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## NOTICE OF MEETING OF THE OPERATIONS & MONITORING COMMITTEE

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I hereby give notice that the Operations & Monitoring Committee meeting of the Papakura District Council is to be held on:

**DATE:**            Tuesday                    23 March 2010

**TIME:**            12.30 P.M.

**VENUE:**        Council Chambers  
35 Coles Crescent  
PAPAKURA

T Stratton  
**CHIEF EXECUTIVE OFFICER**

**MEMBERSHIP:**

Chairperson	Clr O'Connor
Deputy Chairperson	Clr Auva'a
	HWM Penrose
	Clr Catchpole
	Clr Conroy
	Clr Goldsmith
	Clr Jones
	Clr Piggott
	Clr Pringle

*(Quorum 4 members)*

*(The reports and recommendations contained in this Order Paper are not necessarily Council Policy and should not be taken as Council Policy, or opinion)*

**PAPAKURA DISTRICT COUNCIL  
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**PAPAKURA DISTRICT COUNCIL**

**AGENDA FOR THE MEETING OF THE OPERATIONS & MONITORING COMMITTEE  
TO BE HELD IN THE COUNCIL CHAMBERS, 35 COLES CRESCENT, PAPAKURA  
ON TUESDAY 23<sup>RD</sup> MARCH 2010 COMMENCING AT 12.30 P.M.**

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**1. APOLOGIES**

**2. CONFIRMATION OF MINUTES**

- (a) That the Minutes of the Operations and Monitoring Committee Meeting held on Tuesday 23 February 2010 be confirmed.

**3. DEPUTATIONS AND PETITIONS**

**4. PRESENTATIONS**

**5. FINANCE AND CORPORATE**

**6. BUSINESS AND PROMOTION**

**7. COMMUNITY SERVICES**

**(a) PARKS AND RECREATION QUARTERLY  
REPORT DECEMBER 2009 - FEBRUARY  
2010**

**REPORTING OFFICER:** Nicola Terry  
Manager Community Assets  
Rakesh Gupta  
Works Operations Manager

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**PURPOSE OF THE REPORT**

The purpose of this report is to update the Operations and Monitoring Committee on the progress in the Parks and Reserves activity from December 2009 to February 2010.

**BACKGROUND**

This report covers three aspects of parks and reserves: asset planning, capital projects and maintenance. Progress on these three areas of work is reported to Council on a quarterly basis.

**NARRATIVE**

**Asset Planning**

Pukekiwiriki Paa

Public consultation has closed on the Draft Pukekiwiriki Paa Reserve Management Plan and a hearings committee comprising two Redhill Ward councillors and two Kaitiaki members has been formed to hear submissions.

Marybeth Reserve

A draft Reserve Management Plan has been written by officers and work is underway on translating community feedback into a landscape plan for adoption and further community consultation.

Taka Reserve

A draft Reserve Management Plan is being written by officers following community feedback.

McLennan Park

A draft Reserve Management Plan is being developed as part of the McLennan Park redevelopment. Work is being done with stakeholders to respond to their feedback on the McLennan Masterplan. This will be brought back to Council in due course.

Massey Park

The design of the redevelopment of Massey Park is well underway and the community has been consulted regarding the redevelopment. However, the current Reserve Management Plan dates from 1993 and needs to be updated to reflect the redevelopment and current use.

Massey Park is classified as a recreation reserve under the Reserves Act 1977. This makes the primary purpose outdoor recreation which is consistent with the current use of rugby, athletics, karate, bowls and swimming. The usual first step for

the development of a Reserve Management plan is to seek input from both key stakeholders and the wider public. There is no statutory prescription around a review of a Reserve Management Plan but best practice is to take the same approach as for the development of an initial plan, particularly where, in the case of Massey Park, the reserve is a major reserve.

The development plan for the redevelopment of Massey Park has been through a full public consultation process, and legal advice confirms that the consultation on the development plan is sufficient as a first step of consultation for the management plan so long as the Council resolves to approve that process. In addition, a council resolution is required to formally initiate the management plan review. In addition to the legal requirements, it is considered that it would not be appropriate to further consult on the potential reserve management plan to initiate this process, given there has been so much consultation to date and the high level of agreement on the proposals that has now been reached. Accordingly, it is recommended that the Council resolve to approve the consultation process as being sufficient to initiate the Reserve Management Plan review and also to formally resolve to initiate the review.

#### Park Check Survey

Council has participated in an annual Park Check Survey for the last three years and has completed the 2010 survey. The survey asks users of parks and reserves what park features are significant to them and asks them to rate their satisfaction with the current provision. The data is then analysed to show where significance and satisfaction is matched or where gaps exist for future improvement. Several other Councils also participate in this survey and the results will be reported to Council in the next quarterly report.

#### Leases and Licences:

Leases in progress include: Alfriston School, Runciman Tennis Club and a renewal of the Counties Power lease (Kaipara Road). A report regarding community leases will come to Council within the next month. This will include proposed approaches to the negotiation of these leases to provide certainty during the Auckland governance changes.

#### Papakura South (Gatland Rd) Cemetery Development

Advanced design work is underway for development and expansion of Papakura South Cemetery. The design includes new RSA ashes wall and beams, new general section beams, ashes walls, ashes gardens, pavilion, hearse-ways fencing landscaping and a dedicated Urupa with associated amenities. A separate report will be prepared once the design work is ready to be presented.

### **Capital and Renewal Projects**

#### Playground Renewals

Planning for renewal of the Children's Forest playground has commenced with a view to remove the existing out of date playground and installing a new playground on more open reserve land nearby.

#### Renewals and Upgrades in Parks and Reserves

A number of renewals and upgrades have been undertaken in parks and reserves including:

- Removal of East House, corner Settlement Road and Dominion Road
- Removal of Cargill Scout Den
- Work on 69 Wood Street to create an extension to Central Park
- New equipment is being sourced and priced for installation at Clarice Reserve

- Reinstatement of Reding Reserve
- Improvements to Mansell Field to support Athletics and Rugby activities during construction at Massey Park
- Cemetery gates refurbishment
- Car park renewals – Keri Downs (next to amenity block), re marking of Recreation Centre car park, repairs to Alfriston Hall car park.

#### Renewals and Upgrades of Property

Hawkins Theatre – work is underway on both the leaky building repairs and the construction of the Green Room in the old Property Store. The cladding has been removed from the exterior and rotten timbers replaced where required. The construction is continuing as per the programme. The exterior works are weather dependent but at the time of writing of this report, no delays have been caused by weather and the project is expected to be completed on time and to budget.

Art Gallery – The Art Gallery upgrade is continuing as per the construction programme and is expected to be completed on time and to budget. The upgrade includes improved visibility, a new entrance, improving the access to the mezzanine area, installation of air conditioning (and associated insulation) and weather proofing.

Recreation Centre – Kitchen and entrance foyer renewals are underway; in particular this includes new floor coverings, repainting and new kitchen cupboards and appliances.

Community Halls – Interior painting of Elizabeth Campbell Hall and Alfriston Hall has been completed.

#### Young's Beach Park

Drawings for phase two of the boat ramp have been completed and a resource consent application has been lodged with the ARC. An application for ARC funding of stage two of the boat ramp was successful.

#### Mangrove Removals in Pahurehure Inlet 2

Consent has been granted for the removal of mangroves in Pahurehure Inlet 2. Three trial areas of 1 hectare each are being removed with set up work programmed to begin mid-March. This includes erecting silt fences and establishing access routes to the removal areas.

Baseline monitoring is complete and monitoring will continue through the removal period and after to meet ARC consent conditions.

#### Massey Park Development Plan

The first phase of the sand carpet works are due to be completed by the end of March. The contractors will leave the site for the grass to grow over the winter months. They will then return around November to install the gravel slit drains and start adding layers of sand for the grass to establish.

Further consultation has been undertaken with all the Massey Park stakeholders to progress the developed design. A resource consent application has been lodged and work is progressing on detailed design for a building consent application.

## **Maintenance**

### **Parks Maintenance Contract**

This contract covers the routine maintenance of parks and reserves for Council by its contractors HEB Smithbridge Limited.

Routine maintenance work of parks and reserves is being carried out in line with the contract requirements. Parks and street tree pruning maintenance work is currently being carried out in accordance with the available budget and the prioritisation of service requests.

Audit outcomes for the December 2009 to February 2010 period meet contract requirements in general with the exception of some turf maintenance items. The contractor has been notified and is currently addressing these items.

The separate contract for the removal of the taxodium trees in Redcrest Link Reserve has been completed along with renewal of the associated footpath. Replanting will be assessed in April 2010.

### **Sports Fields Renovations**

Preparations for autumn renovations are currently underway. The renovation period runs from 7 March to 4 April 2010.

### **Pest Plant Removal**

Stage one privet removal has been completed from the bush margin at the Tanah Merah end of Pukekiwiriki Pa and the site was replanted with approximately 400 native plants. Stage two privet removal is planned for autumn and gorse is currently being removed by Community Corrections Department in preparation for infill native plantings.

## **CONCLUSION**

The report outlines progress of the extensive work programme related to asset planning, capital projects, and maintenance aspects of the parks and reserves activity.

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## **RECOMMENDATIONS**

1. That the information be received.
2. That Council initiate the revision of the reserve management plan for Massey Park pursuant to section 41 of the Reserves Act 1977.
3. That pursuant to section 41 5 (A), invitations for written submissions prior to revising the management plan are not sought as they would not materially assist in the management plan preparation due to recent and ongoing consultation on the Massey Park development plan.

**7. COMMUNITY SERVICES**

**(b) WAIMANA OLDER PERSON'S HOUSING  
REFURBISHMENT**

**REPORTING OFFICER:** Nicola Terry  
Manager Community Assets

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**PURPOSE OF THE REPORT**

The purpose of the report is to seek Council direction regarding the tendering process for the Waimana Older Person's Housing refurbishment.

**BACKGROUND**

Council resolved as part of the 2009-19 Long Term Council Community Plan to fund \$640,000 (approximately \$30,000 per unit) for the refurbishment of the Waimana Older Person's Housing Units.

The refurbishment includes moving the wall between the kitchen and bathroom in the single units to make the kitchen space more usable, replacing the kitchen units, replacing all bathroom fittings and fixtures, repainting and new floor finishes throughout and constructing a timber frame wall between the living area and bedroom in the double units.

**NARRATIVE**

The drawings and specifications for the refurbishment are now complete and some minor modifications to the bathroom fixtures means that building consent is not required. The next step in the refurbishment process is to tender the works and award the contract. It is general practice for a contract of this size to be openly tendered on the website Tenderlink using the NZ Standards 3910 contract format. However the scope of the works is straightforward and relatively minor and it is believed that it is well suited to local trades people. Feedback from the local firms that regularly work for the Council is that they cannot afford to complete full NZ Standards 3910 tender documentation without the certainty of a job at the end.

There are a number of advantages to using smaller, local firms:

- Supporting local business
- Flexibility through the construction process especially regarding the moving of tenants between units
- Trades people (and their work) known to Council
- Likely to have lower overheads and therefore lower prices

The risks of using smaller, local firms are that costs are not widely tested in the market. However, Manukau City Council has shared the costs of their similar refurbishment project so that provides a reliable benchmark to check tender prices against.

The advantages of completing a full tender process using Tenderlink are:

- Opportunity for businesses not known to Council to tender
- Costs have the potential (depending on the number of respondents) to be widely tested in the market
- May attract a larger firm with buying power for materials which may result in lower prices

The disadvantages are:

- A larger, regional firm is likely to have other concurrent or succeeding projects and may not be able to be flexible through the construction process
- Smaller local businesses cannot afford to complete a full NZ Standards 3910 tender process
- Full NZ Standards 3910 tender process is time and resource intensive (for Council as well as tenderers)

On balance, given the above and the straightforward nature of this project, it is considered that the risk to Council in tendering only to local firms/trades people can be managed.

Six local firms/trades people who have worked previously on Council's Older Person's Housing have expressed an interest in the refurbishment. If Council is minded to proceed with an invited tender process, it is proposed that all six are invited to quote on the refurbishment and that non – price attributes, in particular relevant experience and track record will be required but in a less extensive format than the NZ Standards 3910 tender templates. The NZ Standards 3910 contract will still be used following the selection of the successful firm.

In order to start construction as soon as possible, it is further proposed that the Chief Executive Officer is delegated authority to sign the contract documents provided the tendered sum is within the budget amount of \$640,000. There can be up to a 6 week delay in reporting tender results to Council and getting Council approval to award contracts and this could otherwise be used for starting construction. If the tender price is over \$640,000 a report would be brought back to Council for a decision.

## **CONCLUSION**

The physical works required for the refurbishment of the Waimana Older Person's Housing units is straightforward and relatively minor. The refurbishment includes moving the wall between the kitchen and bathroom in the single units, replacing the kitchen units, replacing all bathroom fittings and fixtures, repainting and new floor finishes throughout and constructing a timber frame wall between the living area and bedroom in the double units. It is considered that this work is well suited to local firms/trades people and approval is sought to proceed to an invited tender process to select a contractor.

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## **RECOMMENDATIONS**

1. That the information be received.
2. That Council proceed with an invited tender process for the Waimana Older Person's Housing refurbishment.
3. That the Chief Executive Officer be delegated authority to sign the contract documents with the preferred contractor provided the tender sum is within the budgeted amount of \$640,000.

## 8. ROADING AND TRANSPORT

### (a) MINOR IMPROVEMENTS AND WALKING & CYCLING BUDGETS 2010/11

**REPORTING OFFICER:** Clem Reeve  
Transportation and Roading Assets  
Manager

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#### **PURPOSE OF THE REPORT**

The purpose of this report is to seek Council direction on the allocation of the Minor Improvements and Walking and Cycling Budget for the 2010/11 financial year.

#### **BACKGROUND**

On 2 February 2010 a workshop was held to identify projects to be funded in the 2010/11 financial year from the Minor Improvements and Walking and Cycling budgets. This report presents the projects that were selected in the workshop as being suitable for funding in the 2010/11 financial year.

#### **NARRATIVE**

##### Minor Improvements Budget

The New Zealand Transport Agency (NZTA) has approved a budget of \$481,000 for Minor Improvements in the 2010/11 financial year, which is slightly more than the amount budgeted in the LTCCP of \$472,781. The broad categories of projects generally undertaken under the minor improvements budget, along with their proposed budget allocation for the 2010/11 financial year, are listed below:

- Crash black spot improvements – \$230,000;
- 40 km/h variable speed zones outside schools – \$125,000;
- Other ad hoc minor roading improvements - \$126,000; and
- Local area traffic management schemes (LATM) – no budget allocation.

Further details of the specific projects that are proposed under each category of works are provided below. It is noted that as the Minor Improvements budget is partly subsidised by NZTA, all projects implemented under this budget must be justified, prioritised and substantiated to meet NZTA funding requirements.

##### *Crash Black Spot Improvements*

It is proposed to undertake two major crash black spot intersection improvement projects in the 2010/11 financial year at an estimated cost of \$230,000. The sites to be improved have been selected based on a list of the most hazardous intersections in the District where significant safety improvements have not yet been implemented. This list is developed from the NZTA crash database, which contains details of the location and severity of all crashes that occur in the District that are reported to the Police. Selecting sites based on this priority list helps to ensure that improvements are implemented at the most unsafe intersections where the greatest road safety benefits can be achieved.

The two highest ranked sites on the crash black spot list where major safety improvements have not yet been undertaken are the intersection of Wood Street and East Street and the intersection of Walters Road and Cosgrave Road. Final investigation and detailed design of the safety improvements at these intersections

has yet to be carried out. However, it is noted that the recommended safety improvements at the intersection of Wood Street and East Street would be the installation of traffic signals.

#### *40 km/h Variable School Speed Zones*

It is proposed to implement a 40 km/h variable speed zone outside the following three schools in the 2010/11 financial at an estimated cost of \$125,000:

- Cosgrove School (Cosgrave Road and Clevedon Road);
- Edmund Hillary School (Hunua Road and Settlement Road); and
- Papakura South School (Beach Road)

It is also noted that a 40 km/h variable speed zone is proposed outside Drury School (Great South Road). This would be implemented and funded as part of the School Travel Plan for the school, which is currently in development.

The implementation of these 40 km/h variable speed zones is still subject to support being received from the relevant school and favourable consultation with key stakeholders and the public.

#### *Other Ad Hoc Minor Roading Improvements*

A portion of the Minor Improvements budget must be left unallocated to address minor roading issues that arise during the year. Based on demands in previous years for such work, \$126,000 is considered the minimum amount that should be allocated for such ad hoc minor roading works.

#### Walking and Cycling Budget

The LTCCP has a budget of \$931,000 for Walking and Cycling in the 2010/11 financial year, which assumed a 54% subsidy from NZTA. Since the LTCCP budgets were finalised, there has been a change in Government Policy which has resulted in significant cuts to NZTA funding for Walking and Cycling projects. Based on the new Government Policy, NZTA have approved only \$117,000 for key safety and congestion improvements associated with Walking and Cycling.

Due to the reduction in NZTA funding, there is now only \$545,000 available in the Walking and Cycling budget for the 2010/11 financial year, (assuming the Council share of funding for Walking and Cycling is maintained at the LTCCP level). Of this budget, \$117,000 must be spent on key safety and congestion improvements to ensure NZTA funding requirements for the subsidised portion of the budget are met.

The following Walking and Cycling projects, with their expected budgets, are proposed to be carried out in the 2010/11 financial year:

- Undertaking a parking demand study to identify the best locations for parking bays on Great South Road between Beach Road and Park Estate Road – \$25,000. The results of the parking demand study will enable the design of the on-road cycle lane for this section of road to be finalised;
- Provision of cycle lanes on Hingaia Road and the new school access road (Hingaia Stage 3 project) – \$300,000;
- Feasibility study for improving pedestrian and cycling facilities through the Takanini Interchange – \$23,000;
- Preliminary design for improving pedestrian and cycling facilities through the Great South Road / Walters Road roundabout – \$11,000;

- Contingency for the above projects – \$36,000.

The total expected cost of the projects listed above is \$395,000 (including contingency). The remainder of the Walking and Cycling budget for the 2010/11 financial year (\$150,000) could be used to finalise the design and to commence construction of the cycle lanes on Great South Road between Beach Road and Park Estate Road. The cost for design and construction of this project will not be known until the parking demand survey detailed above has been carried out. However, it is likely that the implementation of the project could be staged to enable a section of the cycle lane to be implemented that fitted within the available budget.

## **CONCLUSION**

It is proposed that the 2010/11 Minor Improvements Budget of \$481,000 be allocated to the following broad categories:

- Crash black spot improvements – \$230,000;
- 40 km/h variable speed zones outside schools – \$125,000;
- Other ad hoc minor roading improvements - \$126,000; and.
- Local area traffic management schemes (LATM) – no budget allocation.

It is proposed that the reduced 2010/11 Walking and Cycling Budget of \$545,000 be allocated to the following projects:

- Undertaking a parking demand study to identify the best locations for parking bays on Great South Road between Beach Road and Park Estate Road – \$25,000.
- Provision of cycle lanes on Hingaia Road and the new school access road (Hingaia Stage 3 project) – \$300,000;
- Feasibility study for improving pedestrian and cycling facilities through the Takanini Interchange – \$23,000;
- Preliminary design for improving pedestrian and cycling facilities through the Great South Road / Walters Road roundabout – \$11,000;
- Contingency for above projects – \$36,000.
- Final design and implementation of cycle lanes on Great South Road between Beach Road and Park Estate Road (subject to results of the parking demand study) – \$150,000.

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## **RECOMMENDATIONS**

1. That the information be received.
2. That \$230,000 of the Minor Improvements Budget for the 2010/11 financial year be allocated to undertake crash black spot safety improvements at the intersections of Wood Street and East Street and Walters Road and Cosgrave Road.
3. That \$125,000 of the Minor Improvements Budget for the 2010/11 financial year be allocated to implementing 40 km/h variable school speed zones outside Cosgrove School, Edmund Hillary School and Papakura South School, subject to the results of consultation with the schools, key stakeholders and the public.
4. That Council support the installation of a further 40 km/h variable school speed zone outside Drury School to be implemented and funded as part of a School Travel Plan for the school, subject to the results of consultation with the school, key stakeholders and the public.

*Agenda  
Operations & Monitoring Committee Meeting  
23 March 2010*

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5. That \$126,000 of the Minor Improvements Budget for the 2010/11 financial year be allocated to ad hoc minor roading improvements.
6. That \$25,000 of the Walking and Cycling budget be allocated to further investigation work required for the design of on-road cycle lanes on Great South Road between Beach Road and Park Estate Road.
7. That \$300,000 of the Walking and Cycling budget be allocated to the provision of cycle lanes on Hingaia Road and the new school access road (Hingaia Stage 3 project).
8. That \$23,000 of the Walking and Cycling budget be allocated for a feasibility study of improving pedestrian and cycling facilities through the Takanini Interchange.
9. That \$11,000 of the Walking and Cycling budget be allocated to preliminary design for improving pedestrian and cycling facilities through the Great South Road / Walters Road roundabout.
10. That \$150,000 of the Walking and Cycling budget be allocated for final design and implementation of cycle lanes on Great South Road between Beach Road and Park Estate Road, (subject to results of a parking demand study).

**8. ROADING AND TRANSPORT**

**(b) 40 KM/H VARIABLE SPEED LIMIT ON  
PAPAKURA-CLEVEDON ROAD OUTSIDE  
ARDMORE SCHOOL**

**REPORTING OFFICER:** Clem Reeve  
Transportation and Roding Assets  
Manager

**ATTACHMENT:** Submissions Received  
  
(Attachment No. 1)

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**PURPOSE OF THE REPORT**

The purpose of this report is to provide Council with feedback received during consultation for the proposed 40 km/h variable speed limit on Papakura-Clevedon Road, (outside Ardmore School) and to seek an amendment to the Papakura District Council Speed Limits Bylaw (2009) to enable the 40 km/h variable speed limit to be implemented.

**BACKGROUND**

At the 22 September 2009 meeting of the Operations & Monitoring Committee, it was resolved:

“THAT COUNCIL ASSIGN THE REMAINDER OF THE MINOR IMPROVEMENTS BUDGET (\$54,250) TO THE 40 KPH SCHOOL ZONE IMPLEMENTATION PROGRAMME FOR ARDMORE SCHOOL SUBJECT TO CONSULTATION WITH THE POLICE.”

**NARRATIVE**

Detailed design of a 40 km/h variable speed zone for Papakura-Clevedon Road in the vicinity of Ardmore School has been completed. In conjunction with the electronic signs to indicate to drivers when the 40 km/h speed limit applies, it is proposed to install “threshold treatments” at the points where the permanent speed limit reduces from 100 km/h to 80 km/h. The threshold treatments will include:

- Large speed limit signs on both sides of the road;
- A coloured road surfacing;
- Road markings to visually narrow the traffic lanes; and
- The 80 km/h speed limit marked on the road.

The purpose of the gateway treatments is to encourage drivers to reduce their speed from 100 km/h to 80 km/h at the start of the permanent 80 km/h speed zone. This will increase overall compliance with the 40 km/h speed limit when it is operating, and is therefore considered a key aspect of the overall project.

The 40 km/h variable speed zone would be installed within the existing 80 km/h permanent speed zone outside Ardmore School. The 40 km/h variable speed zone on Papakura-Clevedon Road would be approximately 400 metres long and would extend from a point 35 metres north-east of Church Road to a point 120 metres south-west of Burnside Road. The 40 km/h speed limit may operate on school days at the following times:

- Before the start of school for a maximum period of 35 minutes;
- At the end of school for a maximum period of 20 minutes;
- At any other time when at least 50 children cross the road or enter or leave vehicles at the roadside, for a maximum period of 10 minutes.

Based on these operating times, the 40 km/h speed limit would only be in force for a maximum of 55 minutes on most school days. The relatively short operating time ensures that the lower speed limit only operates when children are very likely to be present on the road.

The operation of the 40 km/h zone will be controlled by a representative from Ardmore School. When the 40 km/h speed limit is operating the electronic signs will flash and display the 40 km/h speed limit. Outside of these times, the permanent speed limit of 80 km/h will apply.

Consultation has been undertaken with key stakeholders (NZTA, New Zealand Police, Automobile Association and New Zealand Road Transport Association) regarding the proposed 40 km/h variable speed limit on Papakura-Clevedon Road. Feedback was received from the New Zealand Police and NZTA supporting the proposed 40 km/h variable speed limit, (letters of support are included in attachment).

Public consultation regarding the proposal to implement a 40 km/h variable speed zone on Papakura-Clevedon Road outside Ardmore School has also been carried out. One submission was received from a member of the public opposing the proposal, (letter included in attachment). The issues raised in this submission (summarised in italics) are addressed below.

*Why does the current 80 km/h speed zone apply at all times and not just at the times when the proposed 40 km/h variable speed zone will operate?*

The current 80 km/h speed zone in the vicinity of Ardmore School meets the requirements for a permanent 80 km/h speed zone as per the Land Transport Rule: Setting of Speed Limits (2003). Therefore the current permanent speed limit of 80 km/h outside Ardmore School is considered appropriate regardless of whether or not the proposed 40 km/h variable speed zone is implemented.

*How will motorists suddenly reduce their speed from 100 km/h to 40 km/h? Will the sudden speed limit reduction lead to impatient motorists performing dangerous manoeuvres?*

The implication that motorists will have to suddenly reduce their speed from 100 km/h to 40 km/h is not considered correct. The proposed "threshold treatment" will provide motorists a clear visual warning of an upcoming change in the road environment and drivers would be expected to adjust their speed accordingly. Once motorists have entered the 80 km/h speed zone there would be a sufficient distance prior to the start of the 40 km/h speed zone for drivers to comfortably decelerate to the 40 km/h speed limit if it was operating.

It is noted that there are many locations on New Zealand roads where the speed limit reduces from 100 km/h to 50 km/h, which is a greater decrease in speed than from 80 km/h to 40 km/h as proposed outside Ardmore School, (if the variable speed limit was operating). One such example is for westbound traffic on Papakura-Clevedon Road entering the urban area of Papakura. There is no evidence that such a change in speed limit leads to dangerous overtaking manoeuvres at this location and it is not expected that this will become a

significant problem if the proposed 40 km/h variable speed zone is implemented outside Ardmore School.

*Why is a 40 km/h school speed zone being considered when there have been no crashes involving children or their parents outside the school?*

The proposed 40 km/h variable speed zone is a proactive safety measure, which is expected to substantially reduce vehicle speeds outside Ardmore School during school pick-up and drop-off times. A reduction in vehicle operating speeds outside Ardmore School will provide a safer environment for children travelling to and from the school. The fact that there have not been any reported crashes involving children crossing the road in the vicinity of Ardmore School is not considered a valid reason for not installing a 40 km/h variable speed zone.

*Why don't parents' drop-off and pick-up their children from the Ardmore Hall car-park on Burnside Road?*

In the past, Council officers have had a number of discussions with representatives from Ardmore School regarding providing a location on the school side of Papakura-Clevedon Road for parents to drop off and collect students. Consideration has been given to either constructing a new car park, or utilising the existing car park at Ardmore Hall.

Unfortunately there is insufficient room within the school grounds to construct a new car park. Furthermore, the cost of purchasing land from an adjacent property to provide a location for a car park to be constructed would not be economically justifiable.

With regards to parents using the Ardmore Hall car park on Burnside Road, it is noted that this is approximately 300 metres from the main building of Ardmore School. Based on experience at other schools, this car park is too far from the school to be used by most parents on a regular basis. It is also noted that the cost of providing a footpath to connect the car park to the school would be significant. Even if this footpath is built, on wet days or when parents were running late to drop off or collect their children, it is considered highly likely that the existing parking area on Papakura-Clevedon Road would still be used. Because of this, a 40 km/h variable speed zone on Papakura-Clevedon Road is still considered justified and would be expected to provide significant safety benefits.

*If the 40 km/h variable speed zone is implemented, will the 80 km/h permanent speed zone be revoked and replaced with a 100 km/h speed zone?*

As discussed previously, the existing permanent 80 km/h speed zone in the vicinity of Ardmore School is justified based on the Land Transport Rule: Setting of Speed Limits (2003). Furthermore, 40 km/h variable zones are recommended in locations where the permanent speed limit is between 50 km/h and 80 km/h. For both these reasons, it is not proposed to change the existing permanent 80 km/h speed zone in the vicinity of Ardmore School.

## **CONCLUSION**

It is proposed to install a 400 metre long 40 km/h variable speed zone on Papakura-Clevedon Road outside Ardmore School. The 40 km/h zone would be within the existing 80 km/h permanent speed limit currently in place in the vicinity of Ardmore School. In conjunction with installing a 40 km/h variable speed zone, it is proposed to install "threshold treatments" at the start of the 80 km/h speed zone to

highlight the change in road environment and encourage drivers to reduce their speeds.

Consultation with key stakeholders and the public has been carried out regarding the proposed 40 km/h variable speed zone. Letters of support for the proposed 40 km/h zone were received from NZTA and the New Zealand Police. One submission opposing the proposal was received from a member of the public. The issues raised by the submitter have been fully discussed in this report. It is not considered that the reasons for opposing the 40 km/h variable speed zone presented by the submitter are valid grounds for not proceeding with the proposal.

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## **RECOMMENDATIONS**

1. That the information be received.
2. That pursuant to Section 684 (1) (13) of the Local Government Act 1974, the Local Government Act 2002, the Land Transport Rule: Setting of Speed Limits (2003) and subsequent amendments, and the Papakura District Council Speed Limits Bylaw (2009), Council resolves that a 40 km/h variable speed zone be formed on Papakura-Clevedon Road from a point 35 metres north-east of Church Road to a point 120 metres south-west of Burnside Road, (outside Ardmore School) and that appropriate electronic signage be implemented to inform drivers of this speed limit. The 40 km/h speed limit may operate on school days for a maximum period of (a) 35 minutes before the start of school; (b) 20 minutes at the end of school; and (c) 10 minutes at any other time when at least 50 children cross the road or enter or leave vehicles at the roadside.

## **9. WATER ISSUES**

**10. WASTE MANAGEMENT**

**(a) WASTE MANAGEMENT AND MINIMISATION QUARTERLY REPORT DECEMBER 2009 TO FEBRUARY 2010**

**REPORTING OFFICER:** Sue Martin  
Project Manager - Waste Minimisation  
Rakesh Gupta  
Works Operations Manager

**ATTACHMENT:** "How We Collect Rubbish in Papakura"  
  
(Attachment No. 2)

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**PURPOSE OF THE REPORT**

The purpose of this report is to inform the Committee about waste minimisation and management matters for the period December 2009 to February 2010.

**BACKGROUND**

The waste management and minimisation services of Council are responsible for the performance of waste services contracts, waste minimisation projects and the monitoring of closed landfills.

**NARRATIVE**

**Waste Services**

The table below outlines the key tonnages of different types of refuse for the December 2009 to February 2010 period and average comparative previous periods.

	Tonnage/month			
	2008/09 monthly Average	Dec 2009	Jan 2010	Feb 2010
<b>Loose Litter</b>	8	23	16	13
<b>Illegally Dumped</b>	41	13	31	31
<b>Kerbside Recycling</b>	327	418	412	326
<b>Litter From Bins</b>	23	19	17	17
<b>Refuse Bag Collection</b>	516	544	514	465
<b>Total</b>	<b>915</b>	<b>1017</b>	<b>990</b>	<b>852</b>

The above table sources tonnages from the following contracts:

Refuse and Litter Services Contract (WML) and Recycling Contract (Streetsmart Ltd.)

The Refuse and Litter Services Contract and the Recycling Contract are both operating efficiently and have met or exceeded the contracted performance indicators for the period.

The Contractor is giving weekly reports certifying that when bins are emptied, loose litter is also cleared within a five meter area around the bins. However, this is dependent on free access and is not always possible if parked vehicles impede access. Weekly audits are being done by the Council Representative to ensure the loose litter and overall contract outcomes are being achieved.

Recycling in the period has been 42% of the total weekly waste collected which is a positive outcome. However, recycling tonnages have decreased from 1320 tonnes in the period one-year ago compared to 1156 tonnes in the current period. Refuse tonnages to landfill consistently reflect the state of the economy. Other councils have also recorded lower refuse and recycling tonnages in the period.

Loose litter tonnages are not actually higher than in the period than one year ago. The contractor had incorrectly included some loose litter in illegal dumpings tonnages in the past so consequently the correct tonnages show dumpings down and loose litter accurately this year.

Refuse Bag Manufacture and Distribution Contract

Bag manufacturing and distribution continue to meet quantity and quality specifications.

Collection of Domestic Rubbish

At the February 2010 Operations and Monitoring Meeting, an elected member raised a letter sent by Council officers to the residents of Tanah Merah Drive. This letter set out consequences for non-compliance when domestic rubbish bags are set out early for collection. Consequences included legal action and even jail.

This matter has been investigated and it is clear there have been material shortcomings in the process in relation to this matter. The letter was totally inappropriate for the outcome sought.

Accordingly, the following will be undertaken immediately:

- A letter of retraction and apology for the tone of the letter will be sent to the residents of Tanah Merah Drive. The letter content will politely explain the rubbish bag placement practice required and the reasons for this request.
- A personal follow up will be offered and provided if requested.

The motivation for the action taken with the residents of Tanah Merah Drive over domestic rubbish was directly associated by Council officers with illegal dumping of rubbish. While this was well-intentioned, the linking of the domestic rubbish collection and the illegal dumping was not clearly thought through. While a vigorous approach to illegal dumping will be maintained in the future, actions to pursue persons responsible for such behaviour will be undertaken through an agreed plan developed with support from the Council's Compliance officers. Should the matter be linked with domestic refuse, it is expected that the most appropriate initial step will be to personally discuss such an issue with the resident(s).

## **Waste Minimisation Projects**

### Recycling Promotion

In the week 8-12 March a district wide flier delivery occurred, attached, accompanied by a similar ¼ page advert in the 10<sup>th</sup> March Courier. The material covers basic household waste minimisation information on paper and bin recycling and home composting. It focuses on matters most commonly not understood by businesses and householders, e.g. that polystyrene foam cannot be collected for recycling even though it has a recycling #6 triangle on it.

### Create Your Own Eden- Worm Farming, Composting and Bokashi

Staff have carried out a literature review on the drivers behind participation in home composting practices. The review concluded that demonstrations should be carried out in functioning gardens to literally reinforce the fruit of the labours of composting. Six worm farming and composting demonstrations have been planned for 2010 at the following sites:

- Papakura Normal School Enviro-School gardens
- Edmund Hillary School community gardens
- Drury Church intensive organic gardens

The first demonstration was held at Papakura Normal School with 15 residents in attendance and very positive feedback.

Home composting options are also promoted in the flier delivered to all households in the week 8-12 March.

### Eco Biz

A new waste minimisation programme for businesses called EcoBiz has been planned by regional waste staff. The programme consists of a range of seminars along side Council subsidised environmental management products. Businesses signing up will be able to choose the mix of seminars and products that suit their scale of business, time and funds available. The programme runs through all of 2010.

### Schools

Children at Mansell Senior and Park Estate schools are continuing participation in the Waste Wise Schools programme by managing waste streams separately on campuses. Papakura High School and Takanini School have also signed up to the two year Waste Wise Schools programme with Papakura High students auditing a typical day's campus waste. Eight staff from these four schools will attend a workshop in late March to assist them in championing the programme in their schools.

Follow-up visits have taken place to Ardmore, St Mary's, Potter Early Childcare, Opaheke and Central schools regarding worm farm, and paper recycling management.

### Be a Tidy Kiwi

Planning has occurred for a campaign targeting school aged children in late March and April.

Assistance has been given to the Marybeth Community Group regarding waste minimisation and community gardens information in response to interest in these areas of the resident group.

### Regional Waste Planning

Regional planning is continuing on issues and options to beneficially divert household food and garden waste, (organic waste) that currently goes to landfill. Organic waste is considered by staff in the region to be the highest priority waste stream as it is about one quarter of all waste to landfill. Councils have ability to influence this waste type since it is 40-50% of kerbside refuse composition.

Planning is ongoing amongst regional staff for a future regional waste policy. This needs to be adopted by June 2012 in order for the new Auckland Council to be eligible to collect waste levy revenue.

### **Closed landfills**

#### General

All four landfills continue to be monitored and managed in compliance with resource consent conditions.

#### Hunua Gorge and Piggott's Landfills

Woolly nightshade removal has taken place in the period and is ongoing.

Site walkovers and water sampling have continued in accordance with resource consent conditions.

#### Elliot St and Waimana Landfills

Sea margin plantings have been hand weeded by the Department of Corrections community workers on a fortnightly basis. A new seep was located at the Elliot St. landfill sea margin. The extraordinary sample contained no heavy metals and analysis is consistent with seawater composition.

### **Litter Bin Assets**

A complete revision of the litterbins information has been carried out and will be loaded on to the Roading Asset Management database

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## **RECOMMENDATIONS**

1. That the information be received.

**11. OTHER OPERATIONAL MATTERS**

**(a) MAINTENANCE AND UPGRADE OF  
ROADING NETWORK LIGHTING  
CONTRACT NUMBER PDC/05/27 – ONE  
YEAR EXTENSION**

**REPORTING OFFICER:** Rakesh Gupta  
Works Operations Manager

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**PURPOSE OF THE REPORT**

The purpose of this report is to propose the renewal for a further one year term of the Maintenance and Upgrading of Roothing Network Lighting Contract Number PDC/05/27 undertaken by CSL Traffic Limited.

**BACKGROUND**

The initial term of the current Maintenance and Upgrading of Roothing Network Lighting Contract Number PDC/05/27 was two years, finishing 30<sup>th</sup> June 2008. The contract was extended for one year by Council in May 2008 and again extended for further one year to 30<sup>th</sup> June 2010 in April 2009. The Contract provides for a further extension of one year subject to meeting performance criteria.

**NARRATIVE**

The contractor's performance is assessed monthly based on performance criteria required by the Contract.

To gain a twelve month extension the Contractor must, in the previous eighteen months: (from Aug 2008 to Jan 2010):

- have a performance assessment average score of at least 70
- have no more than one month with total score of less than 60
- request an extension to the contract term of one year by February 2010.

The contractor has exceeded all scores which quantitatively support an extension (as below). The budgeted value for these works in the 2010/2011 year is \$330,749.22 (excluding GST).

<b>Contract Performance Criteria</b>	<b>Achieved</b>	<b>Min</b>
Performance Assessment average monthly score	80.5	70
Minimum monthly score	71.25	60

The contractor has formally requested in January 2010 to extend the contract for a further one year to 30 June 2011.

**CONCLUSION**

It is considered that the current contractor, CSL Traffic Limited, has performed at a standard where a contract extension of one year term to 30th June 2011 under the existing conditions of contract can be recommended.

**RECOMMENDATIONS**

1. That the information be received.
2. That the term of the current Maintenance and Upgrading of Rooding Network Lighting Contract Number PDC/05/27 be extended for one year to 30th June 2011 for the total amount of \$330,749.22 (excluding GST) under the existing conditions of contract.
3. That the Chief Executive be given authority to execute the contract extension to 30<sup>th</sup> June 2011.

**12. NOTICES OF MOTION**

**13. CONFIDENTIAL**

- (a) **MASSEY PARK AQUATIC CENTRE  
UPGRADE PROFESSIONAL SERVICES  
FOR POOL BUILDING REFURBISHMENT  
AND EQUIPMENT REPLACEMENT  
CONTRACT NO. CS2009-13A**

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**RECOMMENDATION**

1. That Council move into public excluded session. The general subject matter to be considered, the reason for passing this resolution in relation to the matter and the specific ground under s. 7 (2) i of Local Government Official Information and Meetings Act 1987 is:

Item	Reason	Grounds
13(a) Massey Park Aquatic Centre Upgrade Professional Services for Pool Building Refurbishment and Equipment Replacement Contract No. CC2009-13A	Enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial or industrial negotiations).	s. 7 (2) i