

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON WEDNESDAY, 4 JULY 2007,
COMMENCING AT 7.30 PM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	PRESENTATION - AN OVERVIEW OF LIQUOR BAN PROCESS	1
5	PUBLIC FORUM	2
6	COMMITTEE SECRETARY'S REPORT	2
7	AUCKLAND REGIONAL GOVERNANCE	6
8	MARINA VIEW DRIVE, WEST HARBOUR - NEW BUS STAND RESTRICTION	12
9	MASSEY MATTERS PROJECT UPDATE	14
10	STATE HIGHWAY 16 - WESTGATE PEDESTRIAN FACILITY CONSULTATION	27
11	WESTGATE DRIVE, MASSEY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION	33
12	WESTGATE DRIVE, MASSEY - NEW BUS STOP	34
13	FIXED DRIVER FEEDBACK SIGNS IN THE MASSEY WARD	36
14	CLEMWAY PLACE, MASSEY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION	38
15	EDWARDS AVENUE AND FAIRDENE AVENUE, HENDERSON - NEW GIVE WAY CONTROL	39
16	GRACEVIEW WAY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION	41
17	PICASSO DRIVE AND MARINA VIEW DRIVE, MASSEY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS	42
18	WISELEY ROAD, WEST HARBOUR - NEW BUS STOP RESTRICTIONS	44
19	CHAIRMAN'S REPORT	45
20	BOARD MEMBERS' REPORTS	46

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON WEDNESDAY, 4 JULY 2007,
COMMENCING AT 7.30 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 6 June 2007.

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 6 June 2007, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 PRESENTATION - AN OVERVIEW OF LIQUOR BAN PROCESS

Roy Hunt, Alcohol Project Leader, Safe Waitakere will give a presentation on an overview of the Liquor Ban process.



5 PUBLIC FORUM


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





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

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



6 COMMITTEE SECRETARY'S REPORT

	Issue	Comments	Reporting Council Officer
1	Westpark Marina - Various Issues 3 April 2002 Resolution No. 660/2002 10 November 2004 Resolution No. 1964/2004 28 September 2005 Resolution No. 1825/2005 Council	<p>Parking Arrangements</p> <p>The paid trailer parking regime is about to commence, the only delay being the manufacture of no-trailer-parking signage for Clearwater Cove. A community newsletter stated that charging was to commence on 12 May 2007, however, due to the delay caused by the signage manufacturers, the charge regime is likely to commence in early June. It currently appears that the car park is a very popular park n' ride option, and trailers are utilising this area over the weekends.</p> <p>Enquiry by Design Workshop and Future Planning</p> <p>A communications' newsletter has been sent on behalf of the Council to provide information to the community on Council's role at the Marina, and an update on progress to resolve dredging and trailer parking issues. Westpark Marina Limited are working through a number of considerations around future development options, and, to date, the Council has not seen a final development plan. Council do not expect to see this plan before the end of this calendar year.</p>	Rochelle Edwards  836 8000 Extn: 8575

	Issue	Comments	Reporting Council Officer
		<p>Dredging Update</p> <p>Westpark Marina Limited is continuing to undertake dredging of the Marina in accordance with their agreement with Council. Progress, and their ability to obtain resource consents to dispose of fill material, is being carefully monitored by the Council.</p>	
2	<p>Christmas Beach, Herald Island, Playground Upgrade</p> <p>Officer's Report</p>	<p>The playground upgrade was completed in June 2007.</p>	<p>Tracy Hamilton</p> <p> 836 8000</p> <p>Extn: 8969</p>
3	<p>Hamblyn Reserve, Armada Reserve, Marinich Reserve, Waitakere Quarry, Pahi Park, Riverpark Reserve, and Woodside Reserve</p> <p>Officer's Report</p>	<p>The contractor who was engaged to carry out these works has abandoned their obligations to the contract as they went into receivership. These works are currently being re-tendered and are now planned to be carried out from August 2007.</p>	<p>Helen Biffin</p> <p> 836 8000</p> <p>Extn: 8758</p>
4	<p>Community Board Minor Parks Projects</p> <p>Officer's Report</p>	<p>The status of each project is as follows:</p> <p>Moire Park:</p> <p>The concrete terracing was completed in June 2007.</p> <p>Picasso Reserve:</p> <p>Two specimen trees were planted in June 2007.</p> <p>Ranui Community House Sign:</p> <p>The Community House sign was installed in June 2007.</p>	<p>Katherine Slack</p> <p> 836 8000</p> <p>Extn: 8779</p>
5	<p>Herald Island Wharf Public Toilet</p> <p>Officer's Report</p>	<p>The concept design, approved by the Massey Community Board, is being developed into a detailed design.</p> <p>Resource and building consent applications are being prepared and are planned to be lodged in July 2007.</p> <p>Physical works are programmed to be undertaken in late 2007.</p>	<p>Debbie Chapman</p> <p> 836 8000</p> <p>Extn:8303</p>

	Issue	Comments	Reporting Council Officer
		The second is a Plan Change amending the Metropolitan Urban Limit, which proposes realigning the intersection of Hobsonville Road and Wiseley Road slightly north, and signalling this intersection. These projects will largely address the concerns raised, and hence it is not considered justified to make major changes to the intersection prior to the completion of these projects. Council has approved funding of \$100,000 in the draft 2007/2008 Annual Plan under NORGSA Hobsonville Town Centre to investigate this intersection.	
8	Makora Car Park Development Officer's Report	The Makora car park construction works are currently underway. Stage one works are expected to be completed in July 2007. Stage two works include sealing of the back and front car parks and will commence once the clubroom extension is completed by the club later in 2008.	Andreas Lilley ☎ 836 8000 Extn:8553
9	Rush Creek Reserve Walkway Lighting	The lighting installation was completed in June 2007.	Katherine Slack ☎ 836 8000 Extn:8779

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four-Monthly Progress Report	August 2005 Resolution No. 1468/2005 Last updated 2 May 2007	5 September 2007	Tony Miguel ☎ 836 8000 Extn: 8294
Traffic Management Don Buck Road	February 2007 and May 2007 Resolution Nos. 65/2007 and 803/2007	November 2007	Sue Liddell ☎ 836 8000 Extn: 8736

RECOMMENDATION

That the Committee Secretary's Report for 4 July 2007 be received.

Report prepared by: Desiree Tukutama, Committee Secretary.



7 AUCKLAND REGIONAL GOVERNANCE

PURPOSE OF THE REPORT

The purpose of this report is to enable, at the request of Council, the Massey Community Board to consider proposals to strengthen regional governance.

BACKGROUND

A1-A59

At its meeting of Wednesday, 30 May 2007, Council received a report on Regional Governance. A copy of this report, together with the accompanying material on the Strengthening Regional Governance project, is attached at pages A1 to A59. In response to this report the Council resolved:

“That the matter regarding the Auckland Regional Governance be deferred until after an urgent workshop on the subject has been held.”

945/2007

and

“1. Pursuant to Standing Order 27.18 notice is given that the following Council resolution (671/2007) relating to Watercare dividend will be rescinded at the Council meeting which will be held after the urgent workshop on Auckland Regional Governance:

“That Watercare ownership be retained by the territorial local authorities as a Council Controlled Organisation and that it be able to pay a dividend which can be used by the territorial local authorities for the Three Waters.”

671/2007

2. *That the report on the Auckland Regional Governance be referred to Te Taumata Runanga and the four Community Boards for their information and feedback to Council.”*

946/2007

The matter was further considered at the meeting of the City Development Committee Meeting held on Thursday, 7 June 2007. The Committee resolved:

“1. *That the Council acknowledges and confirms the essence of the problem statement agreed at the outset of the project, and in particular the need for improved arrangements for the region to effectively partner with and negotiate with central government in order to achieve international competitiveness as a city-region, and manage long-term development more sustainably.*

2. *That the Council acknowledges that the proposals for reform constitute a start on a process of evolutionary (rather than sudden) change to address these issues, but notes that further and wider reforms may be desirable in the medium term.*

3. *That Waitakere continues to support the proposals outlined in December 2006, and refined in the report of 16 May 2007. In order to advance and consolidate those proposals, Waitakere resolves to respond to the specific issues raised as follows:*

(a) **GAC/ARC**

Recommend status quo.

- *The name Auckland Regional Council (ARC) should be retained.*

- *The role of the ARC should remain unchanged other than as a result of changes agreed in this process.*
- *The leader should continue to be appointed by members.*
- *The **membership** should remain as at present - 13 councillors elected across 6 constituencies aligned to TA boundaries.*

(b) Regional Sustainable Development Forum (RSDF)

Recommend that the RSDF is the key new institutional mechanism for achieving agreement and collective responsibility at local, regional and national level for the development programme for the region.

- *The RSDF should be constituted as a standing committee of the ARC, using the provisions of sections 37SE – 37SH of the LGA74 in the first instance, if appropriate.*
- *The key function of the RSDF should be to prepare and recommend to the ARC, for adoption, the One Plan as a means of co-ordinating and integrating regional strategies for landuse (lead) transport, other infrastructure, economic, social and cultural development, and environmental performance.*
- *The RSDF should be the mandated primary point of contact for the government in engaging with regional development and planning issues that affect the whole region.*

RSDF Representation

- *Council Representation:*
 - *ARC: 4 members (Committee Chairs?);*
 - *Cities: 2 members each appointed by each council;*
 - *Districts: 1 member each appointed by each council.*
- *Central Government representation:*
 - *3 - 5 ministers or delegates (recognising the importance of this relationship;*
 - *Mana Whenua representation;*
 - *The reason for Mana Whenua representation appears to be founded on the exercise of the Crown's Treaty partnership obligations, which elevates this group above stakeholders. Difficulties might be anticipated in providing an adequate resourcing and backup for these representatives. Until Treaty settlements are concluded, Waitakere City Council (WCC) recommends that the Minister of Maori Affairs hold specific representation on the Forum with the ability to appoint Mana Whenua representative(s) as his delegates, and for his Ministry of Maori Development to provide consultation and back up support for those representatives.*
- *It is recommended that the maximum membership should be 20 representatives.*

RSDF Machinery of Government

- *The RSDF Chair should be appointed by the ARC from amongst the Forum members on the recommendation of the RSDF.*
- *RSDF decision-making should be consensus whenever possible. If that fails, decisions should be by majority decision, but when decisions are to be formally binding on all parties, a 75% majority should be required.*
- *Each member should have one vote.*

- *Existing fora (such as RGF, RLTS, AREDF/Metro) should be abolished and their responsibilities transferred to the RSDF for incorporation into the One Plan. (Thus simplifying and streamlining regional governance.)*

(c) **The One Plan**

- *Recommend the development of a single strategic document that expresses the agreed regional development programme and funding commitments.*

One Plan Breadth

- *One Plan should develop over time, starting with the content of the RGS, RLTS, REDS, but expanding over time to cover the four wellbeings.*
- *Includes vision, goals, directional shifts and ethos of LTSF.*
- *Initially records existing strategic agreements and funding agreements.*
- *Needs to urgently address regional responses to global forces of change.*
- *Focus on regional priority actions that will achieve “step change” in competitiveness, efficiency, wellbeing.*
- *Records Auckland’s place in the nation, relationship with adjoining regions and NZ, and expectations about engagement with central government.*
- *Key function is horizontal and vertical integration of development programme.*

One Plan Depth

- *Issues of regional significance. Focus on high-level, complex, difficult to solve issues.*
- *Could include outcomes, objectives, strategic direction, priorities and funding parameters.*
- *Prioritised projects to be agreed.*
- *20 - 30 year time frame with a view to 50 year horizon.*

Enforceability

- *A primary focus is engaging the Crown, so their representation is essential along with the use of multi-year-end bulk regional funding agreements, and performance contracts.*
- *Until 2012, primary local government commitments should generally be limited to those in LTCCPs, but beyond 2012 LTCCP commitments may be revised to reflect One Plan funding needs.*
- *Capacity to enter into agreements with providers of infrastructure, including providers such as Watercare Services limited and energy companies.*
- *Ability to conclude binding agreements between/among parties.*

- *Generally parties should be required to give effect to decisions, and as a minimum to not act inconsistently with One Plan. The One Plan needs to be enforceable according to the needs of each policy, so that provisions should be able to range from advisory to mandatory.*
- *Generally, ARC should be the One Plan contract and funding agreement negotiating agent.*

Sanctions/Levers

- *Support for the range of incentives and sanctions including moral suasion. The sanction of exclusion from the benefits of participation should only be used after careful consideration.*

Consultation

- *RSDF should be responsible for public consultation on the One Plan, and in recommending the Plan to the ARC for approval should also comment on the consultation process and outcomes.*

Relationship with Community Outcomes Process

- *RSDF should report to the ARC on the extent to which One Plan delivers on the Community Outcomes the ARC has recorded.*

Ability of the (GAC) ARC to amend One Plan

- *Follow the RGF provisions of Section 37SG (4) of the LGA74: "the function of the (RGSF) is to advise on and approve the (One Plan) and any amendment to that (One Plan) before any such amendment (or One Plan) is adopted by the Auckland Regional Council." i.e. the ARC can adopt a plan or amendment only on the recommendation of RGSF.*

Transition

- *The One Plan will evolve with experience and time. The target should be to complete the first iteration of the One Plan by the end of 2008 in order to inform the local government 2009 - 2012 LTCCP process, and 2009 - 2012 budgets, with a review by 2011, in time for the 2012 LTCCP review.*

(d) Three Waters

Status quo

- *WCC has signalled its intention to resolve that Watercare Services Ltd should not be able to pay a dividend. The status quo should continue with respect to Watercare Services Limited governance and legislative arrangements. This means that no proposals for Watercare Services Ltd to pay a dividend should be actioned at this time, and that there should be no change in the ownership by TAs. At some future date, it may be desirable to review whether the present arrangements are the best possible to ensure the sustainable development of the Auckland region. Work on the Three Waters Strategy should be reported to the RSDF.*

(e) **Regional Facilities**

- Any regionally funded facility should be owned by a regional entity. If funding is to be shared across units of local government, the proportionality formula should reflect usage by communities. WCC considers the West Wave Pool in Henderson to be such a regional facility.

(f) **Economic Development**

- Waitakere has a very successful and cost-effective EDA. The Council supports the strengthening of a Regional EDA, and the incorporation within that of Tourism Auckland, on a basis that does not undermine the effectiveness, profile and engagement with government of Waitakere Enterprise. The Regional EDA has a critical role in coordinating local EDAs.

(g) **Transport**

- Need to engage with Government immediately to incorporate proposals from the Transport Workstream into government policy and legislation on the implementation of ATSAP, the government's reform of transport entities, the "Next Steps in the Land Transport Review, 30 April 2007, and the Cabinet decisions on this review [POL min (07) 9/5 refers].

(h) **Shared Services**

- Support for continued action on shared services, including, for example investigations into coordinated rating and valuation systems.

(i) **Funding**

- Acknowledge that existing funding mechanisms available to local and regional government are insufficient to meet the strategic and timely development needs of the region.
- There is a need to consider the cost-effectiveness of the RSDF/One Plan proposal, and the funding arrangements for its operation.

(j) **Land Use**

- There needs to be further efforts to ensure that transport and other infrastructure planning and services give effect to the growth concept of the RGS and the shifts of the LTSF.
- ARC needs to ensure that the land use intent of the One Plan is reflected in timely revisions of the RPS prepared under the RMA.

(k) **Other**

- CDEM should continue to be a joint regional and local undertaking to ensure the continued engagement of local communities and marshalling of volunteers.
- Parks, RMA, Harbours responsibilities of ARC should remain unchanged.
- Support for further investigations into regional development corporation for major projects.

Consultation with the public on the proposed package is essential. WCC considers that an eight week concerted process is the minimum required. Consultation should be a shared government/local government undertaking.”

977/2007

The following list of acronyms was included in the minutes to aid understanding:

Footnote: Key to Acronyms

AREDF:	Auckland Region Economic Development Forum
ARC:	Auckland Regional Council
ATSAP:	Auckland Transport Alignment Project
EDA:	Economic Development Agency
GAC:	Greater Auckland Council
LGA 74:	Local Government Act 1974
LTCCP:	Long Term Council Community Plan
LTSF:	Long Term Sustainability Framework (for the Auckland region)
RGF:	Auckland Regional Growth Forum
RGS:	Auckland Regional Growth Strategy
RLTS:	Auckland Region Land Transport Strategy
RMA:	Resource Management Act
RPS:	Auckland Regional Policy Statement
RSDF:	Auckland Regional Sustainable Development Forum
TA:	Territorial Authority

STRATEGIC CONTEXT

The strengthening Auckland's Regional Governance project is an attempt to improve the performance of the region as a whole, and in particular to provide for more effective regional level engagement with central government. It is intended to address current weaknesses in governance, funding, and strategic planning. As such, this project potentially affects every aspect of sustainable development and good governance in Waitakere and the whole Auckland region.

ISSUES

This report is presented to the Community Board at the request of Council. Staff will be present at the meeting to make a brief presentation on the proposals to strengthen Auckland's Regional Governance and Council decision making to date. It should be noted that there is no singular 'concrete' proposal developed or under consideration at this time.

The proposals to date do not set out any changes to the existence or role of Community Boards. The paper outlining the proposals (which is attached to the report to Council of 30 May 2007) states that Community Boards are an integral part of the local government operating framework, and that it is envisaged that Community Boards would continue their existing role. The paper also states that as the new governance mechanisms are developed through this work, there will be a need to ensure that Community Boards have appropriate opportunities to engage on those matters considered by the RSDF and the GAC which are of relevance to the communities represented by the respective boards.

There is no need for the Community Board to take any action at this stage. However, if the Board feels strongly about a particular issue and wishes to comment, it could either advise Council of its views or seek to make a submission the Political Reference Group. At this stage, it is advised that it would be best to make comment to the Council, as there is, as yet, no formal consultation process in place. It should be noted that Council has maintained from the outset of this project that a significant period of public consultation should be carried out. This is likely to occur once a definite proposal has been developed and agreed.

The Community Board may wish to simply express support for the action that the Council has taken to date.

RESOURCES

The proposed package of reforms to Auckland's regional governance structures will have a range of funding and financial implications across the region. These will be investigated and developed more fully as part of further work. In brief, financial implications relate to:

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

Staff time allocated to contributing to the development of proposals and providing advice is being provided for within existing staff resources. Project costs are being shared between the councils and central government and are being funded from the regional projects budget.

CONCLUSION

Further work has been done on proposals to strengthen regional governance. The Council has asked that this work be presented to the Community Board for its information.

RECOMMENDATION

That the Auckland Regional Governance report be received.

Report prepared by: Ross McLeod, Director: Corporate and Civic Services, and Graeme Campbell, Director: Strategic Planning.



8 MARINA VIEW DRIVE, WEST HARBOUR - NEW BUS STAND RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new bus stand on Marina View Drive, West Harbour.

BACKGROUND

The Council has been contacted by two 12-year-old pupils of Marina View Primary School to install a bus stand parking restriction outside their school at 97 Marina View Drive, West Harbour. The purpose of the proposed bus stand is to provide a designated location for buses to stop safely when dropping off or collecting students from Marina View Primary School.

The students' task was to study Our Learning and Caring Community, part of which was to find a problem within the school community and find a way to resolve it. The lack of a bus stand for school trips and other schools visiting was identified. The students conducted a survey with the school teachers, collated the information, and forwarded it to Council requesting a bus stand be considered.

A bus stand is an area where buses may lay-over for a period of time while waiting for passengers. A bus stop is a scheduled bus service, where buses stop to collect passengers then move on straight away. It is the officer's opinion that bus stands are better suited to school requirements for field trips, school camps, etc.

STRATEGIC CONTEXT

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

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

ISSUES

Bus Stand on Marina View Drive

Council officers met the two students on site with the School Principal, and identified the need and a suitable location as an appropriate place for a bus stand on Marina View Drive. Verbal consultation was done on site with the School Principal, who had no objection to the proposal.

A60

The location of the proposed bus stand is indicated at attached page A60.

Decision Making

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

RESOURCES

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

CONCLUSION

Marina View Primary School students often travel to other locations for school trips, manual classes and camps. The suggested location has been evaluated in terms of compliance with bylaws, safety, access, practical walking distance to the bus stand and displacement of parking. The proposal for the new bus stand in Marina View Drive is therefore recommended to apply between the hours of 8.30 am to 3.30 pm, school days only.

RECOMMENDATIONS

1. That the Marina View Drive, West Harbour - New Bus Stand Restriction report be received.

2. That in relation to **MARINA VIEW DRIVE, WEST HARBOUR:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the **WEST** kerb line of **MARINA VIEW DRIVE** outside property number 97, the **BUS STAND 8.30 AM TO 3.30 PM SCHOOL DAYS ONLY** restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule, Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said bus stand control.

Report prepared by: Jane Harris, Transport Technician.



9 MASSEY MATTERS PROJECT UPDATE

PURPOSE OF THE REPORT

This purpose of this report is to update the Massey Community Board on the establishment phase of the Massey Matters project and present some next steps for the project in 2007/2008.

BACKGROUND

In early 2006, SHORE Research interviewed around 50 community leaders in Massey to look at key issues of local concern and opportunities for the establishment of a locality project in the area.

Key findings from the Massey Community Inquiry were:

- Massey is made up of not one but many diverse communities;
- There are many good aspects about living in Massey, for example:
 - housing affordability;
 - diversity of people and cultures;
 - nearness to green space; and
 - motorway proximity.
- Areas where people felt that improvements could be made included:
 - more Massey-specific events;
 - building of a stronger Massey identity and pride of place;
 - coordination among Massey agencies;
 - a central community hub in the Westgate town centre and more local community focal points;
 - upgrading the local urban form, e.g. safety, art and design, mix of shops and facilities;
 - development of local parks and more local recreation opportunities; and
 - public transport and local connectivity.
- Strong support for a collaborative and community-based locality project in Massey.

The Massey Matters Project was formally initiated by the Council in March 2006. The broad aim of the project is for the Council to work alongside the local community and other partners to develop a programme for long-term, community-driven, sustainable neighbourhood renewal and development in the Massey area. Given the size of Massey and the complexity of the project, this project has been initiated with a ten-year timeframe.

There are two key platforms within the project:

- Building and strengthening community activity, networks and sense of local identity and pride; and
- Improving the way Massey looks and feels and functions, e.g. public transport, walking and cycling connections, shops, community services and facilities, parks and recreation opportunities, the natural environment, more local jobs etc.

Four key principles continue to guide the project's development:

- Working with the Massey community;
- Sustainable suburban development;
- Collaboration and partnership; and
- Concurrent planning and action.

The 2006 Massey Community Inquiry asked local leaders to identify positive changes that could be expected in five years' time if the Massey Matters project was successful. Key areas of visible changes noted included:

- Lots of local festivals and concerts;
- Stories of positive changes in Massey;
- More working and talking together;
- Positive vibes compared to five years ago;
- More people staying in Massey for work and play;
- More club membership and participation;
- Migrants have meeting places of their own;
- A strong Massey identity;
- A strong community "hub"; and
- A place known for its unique art and design.

Sitting alongside the Massey Matters vision and principles, these medium-term 'change' indicators have become key platforms in the development of the initial Massey Matters Project framework that was approved by the City Development Committee:

1. *That the Framework for the "Building Community in Massey - Our Place Our People" project as presented in the Agenda report to the Board, be approved.*
2. *That the Framework for the "Building Community in Massey - Our Place Our People" project's priorities for 2006/2007 be:*
 - *Promotion and understanding of the project within Massey;*
 - *Community brokers established and working with Massey organisations;*
 - *Massey community organisations participating in the project and working together in new ways;*
 - *Celebrating the good things about Massey and reinforcing a pride of place and a growing sense of local identity.*

3. *That an informal political liaison group comprising Massey Councillors and Massey Community Board Members be established to support Council officers in the development and implementation of the Framework for the “Building Community in Massey - Our Place Our People” project.*

2199a/2006

and Massey Community Board in October 2006:

1. *That the Framework for the “Building Community in Massey - Our Place, Our People” Project report be received.*
2. *That Massey Community Board recommends to the City Development Committee that the Framework for the Building Community in Massey Project as presented in the Agenda report be approved.*
3. *That Massey Community Board recommends to the City Development Committee that the Framework for the “Building Community in Massey - Our Place, Our People” Project’s priorities for 2006/2007 be:*
 - *Promotion and understanding of the project within Massey;*
 - *Community brokers established and working with Massey organisations;*
 - *Massey community organisations participating in the Project and working together in new ways;*
 - *Celebrating the good things about Massey and reinforcing a pride of place and a growing sense of local identity.*
4. *That Massey Community Board recommends to the City Development Committee that an informal political liaison group comprising Massey Councillors and Massey Community Board Members be established to support Council officers in the development and implementation of the Framework for the “Building Community in Massey - Our Place, Our People” Project.*
5. *That the Massey Community Board nominates GE Barnard, GJ Maurice, JG Riddell, Cr Chan, Cr Cooper, and Cr Flaunty to be part of the political liaison group for the “Building Community in Massey - Our Place, Our People” Project.*

1862/2006

Massey Matters is ambitious, innovative and based as much on energy and opportunity as careful pre-planning. This means that a key part of the model outlined below is flexibility and responsiveness to change, as the project grows and develops over time.

About Massey Matters

Massey Matters is an umbrella ‘brand’ for a range of community building projects happening across Massey at different levels and places (e.g. within neighbourhoods, schools, communities of interest, marae, etc).

Massey Matters is not an entity that ‘does’ or controls things. The role of the project is to promote, network, broker, catalyse and assist Massey-focused discussions and projects. Decision-making and ownership lies with individual projects and project teams.

Rather than an upfront focus on community governance and visioning, the initial focus of Massey Matters has been on getting new collaborative projects on the ground and promoting Massey. Although the community are at the forefront of the project, Massey Matters builds on the principles of city wellbeing collaboration and partnering, which recognises the need for local government, central government, iwi/Maori, business, community sector organisations and local residents to work together to make long-term, sustainable change.

Council has taken on a leadership role in establishing the project. A part-time Massey Matters Project Leader has been engaged by Council to work with local agencies and individuals as required, and be part of any project teams that may evolve. To assist community capacity-building and locally-led action, Council has established the Massey Matters Fund. This is a new, annual, contestable fund of \$25,000, to encourage and assist community led projects in Massey that contribute to the broader Massey Matters project goals

Forums to Support Massey Matters

To date, two parallel discussion forums to support the project have been initiated. At a local level, quarterly Massey Matters Community forums were established in March 2006, with meetings hosted in different community venues each time. Community Forums have been attended by a range of agencies and individuals, with those attending generally being people that live or work in Massey and/or care about Massey and its future.

Each forum generally involves a mix of presentations and updating from the Massey Matters Project leader, workshops around key topics (e.g. project communications, reviewing project goals, priorities for families in Massey, etc), invited speakers, open forum and report backs from Massey Matters-funded community projects.

Recognising its role as project initiator, the Council has also established its own 'in-house' quarterly forum for different parts of Council to come together to discuss Massey-based issues and opportunities. This process enables Council to enhance internal communication and coordination around its own diverse work programmes in Massey. Based on the Long Term Council Community Plan 2006-2016, a 'Massey Investment Plan' is currently being prepared, and will identify key operational and capital expenditure targeted for Massey over the next ten years.

STRATEGIC CONTEXT

Massey Matters is a flagship sustainable development project for the Council. It provides a major new opportunity for leading-edge, community-based, sustainable suburban development thinking and action. This project can be clearly linked to all Waitakere's community outcomes and impacts on all nine of Council's strategic platforms. In 2006/2007 however, there have been three platforms where alignment has initially been strongest:

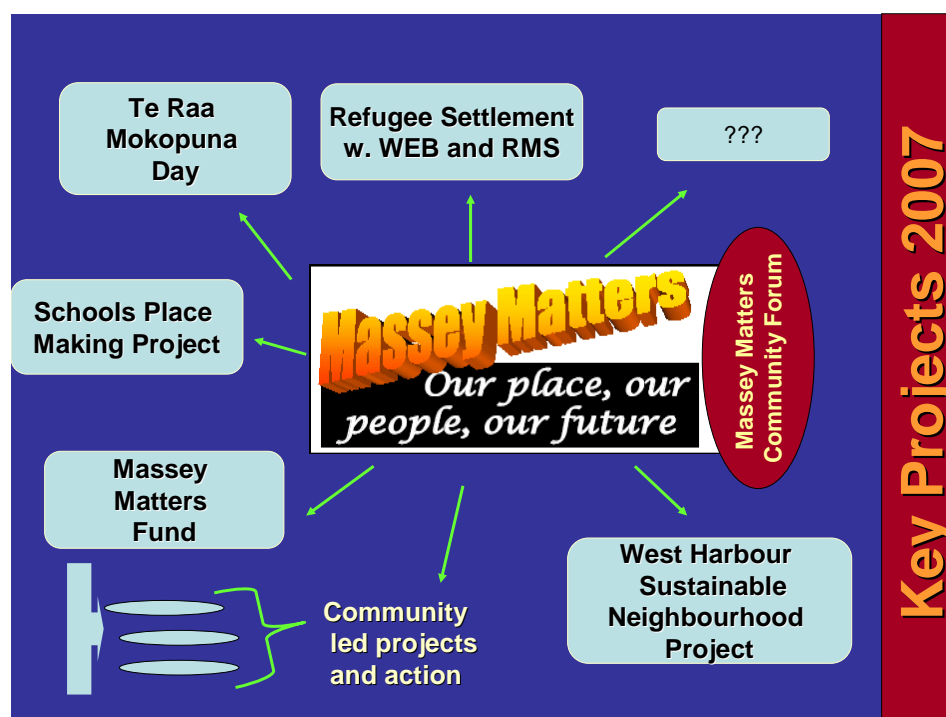
- (a) Strong communities: supporting the health and wellbeing of the City's residents, building community pride and local identity;
- (b) Active democracy: people feeling that they can make a difference, resulting in high levels of community participation and respect for each other; and
- (c) Urban and rural villages: ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and in the City's town centres.

As noted earlier, Massey Matters is committed to supporting and enhancing the ability of the various communities in Massey to create their own pathways to sustainable development. This is reflective of Agenda 21, which promotes community participation and involvement and ownership in both local issues and solutions. It is also consistent with the intent of the new Local Government Act (2002), which actively seeks to enhance local community participation in decision making.

ISSUES

1. Key Achievements in 2006/2007

Over the last year, Massey Matters has focused on project establishment. This has involved reflecting on success factors and learning from Council-supported locality projects elsewhere in Waitakere (e.g. Ranui Action Project, Henderson South - McLaren Park, Project Twin Streams) and working with the community and other agencies to develop some initial goals, and ways of working and getting started. As noted earlier, initial projects have been driven by a mix of pre-planning and opportunities arising, with key Massey Matters activities in 2006/2007 reflected in the diagram below:



Key aspects of progress and achievement related to the 2006/2007 Massey Matters work programme are noted below:

1.1 Support for Massey Matters Concept and Direction

A wide range of community groups and leaders, government and community agencies, and local and central government politicians have supported the establishment and vision of Massey Matters. Many have commented that a focus on Massey is timely, especially with projected population growth to the north. There is also general recognition of Massey's needs and challenges, the need for collaborative approaches to moving forward and to building things slowly. A Mayoral-led strategic briefing about Massey Matters was held at Council in April 2007. Although a crowd of 30 was anticipated, in fact 63 local and regional leaders and agencies attended the briefing, with a cross-section of media also in attendance. This reflects the interest and support Massey Matters is generating both in Waitakere and beyond.

1.2 Community Forums

Attendance at quarterly forums over the last 12 months has been consistent and growing, with approximately 40 people attending the last two community forums. Venues for forum meetings have purposely switched between Massey West and East, and held in a range of community and Council facilities. This process has allowed for a different "host" to offer a welcome each time and share a little of their organisation and its key goals. It is interesting to note that different venues have attracted different attendees, with key community leaders in most sectors now aware of the project, e.g. Maori, Pacific, local schools, sports clubs, local community organisations, churches. The next community forum will be held at the Massey Rugby Club on 22 August 2007.

1.3 Te Raa Mokopuna Day

Held at Moire Park on 31 March 2007, the event was a free, fun, family day out for local children, young people and their families. The event was initiated by Matua Wiremu Heteraka of Te Piataata Trust and organised collaboratively by a range of local organisations including:

- Te Piataata Trust;
- Te Ukaipo;
- Lincoln Heights School;
- NorWest Baptist Church;
- Massey Anglican Church;
- Sport Waitakere;
- Barnardos; and
- Massey Leisure Centre.

Funding for the event funding came from the Council - \$5,000, Te Piataata Trust - \$1,250 and Te Korowai Manaaki - \$1,000, with the latter funding enabling payment of a part-time event coordinator. It should be noted however, that much of this event coordination role was undertaken by a Massey local, Denise Job, on a voluntary basis.

Around 2,000 people attended the event, with a range of activities, stalls, and entertainment opportunities provided. There was also a stage with many local and Waitakere groups performing. Feedback from those attending the event was that it was just what people were looking for, with requests for a bigger event to be held again next year. Given the success of this year's event, a date of 29 March 2008 has now been set for Te Raa Mokopuna 2008.

A61- A67

As part of the event, a community survey was undertaken that focused on needs of local families and perceptions of the local environment. Around 100 face-to-face interviews were undertaken, with nearly all those interviewed opting to also join the Massey Matters project database. A summary of survey results is attached at pages A61 to A67. It provides valuable information for ongoing action planning and interagency engagement around local needs. Moire Park was nominated people's favourite place in Massey, with priorities for making Massey an even better place to live said to be:

- More events like Te Raa Mokopuna;
- Activities and events for kids;
- Hang-out places for teenagers;
- Stopping graffiti and vandalism;
- More police presence; and
- Better public transport.

Specific questions also asked on best ways to support local families. Responses to this question differed for parents with preschool, primary school age and teenage children, as can be seen below:

- Priorities for parents with preschool children - parenting support;
- Priorities for parents with primary school age children and
- Priorities for supporting teenagers.

A68

1.4 Massey Matters Fund

To support and encourage community-led action in Massey, \$25,000 was set aside from the Massey Matters project funding to enable the creation of a local projects funding pool. Twenty-five applications were received, with 20 community initiatives allocated funding in this round. Recipients of the 2006/7 Massey Matters Funding are attached at page A68. Projects funded range from a street BBQ in Cedar Heights, to youth development and leadership programmes, to Pacific cultural workshops, to oral history training and local research on early childhood education needs.

As part of funding accountabilities, Massey Matters Fund recipients must report back to a Massey Matters forum on outcomes from their project and how funds were spent. This process is designed to increase linkages between organisations and to promote knowledge and ideas about local issues and solutions. Recipients are also requested to provide photos from their event or project to add to the Massey Matters pictorial database, which has been established both for communication and evaluation purposes.

A69

1.5 West Harbour Sustainable Neighbourhood Project (Tatou West Harbour)

Given the size of Massey and ambitious aspirations of Massey Matters, parallel effort has also gone into developing a neighbourhood level pilot project within Massey, a kind of mini-Massey Matters. This project has been established in the West Harbour area - in and around the West Harbour Primary School in Oriel Avenue, see map attached at page A69. The School has taken a key role in helping the project become established, with the project building on the school's motto of "Tatou Tatou" (together, together). Since February, a stakeholders' group has been meeting monthly at the school, with a wide range of representatives attending including: local churches, health agencies, Sport Waitakere, Eco Matters, Housing New Zealand, Beacon, Ministry of Social Development, Safe Waitakere, Accident Compensation Corporation, Massey High School, Te Piringatahi Marae, and the New Zealand Police.

The model and working principles for Tatou West Harbour is very similar to that of Massey Matters as can be seen in the following diagram:



The stakeholders group has worked quickly to prepare a draft action plan, with many of the key projects in the action plan as seen in the diagram.

Tatou West Harbour was officially launched at the West Harbour Top Team community event held at Moire Park on 27 May 2007. This event was organised by Council's Leisure team and Sport Waitakere, with 33 local teams taking part in a range of fun activities from orienteering, to pot painting, basket ball shooting and stilt walking. Through sponsorship, a great range of spot prizes were provided, with the 'top team' receiving a new BBQ. Feedback from the event was positive, with people really enjoying the opportunity to try new activities. Exploring Moire Park (via the orienteering activity) was particularly popular, with many families commenting that they hadn't actually been into the 'bush' part of Moire Park before.

Support for the sustainable neighbourhood project has been fantastic, with a number of agencies committing both people and financial resources to the project. For example, the Ministry of Social Development has now confirmed pilot funding to enable the appointment of a school/community liaison worker, who will be based at West Harbour School. This position is expected to make a significant difference to student learning outcomes and support for local families. Road safety and physical activity projects have also been initiated and sustainable neighbourhood and housing research and action planning continues as part of the Beacon sustainable neighbourhoods' research stream.

A70

1.6 Active Massey

The establishment of Massey Matters has provided a catalyst for other agencies to look at their programmes and planning to see how and what they provide for Massey residents. Key findings of the Auckland Regional Physical Activity and Sport Strategy showed that some of Waitakere's lowest levels of physical activity are in the Massey area, as shown at attached page A70.

In the case of Sport Waitakere, this statistic, combined with the establishment of Massey Matters, has resulted in the development of a new, targeted, Massey focus for their organisation over the next three years. As well as targeting their own programmes and activities in Massey, Sport Waitakere has taken on a lead role alongside Council and the Waitemata District Health Board, in engaging other 'healthy lifestyle' stakeholders involved with the newly formed "Active Waitakere - Call to Action". It is envisaged that 'Active Massey' will be a strategic priority within this new Call to Action, enabling and facilitating a coordinated interagency approach to improving health and wellbeing outcomes in Massey. Active Massey has three long-term goals:

- To increase participation in physical activity in Massey;
- To encourage the development of sustainable physical activity opportunities; and
- To promote new and existing physical activity opportunities to the Massey community.

An initial 'get your top team active' event was recently held in West Harbour to launch the West Harbour Sustainable Neighbourhood Project (see below). Two further events are also planned: a Massey-wide schools, families, clubs-based interschool sports competition/have a go day in October 2007 and some community walking events in early 2008.

Sport Waitakere has recently been successful in applying to the Healthy Eating, Healthy Action Fund for three -year evaluation funding to track both the process and outcomes from interagency collaboration in Massey. An update will be provided to the Committee as this project progresses.

1.7 Refugee Settlement Support Project

After discussion with Refugee and Migrant Services, and looking at local Massey statistics, an emerging need within the local refugee community in Massey is the area of preschool support services and early childhood education. A number of families from Myanmar (Burma), now based in Massey, have young children with issues of transport, social support and language highlighted by cross-cultural workers. Discussions have begun on the potential to establish a refugee playgroup at an existing local early childhood facility in Massey. A project team has recently come together to scope the project and a verbal update on progress will be made at the meeting.

1.8 Arts Place-Making Project

As outlined to the Board in October 2007, to advance project goals of identity building, celebration and improving urban form and amenity, this project was to focus initially in the nine local schools in Massey and getting young people to reflect what is precious to them in Massey. With the help of an arts coordinator, these concepts could then be developed into an actual community art work.

Building on the success of community arts initiatives developed within Project Twin Streams, the aim of the intention is to engage local children and communities in a conversation about 'their place' in a way that results in a visible and long-lasting expression of what Massey means both now and into the future.

Strengthening the links between people and place is increasingly being recognised as critical component of strong, healthy and sustainable neighbourhoods, especially in urban areas.

While there is strong support from local schools for this project, internal staff resourcing issues have meant that this project has not yet been progressed. However, given the support for the project and the key role that it can play in engaging local people, it is now proposed that the arts place-making project become a key project for the 2007/2008 year. Further discussion on this is included under staff resourcing below.

2. Planning For 2007/2008 - Opportunities and Issues Arising

Due to the complexity of the project and the importance of building solid and sustainable foundations for the project, it is anticipated that the establishment phase of Massey Matters will continue into the 2007/2008 financial year. Practically, this will see an ongoing combination of:

- Community and stakeholder dialogue and engagement;
- On the ground collaborative projects; and
- Changes to the Massey Matters model.

Some of the key programme platforms for 2007/2008 and challenges arising are briefly discussed below:

2.1 Community Engagement and Communication

This currently happens at a number of levels via informal discussions, quarterly community forums and planning, and undertaking collaborative projects. While initial community and government agency stakeholder engagement has largely been successful, there are a number of gaps in grass roots engagement and project communications.

Community Development broker role: it is hoped that in 2007/2008, additional support for grass roots community development will be affected through the employment of additional part-time community broker positions. The intention is for these position(s) to be based within a local Massey organisation if possible. Further work will need to be undertaken to scope and articulate the role and where/how it could be based, supported and managed to maximise connections and outcomes for local community organisations.

Quarterly Community Forum: while operating successfully, there have been issues raised around the size of the forum, frequency and format of the meetings and the need for quarterly forums to be supported by specific topic-based discussions and/or project meetings as well.

Strengthening Key Connections: to date, community engagement has been at a 'community' generic rather than sector-specific level. It is likely sector-based discussions (e.g. health, education, preschool age) will naturally evolve over time, depending on local priorities for action, local leadership and funding opportunities emerging. However, two key sectors where special processes will need to be proactively developed in 2007/2008 are engagement with local business and youth.

Local economic development will be critical to making Massey more sustainable. Dialogue and background work will need to be undertaken to better understand the profile of existing employment and local businesses. It will also be important to identify economic development synergies/gaps/opportunities going into the future - especially with the proposed expansion of new employment and retail areas in Massey North and along the Hobsonville Corridor.

Given its young population, **youth** is a key sector in Massey. While there are a number of existing 'youth groups' and sporting and cultural programmes for young people in Massey, a very common complaint is that there are not enough local activities for young people to do. Engagement with young people should not be thought of in terms of consultation around youth programmes, but in terms of the future vision for Massey and assisting and empowering young people to develop projects and initiatives themselves.

2.2 Community Information Gaps

The Massey Community Inquiry highlighted information gaps in terms of local knowledge and shared understanding around what services, activities and opportunities are available in Massey. These gaps continue to be raised at Massey Matters Community Forums and within West Harbour Sustainable Neighbourhood Project discussions. Potential solutions suggested have included:

- A 'Welcome to Massey' pack for new residents;
- A Massey Community Directory;
- A local Massey events' calendar;
- Massey Community newsletters or a newspaper;
- Local radio;
- Networking meetings for local community organisations; and
- Fridge magnets with key local community services and organisations.

Discussions with a range of stakeholders, including the Massey Community House, the Massey Citizens Advice Bureau, Family and Community Services, Community Waitakere and Waitakere Online, will need to be progressed as to the most effective and coordinated ways to develop local service and information sharing tools.

2.4 Social Infrastructure Planning

In 2006/2007, Council's emphasis on social infrastructure planning has been on the proposed Northern Strategic Growth corridor from Westgate to Hobsonville. However, the need to concurrently plan for this new area alongside existing Massey, and the need to ensure town centres are supported by strong neighbourhood hubs, has also been a key part of this new social planning framework. Recognising the predominantly 'residential nature' of existing Massey and the general relative lack of community infrastructure, work has now begun on identifying ways to potentially 'retrofit' some key sites to enhance neighbourhood access to retail and community facilities. An update on this work will be provided to the Committee at a future meeting.

2.5 School Travel Planning for Massey West

The school travelwise programme has also recently been launched, with a Massey West cluster of six schools and the appointment of a cluster coordinator funded by the Auckland Regional Transport Authority. The reality is that many local issues and opportunities will be raised as part of school travel plan consultations that are unable to be addressed solely through travel plan processes. However, working alongside Massey Matters and Active Massey, it is hoped that safe and sustainable travel planning and local neighbourhood development issues and outcomes can be progressed in tandem - with maximum benefits for both projects and participating local communities.

2.6 Healthy Housing

Over the last year, discussions around a framework and scope for a Waitakere “healthy housing” project have been ongoing. Key players include the Waitemata District Health Board, Housing New Zealand, Energy Efficiency and Conservation Authority, Council, and local community agencies, such as Eco Matters Trust, who are currently delivering an insulation retrofit programme to selected low income households in Waitakere. Other healthy housing models in New Zealand have also involved a ‘social’ component, with the broader wellbeing needs of households considered, alongside more physical retrofit processes.

Given current Beacon’s intensive work in the West Harbour area to assess local housing conditions, there is considerable potential to develop and test some innovative new sustainable housing retrofit models, in both West Harbour and the wider Massey area, as part of the Massey Matters umbrella. It is also hoped that innovative sustainable behaviour change programmes will be developed to work alongside physically-based retrofit projects at a neighbourhood level.

2.7 Future Staffing Support for Massey Matters

To date, Massey Matters has been supported by a part-time project leader. Although much has been achieved, additional coordination and broker resources will be required to enable the project to reach the next level. Provision for this has been made in the 2007/8 Annual Plan. As noted in section 2.1, community broker resource will make a significant difference to more hands-on engagement and capacity building with local organisations and neighbourhoods in Massey.

Section 1.8 also proposes the establishment of a contract ‘Community Place Maker’ position. This new role will enable more grass roots-based participation, with the role encouraging the translation of local visions, aspirations, and identity into place-making projects such as creative arts and drama, oral history and DVDs, sculptures, neighbourhood branding, community signage, iwi/māori and other culturally-based markers. The Place Making role can thus be seen as an innovative way to stimulate community involvement in the future development of the Massey urban area.

2.8 Changes to the Massey Matters Model

A decision was made in 2006, that community governance and large scale visioning would not be progressed in the establishment phase of Massey Matters. This was to enable the initial emphasis of Massey Matters to be on community discussion and involvement in action projects.

At some point over the next twelve months, both of these decisions may need to be reviewed. When the Massey Matters model was initially put together, flexibility and responsiveness were seen as key principles, with a clear understanding that the model could be changed as the project progressed.

The “where to next” for Massey Matters discussion will likely be broached again at Community Forums later in 2007, as part of a general commitment to making sure that the project is on track and delivering on the vision and objectives it has set.

RESOURCES

Council has signalled a significant commitment to the Massey Matters Project, with the funding included in the Long Term Council Community Plan 2006-2016. This funding is critical, not just to the project's establishment, but also in attracting funding from other external organisations. In the case of the Ministry of Social Development, Council's financial commitment to Massey Matters has played a key role in their decision to provide \$40,000 per annum for a school-community liaison broker in West Harbour.

For the 2007/2008 year, Council's Massey Matters project budget will be around \$146,000. It is recommended that Council's investment be generally directed to the following areas:

- Community development coordination: enabling the employment of part-time, community-based brokers to support both Massey Matters and the West Harbour Sustainable Neighbourhood projects;
- Place-Making Project: employment of a contract position based in the Public Affairs arts team to inspire and assist the Massey community to undertake arts-based activities and projects;
- Strategic project leadership and internal Council integration;
- Council contribution to Active Massey Project, likely delivered through Council's contract with Sport Waitakere;
- Massey Matters Quarterly Forums: venue hire and catering costs;
- Local events: including Te Raa Mokopuna Day, Outdoor Movies in Moire Park and public liability insurance for Massey Matters branded projects;
- Massey Matters Fund: contestable community projects fund of \$25,000;
- Evaluation: to enable interviews with key stakeholders and analysis/reflection on progress to be made at the end of 2007; and
- Small projects fund to support engagement with key sectors and communities.

Other external project-specific funding will continue to be sought on an ongoing basis, with Council needing to play a key role in attracting government and philanthropic funding to assist the implementation of Massey-based projects. However, it's likely that these additional funding streams will go directly to community organisations in Massey or collaborative initiatives based in Massey.

CONCLUSION

Massey Matters has now been formally established for 18 months, with a core vision of improving quality of life in Massey - both in terms of people and the local environment. During this time, significant progress has been made in engaging local stakeholders, developing processes and mechanisms to support the project and working alongside other organisations to develop and implement Massey-based projects.

Massey Matters is a complex and long-term project. Internally, Council officers are now meeting quarterly to enhance and coordinate Council's long term investment in Massey, with this process being paralleled by a quarterly forum based in the Massey community.

Massey Matters is a collaborative initiative. Although Council has taken a leadership role in getting Massey Matters established, it is envisaged that this leadership role may transition to the community over time. Long term, its success will depend upon strong involvement, from not just the local community, but also government agencies, local business, iwi/Maori organisations and the Council.

Massey Matters provides an exciting opportunity to develop a new way of implementing Council's Eco City vision at both neighbourhood and suburb levels. It is being viewed locally, regionally and nationally as innovative and leading edge in terms of sustainable development and locality-based initiatives. Council has provided funding to support Massey Matters in the Long Term Council Community Plan 2006-2016 and a Massey Investment Plan is now being prepared.

RECOMMENDATIONS

1. That the Massey Matters Project Update report be received.
2. That the Massey Community Board approve the ongoing development and implementation of Massey Matters in 2007/2008.

Report prepared by: Megan Courtney: Massey Matters Project Leader and Tony Rea, Group Manager: Social and Cultural Strategy.



10 STATE HIGHWAY 16 - WESTGATE PEDESTRIAN FACILITY CONSULTATION

PURPOSE OF THE REPORT

The purpose of this report is to advise the Massey Community Board of the consultation process on the options to address pedestrian safety on State Highway 16 (SH16), near the Westgate Shopping Centre, and to recommend that the Massey Community Board makes a submission to the City Development Committee on its preferred option.

BACKGROUND

Transit New Zealand has commissioned an Options Report to address safe and efficient pedestrian and cyclist facilities to accommodate the existing and future needs of the local community in traversing State Highway 16 between Hobsonville Road and Royal Road. This report will identify a preferred option which will be investigated in further detail in a Scheme Assessment Report to follow.

STRATEGIC CONTEXT

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

ISSUES

Crash information for a five-year period (1999-2004) was obtained from the Land Transport New Zealand (LTNZ) Crash Analysis System (CAS). This revealed a total of 116 crashes, 26 of which were injury crashes (8 serious, 18 minor). The only pedestrian accident was the fatality in October 2004 that has been recorded in the CAS database.

This report outlines a number of options to improve pedestrian and cyclist safety in crossing State Highway 16 between Hobsonville Road and Royal Road. All options involve installing a debris cage, blocking the existing culvert, to prevent pedestrian use. Options involving preventing pedestrians crossing, providing pedestrians with alternative, more direct routes, and bridging were considered.

The objectives of this project are as follows:

- To ensure the safety of pedestrians and traffic, and this is the primary objective;
- To provide better linkages for walking and cycling; and
- In the long term to provide linkages for more effective movement of people and goods.

Whilst other options were less expensive as a whole, their impacts on the community environment and effectiveness in diverting youths from using the culvert (and subsequently crossing at grade when the culvert was blocked) meant they simply did not deliver against the main objective.

It is therefore recommended that as a minimum operational requirement, to safeguard the State Highway network, a new culvert grate and security-grade palisade fence be installed. However, the recommended option is to install a new pedestrian and cyclist bridge, in line with the existing culvert (Option 4), and that these should be further investigated at the Scheme Assessment Stage.

The current problem arises from the fact that the most direct route for pedestrians to travel between Oreil Avenue (in the vicinity of St Margaret's Park) and the Westgate Shopping Centre, is either through the culvert (approximately 800 metres) taking approximately 11 minutes, or across SH16 at the culvert location. The only alternative is to travel northeast, along Oreil Avenue to Hobsonville Road, then travel west to the shopping centre (approximately 1450m) taking approximately 20 minutes. This is a considerably longer distance to travel, and is in the opposite direction to the desired line to get to the shopping centre. As a result, pedestrians will likely continue to cross SH16 at grade and use the culvert if nothing is done.

As mentioned, there was one fatal accident involving a pedestrian. An inquest was completed on 7 April 2005, and the coroner concluded that "the provision for an overpass bridge, designed with user requirements as paramount consideration, would add to community safety and amenity".

All options involve installing a grate (not a debris cage) to prevent pedestrian usage of the existing stormwater culvert. Currently youths use the areas by the culvert ends to gather as they are isolated from public view. If the access through the culvert is not blocked, then it will continue to encourage crossing at this location and subsequent crossing over SH16 when the culvert is blocked.

OPTION 1 - Standard Fencing

A71

This option requires the erection of 2.0 metre high, wire mesh and galvanised tubular steel post fencing (similar to that shown at attached page A71). This will be installed only on the western side, around the proximity of the culvert, as the eastern side already has a level of palisade security fencing around the culvert.

The benefits are that this option would help to deter pedestrians crossing SH16 at grade at this section. Also, this option does not requiring any land severance or public consultation.

The disadvantages of this option are that it will not completely prevent crossing, as it would only cover the area around the western culvert. Also, this option will not reduce travel time for pedestrians. Vandalism is also known to be prevalent in this area and consequently this option was considered inappropriate.

The total cost for this option is estimated at \$94,500.

OPTION 2 - High Security Palisade Fence

A72

This is the 'Do Minimum' option after the completion of the Westgate sediment pond. To prevent pedestrians crossing SH16, a minimum 2.0 metre high, 200 metre long palisade fence will be installed on the shoulder of both sides of the highway, as shown at attached page A72. The fence line would extend approximately 200 metres south (from chainage 9500 - 9700) from the corner of the Westgate Shopping Centre car park. Design of this tie-in to the adjacent properties would be crucial to the effectiveness of this option.

The benefits of this option are that it directly addresses the current problem by blocking the entrance to the culvert and fencing off both sides of SH16, forcing pedestrians to use the safer pedestrian facility at the Hobsonville Road intersection. Historically, this fence style has been consistently effective in being vandal resistant and difficult to climb over. Also, this option does not require any land severance or public consultation.

The disadvantages of this option are that it will not improve the travel time for pedestrians or cyclists currently using the existing pedestrian facility at Hobsonville Road intersection.

The total cost for this option is estimated at \$189,375.

OPTION 3 - Cycleway to Hobsonville Road

A73

The proposed Hobsonville deviation includes pedestrian and cyclist improvements to the Hobsonville Road/SH16 intersection. This option could be implemented with this upgrade or in advance of it. This option provides a 3 metre-wide cycleway/pedestrian way alongside the proposed city-bound on-ramp, separated by a motorway fence, as outlined in Option 2, and a retaining wall and boundary fence as shown at attached page A73. This connects to a boardwalk bridge that links with Oreil Avenue, opposite the southern end of St Catherine Crescent.

The benefits of this option are that it would help provide a safer and more direct passage for pedestrians and cyclists. It avoids the need to travel eastward, away from the shopping centre, which is believed to be a significant sociological barrier to travelling along Oreil Avenue. It forces pedestrians to use the existing signalised intersection at Hobsonville Road as well as separating them from SH16, improving connectivity and reducing the journey distance by 50 metres. The boardwalk bridge provides a more gradual slope connection to Oreil Avenue.

The disadvantages are that this option would be disliked by residents, as it has a significant detrimental effect in terms of security to the rear of their properties.

The total cost for this option is estimated at \$2,057,813.

OPTION 4 - Pedestrian Footbridge

A74

This option would provide a pedestrian footbridge over SH16, directly connecting Westgate Shopping Centre to Oreil Avenue, as shown at attached page A74. With recent detailed ground level information taken from the Westgate Wetland project, it has been established that the alignment and vertical profiling of this bridge are non-compliant (having 18 metre-long ramps between platforms and a grade of >8.3% with or without adjustment of the SH16 vertical profile to account for the Upper Harbour Corridor Project). The revised design uses 9 metre-long ramps between platforms and grades of up to 8.3%.

The benefits are that this option would allow for direct access over SH16, providing pedestrians with an alternative route that is safer than taking a short-cut via the culvert or motorway, as well as quicker than crossing at the Hobsonville Road intersection. An overbridge will remove conflict with vehicles and encourage walking and cycling.

This option currently links to the car park at the south eastern corner of the Westgate Centre. There is also an opportunity to provide a stepped connection down to the Westgate Wetland. Though this could not accommodate the disabled, it would encourage usage of both the bridge and the wetland area and further improve connectivity between the two ends of the culvert. The addition of this facility would increase the above costs by \$100,000.

The disadvantages are that this would be an expensive option. Privacy to adjacent properties was also considered to be negatively impacted upon, with the bridge approaches overlooking over the rear of the adjacent properties and possibly interrupting the sunset line. Security is also a concern of residents, IMF Westland and the Police, although this could be mitigated in part by the erection of Closed Circuit Television Cameras linked to either the Police or existing IMF security cameras.

The total standalone cost for this option is estimated at \$3,611,250. However, there is an opportunity to combine this project with the PA2000 Upper Harbour Corridor Project, Hobsonville Section. There would be significant saving resulting from amalgamation of preliminary items, with an estimated cost saving of \$400,000.

Consideration has been given to the viability of using the bridge as a gantry for signage on the revised Upper Harbour Corridor Project. However, the relocation of the last gantry signage prior to Hobsonville Road would make the signage non-compliant with Transit New Zealand's Manual of Traffic Signs and Markings. The weaving distance to the signals would be reduced from 720 metres to 400 metres, increasing the probability of accidents at this location and as such is not recommended. If however, the two were to be combined, there would be a saving of approximately \$55,000.

OPTION 5 - Alternate Footbridge

A75

This option would also provide a pedestrian footbridge over SH16, connecting Westgate Shopping Centre to Oreil Avenue. However, while this option provides a more direct route, it involves the purchase of one residential property (property number 49) on Oreil Road, as shown at attached page A75.

The benefits are the same as those stated in Option 4; however, the construction costs for this option are less than those of Option 4 as the bridging structure is shorter.

The disadvantages are that while having a cheaper overall construction cost, this is not seen as a viable option due to increased land severance costs and visual intrusion on adjacent properties. There are also concerns that it may not be close enough to the desire line and as a result the culvert may remain a desirable route.

The total cost for this option is estimated at \$3,376,875.

OPTION 6 - Central Median

This option would provide a concrete barrier (Jersey barrier) in the centre of SH16. The barrier would extend approximately 500 metres south from the existing Hobsonville Road Intersection. However, due to the narrow space between the two carriageways (3.8m), a physical median cannot be installed in accordance with Section 6.3.3(b) (ii) 1 of the State Highway Geometric Design Manual. This section states that 1.8 metre clearance is needed on either side of the barrier. The barrier will be 0.4 metres wide; which would require a 4.0 metre median (1.8+0.4+1.8).

The benefit of this option is that it would passively discourage pedestrians crossing SH16, as they are unlikely to attempt a crossing where there is no sight line to the other side and where physical barriers would need to be traversed adjacent to a live motorway lane.

The disadvantages are that if this option were to be utilised, consent for a reduced lane to median clearance (1.7 metres) would have to be acquired from Transit New Zealand. This, together with the increased probability of an accident if anyone were to try to cross at grade, rules out this option.

OPTION 7 - Road Bridge linking Oriel Avenue to Westgate Drive

A76

This option would provide a road bridge linking Oriel Avenue to Westgate Drive, as shown at attached page A76. There has been only preliminary planning for this option and thus it is only possible to provide an indicative cost, estimated at \$10 to 15 million.

The benefit of this option is that it provides an effective link between the two parts of the Massey community that have been divided by the motorway.

The disadvantage of this option is that it is high cost and it may not be located in the desired path for pedestrians, so that pedestrians are likely to continue to take the shortest possible route.

This option therefore does not address the pedestrian safety issues. It has merit in the longer term to provide an effective transport linkage.

Council has indicated at its submissions on the Local Government Act Auckland provisions, that in the long term it will provide this linkage once it is justified in terms of a quadruple bottom line assessment.

Summary of Options

The options are summarised in the table below for ease of reference:

Option	Estimated Cost (\$)
Option 1: Standard Fencing	\$94,500
Option 2: High Security Palisade Fence	\$189,375
Option 3: Cycleway to Hobsonville Road	\$2,057,813
Option 4: Pedestrian Footbridge Oriel Avenue to Catherine Crescent	\$3,611,250
Option 5: Alternate Footbridge	\$3,376,875
Option 6: Central Median	Not viable
Option 7: Road Bridge linking Oriel Avenue to Westgate Drive	\$10 million - \$15 million

Consultation Process

It is proposed to produce a consultation newsletter that will be sent to residents within the catchment of likely users, but will be at least within one kilometre radius of the proposed crossing.

The consultation newsletter will be sent out on Monday, 16 July 2007, with submissions closing on Thursday, 16 August 2007.

As well, it is proposed to consult with the Massey and Birdwood Settlers Association and the Massey Matters Group.

Decision Making

This is a City-wide issue in terms of Council's undertakings to the Local Government Act Auckland Amendments hearings held by the Auckland Regional Council, whereby Council gave an undertaking that transport connectivity issues would be addressed by Council. Therefore submissions will be considered by the City Development Committee and it is recommended that the Massey Community Board makes a submission to the City Development Committee on its preferred option.

Submissions close on Thursday, 16 August 2007 and it is expected that the submissions will be heard at the City Development Committee's meeting of Thursday, 6 September 2007.

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

RESOURCES

There are no resource implications arising from the consultation process. The 'do minimum' option will be funded by Transit New Zealand. However, if public consultation establishes another preferred option, then funding will have to be considered as part of the Long Term Council Community Plan 2009-2019.

Therefore the timeline and resources for this project will be as follows:

- Consideration of submissions - September 2007;
- QBL analysis of options for Council consideration in the draft Annual Plan 2008/2009 - February 2008;
- Consideration for funding in the draft Long Term Council Community Plan 2009-2019 - February 2009;
- Planning and consent approval - 1 July 2008 to 30 June 2009.

CONCLUSION

Transit New Zealand and Council have a duty of care in terms of public safety to avoid accidents and fatalities due to pedestrians crossing the motorway at a location between Westgate Drive and Oriel Avenue.

Seven options have been developed to address this issue, and it is recommended that a public consultation process be undertaken to determine a preferred option. At this stage, funding has not been provided for any option in the Long Term Council Community Plan 2006-2016.

RECOMMENDATIONS

1. That the State Highway 16 - Westgate Pedestrian Facility report be received.
2. That the Massey Community Board makes a submission on its preferred option and presents the submission to the City Development Committee's meeting of Thursday, 6 September 2007.

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



11 **WESTGATE DRIVE, MASSEY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval to install a new No Stopping At All Times parking restriction at the exit of 7 Westgate Drive.

BACKGROUND

There is currently on street parking permitted outside 7 Westgate Drive. Due to the high parking demand in the area and the convenience of on-street parking, vehicles parked on the south side of Westgate Drive obstruct the sight line of motorists exiting 7 Westgate Drive.

STRATEGIC CONTEXT

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

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

ISSUES

Description

Westgate Drive is a local road which currently provides access to the commercial area. There is currently no parking restriction on the right side of the exit at 7 Westgate Drive. Vehicles parked here obstruct the view of motorists exiting 7 Westgate Drive, contributing to delays and traffic safety is compromised.

Accident Statistics

A search of the Land Transport New Zealand database showed that there were no reported accidents associated with the exit at 7 Westgate Drive.

Proposed Works

It is proposed that a yellow No Stopping At All Times line be painted on the right side of the exit at 7 Westgate Drive to enable adequate sight line for motorists exiting the premises with traffic approaching on Westgate Drive from the Fernhill Drive roundabout. There is already a No Stopping line on the left side of the exit.

A77 The location of the proposed change is indicated at attached page A77.

Tenants of 7 Westgate Drive were consulted in May 2007. No feedback was received.

Decision Making

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

RESOURCES

The proposed new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 road maintenance budgets.

CONCLUSION

The proposed parking restriction will allow for adequate sight lines between drivers and pedestrians.

RECOMMENDATIONS

1. That the Westgate Drive, Massey - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **WESTGATE DRIVE, MASSEY**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the southern kerb line of **WESTGATE DRIVE, MASSEY** starting from the exit of 7 Westgate Drive, extending 30 metres east a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and controls.

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



12 WESTGATE DRIVE, MASSEY - NEW BUS STOP

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new bus stop on Westgate Drive, Massey.

BACKGROUND

The Auckland Regional Transport Authority (ARTA), and the local bus operator, Ritchies Transport Holdings Limited, have requested that Council provide a bus stop for the Massey Library and Leisure Centre, pointing out that even though several bus routes pass this location, there is a very large gap between bus stops on Don Buck Road and the bus stops at the Westgate Shopping Centre. The Massey Library and Leisure Centre is a key piece of social infrastructure for the Massey area, but it is not easily accessible to people without access to a car due to the absence of convenient bus stops.

STRATEGIC CONTEXT

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

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

ISSUES

Bus Stop on Westgate Drive

Council officers have visited the area and identified a location as an appropriate place for a bus stop on the southern side of Westgate Drive outside the library. This location has an existing indent to allow the bus to pull off the road while loading and unloading passengers. This ensures that buses are clear of the flow of traffic and maintains sight lines for vehicles exiting the leisure centre and library.

This location currently has several parking bays for the Massey Leisure Centre and Library. These bays are infrequently used, as there is ample free car parking available closer to the centre. There were a significant number of available parking spaces during the officer's site visit. It was originally intended that the indented bay on Westgate Drive would be the bus stop for the centre, but for reasons that are unclear this was never implemented.

A78

The location of the proposed change is indicated at attached page A78.

It would also be desirable to have a paired bus stop opposite, but this would require a full indent so that buses could safely pull out of the flow of traffic and not block sight lines for vehicles entering and exiting the Library and Leisure Centre and using the roundabout at the intersection of Don Buck Road and Westgate Drive. Council officers are investigating the possibility of a full indent and any proposal to install a bus stop there and will be reported to a future meeting of the Board.

Decision Making

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

RESOURCES

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

CONCLUSION

The proposal for the new bus stop in Westgate Drive is recommended to allow continuity of public transport services and to maintain the Council and regional standard of an average of 400 metre spacing between bus stops.

RECOMMENDATIONS

1. That the Westgate Drive, Massey - New Bus Stop report be received.
2. That in relation to **WESTGATE DRIVE, MASSEY**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,

- (i) on the southern kerb line of **WESTGATE DRIVE, MASSEY** starting from a point 42 metres east of the south eastern kerb line where Don Buck Road meets Westgate Drive and extending in an easterly direction for a distance of 27 metres, the **BUS STOP** 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 bus stop control.

Report prepared by: Jane Harris, Transport Technician.



13 **FIXED DRIVER FEEDBACK SIGNS IN THE MASSEY WARD**

PURPOSE OF THE REPORT

The purpose of this report is to seek Massey Community Board's approval to install three Fixed Driver Feedback Signs (FDFS) and 12 fixed pole sites.

BACKGROUND

The Council proposes to put in place three FDFS and 12 fixed pole sites in the 2007/2008 financial year. Three sites are proposed in each of the four Council wards. It is intended that the three FDFS will be rotated around the 12 fixed pole sites in Waitakere, with each unit remaining in a location for approximately one month before being shifted to the next location.

The FDFS is a solar-powered electronic road sign which incorporates a radar unit that displays the speed of the approaching vehicle. These signs are road safety devices. By warning drivers when they are exceeding the speed limit, a better rate of compliance with posted limits in known problem areas can be achieved.

It is also proposed that the number of sites in each ward is added to on a yearly basis. Sites that have been suggested this year, in addition to the three selected in each ward, could be considered for the next financial year.

The FDFS will be capable of storing traffic speed data, which will be able to be remotely accessed via cellular telephone network.

STRATEGIC CONTEXT

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

ISSUES

Consultation for these proposed sites was sought from the New Zealand Police Strategic Traffic Unit, Council Traffic Engineers, Community Board Road Safety representatives, and with information from the Crash Analysis System (CAS) crash statistics database from Land Transport New Zealand. From this list, the three sites were selected and are recommended below in Table 1.

As the signs have solar panels, they need to be positioned facing north and not have the panels blocked by trees or other features. This enables the batteries to be able to be charged correctly thus maximising their lifespan.

Site Number	Street Name	Site Description
1	Brigham Creek Road	31 metres east of boundary of the Defence land and No.150, north side.
2	Don Buck Road	16 metres south of boundary of Nos. 20 and 30 (Council reserve), west side (south of 45km/hr curve warning sign).
3	Waimumu Road	9 metres south west of boundary of Nos. 39 and 41, north side.

Table 1 - Selected Sites

A79-A81

The location of the three sites are shown at attached pages A79 to A81.

Decision Making

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

RESOURCES

The proposed three FDFS and 12 fixed pole sites will be implemented under the Annual Plan 2006/2007 40 km/ph signs and driver feedback signs' budget. Council will also receive a contribution of \$15,000 from the Auckland City Council.

CONCLUSION

Following consultation with the stakeholders, site visits have been undertaken to confirm a suitable site for each FDFS that gives the required visibility, is in a safe position and allows charging of the solar panel batteries. The positions outlined in the report meet all these requirements.

RECOMMENDATIONS

1. That the Fixed Driver Feedback Signs in the Massey Ward report be received.
2. That the installation of the Fixed Driver Feedback Signs as described in the following table defining the positions for the Fixed Driver Feedback Signs sites, be approved.

Street Name	Site Description
Brigham Creek Road	31 metres east of boundary of the Defence land and No.150, north side.
Don Buck Road	16 metres south of boundary of Nos. 20 and 30 (Council reserve), west side (south of 45km/hr curve warning sign).
Waimumu Road	9 metres south west of boundary of Nos. 39 and 41, north side.

Report prepared by: Kitch Cuthbert, Road Safety Co-ordinator, Transport Assets.



14 **CLEMWAY PLACE, MASSEY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new No Stopping At All Times parking restriction on the cul de sac in Clemway Place, Massey.

BACKGROUND

Two business owners of Clemway Place recently contacted Council with concerns regarding vehicles parking around the cul de sac in Clemway Place. This makes turning for large trucks difficult. They also experience difficulty when events are held at The Trusts Stadium and their vehicle crossings are obstructed with parked cars. They have requested that Council consider installing a No Stopping At All Times parking restriction.

STRATEGIC CONTEXT

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

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

ISSUES

Two business owners contacted Council and advised that when events are held at The Trusts Stadium, vehicles park over driveways, on footpaths, and sometimes on private property. When vehicles are parked in the cul de sac during the day, large delivery trucks have difficulty accessing the businesses and turning around in the cul de sac.

A Council officer visited the businesses on site and noted that if vehicles are parked in the cul de sac legally, it is impossible for a large truck to turn around.

The occupants of 9 and 14 Clemway Place were consulted verbally regarding the proposed No Stopping At All Times parking restriction. Both occupants are in favour of the proposal. A letter of consultation has been delivered to the other occupants of the affected buildings and any feedback from this consultation will be presented to the Massey Community Board at the meeting.

A82

The location of the proposed new No Stopping At All Times parking restriction is shown on the aerial photograph at attached page 82.

Decision Making

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

RESOURCES

The proposed new No Stopping At All Times parking restriction can be implemented under the Annual Plan 2007/2008 maintenance budgets.

CONCLUSION

The proposed new No Stopping At All Times parking restriction is recommended to ensure vehicles can manoeuvre around the cul de sac safely.

RECOMMENDATIONS

1. That the Clemway Place, Massey - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **CLEMWAY PLACE, MASSEY**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the south kerb line of **CLEMWAY PLACE, MASSEY** starting from the eastern boundary of property number 12 and extending around the cul de sac to the eastern boundary of property number 9, a new **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

Report prepared by: Jane Harris, Transport Technician.



15 EDWARDS AVENUE AND FAIRDENE AVENUE, HENDERSON - NEW GIVE WAY CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new Give Way control in Edwards Avenue and Fairdene Avenue, Henderson.

BACKGROUND

A staff member from Henderson North School advised that drivers are not observing the road rules at the uncontrolled intersection of Edwards Avenue and Fairdene Avenue, Henderson. At peak school arrival and leaving times the area is congested with traffic and many students cross Fairdene Avenue just south of the intersection with Edwards Avenue. Uncertainty over which drivers should give way increases the level of risk at this intersection.

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.

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

ISSUES

At uncontrolled intersections, turning priorities are determined by the right-hand rule. Drivers turning right from the road forming the branch of a T junction are required to give way to vehicles on their right turning right from the stem of the T junction onto the road forming the branch. When a Give Way control is placed on the road forming the stem of the T, this turning priority is reversed. Drivers at the Give Way control must give way to traffic on all other approaches.

A83 The location of the proposed Give Way control is shown at attached page A83.

Decision Making

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

RESOURCES

The proposed marking changes can be implemented under the 2006/2007 maintenance budgets.

CONCLUSION

The proposed installation of a Give Way control on Edwards Avenue at the intersection with Fairdene Avenue, is recommended to ensure that vehicles exiting Edwards Avenue into Fairdene Avenue, do so safely.

RECOMMENDATIONS

1. That the Edwards Avenue and Fairdene Avenue, Henderson - New Give Way Control report be received.
2. That in relation to **EDWARDS AVENUE, HENDERSON**:
 - a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw no. 7, 1991 - Traffic, the following controls now be resolved to be specified and imposed, namely,
 - (i) that a new **GIVE WAY** control be put in place on **EDWARDS AVENUE, HENDERSON** where it intersects with **FAIRDENE AVENUE, HENDERSON**.
3. That the appropriate signage and/or road markings, in accordance with the provisions of the 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 control.

Report prepared by: Jane Harris, Transport Asset Technician.



16 **GRACEVIEW WAY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for a new No Stopping At All Times parking restriction on Graceview Way at the intersection with Luckens Road.

BACKGROUND

A request has been received to install a new No Stopping At All Times parking restriction on Graceview Way. Graceview Way is narrow at the top end by Luckens Road. When turning into Graceview Way from Luckens Road, if a vehicle is parked legally on the side of the road, it is very difficult for any vehicle to enter Graceview Way if another car is exiting.

STRATEGIC CONTEXT

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

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

ISSUES

The width of Graceview Way is 5.3 metres wide, which is insufficient to provide for vehicles parked on both sides of the road without obstructing the flow of the traffic. A customer has advised Council that when vehicles are parked legally on Graceview Way by the Luckens Road intersection, other vehicles are unable to pass safely.

A site visit has been conducted and the Council officer considers this request is viable.

If the vehicle turning into Graceview Way has to stop to let a passing car through, the rear of the car could be partially out on Luckens Road, which is not safe practice.

Consultation was carried out with the properties that will be directly affected by the proposed changes and to date no response has been received.

A84

The location of the proposed new parking restriction is shown on the aerial photograph at attached page A84.

Decision Making

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

RESOURCES

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

CONCLUSION

The proposed new No Stopping At All Times parking restriction is recommended to ensure that the vehicles are parked in a defined area without obstructing traffic flows.

RECOMMENDATIONS

1. That the Graceview Way, West Harbour - New No Stopping At All Times Parking Restriction report be received.
2. That in relation to **GRACEVIEW WAY, WEST HARBOUR**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **GRACEVIEW WAY, WEST HARBOUR** starting from the intersection of Luckens Road and extending south for a distance of 25 metres, a **NO STOPPING AT ALL TIMES** restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and control.

Report prepared by: Jane Harris, Transport Technician.



17 **PICASSO DRIVE AND MARINA VIEW DRIVE, MASSEY - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval for new No Stopping At All Times Parking restrictions in Picasso Drive and Marina View Drive, Massey.

BACKGROUND

A resident of Picasso Drive has contacted Council with concerns regarding vehicles parking close to the intersection of Marina View Drive.

The resident is concerned that when exiting Picasso Drive into Marina View Drive, it is very difficult to see oncoming vehicles. This parking behaviour typically happens before and after school when parents are dropping off/picking up children.

The options considered are introducing No Stopping At All Times parking restrictions on both sides of the intersection of Picasso Drive and Marina View Drive.

STRATEGIC CONTEXT

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

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

ISSUES

A resident has requested that the Council consider installing No Stopping At All Times parking restrictions on both sides of the intersection to prevent the intersection becoming congested with parked vehicles. This would make entry/exit safer for vehicles using Picasso Drive.

Consultation has been carried out with those properties adjacent to the proposed new No Stopping At All Times parking restrictions; to date no responses have been received.

A85

The location of the proposed new No Stopping At All Times parking restrictions is shown on the aerial photograph at attached page A85.

Decision Making

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

RESOURCES

The proposed new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2006/2007 maintenance budgets.

RECOMMENDATIONS

1. That the Picasso Drive and Marina View Drive, Massey - New No Stopping At All Times Parking Restrictions report be received.
2. That in relation to **PICASSO DRIVE, MASSEY**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) in **PICASSO DRIVE, MASSEY** a new **NO STOPPING AT ALL TIMES** parking restriction be put in place starting from a point 0 metres on the north kerb line of Picasso Drive where it intersects with Marina View Drive and extending west for a distance of 13 metres.
 - (ii) in **PICASSO DRIVE, MASSEY** a new **NO STOPPING AT ALL TIMES** parking restriction be put in place starting from a point 0 metres on the south kerb line of Picasso Drive where it intersects with Marina View Drive and extending west for a distance of 13 metres.
3. That in relation to **MARINA VIEW DRIVE, MASSEY**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) in **MARINA VIEW DRIVE, MASSEY** a new **NO STOPPING AT ALL TIMES** parking restriction be put in place starting from a point 0 metres on the west kerb line of Marina View Drive where it intersects with Picasso Drive and extending north for a distance of 13.5 metres.

- (ii) in **MARINA VIEW DRIVE, MASSEY** a new **NO STOPPING AT ALL TIMES** parking restriction be put in place starting from a point 0 metres on the west kerb line of Marina View Drive where it intersects with Picasso Drive and extending south for a distance of 13 metres.
4. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 - Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitations and controls.

Report prepared by: Jane Harris, Transport Technician.



18 WISELEY ROAD, WEST HARBOUR - NEW BUS STOP RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board's approval of two new bus stops on Wiseley Road, West Harbour.

BACKGROUND

Currently there is a very large gap between bus stops on Wiseley Road. There is a bus stop outside number 181 Wiseley Road. The next bus stop is outside number 85 Wiseley Road. This is a distance of approximately 800 metres. A request has been received by bus patrons to install another bus stop in the middle of the existing two bus stops.

STRATEGIC CONTEXT

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

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

ISSUES

Bus Stop on Wiseley Road

Council officers visited the area and identified a location as an appropriate place for bus stops on both sides of Wiseley Road. Residents adjacent to the proposed bus stops have been consulted. One email was received indicating no objection to a bus stop, however a bus shelter was not wanted.

A86

The location of the proposed change is indicated at attached page A86.

Decision Making

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

RESOURCES

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

CONCLUSION

The proposal for the new bus stops in Wiseley Road is recommended to allow continuity of public transport services and to maintain the Council and regional standard of an average of a 400 metre spacing between bus stops.

RECOMMENDATIONS

1. That the Wiseley Road, West Harbour - New Bus Stop Restrictions report be received.
2. That in relation to **WISELEY ROAD, WEST HARBOUR**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the southern kerb line of **WISELEY ROAD, WEST HARBOUR** outside property number 131, the **BUS STOP** restriction be put in place;
 - (ii) on the northern kerb line of **WISELEY ROAD, WEST HARBOUR** outside property number 136, the **BUS STOP** restriction be put in place.
3. That the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule, Traffic Control Devices 2004 - Rule 54002 be hereby approved to be put in place to properly establish, delineate and record the said bus stop control.

Report prepared by: Jane Harris, Transport Technician.



19 CHAIRMAN'S REPORT

This month has been outstanding in view of the Auckland Regional Council decision to extend the Metropolitan Urban Limit (MUL) at Westgate and Hobsonville. The impact of this decision is profound for the Massey Ward and for the City, moving the community forward into a future of improved transport, housing and job opportunities.

The annual round of submissions and deliberations for the setting of rates for the next twelve months is coming to a close.

The Community Board's Conference proved to be both interesting and helpful in understanding how to better cope with crime prevention within our communities.

DECISION ON THE MUL

The doubt as to the future extension of the Waitakere’s urban limit has at last come to a satisfactory conclusion, allowing the City’s vision for development in the northwest sector to work towards reality. The impact on the Massey Ward will place increased responsibilities on the Massey Community Board. The hard work and tenacity of the team involved in the project to extend the urban limit, are to be congratulated.

With this decision is also the news of the Council’s purchase of land at Hobsonville to seed the initiation for a marine industry cluster as a feature of the Hobsonville area development. The impact of these decisions sets the scene for an exciting and challenging future for the City in general and the Massey Ward in particular.

COMMUNITY BOARDS CONFERENCE 2007

The 2007 Community Boards’ Conference programme delivered well on the expectations for assisting Community Boards and Councils in their endeavours to combat crime and improve safety in their communities.

The theme of this conference, “Leading to Safer Communities” was very timely with the initiatives being taken by this City towards suppressing crime and disorderly behaviour. The recent public meeting in Whenuapai, and the initiatives to focus on the Neighbourhood Support as the primary tool for building safer and stronger communities, has demonstrated this is a matter of high public concern. The Whenuapai Village hall was filled to capacity with over 150 people attending. It was discovered from a show of hands that nearly half had been burgled in one form or another.

Since the meeting, there has been a burglary of jewellery in Karaka Road when the resident was absent for the day. At present, a Neighbourhood Support network is being established in Herald Island and Whenuapai with the valued help of staff from Safe Waitakere. Also, as part of this exercise, is the establishment of a possible Community Patrol. The outcome, along with the information obtained at the Conference, proved the need for Community Boards to become more involved with the residents of the areas where crime and safety is an issue.

RECOMMENDATION

That the Chairman’s report is received.

Graeme Barnard
CHAIRMAN



20 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.

GAYLEEN MAURICE

Report to Massey Community Board

The Police and Community Liaison (PCL) Group have been working through ways to effectively deal with issues which arise in the community, through a combined team effort from representatives from all the Community Boards, Councillors, Safe Waitakere Council Staff, and the Police. The Group has asked that all Community Board Members submit known problems or potential problems to them as they arise, in order that a unified plan of management can be devised. The Starling Park and Westgate Community crime prevention meetings are examples where issues were listened to, discussed, and actions were taken by the Liaison Group. The Whenuapai Public Meeting has been the latest discussion on the agenda. Information from the National Community Board Conference was discussed at the last PCL Group meeting, amongst which was the issue of effective funding for the Maori Wardens, increased assistance to the Pacific Island Wardens, and crime prevention through environmental design.

The Rathgar and Larnoch Safer Routes to Schools Group had their meeting this month. Pila Fatu, who is assisted by Tony Dale, is the new designated Travel Planner following the resignation of Jenny Tanner from Auckland Regional Travel Authority. Jenny was highly acknowledged for her work and commitment to the programme during the evaluation. The second meeting, regarding the development of a Bus Bay to cater for all the Colleges, will be held in the near future. With no central location for a bus terminal, one school would always be a long way from the terminal. The following question needs to be addressed: Which is the priority: to develop a bus bay/s to increase pedestrian safety, or reduce the parent traffic?

The Community Board Representatives were unable to attend the Massey Cluster to learn about the new proposal for their Safer Routes to Schools' Project due to the Community Boards Conference. It is going to be an exciting and innovative time for the communities of Massey, with possible linkages with Active Waitakere and Massey Matters.

Recent Citizenship Ceremonies have been full of eager faces from many cultures. It is always an opportune time for the Waitakere Ethnic Board, Waitakere Pacific Board, along with the Community Boards, to introduce themselves to new citizens.

The Te Taumata Runanga Maori Community Awards will be held this week. This is a very special time for the Maori community, honouring many deserving people for further exceptional skills and dedication working in our community.

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Graeme Barnard
Keep Waitakere Beautiful Trust	John Riddell Bob Jessopp
Ranui Community Centre Committee	Cr Linda Cooper
Westpark Marina Working Group	
Council/Police Liaison Group	Cr Peter Chan Gayleen Maurice Bob Jessopp
Massey Community House Committee	Cr Linda Cooper
Waitemata Harbour Foreshore Reserves Management Plan	Bob Jessopp

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	Graeme Barnard
Keep Waitakere Beautiful Trust	John Riddell Bob Jessopp
Joint Subcommittee	Graeme Barnard
Road Safety Steering Group	John Riddell Bob Jessopp
COUNCIL COMMITTEES	
Hearings Committee	Graeme Barnard Allen Davies
Community Sports Fund Allocation Subcommittee	John Riddell Gayleen Maurice
Street Events Subcommittee - Massey Ward	Bob Jessopp
Long Term Council Community Plan and Annual Plan Special Committee	Graeme Barnard John Riddell
Massey Ward Local Reserves Management Plan	Graeme Barnard Bob Jessopp Gayleen Maurice
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Gayleen Maurice Bob Jessopp
Massey West Cluster School Travel Plan	Bob Jessopp Gayleen Maurice John Riddell (Alternate)

