent) that meets the needs of the private marina company and Council's interests in providing for long term trailer and park n' ride parking, and access to recreational facilities at the water's edge. Westpark Marina Limited are in the process of engaging a consultant to lead this process and are looking to host this workshop at the end of March 2006.</p>	
<p>Strategic Issues on Housing for Older Adults</p> <p>8 December 2005</p> <p>Resolution No. 2418/2005</p> <p>City Development Committee</p>	<p>The City Development Committee, at its meeting held on Thursday, 8 December 2005, received the Strategic Issues on Housing for Older Adults report.</p> <p>The Committee resolved that the report and relevant resolutions be forwarded to all Community Boards for their information.</p> <p>A copy of the report and the resolutions has been sent to Board Members.</p>	<p>Zoe Cuming ☎ 836 8000 Ext 8315</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Rush Creek, Westgate	December 2004 Resolution No 2205/2004	8 March 2006	Kitch Cuthbert ☎ 836 8000 Ext 8873
Status of All Unsealed Roads in Massey Ward	June 2005 Resolution No. 997/2005	8 March 2006	Adam Moller ☎ 836 8000 Ext 8750
Project Twin Streams Four Monthly Progress Report	August 2005 Resolution No. 1468/2005 Last updated 7 December 2005	5 April 2006	Tony Miguel ☎ 836 8000 Ext 8294
Student Pedestrian Safety, Rathgar Road and Edwards Avenue	September 2005 Resolution No. 1642/2005	8 March 2006	Paul Schischka ☎ 836 8000 Ext 8742
Issue of closing the walkway between 13 and 15 Garton Drive, Massey	7 December 2005 Resolution No. 2354/2005 Public Forum	8 March 2006	Grant Jennings ☎ 836 8000 Ext 8537

RECOMMENDATIONS

1. That the Committee Secretary's Report for 8 February 2006 be received.
2. That the Massey Community Board appoint a representative and an alternate representative to attend all meetings of the Long Term Council Community Plan and Annual Plan Special Committee.

Report prepared by: Saba Mustafa, Committee Secretary.



CENTRAL PARK DRIVE – NEW NO STOPPING CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new 'No Stopping' control in Central Park Drive.

BACKGROUND

A Council employee working in the EcoWater building located at 133 Central Park Drive has requested that Council consider installing a 'No Stopping' control of either side of the building's vehicle crossing. The employee has observed a number of near miss accidents at this vehicle crossing and believes that limited sight lines between vehicles leaving the property and moving traffic on Central Park Drive are the primary reason for these occurrences. Vehicles often park close to both sides of the vehicle crossing and these vehicles obstruct driver sight lines in this location.

STRATEGIC CONTEXT

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

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

ISSUES

Central Park Drive is an arterial road in a 50km/h speed zone. For a road of this nature the Land Transport New Zealand guidelines recommend that 90 metres sight distance be provided at vehicle crossings. To ensure that parked vehicles do not limit driver sight distances below this distance it is necessary to install a short length of parking restriction adjacent to both sides of the vehicle crossing of number 133 Central Park Drive.

It is recommended that a new 'No Stopping' control be installed on the north side of Central Park Drive. The new marking would start 8 metres west of the west edge of the vehicle crossing of number 133 and extend to a point 5 metres east of the east edge of the vehicle crossing of number 133.

The businesses located at number 133 Central Park Drive and the adjacent 141 Central Park Drive were consulted by letter about the proposed new parking restriction. No replies were received.

A2 The location of the proposed new 'No Stopping' control is indicated at page A2.

RESOURCES

The proposed new road marking can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

CONCLUSION

The proposal to install a new 'No Stopping' control in Central Park Drive is recommended to improve road user safety.

RECOMMENDATIONS

1. That the Central Park Drive - New No Stopping Control report be received.
2. That in relation to **CENTRAL PARK DRIVE, LINCOLN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **CENTRAL PARK DRIVE** starting from a point 95 metres east of a point where the kerb line meets the east kerb line of **TONY STREET** and extending to a point a further 16 metres east along the north kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



9 THE CONCOURSE – NEW NO STOPPING CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new 'No Stopping' control in The Concourse, Lincoln.

BACKGROUND

A representative of Alloy Yachts located on a site on the northeast corner of the intersection Selwood Road and The Concourse has contacted Council with a request that Council consider installing a new 'No Stopping' road marking on the west side of the main entrance to Alloy Yachts from The Concourse. The representative is concerned that vehicles regularly park immediately west of the vehicle crossing and that these vehicles create a safety hazard by obstructing sight lines between moving traffic on The Concourse and drivers exiting the Alloy Yachts site.

STRATEGIC CONTEXT

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

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

ISSUES

The Concourse is classified as a local road with a 50km/h speed limit. For a road of this nature the Land Transport New Zealand guidelines recommend that 90 metres sight distance be provided at vehicle crossings. To ensure that parked vehicles do not limit driver sight distances below this distance it is necessary to install a short length of parking restriction adjacent to the vehicle crossing to the main entrance to Alloy Yachts. The proposed new marking would start 9 metres west of the west edge of the vehicle crossing.

Alloy Yachts has been consulted regarding the length of the proposed restriction. Their representative has requested that the restriction extend beyond the proposed 9 metres to the intersection with Selwood Road. Agreeing to this request would result in the elimination of more parking than is necessary to provide the required sight distance and is not recommended by this report.

A3 The location of the proposed new 'no stopping' control is indicated on page A3.

RESOURCES

The proposed new road marking can be implemented under the 2005/2006 Annual Plan transport assets maintenance budget.

CONCLUSION

The proposal to install a new 'No Stopping' control in The Concourse is recommended to improve road user safety.

RECOMMENDATIONS

1. That the The Concourse - New No Stopping Control report be received.
2. That in relation to **THE CONCOURSE, LINCOLN:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of **THE CONCOURSE** starting from a point 49 metres east of a point where the kerb line meets the east kerb line of **TONY STREET** and extending to a point a further 9 metres east along the north kerb line a new **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said intersection priority controls.

Report prepared by: Paul Schischka, Transport Engineer.



ROYAL ROAD – NEW HANDRAIL

PURPOSE OF THE REPORT

The purpose of this report is to provide the Massey Community Board with information on the outcomes of a meeting between Council officers, Community Board Members and the Principal of Royal Road School regarding pedestrian safety in the vicinity of the school.

BACKGROUND

During the Public Forum at the 3 August 2005 meeting of the Massey Community Board the Principal of Royal Road School addressed the Board regarding road safety issues for Royal Road Primary School students around the school particularly in the vicinity of the motorway over bridge to Massey East, with the following resolution being passed:

“That a meeting be arranged between Board Members and appropriate Council officers at Royal Road School to find the best way to improve safety of pedestrians in the vicinity of the school with a report on the outcomes being brought back to the Board for consideration and appropriate action.”

1457/2005

Royal Road is an arterial road and traffic volumes are high. In the vicinity of the school it is estimated that 14,000 vehicles per day use the road.

STRATEGIC CONTEXT

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

ISSUES

A Transport Engineer, Road Safety Co-ordinator, Members of the Massey Community Board and the Principal of Royal Road School met at the school on the afternoon of 5 December 2005 to discuss the Principal's concerns.

The Principal's main concerns are for the safety of children using the footpath on the north side of Royal Road to the immediate east of the bridge over the Northwest Motorway. The Principal is concerned that the clearance between the footpath and the carriageway is limited in this location and pedestrians may inadvertently step or fall on to the traffic lane or that the back draft following passing heavy vehicles may pull pedestrians from the footpath onto the carriageway. The Principal requested a handrail be installed between the carriageway and the footpath.

The first 15 metres of footpath on the north side of Royal Road immediately to the east of the motorway bridge are adjacent to the east bound traffic lane. East of this section there is a narrow grass strip between the footpath and the traffic lane.

The general consensus of the meeting was that a potential pedestrian safety hazard existed in this location and that Council should agree to the Principal's request. The outcome of the meeting is that a new handrail will be installed on the north side of Royal Road to prevent accidents of the type that the Principal is concerned about. The new handrail will be 65 metre long galvanised pipe and mesh fence of a standard design used by Council. It will be installed on the north side of Royal Road between the east end of the existing handrail over the motorway bridge and the entrance to the walkway between Royal Road and Lansdale Place. Installation of the handrail is planned for the end of February or March 2006.

A4 The location of the proposed new handrail is indicated at page A4.

RESOURCES

The proposed new hand rail can be implemented under the 2005/2006 Annual Plan minor safety budget.

CONCLUSION

As a result of the 5 December 2005 meeting between Council officers, Community Board Members and the Principal of Royal Road Primary School a new handrail will be installed on the north side of Royal Road east of the motorway bridge.

RECOMMENDATION

That the Royal Road - New Handrail report be received.

Report prepared by: Paul Schischka, Transport Engineer



WISELEY ROAD SPEED CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to recommend to the Massey Community Board an amendment to the location of speed humps approved at Wiseley Road.

BACKGROUND

A report was submitted to the Massey Community Board's meeting of 2 November 2005, with a recommendation to construct speed humps in Wiseley Road, and the Board resolved as follows:

“That after considering the information in this report regarding community concerns, traffic speed and accident history, the Massey Community Board now affirms resolution 1645/2005 as follows:

- 1. That the Wiseley Road, West Harbour Speed Control report be received.*
- 2. That Council officers be authorised to install speed humps from Clark Road, Hobsonville to Suncrest Drive, West Harbour.*
- 3. That the speed humps be monitored for a trial period of six months and that the community and bus companies be consulted as to the effectiveness of the trial with reporting back to the Massey Community Board.*
- 4. That the New Zealand Police be requested to carry out additional speed enforcement patrols in the Wiseley Road area.”*

2095/2005

However, a review of the safety standards for the speed humps has established the need to modify the scheme approved by the Massey Community Board in November 2005.

STRATEGIC CONTEXT

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

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

ISSUES

The scheme plan was used as the basis for development of a construction plan providing spacing of the humps according to best practice to limit excessive speed-up and slow-down between the humps. For this fundamental objective the humps should be spaced in the desired proven range of 80 to 120 metres apart.

Prior to implementation the construction plan was distributed to residents to ensure that the changes could be commented upon if so desired.

One strong objection to the construction plan was received. Consequently the plan has been modified in consultation with the objector. This plan has a gap in the sequence of humps that the objector is willing to see filled with an extra hump if justified by monitoring of performance.

The revised plan is presented for the Board's endorsement, in which case construction of the humps numbered 4, 5 and 6 will be completed in March 2006. Humps numbered 1, 2, and 3 have already been installed by agreement; they are common to all 3 plans referred to in this report.

The table below gives the approximate hump spacing for the 3 arrangements illustrated in the appendices.

Hump Numbers	Scheme Plan	Construction Plan	Construction Plan Revised
1-2	95m	95m	95m
2-Roundabout	120m	120m	120m
Roundabout-3	90m	90m	90m
3-4	175m	100m	180m (90m+90m) ⁽¹⁾
4-5	150m	115m	120m
5-Suncrest	225m	-	-
5-6	-	115m	125m
6-7	-	125m	-
6-Suncrest	-	-	125m
7-Suncrest	-	95m	-
Total	885m	885m	885m

⁽¹⁾ The 180m gap can be appropriately reduced by an extra hump about 90m from hump 3 and 90m from hump 4.

A5-A8 Maps showing the location of the amended speed humps are attached at pages A5 to A8.

RESOURCES

The 2005/2006 Annual Plan provided \$50,000 for slow streets implementation and this is expected to be sufficient to carry out the proposed works in Wiseley Road.

CONCLUSION

A safety review of the proposed speed humps in Wiseley Road established the need to modify the scheme approved by the Massey Community Board in November 2005. Accordingly, it is recommended that the amended scheme be approved.

RECOMMENDATIONS

1. That the Wiseley Road Speed Control report be received.
2. That the revised spacing of the speed humps in Wiseley Road be approved by the Massey Community Board.

Report prepared by: Tony Miguel, Group Manager Asset Management.



12 **SCHOOL TRAVEL PLAN PROGRAMME – LINCOLN / RATHGAR AREA INFRASTRUCTURE**

PURPOSE OF THE REPORT

The purpose of this report is to confirm support from the Massey Community Board for infrastructure priorities arising from the development of the Safer Routes and School Travel Plan Project: Lincoln-Rathgar Area, enabling a launch of this action plan.

BACKGROUND

Waitakere City Council has been working together with the Lincoln-Rathgar Area Cluster for nearly a year on this joint safer routes and travel plan project. The Council formally approved progression of this project at its 6 October 2004 meeting (1871/2004).

The Lincoln-Rathgar Area Cluster incorporates the following schools which are located in the study area:

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

Other stakeholders, community groups and consulted organisations in the programme include:

- Auckland Regional Transport Authority (ARTA);
- NZ Police;
- Sport Waitakere;
- Pomaria Kohanga Reo;
- HealthWest;
- Accident Compensation Corporation (ACC);
- Waitemata Maori Wardens;
- Plunket;
- Residents, businesses and services.

Massey Community Board Members have been invited to participate in future working groups on the development of the action plan, currently in draft, now that it has reached a more detailed state.

Council and Community Board Role

A Memorandum of Understanding (MoU) between Waitakere City Council and the Auckland Regional Council (ARC - now ARTA) was signed by the Chief Executive Officer on 31 August 2004 after consultation with Councillors. The Memorandum of Understanding recognises the relevant partnerships and outlines the commitments of the programme partners. Waitakere City Council supports this process by participating as partners in the travel plans, by offering a co-ordinated response to travel plan issues as they arise, and by including priority infrastructure, identified as a result of travel plans, within work programmes and budgets.

The Community Board role within this process is to participate in the working groups, to gain insight and contribute to solution development and, having had that input, to approve infrastructure priorities.

Infrastructure budget was approved in the 2005/2006 Annual Plan and Category 2 funding applications have provisionally been made to Land Transport New Zealand (LTNZ).

STRATEGIC CONTEXT

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

New Zealand Transport Strategy objectives are to:

- assist economic development;
- assist safety and personal security;
- improve access and mobility;
- protect and promote public health;
- ensure environmental sustainability.

Sustainable Cities

The Auckland School Travel Plans Programme, "TravelWise", is a flagship project of the Sustainable Auckland Programme of Action, one which demonstrates the multi-objective approach to transport set out in the NZ Transport Strategy.

The vision of the regional TravelWise programme is to:

Make school journeys active, social, safe and sustainable

The long term programme goal is to:

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

Waitakere has worked in partnership with ARC/ARTA, Energy Efficiency and Conservation Authority (EECA), Land Transport Safety Authority (now LTNZ) and with 10 schools in Waitakere on the programme to date over the last three years.

Safe Routes Programme

The national Safe Routes programme aims to reduce the risk of injury to pedestrians and cyclists through identifying, developing and implementing a broad range of strategies based on engineering, educational and enforcement outcomes. This project is part of the Ministry of Transport's "Road Safety to 2010 National Strategy" to reduce road casualties by 2010.

The Safe Routes programme seeks outcomes in three specific areas including: education, enforcement (with the support of the New Zealand Police) and engineering (physical changes to the cycle and pedestrian environment). These will create an environment and climate of less risk to cyclists and pedestrians within the targeted geographical area.

The objectives for the Safe Routes programme are as follows:

- To identify cyclist and pedestrian road safety problems;
- Develop and implement strategies based on engineering, education and enforcement to address the identified problems.

The underlying principles of the Safe Routes programme are that it will:

- i. Target all ages of cyclists and pedestrians;
- ii. Be initiated in high risk cycling and pedestrian communities;
- iii. Involve a balanced range of interventions;
- iv. Empower local communities.

Regional Strategies

The Auckland Regional Travel Demand Management Strategy (2000) is currently being incorporated into the review of the Auckland Regional Land Transport Strategy (draft 2005). The purpose of TDM has been defined as:

“to reduce the number of vehicles using the road system while providing a wide variety of mobility options to those who wish to travel.”

Auckland Regional Road Safety Plan 2004 to 2010 (ARRSP)

The ARRSP vision is:

“No road users are killed on the Auckland Region’s roads.”

Goal three is relevant:

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

Council Strategy

The Council’s Integrated Transport strategic platform includes an objective to *“Promote the use of sustainable transport options.”* A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan. School travel plans also support the *First Call for Children* Council priority.

ISSUES

A9

The Safer Routes and School Travel Plan Project: Lincoln-Rathgar Area community has almost completed developing its action plan. Resulting infrastructure requests have been provided to Council officers and have been assessed and prioritised. Contracts are being prepared for letting tenders for detailed design work and Category 1 funding applications to Land Transport New Zealand. The work programme for implementing infrastructure priorities is shown on the map Attachment A9.

The Massey Community Board is requested to sign off on the Council’s commitment to implement the infrastructure changes. The infrastructure priorities will then be considered by the participants in the project and then final commitments sought from the Council. It is expected that the action plan will be finalised over the next month.

The Massey Community Board is requested to support the infrastructure priorities arising from the development of the Safer Routes and School Travel Plan Project: Lincoln-Rathgar Area, enabling launch of the action plan. In order to prevent delays to the Safer Routes and Travel Plan infrastructure process, the Massey Community Board is requested to delegate to the Chief Executive Officer authority to sign off the finalised infrastructure priorities arising from the development of the Safer Routes and School Travel Plan Project: Lincoln-Rathgar Area. This will enable Council to demonstrate progress to the schools and community and to implement committed infrastructure within the 2005/2006 year.

RESOURCES

Council has \$729,787 capital expenditure budgeted in the 2005/2006 Annual Plan as a Council contribution to school travel plan infrastructure implementation for the Rutherford Cluster and the Safer Routes and School Travel Plan Project: Lincoln-Rathgar Area. Land Transport New Zealand has indicated that they will subsidise infrastructure requests from school travel plans at a minimum of 53%. Infrastructure funding at other schools in the Auckland region has already exceeded the 53% subsidy level and this may also be the case for Waitakere's schools, particularly where a combined approach is in place as with the Lincoln-Rathgar Area community.

The budget of \$298,000 will cover the costs of the infrastructure priorities arising from the Safer Routes and School Travel Plan Project: Lincoln-Rathgar Area. A proportion of projects will carry over into the 2006/2007 Annual Plan as funding for 2005/2006 was based on supporting two secondary and five primary schools. As the cluster is made up of three secondary schools, one intermediate and two primary schools, plus the local community, not all works will be able to be accomplished in 2005/2006. Also, some items are much greater than that budgeted for and the 2005/2006 programme includes investigation of these items only with outcomes to be further determined in subsequent budget years.

CONCLUSION

The Council is committed to the School Travel Plan Programme and the joint Safer Routes and School Travel Plan Project: Lincoln-Rathgar Area.

The Safer Routes and School Travel Plan Project: Lincoln-Rathgar Area is approaching launch and delegation to sign off on the Council's commitment needs to be given to the Chief Executive Officer to enable momentum and community enthusiasm with this projects to be maintained, as well as meeting the Council's regional obligations.

RECOMMENDATIONS

1. That the School Travel Plan Programme – Lincoln/Rathgar Area Infrastructure report be received.
2. That the Massey Community Board support the infrastructure priorities arising from the development of the Safer Routes and School Travel Plan Project: Lincoln-Rathgar Area.

Report prepared by: Tony Miguel, Group Manager Asset Management.



13 **DRAFT WAITAKERE CITY LEISURE FACILITY PARTNERSHIP POLICY CONSULTATION**

PURPOSE OF THE REPORT

The purpose of this report is to inform the Massey Community Board of the contents of the draft Waitakere City Leisure Facility Partnership Policy (the Policy) and to enable the Massey Community Board the opportunity to submit a submission on the proposal.

BACKGROUND

An increasing number of Councils are contemplating partnerships with community groups and schools to facilitate the development and use of recreation and leisure assets.

Waitakere City Council is often approached by community groups and schools requesting financial support for the development of a new asset and in return offering community access to the facilities. At present Council's financial support in such circumstances is on an ad hoc basis with no formal processes or criteria for Council to assess proposals to allow consistent decisions to be made.

The Long Term Council Community Plan and Annual Plan Special Committee passed the following resolution at its meeting on 25 March 2003:

"That the development of criteria and processes for assessing community facility partnership opportunities with schools is referred for consideration to the Annual Plan process."

583/2003

This resolution was then adopted in the final 2003/2004 Annual Plan. In February 2004 a high level summary of the research to date to guide the general criteria of the Policy was presented to the City Development Committee. The following resolutions were passed:

1. *That the City Development Committee endorses the concept of working in partnership with community organisations, schools, funding trusts and potentially other Councils through a Leisure Facility Partnership Policy.*
2. *That the City Development Committee approves the development of a facility partnership policy to guide Council's funding support to partnership opportunities with leisure and recreation assets, based on the draft direction outlined in the Agenda report, as part of the draft direction for the Facility Partnership Policy and incorporating the comments from the Committee.*
3. *That the City Development Committee supports the requirement for Council to commit a set amount of capital through the Long Term Council Community Plan towards supporting projects through a Facility Partnership Policy."*

72/2004

In November 2005 the draft Policy was presented to Council's City Development Committee. The Committee passed the following resolution:

2. *That the City Development Committee endorse the draft Leisure Facility Partnership Policy subject to stakeholder consultation."*

2138/2005

Council officers are now undertaking community consultation before finalising the Policy.

STRATEGIC CONTEXT

Council's strategic objective for leisure is to provide a comprehensive range of leisure, recreation and sports services and facilities are provided. To improve the well being of the City's people and communities, Council provides and supports a diverse range of leisure opportunities through facility operation and development, direct funding, assistance to access other funding and support of activity initiatives. Council's leisure facilities and activities contribute to the well being of the City's residents by providing recreational opportunities that promote health and social cohesion. The adoption of a Leisure Facility Partnership Policy will increase the number of community facilities being provided while provide clear strategic direction for Council's investment.

Through the Strategic Plan Council has adopted a platform of 'Strong Communities' stating that in the next 10 years Council will develop the City as a renowned hub of social activity, arts, leisure, sports and recreation. By developing partnerships with community groups Council can achieve this platform.

ISSUES

Research was undertaken to develop a Policy throughout 2004 and early 2005. In February 2005 a report providing a high-level summary of the research was presented to Council's City Development Committee for its comments on the issues and options that surround the development of a Leisure Facility Partnership Policy. Comments from Council's City Development Committee were incorporated and a modified version of the draft Leisure Facility Partnership Policy was represented in November 2005.

The key aims of the Policy are to:

- Standardise the process by which capital development grants are made to community organisations to ensure transparency.
- Ensure the community leisure benefits derived from every facility partnership grant are maximised.
- Utilise the Leisure Facility Partnership Policy to support the implementation of core strategic actions from Council strategies, policies and plans such as:
 - Waitakere City Council's Long Term Council Community Plan;
 - Waitakere City Council's Parks and Open Space Strategy;
 - Waitakere City Council's Leisure Strategy.
- Utilise the Leisure Facility Partnership Policy to support local, regional and national strategies and plans such as:
 - Auckland Regional Physical Activity and Sport Strategy;
 - Sports and Recreation New Zealand's (SPARC's) 'Push Play' initiative;
 - Sport Waitakere Strategic Plan.
- Improve the sustainability of community leisure organisations;
- Form lasting holistic ongoing partnerships with community organisations.

The Policy will have three distinct stages, with more detailed information being required at each stage. Each stage will then have different types of evaluation criteria to optimise the community's and Council officers' time.

It is suggested that a working group consisting of Council officers from Parks, Leisure Services and Public Affairs evaluate the proposals at each stage against the criteria before presenting them to the City Development Committee. The Leisure Projects and Contracts officer would be responsible for the administration of the Policy.

After evaluation by a Council Committee some proposals may be excluded from proceeding to the next stage. Unsuccessful organisations will be informed and provided reasons why their proposal was not successful. Council officers will work with successful organisations to assist them to provide the information required for the next stage.

Once an organisation has been successful through all three stages Council will enter into a contract which will detail the specifics of the partnership, for example, what portion of the operation must be used by the community and what is deemed a breach of the terms. It is not envisaged that Council will provide any on-going operational funding support to the projects successful in gaining Leisure Facility Partnership Policy grants.

The final policy will also incorporate details of stewardship and how Council's interests will be maintained long term. Partners will be required to assure the Council of their long term financial viability and the sustainability of the development.

After the completion of a facility Council will reserve the right to audit sites. In addition facilities will be required to submit annual reports. The Projects and Contracts officer will be responsible for reviewing the reports and accessing the maintenance of the facility ensuring the terms and conditions of the contract are carried out.

A10 – A22

The Policy provides details of what level of information is required and the criteria it will be measured against. Pages A10 to A22 provides a full copy of the report.

This Policy is now being presented to sports groups, schools, local iwi and community groups for consultation. Submissions close at 5.00pm, Friday, 3 March 2006. This report provides the opportunity for Massey Community Board to comment on the Policy.

RESOURCES

Through the Long Term Council Community Plan 2003-2013 \$500,000 has been budgeted annually for leisure facility improvements. It is proposed that the funding be utilised for the Leisure Facility Partnership Policy subject to confirmation by Council on an annual basis.

CONCLUSION

There is a need for Council to develop a Leisure Facility Partnership Policy. The Policy would guide Council in its decisions towards financial support for partnerships with community groups and schools regarding the development and utilisation of leisure and recreation assets. At present this financial support is provided on an ad hoc basis. A Leisure Facility Partnership Policy would enable Council to adopt a transparent process for assessing potential initiatives. This report presents the draft Policy for community consultation. Council officers encourage Massey Community Board to compile their comments and submit a submission.

RECOMMENDATIONS

1. That the draft Waitakere City Leisure Facility Partnership Policy Consultation report be received.
2. That Massey Community Board make recommendations on the draft Waitakere City Leisure Facility Partnership Policy via written submissions by 5.00pm on Friday, 3 March 2006.

Report prepared by: Clare Dwyer: Leisure Planner.



LIGHTING OF OPEN FIRES

PURPOSE OF THE REPORT

The purpose of this report is to provide an overview of the policy as currently exists relating to the lighting of open air fires in the Waitakere City Rural Fire District.

BACKGROUND

Historically, within the Waitakere City Council's territorial area, the management of fire in the open air has been controlled by two separate systems. The line defining which particular system is applicable is whether the site of the fire is within the urban or the Rural Fire District.

The two systems are:

1. Through Council's own Fire Prevention Bylaw "Bylaw No 6 1990". This Bylaw covers the whole of Council's territorial area and is in place all year round. Section 4 of the Bylaw "Fires in the Open Air" sets limits and standards for any fire in the open. Provided that these limits and standards are complied with no written permit is required for the lighting of a fire.
2. The second level of control which covers the Rural Fire District only, requires the Waitakere City Council as the duly authorised Waitakere Rural Fire Authority to be responsible for fire control and management within the Rural Fire District. The Waitakere Rural Fire Authority controls the use of fire in the open air in the Rural Fire District by implementing specific fire seasons, and through this, the use of the Fire Permit system. Authority for this is provided for in Section 22 and 23 of the Forest and Rural Fires Act 1977. In the Rural Fire District during the winter months, an open fire season is normally in force and no fire permit is required, fire control being maintained through Council's Bylaw No 6. Through the summer months a restricted fire season is normally declared and all fires in the Rural Fire District must have been issued a fire permit. Fires without a permit are illegal during this time. A prohibited fire season may be declared at any time of the year should weather or other factors cause a period of extreme fire danger, during a prohibited season no fires of any type are allowed.

STRATEGIC CONTEXT

Waitakere City Council is deemed to be the Waitakere Rural Fire Authority pursuant to section 7 (2) of the Forest and Rural Fires Act 1977. Rural Fire contributes towards Council's strategic framework in that it contributes to community well being by enhancing community preparedness for the risk of wildfire by educating communities in fire safety, managing the fire risk, and responding to and suppressing any fires which may occur.

Rural Fire also contributes to the Green Network through providing protection of the Waitakere Ranges from fire hazards. Rural Fire resources are also available to provide assistance to communities in other emergency events.

ISSUES

In fire terms, an urban district is that area gazetted as a Fire District by the New Zealand Fire Service, while all that area remaining within the territorial boundaries of Waitakere City becomes the Waitakere Rural Fire District.

While the situation within the Waitakere City Rural Fire District for lighting fires in the open air is clear cut in respect to Bylaw No 6 and the rural fire regime, it has been complicated by the Auckland Regional Council's introduction of their "Clean Air" regulation. This states that fires are prohibited in the open air at all times in both the urban and rural fire areas. However, by agreement, the Auckland Regional Council has chosen not to enforce its regulation in the rural area where it allows Council's regime to continue to operate.

This regulation has particularly caused some confusion to a number of ratepayers in the urban area who honestly still believe that the Bylaw No 6 still applies to them and provides them with the right to light fires in the open. The number of such instances is however decreasing.

In real terms, the situation that now prevails is that Waitakere City no longer has responsibility for smoke discharge in the urban area which has been transferred to the Regional Council. Any complaint received by Council regarding a smoky fire in the urban area is directed to the Auckland Regional Council's "Enviroline" for investigation and in the case of a fire within the Rural Fire District, the call is directed to a Rural Fire Officer of Council.

Another issue requiring further determination is that the rural urban boundaries that have been defined by the Auckland Regional Council do not align with the currently defined boundaries of the Urban and Rural Fire Districts within Waitakere City. This issue will be the subject of further discussion in the coming months.

CONCLUSION

The impact of the Auckland Regional Council's clean air policy on the Waitakere City Council's own Fire Prevention Bylaw requires resolution and further clarification is required on the terminology and understanding of the definition of an urban district to ascertain those areas of the City which are required to comply.

The Local Government Act 2002 requires that Council reviews all of its Bylaws prior to June 2008. Council through the Planning and Regulatory Committee has adopted a program to review all of Councils Bylaws and the Fire Prevention Bylaw is scheduled for review during the 2006 calendar year. This review, in consultation with the Auckland Regional Council will clarify and remedy the existing situation for all affected parties.

RECOMMENDATION

That the Lighting of Open Fires report be received.

Report prepared by Peter Barber, Principal Rural Fire Officer and Bill Morley, Manager Emergency Management.



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	Andrew Good
Keep Waitakere Beautiful Committee	John Riddell Bob Jessopp
Massey Citizens Advice Bureau	Cr Linda Cooper
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
Massey Community House Committee	Cr Linda Cooper
Waitemata Harbour Foreshore Reserves Management Plan Joint Subcommittee	Bob Jessopp Graeme Barnard
COUNCIL COMMITTEES	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard Andrew Good
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Gayleen Maurice Bob Jessopp

