

**AGENDA FOR AN ORDINARY MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE
HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,
ON TUESDAY, 6 JULY 2004, COMMENCING AT 7.00 PM.**

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AGENDA FOR AN ORDINARY MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY, ON TUESDAY, 6 JULY 2004, COMMENCING AT 7.00 PM.

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - 1 June 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Waitakere Community Board held on Tuesday, 1 June 2004, as circulated, be taken as read and now be confirmed.



3 URGENT BUSINESS

Section 46A(7) and (7A) 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 item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

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



4 PRESENTATION - AUCKLAND REGIONAL COUNCIL UPDATES

Councillors Sandra Coney and Paul Walbran from the Auckland Regional Council may be in attendance to update the Board on Auckland Regional Council activities.



5 PUBLIC FORUM

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

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

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



6 CHAIRPERSONS REPORT

ANNUAL PLAN

This past month would have to have been the most intense of the year along with all the regular duties and tasks to be performed I have been taking part in the Annual Plan hearings and deliberations.

It would be nice to be able to include in my report some of the outcomes of the annual plan submissions that are relevant to the Waitakere Ward, however as there has been no resolution to adopt the plan prior to my report being due to go to print you will have to hear it through the official channels. By the time my report is due next month it will be old news.

SUMMERLAND DRIVE COMMUNITY FACILITY OR PARAMUKA COMMUNITY HOUSE

This is at the very exciting stage now of having detailed concept designs, this being a result of extensive consultation with the community and capturing their wants and needs. The project group is currently working on the next step which is to hold a community meeting to form a management committee for the facility from the Western Heights community. The Waitakere Community Board will see and have an opportunity to comment and endorse the design at its August meeting.

GUY FAWKES CELEBRATION & BONFIRE IN LAINGHOLM

A meeting was held with stakeholders with the initial view to imposing a liquor ban in Laingholm for the Guy Fawkes bonfire evening this November. However the general agreement was that a liquor ban was not the desired option. A list of requirements is to go back to the Laingholm District Citizens association for discussion and sign off for the event to proceed.

Council Parks Department, Laingholm Fire Brigade and New Zealand Police are happy to support the event if it is formally organised, well-supported by the community and if the compliance issues around the bonfire are met.

YOUNG BELIEVERS TALENT QUEST - MCLAREN PARK

WOW What a night!!

The hall was jam packed, there was an abundance of young talent scrambling to perform (unfortunately some had to miss out or we'd have been there all night) and I don't envy judges Pio Terei, Gaille Tinihau and Rubeana Reader their job of selecting the winners. The young girl who won the 12 to 15 year age group wrote and sang her own song while accompanying herself on the guitar.

Well done to the youth group and Caroline for yet another success for the McLaren Park Project.

I also attended the community celebration of the McLaren Park Community Project becoming a legal entity on the 18th June and the inaugural election of officers for the new Management Committee and I would like to congratulate the Chairperson Mate Mucalo and her very enthusiastic committee and wish them well.

STREET TREE PLANTING / HENDERSON VALLEY PLAYCENTRE BLESSING

Having headed off to Taremaro Place in McLaren Park on Saturday last expecting to be planting large numbers of large trees, it was a very pleasant surprise to find the adjacent Playcentre were having a blessing for their new whare tokaro, a small playhouse for the children.

Kevin Healy was there in his capacity as Trustee of the Portage Trust (they had donated the funds for the project) and I was invited to join them. We were also later joined by Councillor Penny Hulse and friend Sharon Davies and David Hallett.

The highlight was after the blessing the Kaumatua Kevin Herewini along with the children from the Playcentre planted a tree outside the centres entrance and blessed the tree also.

This is what I love so much about being involved in my community!!!



We then went on to plant more trees in Legacy Drive and Cretian Place, Henderson.

I hope you are all keeping dry and warm and avoiding the winter blues and flu's.

RECOMMENDATION




That the Chairperson's Report be received.


Christine Shepherd, JP

CHAIRPERSON






7 COMMITTEE SECRETARY'S REPORT






Issue	Comments	Reporting Council Officer
Castle Heights Crossing Point between 169-194 Sturges Road, Henderson Board Member's Request	Consideration of the installation of a pedestrian refuge has been programmed into the Minor Safety Projects list for the 2004/2005 year. However, this is subject to the availability of funds. (This was a late request.)	Adam Moller  836 8000 Ext 8750
Piha Water Safety Risk Signage 5 August 2003 Resolution No: 1616/2003	A public meeting was held on Sunday, 13 June 2004 at Piha, where Council, the Auckland Regional Council and Surf Lifesaving North Region presented a water safety signage plan. The outcome of the meeting was the appointment of a working party that consists of the following representatives: Rob Taylor (Waitakere Community Board), Sandra Coney (Auckland Regional Council), Larry Rountree and Chris Parsons (Surf Lifesaving Clubs), Graham Caley (Piha Residents and Ratepayers Association), Kath Dewar (Piha Coastcare and Waitakere Ranges Protection) Mary Mead (resident), and Vicki Pomeroy (resident). This group will work with officers of the Council, Auckland Regional Council, and Surf Lifesaving Northern Region in rationalising the signage at Piha. The first meeting of the working party will take place before receipt of this update on Monday 28 June 2004.	Warren Oglivie  836 8000 Ext 8561
Surf Tower at Piha Mid Beach	Council's Parks Engineer and an independent engineer have assessed the surf tower. There will be a recommendation made to the United North Piha Surf Life Saving Club that the tower be removed due to structural deficiencies. Council will need to discuss with the Surf Life Saving Club the future of lifeguard operations at Piha Mid Beach.	Warren Oglivie  836 8000 Ext 8561


Issue	Comments	Reporting Council Officer
<p>McLaren Park Community Project 9 September 2002 Resolution No: 2766/2002</p>	<p>The McLaren Park Community Project is continuing to progress well. The McLaren Park Community Project Community Project Community Action Group has recently gained incorporated society legal status and will now have much better access to external funding. The project had two successful events in June 2004 including a community celebration on 18 June where they elected their officers for the committee and a Talent Quest on 25 June hosted by the McLaren Park Community Project Youth Group: "Young Believers Club". The Contract for the MPCP Coordinator Caroline McCurdie ended on 30 June 2004 and will be renewed for the 2004/2005 year with planning underway for events and programmes including more planting days and community consultation events with Project Twin Streams.</p>	<p>Polly O'Brien  836 8000 Ext 8559</p>
<p>The Laingholm Beach Hall</p>	<p>The Laingholm Districts and Citizens Association have advised Leisure Services that they are undertaking a community consultation process called 'Planning for Real' to further clarify the commitment that Laingholm residents have to using Laingholm Beach Hall and any upgrades. The Laingholm Districts and Citizens Association plan to conduct a community skills survey in August 2004 and a community planning session in September with a view to advising Council of the results by the end of September 2004.</p> <p>Outcomes of further progress will be reported back to the Waitakere Community Board after September 2004 and a report on the future of the Laingholm Beach Hall submitted to the Finance and Operational Performance Committee later this year.</p>	<p>Polly O'Brien  836 8000 Ext 8559</p>

Issue	Comments	Reporting Council Officer
<p>Removal of Power Poles from Kauri Point Sea Cave</p> <p>Board Member's Request</p>	<p>A site visit by Council's geotechnical engineer indicated that removing these poles may affect the stability of the bank in the long term. He also suggested that these poles were providing erosion protection to the cave at the base of the cliff by way of a physical barrier and energy dissipation means. These suggestions were forwarded to Auckland Regional Council who still proceeded with the removal of the poles. The poles were removed by the Auckland Regional Council on 17 June 2004. We have notified Transport Assets of these works so that they can monitor the bank in future.</p>	<p>Harish Singh  836 8000 Ext 8953</p>
<p>Karekare Public Toilet Upgrade</p> <p>6 May 2003</p> <p>Resolution No: 872/2003</p>	<p>The Auckland Regional Council had publicly notified the discharge consent and 20 submissions were received. Of these, seven were in support and 13 opposed the application. As the majority of the submitters wished to be heard, an Auckland Regional Council hearing was held on 4 March 2004. The Auckland Regional Council had granted Council the consent, however the submitters were given 15 days from the date of the consent, which is the 25 March 2004, to appeal the decision should they wish to. As a result one of the opposing parties have lodged an appeal with the Environment Court. Auckland Regional Council will obviously be defending their decision in court and we recommend that Council continue to pursue its proposal with the Environment Court as per the Auckland Regional Council conditions. Since then, the appellant has indicated that they wish to go to mediation. Waitakere City Council will be accepting this proposal.</p>	<p>Harish Singh  836 8000 Ext 8953</p>
<p>Wekatahi / Marawhara Stream Realignment</p> <p>1 October 2002</p> <p>Resolution No: 2938/2002</p>	<p>Works to realign the streams were successfully completed in late October 2003. A survey was undertaken at that stage and a further survey will be taken in October 2004, so a comparison can be made to see if there are any changes to the positions of the streams. Some planting and re-contouring of the sand will be undertaken in the next few months.</p>	<p>Harish Singh  836 8000 Ext 8953</p>

Issue	Comments	Reporting Council Officer
Project Twin Streams - Community Board Participation 5 August 2003 Resolution No: 1620/2003	The community engagement process is under way with discussions with potential community organisations in Swanson, Ranui and McLaren Park. A report will be brought back to the Community Boards on the role of Elected Members.	Tony Miguel  836 8000 Ext 8294
Piha / Karekare and Huia / Cornwallis Local Water Plan Issue from the Environmental Management Committee	A community meeting was held on 12 June 2004 to work through issues and options with the Huia/Cornwallis community. The meeting was successful in that many useful ideas were put forward by the community and these will be included in the Assessment of Water Services. It is proposed to initiate the process for Piha/Karekare in August 2004	Tony Miguel  836 8000 Ext 8294
Watercare Waitakere Water Supply Dams Environmental Management Committee 12 August 2003 Resolution No: 1709/2003	A number of meetings have taken place with stakeholders and Watercare Service Limited. However, there are a number of issues still to be resolved and these are waiting for further information from Watercare.	Tony Miguel  836 8000 Ext 8294

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Signage for Hoani Waititi Marae Board Member's Request	May 2004	August 2004	Adam Moller  836 8000 Ext 8750
Glengarry Road Footpath Board Member's Request	June 2004	August 2004	Adam Moller  836 8000 Ext 8750
Claude Abel Pond - Piha Public Forum 2 March 2004	March 2004	August 2004	Mandy McMullin  836 8000 Ext 8792
Munroe Bridge Project 'Paremuka Bridge' Resolution No: 6 May 2003	6 May 2003	August 2004	Nabeel Hammad  836 8000 Ext 8516
Waitakere River Realignment 6 May 2003	May 2003	August 2004	Harish Singh  836 8000 Ext 8953

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Changing Social And Recreational Needs Of Our Rural Communities 3 June 2003 Resolution No: 1064/2003	June 2003	August 2004	Polly O'Brien  836 8000 Ext 8559

RECOMMENDATION

That the Committee Secretary's Report be received.

Report prepared by: Owena Schuster, Committee Secretary.



8 FREESTONE PLACE LINK-ROAD, WESTERN HEIGHTS: LEGAL ADVICE

PURPOSE OF THE REPORT

The purpose of this report is to provide advice to the Waitakere Community Board with regard to legal aspects of the proposals for the link-road between Freestone Place and Summerland Drive, Western Heights.

BACKGROUND

At its meeting of 1 June 2004 the Waitakere Community Board considered a report on the options to improve traffic and pedestrian safety on the Freestone Place link-road, and the outcomes of community consultation on two options, as follows:

- Option 1 - access-way permanently closed to motor vehicles; and
- Option 2 - access-way opened to motor vehicles after safety factors are corrected.

A verbal report was given on proposed legislative changes in relation to pedestrian malls and the Board resolved as follows:

“That the Waitakere Community Board requests that the decision on Freestone Place be deferred until the July meeting of the Board and that Council’s Legal Advisor provide legal advice on the following options proposed:

- *Option 1 - the Freestone Place Link-Road be permanently closed to motor vehicles; or*
- *Option 2 - the Freestone Place Link-Road be opened to motor vehicles after safety factors are corrected.*

And be on hand to answer questions on the above options.”

918/2004

STRATEGIC CONTEXT

The Waitakere City Council's 'Active Democracy' strategic platform for a sustainable city affords the context for this report. The vision is that:

'People are able and willing to engage in city issues, and feel that they can make a difference. There are high levels of community participation, and people respect each other's views.'

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 for all, for access, communication and safety.

ISSUES

There are a range of options available to determine the future of the link-road:

- Do nothing - This option has no support.
- Retain the link-road as road but undertake work to improve safety factors - This is Option 2 above.
- Retain the link-road as road but declare it a pedestrian mall under Section 336 of the Local Government Act 1974. This is one of the ways in which Option 1 above can be achieved.
- Undertake stopping of the link-road and then execute an easement in gross (an easement in favour of the Council which permits use by the public) for use of the former link-road land as a pedestrian and cycle access only. This is an alternative way to achieve Option 1 above but is an inherently more complicated option. The use of the pedestrian mall provisions of Local Government Act 1974 to achieve Option 1 is to be preferred.

When the Local Government Act 2002 was enacted the provisions of Part XXI of Local Government Act 1974 relating to roads were left unaffected. Road stopping therefore takes place in accordance with Section 342 and The Tenth Schedule of Local Government Act 1974. If there is an objection, and the Council does not allow the objection, then the matter is referred to the Environment Court for a decision on the objections. If the Environment Court allows the objections no further attempt may be made to stop the road for two years. The road stopping process can be protracted and expensive.

There is similar potential in proposals to declare a pedestrian mall. Section 336 Local Government Act 1974 is undergoing change as part of The Local Government Law Reform (No 3) Bill which has just been reported back. Although Section 336 is re-enacted the net effect is unchanged. A decision to declare a pedestrian mall may be appealed to the Environment Court, which can overturn, modify or confirm the decision. In addition, the Bill requires the use of the special consultative procedure, whereas the law currently requires a 'special order' process. A pedestrian mall process therefore has a similar time frame to road stopping and the same potential to become protracted and expensive in the case of an appeal.

A further temporary complication is not knowing when the Bill might become law. The Bill as reported back now contains a transitional provision (Clause 51A) as a result of a submission by this Council, but the drafting is a little obscure and there is still residual risk if the process was to start now as a special order. It is recommend, if the pedestrian mall option is to be pursued, that it be undertaken using the special consultative procedure from the outset.

Option 1, as set out in the 1 June 2004 report, would require a pedestrian mall to be established and under Section 336 Local Government Act 1974. If the Waitakere Community Board adopts this option this may lead to an Environment Court appeal, with significant cost and time delays.

Nevertheless, the Board could recommend to Council that the Freestone Place link-road be turned into a pedestrian mall. If Council adopts this recommendation then the robustness of this decision can be fully tested through use of the special consultative procedure and/or the appeal process

In conclusion, it is appropriate to observe that the link-road remains legal road and it cannot remain temporarily closed indefinitely. There needs to be a resolution, one way or the other.

RESOURCES

There are no resource implications at this stage, but funding has not been allocated for either the cost of a special consultative procedure or an appeal to the Environment Court.

CONCLUSION

Reports have already been submitted to the Waitakere Community Board outlining the options to ensure pedestrian and traffic safety. This report sets out the legal framework for the resolution of this issue.

It remains for the Waitakere Community Board to make a recommendation taking into account the information it has requested and received, and the safety implications for pedestrians and traffic.

RECOMMENDATIONS

1. That the Freestone Place Link-Road, Western Heights: Legal Advice report be received.
2. That, after taking into account safety implications for pedestrians and traffic, legal advice, and community views, the Waitakere Community Board give consideration and recommend to Council one of the following:
 - Option 1 - the Freestone Place Link-Road be permanently closed to motor vehicles; or
 - Option 2 - the Freestone Place Link-Road be opened to motor vehicles after safety factors are corrected.

Report prepared by: Denis Sheard, Legal Services Manager.



9 HERCULES DRIVE - NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's approval to install 'No Stopping At All Times' controls in Hercules Drive, between and around its intersections with Castlevue Lane and Zeus Avenue.

BACKGROUND

A resident of Hercules Drive not knowing the road is within the Waitakere Ward appeared at the Henderson Community Board Meeting to raise her concerns regarding the obstruction and safety problems caused by parked vehicles in her street. The Board advised the Transport Assets Staff who were at the meeting to liaise with the resident and report to the Waitakere Community Board.

STRATEGIC CONTEXT

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

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

ISSUES

Council staff discussed the concerns with the resident and visited the site to understand the problem. Two intersections are situated just 43 metres apart in this narrow, winding and hilly section of Hercules Drive. This section of the road is only 5 metres wide. Due to these reasons, any parked vehicle in this section of the road will be hazardous to traffic safety. Residents have witnessed a few near misses.

A1 As a result of investigations Council staff recommend that 'No Stopping At All Times' controls placed along the northern and southern kerb lines of Hercules Drive, as attached at page A1 . There is a loss of about five legal parking spaces due to this change however those spaces are not safe for vehicles to park. All the residents have off-street parking facilities and the street also has recessed parking bays on either side for on-street parking.

CONSULTATION

Letters outlining the proposed changes have been sent to the properties in the vicinity. There have been no objections to the proposal.

RESOURCES

The work involves painting of broken yellow lines and can be accommodated within 2004/ 2005 road marking budget.

CONCLUSION

It is appropriate to install 'No Stopping At All Times' controls on the northern and southern sides of Hercules Drive between the intersections of Castlevue Lane and Zeus Avenue for the convenience and safety of the local community.

RECOMMENDATIONS

1. That the Hercules Drive - No Stopping At All Times Control report be received.
2. That in relation to **HERCULES DRIVE, CASTLEVIEW LANE AND ZEUS AVENUE:**
 - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Hercules Drive, Castleview Lane and Zeus Avenue, imposed by any prior resolution (including resolutions of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and The Waitakere City Council Bylaw No.7, 1991-Traffic, the following parking limitation and restriction be now resolved to be rescinded namely:
 - on the southern kerb line of Hercules Drive starting from a point 12 metres east of the eastern boundary of 18 Hercules Drive, continuing around the south east corner of Hercules Drive and Zeus Avenue and ending at a point 19 metres north of southern boundary of 2 Zeus Avenue;
 - on the northern kerb line of Hercules Drive starting from a point 6 metres east of the western boundary of 21 Hercules Drive, continuing around the north west corner of Hercules Drive and Castleview Lane and ending at a point 1 metre north of southern boundary of 2 Castleview Lane;
 - around the north east corner of Hercules Drive and Castleview Lane starting from a point in line with the eastern boundary of 1 Castleview Lane and ending at a point 4 metres north of the southern boundary of 1 Castleview Lane; and
 - around the north west corner of Hercules Drive and Zeus Avenue starting from a point in line with the western boundary of 20 Hercules Drive and ending at a point 22 metres north of the southern boundary of 20 Hercules Avenue '**NO STOPPING AT ALL TIMES CONTROLS**' be put in place.
3. And that the appropriate signage and/or markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Upali Ileperuma, Transport Engineer.



10 SUMMERLAND DRIVE, WESTERN HEIGHTS - PROPOSED KEA CROSSING

PURPOSE OF THE REPORT

The purpose of this report is to seek the Waitakere Community Board's recommendation to Council to approve for the construction of a kea crossing at 62 Summerland Drive, Western Heights.

BACKGROUND

Summerland Primary School (at 62 Summerland Drive) and its Board of Trustees have requested the Council to install a kea crossing outside the school's frontage to provide a safe place for children to cross the road.

Kea crossings are installed around schools as school crossing points, so school patrols can control traffic and safely guide children across the road.

A kea crossing only operates when a school patrol and two fluorescent orange crossing point flag signs (one on each side of the road) are present.

The school patrol will be operating before and after school and possibly at lunch time. When the school patrol displays its 'STOP' signs traffic is required to stop. This helps keep children safe when they are going to and from school.

When there are no school patrol and no crossing signs, the crossing point is just like any other section of road.

STRATEGIC CONTEXT

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

Kea crossings are designed so that school patrols can better control traffic and safely guide children across the street.

ISSUES

Summerland Primary School has about 400 children on its enrolment list and about 70 children cross Summerland Drive every afternoon. The school's Principal reported some near-miss incidents on Summerland Drive and requested for the establishment of a kea crossing to provide a safe place for children to cross the road.

The Land Transport Safety Authority (Traffic Note 29) indicates that a kea crossing is warranted where the half hour product of pedestrians and vehicles is not less than 3000. The half hour counts of traffic volume and school children crosses Summerland Drive were carried out in June 2004. The result was approximately 6000, which qualifies for a kea crossing.

As the pedestrian movement is too low outside school times, a permanent pedestrian crossing is not warranted at this location. In general, pedestrian crossings are safe places to cross the road. However, there is a potential danger with pedestrian crossings that are not used very often. Motorists who regularly drive through these crossings know pedestrians seldom use them. When a pedestrian expects they can safely step out onto such a pedestrian crossing, and a motorist assumes no one will be using the crossing, a crash is more likely to happen. Crossings where patrols are operating are generally safer than pedestrian crossing where no one is controlling pedestrians or traffic.

A2

A kea crossing is proposed along the frontage of Summerland Primary School, as attached at page A2. Summerland Primary School has no objection to the proposed design and location of the kea crossing.

The Council Road Safety Coordinators will be liaising with the school, providing advice and assist with training of the patrol and ensure the school is aware of procedures for recording and reporting any incidents.

RESOURCES

The kea crossing will be funded from the Traffic Safety Schools budget line item in the 2004/2005 Annual Plan.

CONCLUSION

A kea crossing has been recommended for construction as an added safety school patrol crossing. Funding is allocated for this project in the 2004/2005 Annual Plan.

RECOMMENDATIONS

1. That the Summerland Drive - Proposed Kea Crossing report be received.
2. That it be recommended to Council that a '**KEA CROSSING**' be put in place at **62 SUMMERLAND DRIVE** be approved.
3. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said kea crossing.

Report prepared by: Vinh Bui, Transport Engineer, Transport Assets.



11 PAREMUKA LAKESIDE - TRAFFIC CALMING

PURPOSE OF REPORT

The purpose of this report is to advise the Waitakere Community Board of traffic calming options in the vicinity of Paremuka Lakeside.

BACKGROUND

At the 1 June 2004 meeting of the Waitakere Community Board a petition signed by 142 residents of Western Heights was presented to the board requesting, among other things, measures be taken to slow traffic in the vicinity of Paremuka Lakeside.

At that meeting a report on the traffic issues in this area was requested by the Board, as follows:

“That the Chief Executive prepare a report for the Waitakere Community Board on traffic issues particularly around the vicinity of Paremuka Lakeside, Espalier Road and Geordie Street, Western Heights.”

696/2004

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.

Centre lines can be applied to calm traffic on roads by restricting vehicles to the left hand side of the road. This is a legal rather than physical technique such as a 'speed hump', but does effectively narrow the appearance of the road and reduce speeds.

ISSUES

The petitioners have requested traffic calming measures be installed around the Paremuka Lakeside area.

Council has a programme for 'slow streets' whereby traffic calming measures, such as speed humps or chicanes are installed in residential streets at the request of the residents. To qualify for slow streets a street should meet most of the following criteria:

- Be designated a 'local road' in the District Plan.
- Have no adverse characteristics, such as a steep grade, severe curves, etc.
- Not be a cul de sac.
- Not be a regular bus route.
- Have a known crash record (at least two injury crashes in the last two years).
- Have a known speeding problem (15% of vehicles traveling at 65km/hr in a 50km/hr zone).
- Have suitable alternative routes to absorb any diverted traffic.

In addition, two thirds of the residents of the street where traffic calming is proposed must have given written support to the proposed traffic calming. Currently there are around 60 streets on the waiting list for traffic calming measures. Given the current funding levels for the slow streets programme it will be several years before all these streets can be attended to.

Hillwell Drive is a regular bus route with the 014 bus using it approximately every half hour during the day on weekdays. There are no reported injury accidents on record in either Hillwell Drive or Espalier Drive. Thus these streets are not strong contenders for physical traffic calming measures. There are three injury accidents on record for Geordie Street. Of these, two were serious injury accidents where an alcohol influenced driver hit a parked car in both cases. Speed humps, paid for by the developer of the Espalier Drive / Hillwell Drive developments are to be installed in the near future in Geordie Street.

The petitioners suggested closing off access between Geordie Street and Espalier Drive. At this time this is not considered a desirable measure, as it runs contrary to Council's connectivity strategy for new developments and would be difficult legally to implement. When permanently closing any public road Council must publicly notify the proposed closure. Should any person object to the closure then the matter must be sent to the Environment Court for review at Council's expense. One resident of Espalier Drive has contacted Council staff opposing the suggested closure of the access to Geordie Street and it is likely that other residents would also oppose any closure if they were aware of it.

Installing a centre line in a road can have traffic calming and other safety benefits and is very cost effective. The centre line narrows the road in the perception of drivers and these results in lower speeds. It also requires many drivers to keep to the left hand side of the road, in particular where there is a curve in the road and there is a natural tendency for the outside lane of traffic to cut in, and helps prevent head-on crashes. For these reasons it is recommended that centre lines are installed in Geordie Street, Espalier Drive and Hillwell Drive.

RESOURCES

The proposed alterations can be implemented under the 2004/2005 maintenance contracts.

CONCLUSION

The proposal to install centre lines in Hillwell Drive and Espalier Drive is desirable both to improve road user safety.

The older southern end of Geordie Street south of the chicane is part of the Henderson Ward. A report has been sent to the Henderson Community Board requesting approval to install a centre line in Geordie Street. The portion of Geordie Street within the Waitakere Ward is very small and because of the presence of the chicane and the recently installed 'Give Way' control approved by the board, does not require a centre line to be installed.

RECOMMENDATIONS

1. That the Paremuka Lakeside - Traffic Calming report be received.
2. That a centre line be put in place throughout **HILLWELL DRIVE** and **ESPALIER DRIVE**, with the exception of those portions where the roads surface is paved with paving stones.

Report prepared by: Paul Schischka, Transport Engineer.



12 LION ROCK CORNER PROJECT - PIHA

PURPOSE OF THE REPORT

The purpose of this report is to present to the Waitakere Community Board the proposed coastcare project work to be undertaken at Lion Rock Corner and to seek approval to proceed with the project as detailed.

BACKGROUND

On Wednesday 3 December 2003 a meeting was held between Council officers, Piha Coastcare and the Piha Residents and Ratepayers Committee representatives. This meeting clarified the co-ordination between the parties and established an agreed process to be undertaken with regard to coastcare projects.

A3

The agreed process flow diagram for consultation on coastcare projects is attached at page A3.

As a result of the above meeting, a 'test-case' project was undertaken according to the agreed processes. The project in question being the Lion Rock Corner.

According to the process agreed, a preliminary report was presented to the Piha Residents and Ratepayers Committee meeting in February 2004. This report outlined the proposed consultation process for the project and some initial options for the community to consider in relation to the issues at Lion Rock Corner. This report was endorsed by the Piha Residents and Ratepayers Committee and the consultation was subsequently undertaken.

The following detailed consultation process was approved for the Lion Rock Corner project.

- Initial presentation of proposed project presented to Piha Residents and Ratepayers Committee (13 February) follows format of process of endorsement of Coastcare related projects.
- Letters sent to all ratepayers outlining project and opportunities for input.
- Information in Piha News (deadline 15 February).
- Information on Community Notice board and shop.
- Display at library.
- On site open day to be held on a Sunday from 10 am to 1 pm
- Notes taken at open day.
- Comment sheets provided at open day and in mail out to all residents.
- Report back to Residents and Ratepayers Committee with summary of consultation and recommended amendments to plan and proposed final project for endorsement and any final modifications/additions.
- Report to Waitakere Community Board with finalised project plan for approval.

All the above consultation process actions have been undertaken with the final step in the process being this report to the Community Board.

A4-A40

Following the consultation a report was then presented to the Piha Residents and Ratepayers Committee meeting on 4 June 2004 which outlined the consultation feedback and the proposed details of the project for Lion Rock Corner. This report is attached at pages A4 to A40 and forms the basis of the proposal being put forward in this report to the Board for approval.

At the Piha Residents and Ratepayers Committee a number of issues were raised which are to be included in the project proposal, these are outlined under the issues section of this report.

The resolution from the Piha Residents and Ratepayers Committee is as follows:

"That the plan for Lion Rock corner presented by Renee Lambert of Waitakere City Council be endorsed, with the addition of approval of temporary fencing and other suggestions as discussed at this meeting, for forwarding to the July Waitakere Community Board meeting."

STRATEGIC CONTEXT

The specific and management outcomes sought for beach management at Piha are outlined in the Piha Coastal Management Plan. This document drives the coastcare projects at Piha and provides the framework for the detailed planning for dune management in the area.

The Piha Coastal Management Plan adopted in June 2000 identified a number of implementation actions for the Mid Beach area (of which the Lion Rock Corner project area is included). The implementation action from the Plan identifying this project is outlined below:

- “4. Accessways to the beach from Marine Parade North will be consolidated and directed towards the part of the beach patrolled by surf lifeguards. This will be done as a two stage process, with the second stage only undertaken if necessary. The first stage will be planting, temporary protection of plants and reformation of walkways. The second stage would be the use of sand ladders. Liaison with the surf lifeguards on the exact location of accessways to maximise beach safety will be undertaken.”*

ISSUES

The Piha Residents and Ratepayers Committee highlighted some amendments and considerations for the Lion Rock Corner. All of these will be incorporated into the detailed work programme for the project. These include:

- Inclusion of temporary fencing of areas in the dunes which are planted with associated explanatory signs. The intention being to monitor the growth of the plants and remove the fencing when they are established enough to cope with occasional trampling (anticipated to be about 6 - 8 months depending on weather conditions).
- Reduction in amount of Phormium Cookianum used on the bunds, in particular, next to pedestrian routes as they impede movement.
- Mail out to all ratepayers outlining the work to be undertaken and notice in library.
- Ongoing site meetings as required with Residents and Ratepayers and Coastcare to determine layouts of bunds and temporary fencing and signs etc when work progresses and to ensure safety issues at Lion Rock Corner are adequately covered.
- Ongoing monitoring of weeds and maintenance of bunds to ensure they do not become weed infested mounds.

With the addition of the above provisions the proposed project is as follows, plans associated are attached with the Piha Residents and Ratepayers report.

Proposed Project Implementation (based on submission comments, management plan policies and Piha Residents and Ratepayers comments)

The approach being proposed focuses on trialling a more naturalistic planted edge to the car park area adjacent to Seaview Road. It is intended that providing this edge and guiding people to existing access way tracks through the dunes that the number of ad-hoc tracks through the dunes can be reduced and a degree of infill dune species be planted to help restore some of the open areas of dune, and in particular, the dune faces.

At this stage it is proposed that permanent fencing is not used to define the tracks as this is seen as being more visually invasive than desired for this area. Reduction of the number of tracks and restoration of some of the vegetation will instead rely on clearly identified track entrance points and discrete use of the hand-painted small beach care signs to encourage support of the project by minimising ad-hoc trampling through the dunes. Temporary dune fencing will be utilised while plants are established.

Details of the proposal include the following (these are detailed on accompanying plans and are illustrated by sketches from photographs of the area):

Car Park Bund (Refer to Planted Bund Details)

It is proposed that the existing timber half-round railing that defines the car park area is replaced with a low planted bund. These will run parallel to the back of the dunes and will define the car park area from a pedestrian movement area on the seaward side which will provide access to the tracks through the dunes. The bunds are proposed to be no higher than .5 metre with low planting up to .5 metre high (maximum of 1 metre) so that views over the bunds are not interrupted. At 15 metre intervals the bunds will open up to provide pedestrian access from the car park to the grass and sand track behind the bund which leads to the dunes. Low timber bollards will be required in these gaps to prevent vehicles driving through. These will be predominantly minimised in impact due to being located between the planted bunds.

Track Identification (Refer to overall diagram of proposal)

In order to identify to pedestrians where the preferred track access ways are located, it is proposed to use a timber 1.2 metre high post (similar to those at south Piha). There will only be one located at each track entry point.

Fencing (Refer to overall diagram of proposal)

There is no permanent fencing proposed at this point in time as part of this project. The intention is to trial the use of planting and coast care signs to encourage people to use the preferred tracks. Temporary fencing will be utilised in the initial establishment phase of the project. It is proposed that photographic survey be used to monitor the success of this approach. If after a year it becomes clear that the approach is not successful and that track damage through the dunes has not reduced from the current situation, then a report will be brought back to the Piha Residents and Ratepayers Committee for further consideration of how to address the issue.

Road Safety Issues (Refer to overall diagram of proposal)

A number of submissions proposed that the corner beside Little Lion Rock required a safer pedestrian access. There was concern however, about the impact of bollards to prevent cars parking on the road edge, which is what causes people to walk out on the road.

It is proposed to use a mix of low timber bollards interspersed with low planted bunds and rock to prevent cars parking on the Little Lion Rock corner and up to the first access track to the beach. This will provide a safe pedestrian access route while also protecting the views through to the dunes and beyond Little Lion Rock (ie. No cars spoiling the view of Little Lion Rock as you approach the corner). This proposal has been checked with the Waitakere City Council Transport Assets team and the design as presented meets road safety requirements. The approach will merge in with the proposed bunding defining the car park area and is proposed to be a naturalistic approach to defining the road edge rather than just using timber bollards.

Number of Tracks and Signage

It is proposed to reduce the number of tracks in this area to five preferred track routes. The remaining smaller tracks will be planted with appropriate dune species and defined with the use of the small hand-painted coast care dune protection signs (in a temporary capacity) to encourage support for the use of the preferred tracks. It is felt that the use of strategically placed coast care signage will be the key to the success of this project and the non-use of permanent fencing. We are intending to rely on public response to assistance with the project in allowing re-vegetation of some of the lesser used and redundant tracks.

Planting (Refer to planted bund details)

It is proposed at to plant the open sand areas of the existing dunes in this area with a mix of Spinifex and some clumps of pingao. Only the open sand areas of the dune are to be planted (outside the preferred tracks) and all existing Muehlenbeckia and grass areas are to remain.

The bunds are proposed to be planted with a mix of coastal species indigenous to Piha. All these species are .5 metre or lower in height and/or are planted so that their maximum height will be no more than 1 metre. The mix has been chosen to provide some textural variety and interest ie. Use of oioi along the pedestrian movement area is lovely to touch while walking past to the track entrances. The species proposed are detailed in the plant schedule on the associated drawings.

It is proposed that all planting will be undertaken by the Piha Coastcare group.

The bund formation and preparation for planting would be undertaken by Waitakere City Council.

RESOURCES

The draft 2004/2005 Annual Plan has identified \$30,000 for Beachcare Projects. The budget covers beach care and coast care work at both Piha and Bethells Beach (the two west coast beaches with active beach/coast care groups). This project will be funded from the Beachcare Budget.

CONCLUSION

The process for the establishment of the coast care project at Lion Rock Corner has been undertaken with success within the community at Piha and has highlighted the benefit of having a consistent and clear process for major coast care project development in Piha. The Piha Residents and Ratepayers Committee has endorsed the project and it is now being forwarded to the Waitakere Community Board for approval to be undertaken in the 2004/2005 year.

RECOMMENDATIONS

1. That the Lion Rock Corner Project - Piha report be received.
2. That the Waitakere Community Board approve the Lion Rock Corner project as presented in this report and that work proceed within the 2004/2005 year as part of the Piha coast care project work.
3. That the consultation flow diagram for coast care projects (and undertaken for the Lion Rock Corner project) as outlined in this report be endorsed as the approved process for all future coast care projects at Piha.

Report Prepared by: Renee Lambert, Service Manager: Parks Planning.



13 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.

WAITAKERE COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region Community Boards' Association Executive Committee	Christine Shepherd
Corban Reserve Workers Memorial Workshops	David Hallett
Footpath Construction: Budget Allocation	Kevin Healy
Friends of Arataki Trust	Kevin Healy
Glen Eden Citizen Advice Bureau	Betty Hanson
Keep Waitakere Beautiful	Christine Shepherd
Huia/Cornwallis Local Water Agenda Steering Group	Diane Goodley (Alternate: Rob Taylor)
Indoor Youth Facility Project Team	Christine Shepherd
McLaren Park Community Project Steering Group	Christine Shepherd Diane Goodley
Piha/Karekare Local Water Agenda Steering Group	Betty Hanson (Alternate: Rob Taylor)
Piha/Karekare Stormwater Liaison Group	Betty Hanson
Summerland Drive proposed Community Facility Project Advisory Group	Christine Shepherd
The Weedfree Waitakere Trust	Diane Goodley
West Coast Plan Liaison Group	Betty Hanson
Waitakere Ward Weed Control (Working Party)	Diane Goodley

COUNCIL COMMITTEES	
Community Sport Fund Allocation Subcommittee	David Hallett (Alternate: Diane Goodley)
Lower Oratia Stream Reserves Management Plan Subcommittee	Kevin Healy Diane Goodley
Hearings Committee	Rob Taylor (Alternate: Diane Goodley)
Kay Road Balefill Site Management Committee	David Hallett
WORKING GROUPS	
Glen Eden Library Working Party	Betty Hanson
Project Twin Streams	Kevin Healy
Wai Care Programme	Betty Hanson and Rob Taylor
Wellbeing Fund Working Party	Diane Goodley

