

NOTICE OF MEETING

WAITAKERE COMMUNITY BOARD

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

DATE: Tuesday, 3 June 2008 **TIME:** 7.00 pm

VENUE: Waitakere Central, 6 Henderson Valley Road, Henderson,
Waitakere

to consider the business as set out herein and to take any necessary action connected therewith.



28 May 2008

Emma Joyce
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8950

MEMBERSHIP:

Mr	KJP	Witten-Hannah, JP (Chairman)
Mrs	CA	Shepherd, JP (Deputy Chairman)
Ms	LE	Davies
Mrs	EG	Francke
Cr	PA	Hulse
Cr	PG	Mitchell
Mr	EN	Taylor

(Quorum 4 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON TUESDAY, 3 JUNE 2008,
COMMENCING AT 7.00 PM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	CONFLICTS OF INTEREST	1
5	PUBLIC FORUM	2
6	CHAIRMAN'S REPORT	2
7	BOARD MEMBERS' REPORTS	3
8	COMMITTEE SECRETARY'S REPORT	4
9	WAITAKERE WARD RAIL ISSUES	9
10	WELCOME TO WAIATARUA SIGNS	15
11	TITIRANGI TOWNSHIP, TITIRANGI - PARKING INFORMATION	17
12	TAWINI ROAD, TITIRANGI - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION	19
13	ANZAC VALLEY ROAD / BETHELLS ROAD INTERSECTION, WAITAKERE - NEW STOP CONTROL	21

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WAITAKERE, ON TUESDAY, 3 JUNE 2008,
COMMENCING AT 7.00 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - 6 May 2008

RECOMMENDATION

It is recommended that the Waitakere Community Board resolve to:

Receive the minutes of the meeting of the Waitakere Community Board held on Tuesday, 6 May 2008, as circulated and that they be taken as read and now be confirmed.



3 URGENT BUSINESS

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

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

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

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



4 CONFLICTS OF INTEREST

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



5 PUBLIC FORUM

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

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

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



6 CHAIRMAN'S REPORT

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Chairman's Report for June 2008.
2. **Approve** the Waitakere Community Board's submission to the draft Annual Plan 2008/2009.
3. **Approve** the nomination of Henderson Community Board member, Wayne Bainbridge, to represent all four Waitakere Community Boards at the 2008 Local Government New Zealand Conference.

A1-A5

The last month has been busy with preparation and presentation of our submission to the Annual Plan as well as the usual round of Ratepayers' Groups meetings. At the beginning of the month, I chaired a meeting of the Piha / Karekare Water Quality Group. The big issue facing this group is the affect on the Piha Lagoon from overloading of the wastewater systems of the Campground, RSA, Bowling and Surf Clubs. It is clear that a cooperative solution is going to be the best way forward. The organisations involved are all being responsible and are willing to make changes in the short term and to work together to achieve a long term solution. We have included a request for funding towards planning this long term solution in our submission to the Annual Plan. The Waitakere Community Board's Annual Plan submission is attached at pages A1 to A5.

The Oratia Residents and Ratepayers' Annual General Meeting was held in May 2008 in the small hall at Oratia. There was a good turnout, helped by inviting the new Principal of Oratia School, Sherilee Swanepoel, as guest speaker. Sherilee gave an entertaining and thought provoking speech. The hardworking executive of the Oratia Residents and Ratepayers' is continuing but they are looking for a new treasurer. The halls at Oratia are looking fantastic. Our communities certainly need continuing support for the excellent work they do in maintaining these halls which play such an important role in community life.

I have also attended a Karekare Residents and Ratepayers meeting. They continue to be concerned at the amount of time local projects are taking. The delays on the bridge repairs are unavoidable but there is great concern over the time being taken to repair slips on the roads. I was involved in the monitoring of the testing of the Tsunami Warning System at Karekare. It went without a hitch and I understand it was generally successful throughout the City. While we hope we will never need it, it is good to be prepared.

Roading repairs is one of several areas for which it appears that there is inadequate provision in the draft budget. I say 'appears' because it seems that in some cases changes in accounting practice may be responsible for apparent budget changes. Clearer reporting of these changes in the draft budget might have saved some distress to affected communities. Another issue I particularly wish to draw attention to in relation to the Annual Plan is the issue of access across the tracks at Swanson Station. We are asking that Council works with the Auckland Regional Transport Authority to ensure that the ramp at Glen Eden is not repeated at Swanson and that lifts are used instead to enable track crossing for people with access issues.

The Community Board Chairmen consulted over a representative from the four Community Boards to attend the Local Government New Zealand conference. Wayne Bainbridge, Deputy Chairman of the Henderson Community Board has been selected to attend and I would ask that the Waitakere Community Board endorses that selection. Massey and Waitakere Wards have 'had a turn' so the Chairmen felt it was good to endorse a member of the Henderson Community Board this time.

I would like to congratulate Rex Sunde and Artisan Wines on recent recognition that they have achieved including an endorsement on National Radio by John Hawkesby. It is excellent that here and at other local wineries excellent wine is being produced at quite reasonable prices.

Finally I would like to acknowledge the passing of Councillor Hulse's mother. I wish to extend the Board's sympathy to Penny and her family and also to pay tribute to the way she has kept up her huge workload at this difficult time.

KJP Witten-Hannah, JP

CHAIRMAN



7 **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 and Far North Community Board Association Executive Committee	Christine Shepherd
City Safety Action Group	Evan Taylor Linda Davies (alternate)
Huia/Cornwallis Local Water Agenda Steering Group	Linda Davies

OUTSIDE ORGANISATIONS	APPOINTMENT
Keep Waitakere Beautiful	Christine Shepherd Elizabeth Francke (alternate)
Piha/Karekare Local Water Agenda Steering Group	Kubi Witten-Hannah
Waitakere Citizen Advice Bureau	Gayle Marshall Shirley Savage
West Coast Plan Liaison Group	Elizabeth Francke
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Linda Davies Kubi Witten-Hannah (alternate)
Kay Road Balefill Site Management Committee	Christine Shepherd
Long Term Council Community Plan and Annual Plan Committee	Kubi Witten-Hannah Elizabeth Francke (alternate)
Street Events Subcommittee	Evan Taylor



8 COMMITTEE SECRETARY'S REPORT







RECOMMENDATION

It is recommended that the Waitakere Community Board resolve to:

Receive the Committee Secretary's Report for the Waitakere Community Board dated 3 June 2008.

	Issue	Comments	Reporting Council Officer
1.	Community Board Awards Officer's Report	Nominations for the inaugural Community Board Awards opened on 16 May 2008. Communities have six weeks to nominate an 'unsung hero' for an award to be presented by the Mayor at a ceremony on Friday, 27 June 2008. There will be five awards presented for each ward. The Awards have been advertised in the Aucklander and the Western Leader. A copy of the advertisement is attached at page A6.	Emma Joyce ☎ 836 8000 Ext: 8950

	Issue	Comments	Reporting Council Officer
2.	Review of Speed Limits in Waitakere Board Members' Request	Land Transport New Zealand (LTNZ) and the New Zealand Police were invited to comment on the draft assessment report for the review of speed limits in Waitakere. LTNZ expressed some concerns with the draft and requested substantial further information be included in the report to allow them to review it thoroughly and provide their formal response. Consequently, the next phase of the project was deferred while this further information was compiled and forwarded to LTNZ for review. Council officers are now waiting for feedback from LTNZ before preparing a report to Council who will determine whether the review requires public consultation and whether to incorporate any recommendations from LTNZ into the review.	Adam Moller ☎ 836 8000 Ext: 8750
3.	Piha Road, Huia Road and Scenic Drive, Waitakere – Proposed Curve Signage Improvements Waitakere Community Board 4 December 2007 3857/2007	A review of signage on Piha Road, Huia Road and Scenic Drive took place in 2007. As a result of this review, 74 new signs indicating revised curve speed advisory limits were installed and 33 superfluous chevron indicators were removed. Eight signs were also erected to improve the visibility of the slow vehicle bays on Piha Road, Piha. The total cost for the curve signage improvements was \$14,113.00 including materials and labour. The work was completed in February 2008.	Hussam Abdul-Rassol ☎ 836 8000 Ext: 8961
A7-A25	4. Grazing Land at Armour Bay Reserve, Parau Waitakere Community Board 4 September 2007 3414/2007	At its meeting on 4 September 2007, the Waitakere Community Board resolved the following in respect of grazing land at Armour Bay Reserve, Parau: <i>“1. That the Grazing Land at Armour Bay Reserve, Parau - Registrations of Interest Received report be received.</i> <i>2. That it be recommended to the City Development Committee that public consultation be commenced regarding whether Armour Bay Reserve, Parau be used for grazing purposes.”</i> <i>3414/2007</i> The proposal for grazing at Armour Bay was publicly notified on 19 January 2008 with submissions closing on 19 February 2008. The majority of submissions were against the proposal. The outcomes of this consultation will be reported to the Infrastructure and Works Committee meeting on Wednesday, 4 June 2008. A copy of the report to the Infrastructure and Works Committee is attached at pages A7 to A25 for the Board's information.	Margaret Groot ☎ 836 8000 Ext: 8776
5.	Claude Abel Pond Reserve, Piha Officer's Report	The removal of the lilies was undertaken in May 2008. Some minor works are still to be completed.	Tracey Hamilton ☎ 836 8000 Ext: 8969

	Issue	Comments	Reporting Council Officer
6.	Waitakere Township Public Toilet Officer's Report	The construction of the toilets commenced in April 2008 and are scheduled to be completed by mid-June 2008.	Ian Lamont  836 8000 Ext: 8303
7.	Karekare Toilets and Wastewater System Upgrade Officer's Report	Contracts have been awarded and a pre-start meeting was held on site in May 2008 with both contractors involved with the project. The construction works on the Karekare toilets and the upgrade of the wastewater system are scheduled to commence at the beginning of June 2008 and are expected to be completed by the end of August 2008. The existing toilet and the visitor car park will remain open during construction.	Andreas Lilley  836 8000 Ext: 8553
8.	Swanson Station Public Toilets Officer's Report	The construction of the toilets commenced in May and is scheduled to be completed by the end of June 2008.	Ian Lamont  836 8000 Ext: 8303
9.	Piha Domain Footbridge Officer's Report	The construction of the footbridge commenced in May and is scheduled to be completed by the end of July 2008.	Katharine Slack  836 8000 Ext: 8779
10.	Kitewaho Reserve / Weed Control and Planting Officer's Report	Native plants will be planted on the reserve in autumn. Weed control is well underway and continued work in preparation for planting is being carried out.	Helen Biffin  836 8000 Ext: 8758
11.	Community Board Minor Park Projects 2007/2008 Officer's Report	Parrs Park - Seats Two seats are scheduled to be installed in early June 2008 with plaques acknowledging the contribution of the Waitakere Community Board to the development of Parrs Park. Swanson Oaks - Community Notice Board The notice board is currently being manufactured and is scheduled to be installed in early June 2008. Sturges West Community House - Landscaping The planting around the sculpture is scheduled to be undertaken in June 2008. McLaren Park - Community Notice Board The notice board is currently being manufactured and is scheduled to be installed in early June 2008.	Katharine Slack  836 8000 Ext: 8779

	Issue	Comments	Reporting Council Officer
12.	Possum and Rat Control Programme Officer's Report	<p>Possum and rat control has been undertaken at Henderson Valley and Swanson Scenic Reserves and Kaurimu and Warner Park Reserves during April and May 2008.</p> <p>Possum control will also be undertaken at the Kay Road Balefill, Waitakere Quarry and Henderson Valley Green.</p> <p>Trapping is the preferred method to control these animal pests.</p> <p>Numbers caught to date:</p> <p>Henderson Valley Scenic Reserve - 19 possums and 27 rats;</p> <p>Swanson Scenic Reserve - 33 possums and 42 rats;</p> <p>Kaurimu Reserve - 4 possums and 5 rats;</p> <p>Warner Park Reserve - 7 possums and 13 rats.</p>	<p>Helen Biffin ☎ 836 8000 Ext: 8758</p>
13.	2008 Native Re-vegetation Programme Officer's Report	<p>Weed control and native re-vegetation planting will be carried out on the roadside berm at the corner of Seaview and Beach Valley Roads at Piha to enhance the small area of native bush and reduce weeds in that area. Planting will not occur on the road corner in order to ensure driver visibility at this junction.</p>	<p>Helen Biffin ☎ 836 8000 Ext: 8758</p>
14.	Titirangi War Memorial Car Park Upgrade Officer's Report	<p>The northern part of the car park at the Titirangi War Memorial adjacent to the kindergarten is being upgraded in 2008/2009 as part of Council's ongoing car park renewal programme.</p> <p>The car park will be resealed, along with minor kerb and channel repairs and line marking.</p> <p>Detail designs are currently being developed and physical works are scheduled to commence in October 2008.</p>	<p>Andreas Lilley ☎ 836 8000 Ext: 8553</p>
15.	Te Henga Park - Under Grounding of Power Supply Officer's Report	<p>The undergrounding of two power poles and sections of line is scheduled to be undertaken in June 2008. The location of the undergrounding is between the main Bethells Beach power line and the pole supplying power to the mobile café.</p>	<p>Katharine Slack ☎ 836 8000 Ext: 8779</p>

	Issue	Comments	Reporting Council Officer
16.	Oratia Reserves and Public Access Plan Update Board Members' Request	<p>The Oratia Reserves and Public Access Plan (the Plan) has been developed to identify future reserve requirements and to guide the implementation of an integrated parks network for Oratia. It is intended as a guide to both Council, landowners and the community for acquisition of reserves.</p> <p>The Plan is directly linked to the subdivision allowed through the Oratia Structure Plan. The Plan is now being used to guide Council as to which land to acquire in the future should the opportunity arise through, for example, the processing of subdivision applications or the sale of land within the are of the Structure Plan. As such, any application for subdivision consent in Oratia will be checked against the Plan.</p> <p><u>Bridle Trail</u></p> <p>Amendments to the Plan made after final consultation identified a lack of support for a bridle trail in Oratia. As such, the bridle trail was removed from the Plan.</p> <p><u>Walkways and Oratia Domain</u></p> <p>A number of proposed future walkways along key streams and to provide linkages within the community and the purchase of land for an Oratia Domain are included in the Plan.</p> <p>The purchase of land required for the development of the Oratia Domain is currently being progressed by Council officers. The proposed walkways were identified to be developed following the acquisition of the required land by Council as and when subdivision occurs within the area.</p>	<p>Renee Davies ☎ 836 8000 Ext: 8118</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Project Twin Streams Four Monthly Report	August 2005 Resolution No. 1468/2005 Last updated 5 February 2008	2 June 2008	Tony Miguel ☎ 836 8000 Ext: 8294
Footpath Maintenance Priority List	6 November 2007 Resolution No. 3726/2007	1 July 2008	Canute Chandrakumaran ☎ 836 8000 Ext: 8716
Piha / Karekare and Huia / Cornwallis Local Water Plans	September 2004 Environmental Management Committee	Further updates will be provided to the Board on the basis of requirement	Tony Miguel ☎ 836 8000 Ext: 8294

Report prepared by: Emma Joyce, Committee Secretary.



9 WAITAKERE WARD RAIL ISSUES

GLOSSARY

Auckland Regional Transport Authority (ARTA)

EXECUTIVE SUMMARY

This report is intended to update Waitakere Community Board Members on a number of rail-related projects within the Waitakere Ward.

These matters include:

- The completion of double-tracking works between Henderson and Swanson;
- The planned introduction of an improved rail timetable in July 2008;
- The planned introduction of a trial peak commuter rail service in July 2008 between Helensville and Britomart;
- ONTRACK's requirement for a grade-separated pedestrian crossing at Swanson Station to address serious safety risk issues;
- Plans for an additional park and ride facility at Swanson Station;
- Waitakere Station access, parking and other issues.

ONTRACK representatives will attend the meeting to answer questions from Board Members relating to the grade-separated pedestrian crossing at Swanson Station.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Waitakere Ward Rail Issues report.
2. **Agree** that the Chairman of the Waitakere Community Board provide comment in response to the issues raised in relation to Waitakere Ward rail issues, which will be forwarded to the relevant committee of the Council for their consideration.

BACKGROUND

1. Urban rail services in the Auckland region have improved considerably from a position in the early 1990s when a complete closedown of the then skeletal urban passenger network was being seriously considered. At that time Western Line rail services ran approximately hourly at peak times and roughly two-hourly at off-peak times during the day on weekdays only.
2. The purchase by Tranz Rail of second-hand diesel multiple units in 1993, made possible by the electrification of the Perth urban rail network, allowed timetable improvements to be introduced in mid-2004 that doubled western line train frequency to half-hourly at peak times; hourly during the day on weekdays; and reintroduced Saturday train service for the first time in many years. The patronage response was spectacular, with rail patronage quickly doubling from one million per annum to two million per annum.
3. The result of this patronage surge was overcrowding on peak Western Line trains as platforms could only accommodate two-car trains. In 1998, the Auckland Regional Council funded the extension of Western Line platforms to accommodate four-car trains and also the operation of the most-heavily patronised services by four-car trains.
4. The opening of the Britomart Transport Centre in 2003 led to a further major patronage surge from 2.5 million passengers in 2003 to 6 million in 2007.

5. The 2006 Government Budget included funding of \$600 million to fund a major redevelopment of the Auckland rail network, including the duplication of the Western Line between Newmarket and Swanson; a 1km rail trench through New Lynn and the redevelopment of Newmarket Station. These developments are a vital pre-requisite for the planned introduction of 10-minute frequency peak train services across the urban rail network in 2010.
6. There was a small drop in Western Line patronage caused by disruptions to services as a result of double-tracking works between New Lynn and Henderson. However, Western Line rail patronage is again growing strongly with staff travelling by train to work reporting that existing trains starting at Waitakere in the morning peak now have standing room only from Ranui Station.
7. The Auckland Regional Transport Authority (ARTA) is planning to introduce six-car trains on the Western Line first as the double-tracking project means that all stations in Waitakere (except Waitakere Station) will have platform lengths able to accommodate these trains.
8. Double-tracking works between Henderson and Swanson are in their final stages with commissioning planned for the Queen's Birthday holiday weekend (Friday, 30 May to Monday, 2 June 2008), just prior to the Board meeting. From Tuesday, 3 June 2008, trains will use both tracks and accordingly passengers will use both platforms at the three stations.
9. ARTA plans to introduce a new rail timetable in July 2008. This will provide for a 15-minute peak train service between Swanson and Britomart in both directions (currently around every 36 minutes); a 30-minute interpeak train service (currently also around every 36 minutes); and the reintroduction of Saturday train services between Waitakere and Henderson. These services have been replaced by buses for the duration of the double-tracking works between Henderson and Swanson.
10. ARTA is also planning to introduce a trial peak commuter rail service between Helensville and Britomart at this time. This will provide a single daily return service using the existing Helensville Station and temporary stations at Waimauku and Huapai. This service will operate express between New Lynn and Newmarket in both directions.

DECISION MAKING

11. Responsibility for rail issues is shared among a number of organisations. Principal amongst these is ONTRACK, the state-owned enterprise that operates the national rail network infrastructure, and ARTA which plans and funds public transport service in the Auckland region. The recent announcement by the Government that it is purchasing Toll Rail's New Zealand operations will mean that all rail operations in New Zealand, apart from the contracted operation of Auckland urban passenger rail services by Veolia Transport, will be in public hands. The final form of how this will work in practice was still unclear at the time of writing this report.
12. This report is for the Board's information only as rail issues are the responsibility of ARTA and ONTRACK. However, the Board does have an advocacy role in relation to rail issues in its area and does have a delegation in relation to parking issues identified in this report where these are on Council roads.
13. The Council sees the renaissance of urban rail services in the Auckland region as being critical to achieving the City's strategic outcomes. To this end, the Council's role in rail extends beyond its legal regulatory role under the Resource Management Act to a significant advocacy role as rail has a very significant city-shaping function. Council officers are in regular contact with ARTA and ONTRACK staff over a broad range of rail-related issues.

Issues

14. There are a number of areas of interest where the Council has been engaged in rail issues in Waitakere Ward in recent times. This report is to inform Board Members of these issues and to receive feedback from Board Members on them.
- A26-A29 15. **Swanson Station Pedestrian Rail Overbridge.** The Council had requested that ONTRACK provide an at-grade pedestrian crossing at stations west of Henderson instead of the earlier proposal to construct grade-separated pedestrian crossings similar to the one constructed at Glen Eden. This letter is attached at pages A26 to A27 and the reply from ONTRACK at pages A28 to A29. ONTRACK staff carried out a review of the planned grade-separated pedestrian crossings at Sturges Road, Ranui and Swanson stations. In the case of Sturges Road and Ranui stations, ONTRACK concluded that an acceptably safe at-grade crossing solution, controlled by electronic gates, could be achieved at these stations. However, at Swanson Station ONTRACK could not approve an at-grade pedestrian crossing at Swanson Station. This is due to the fact that double-tracking terminates immediately west of the station. This means trains may need to be held in the station area while the track ahead clears, and could at times block a level crossing. The section of track at Swanson will be signalled for bi-directional train operation and in addition, there are human factors issues involving risk-taking behaviour in the rail environment.
16. ONTRACK has presented to an earlier Board meeting outlining the safety case for a grade-separated pedestrian crossing at Swanson Station. Recent fatalities in both the Auckland and Wellington urban rail network underlines the very real nature of rail safety issues and their tragic consequences. A further incident in which a toddler was reported to have crawled beneath a stationary train held across a pedestrian level crossing in the Hutt Valley further highlights the issues.
17. ONTRACK has been working with Council officers and community representatives to design a pedestrian rail overbridge at Swanson Station that fits with its context and addresses or mitigates the issues of bulkiness and scale that have led to criticism of the Glen Eden pedestrian rail overbridge.
18. ONTRACK urgently needs to progress the finalisation of the design and construction of the pedestrian rail overbridge. The existing at-grade pedestrian crossing at the eastern end of Swanson Station will be kept open temporarily after the completion of double-tracking works. However, owing to the significant safety issues, including the fact that trains can run in two directions on both tracks, a 10 km/h speed limit will be imposed on trains at this point. This has significant implications for on-time train operation which could have cascading effects across the urban rail network.
19. Council officers are working closely with ONTRACK and ARTA to co-ordinate planning of the Swanson Station park and ride with the upgraded station at Swanson. This includes co-ordination of the respective levels of the park and ride and the rail platform to enable ONTRACK to complete its planning of the pedestrian rail overbridge.
20. ONTRACK is prepared to consider funding the capital cost of lifts at Swanson Station to reduce the visual impact of the bridge structure, without which extensive ramps would be required to ensure accessibility requirements are met, especially on the southern side of the rail line. However, ONTRACK as an organisation does not operate lifts at railway stations which is normally the responsibility of ARTA.
21. Initial conversations have taken place between ONTRACK and ARTA about whether ARTA would be prepared to accept responsibility for the operation of these lifts and the associated operational expenditure to maintain them.

22. In the past, lifts have only been provided at stations where there is no other practical way to provide access due to space constraints (Papakura, Middlemore and Kingsland); where the capital cost was funded by a third party (Sylvia Park, Henderson and Britomart); or where passenger volumes and/or space constraints for station upgrades justifies the provision of lifts (New Lynn and Newmarket). It is worthy of note that in Henderson the Council is in the anomalous position of funding and operating the only access between the railway station and the surrounding street network as the Council's aspirations for the quality of that access – including lifts, escalators and a high-quality covered Airbridge – was significantly higher than the standard of access – basic ramps, stairs and uncovered concrete walkways - provided at that time.
23. At the time of writing, it is uncertain as to whether ARTA will agree to take responsibility for the operation of any lifts at Swanson Station or for meeting their operating costs. It is possible that if extensive ramping is to be avoided at Swanson Station, the Council may be the “last man standing” and required to either meet the operating costs of lifts at Swanson Station and/or to operate the lifts ourselves. Based on the Council's experience at Henderson Station, there are not only significant cost implications but also significant staff time requirements to manage issues around lift operation. It would be strongly preferable for ARTA to manage the operation of the lifts as is the case for all other lifts in the rail network except Henderson.
24. It is worthy of note that, unlike Henderson, there is an alternative route available for people dependent on the lift in the event of a lift breakdown, albeit through a quite lengthy route via Christian Road and the Swanson Station Park.
25. **Swanson Station Park and Ride.** The Council has developed a concept design for a park and ride on the south side of the rail line at Swanson Station with vehicle access from Christian Road. This is attached at page A30. The concept design has approximately 125 parking spaces but the final number of spaces will be determined in the detailed design phase currently getting underway. Construction is planned to take place in the 2008/2009 summer construction season. The significant increase in rail frequency planned from July 2008 will lead to increased demand for spillover parking on street in the vicinity of Swanson Station until the new park and ride is opened. In the event of this leading to people's driveways being blocked or illegal parking on the grass berm, this will require attention from the Council's parking officers and possible additional measures to be considered by the Council Transport Assets section and reported to a future meeting of the Board.
26. **Waitakere Station Access and Parking Issues.** ARTA has raised concerns with the Council about the lack of a formed pedestrian access from Township Road to Waitakere Station. The consequence of this is that Waitakere Station is the only station on the urban passenger rail network where access for people with mobility difficulties is very difficult to virtually impossible. The issue is complicated by the fact that ARTA does not as yet hold a lease from ONTRACK over Waitakere Station and that the existing unformed parking area adjacent to the station platform is on ONTRACK land. The Council has received a number of complaints about the condition of the unformed car park. In response to these complaints, the Council carried out some minor remedial works to re-grade and smooth the car park in January 2008, with the agreement of ARTA and ONTRACK.
27. The Council is planning to instigate works in the 2008/2009 financial year to improve pedestrian access to railway stations. The pedestrian access issue at Waitakere Station has been included in the range of issues to be considered for funding in this work. The Council will engage with ARTA and ONTRACK when staff resources permit to progress issues relating to leases and areas of responsibility at Waitakere Station. Once this work is concluded, it will be clear who has operational responsibility for the Waitakere Station car park and any associated upgrade costs. This has potential future cost implications for the Council.

A30

Options Identified

28. As detailed earlier in the report, ONTRACK went through a safety case process to review previous requirements for a grade-separated pedestrian crossing at Swanson Station. However, due to significant safety and risk issues identified in paragraph 15 of the report, ONTRACK concluded that a grade-separated pedestrian crossing was still required at this location. The options for a grade-separated crossing included ramps, stairs or lifts or some combination of these.

Consideration of Community Views

29. ONTRACK has engaged with the Waitakere Community Board, the Swanson Station Community Trust, the Swanson Residents and Ratepayers Association and Council staff over options for the pedestrian crossing at Swanson Station. It has established a focus group with representatives from each of these organisations to give input as the bridge is designed.
30. Two Open Days, one hosted by the Council and the other by ONTRACK, have been held at Swanson Station around the issues of pedestrian access across the rail corridor. Both open days were well attended by members of the community. Community feedback from the most recent open day is that the community by and large accepts the need for a grade-separated pedestrian crossing but is concerned that it not replicate the Glen Eden rail overbridge and be designed in a manner that is sympathetic to the heritage station building and the surrounding context.
31. The issue of access at Waitakere Station has been raised in this report due to concerns raised by members of the public to ARTA and also by residents through the Council's call centre.

Preferred Option

32. ONTRACK's preferred option to provide for a grade-separated rail pedestrian crossing at Swanson Station is for the reasons outlined in paragraph 15. The preferred option provides for lifts (or ramps if issues around the funding of lift operation cannot be resolved) and stairs to provide access between Swanson Road, Swanson Station, the park and ride facility and Christian Road.

STRATEGIC CONTEXT

33. The double-tracking of the western rail line will have a strong positive influence on nearly all of Council's strategic platforms, being integrated transport and communications; urban and rural villages; strong innovative economy; green network; strong communities; and sustainable energy and clean air.
34. **Integrated transport and communication, Te Whakaurunga Waka Te Whakawhiti korero**
Rail is the passenger transport spine for Waitakere and an integral part of the region's rapid transit network. It connects two of Waitakere three main town centres and a significant number of other town centres to each other and to the rest of the region.
35. **Urban and rural villages, Nga kainga taone, tuawhenua**
The ongoing development of rail strongly supports town centres that are thriving places, providing exciting options for people to live, work and play.
36. **Strong innovative economy, He tupuranga kaha ihi wana**
The double-tracking of the Waitakere rail line provides a congestion-free alternative to road congestion. This will support Waitakere as an even more attractive place to live and work.

37. **Green Network, He tuituitanga kakariki**
Over time, the Waitakere rail line will be transformed from a graffiti-ridden weed corridor to a key part of the city's green network, linking suburbs and town centres with bush and trees.
38. **Sustainable energy and clean air, He kaha motuhake. He hau ora pai**
There benefits to the general population and the environment as people choose to use passenger transport rather than cars; these include lower fuel consumption and lower CO₂ emissions.
39. **Strong Communities, He iwi kaha**
Passenger rail is a strong tool for community cohesion and development. It also provides critical access to jobs, housing, retail, health, welfare, leisure and social opportunities for people who, whether by choice or not, do not have access to a car.

CONSULTATION

40. The consultation that has taken place on the Swanson Station pedestrian access issue has been noted in paragraphs 29-31 above.
41. Any consultation with Maori needed for rail issues is the responsibility of either ARTA or ONTRACK, except for park and rides where it is the responsibility of the Council.

RESOURCES

42. At this stage, no other resources other than staff time are required. Any financial implications that may arise from this report will be reported to the appropriate committee of the Council for a decision. The Council has committed resources in the draft Annual Plan 2008/2009 for the Swanson Station park and ride and improvements to pedestrian access at railway stations.

IMPLEMENTATION ISSUES

43. The implementation of rail issues is generally the responsibility of ARTA and ONTRACK, except for park and ride facilities which are generally a Council responsibility. The key implementation issues are the resolution of the levels of the Swanson Station park and ride and resolving the issues of funding the operation of any lifts installed at Swanson Station.

Report prepared by: Darren Davis, Senior Strategic Advisor: Transport.



10 WELCOME TO WAIATARUA SIGNS

GLOSSARY

Waiatarua Residents and Ratepayers' Association (the Association)

EXECUTIVE SUMMARY

The Waiatarua Ratepayers and Residents' Association (the Association) has long wished to have 'Welcome to Waiatarua' signs placed at various gateways to the suburb.

A31

At the time of earlier discussions on this subject, the Council was considering a project to define suburban boundaries but late last year, decided that this would not be a priority. However, New Zealand Post does set boundaries of what it defines as Waiatarua, a map of this area is attached at page A31. After discussion, Council officers believed it was reasonable to identify three sites within the New Zealand Post boundaries of Waiatarua and to recommend that the Association be permitted to install signs at these points.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Welcome to Waiatarua Signs report.
2. **Agree** that the Waiatarua Ratepayers and Residents Association be granted permission to erect three gateway signs on roadside reserves at or near 148 Forest Hill Road, 820 West Coast Road and 573 Scenic Drive, Waiatarua.
3. **Invite** the Waiatarua Ratepayers and Residents' Association to:
 - (i) Submit its preferred design for its welcome signs to the Manager: Arts for feedback and input;
 - (ii) Select exact sites with the guidance of the Council's traffic engineers;
 - (iii) Publicly advertise its intention to erect the signs at the nominated sites and seek submissions and/or to conduct any other consultation required by the resource consent process;
 - (iv) Select a professional sign company to install the signs;
 - (v) Present the signs together with the above supporting information to the Waitakere Community Board for final approval.
4. **Note** that the Waiatarua Residents and Ratepayers' Association is required to obtain any necessary consents prior to the installation of any signs.

BACKGROUND

1. The Association wished to install 'Welcome to Waiatarua' signage and applied to the Council for permission.
2. In the absence of formally defined suburban boundaries, Council officers were initially unwilling to sanction the sign locations preferred by the Association. It was considered that the preferred locations risked being contestable.

3. The chief difficulties in identifying locations that would be generally agreed are the arbitrary manner in which different individuals and organisations have chosen to identify their suburb, in particular at the margins where one suburb meets another. New Zealand Post sets boundaries for its own purposes but real estate agents, for example, may choose to market properties as being in another suburb. Developers may likewise choose to market developments as being in one area, rather than another and customers would buy in the expectation of living in the nominated area. Residents may themselves choose to identify with one suburb rather than another. Other suburbs would be entitled to object if the welcome signs were erected in what is considered their territory.
4. However, the Association continued to pursue the matter and this led to the re-examination of the issue when the Council decided not to progress in the foreseeable future with the project to establish suburban boundaries.
5. Council officers concluded that it was reasonable to recommend a small number of signs be placed where they are demonstrably at the margins of the area defined by New Zealand Post as Waiatarua.

DECISION MAKING

6. The Waitakere Community Board is required to decide whether to recommend gateway signage for Waiatarua and assuming it makes that decision, to then decide whether to adopt the sites recommended in the agenda report

STRATEGIC CONTEXT

7. The recommendations in this report support both the Strong Communities and Urban and Rural Villages Platforms.
8. **Strong Communities:** Waiatarua community is demonstrating its collective pride in its community and acting to project that pride to visitors to the region
9. **Urban and Rural Villages:** the project defines one of the Rural Villages of Waitakere City.

CONSULTATION

10. The matter has been consulted on between Council officers and members of the Association. Council officers have included, the Manager: Arts; members of the Leisure Services Team, the GIS team and the Group Manager: Consents.
11. The requirement for further consultation will be determined by the resource consent process. However, the Public Affairs Unit believes that the community should be advised of the intention to erect the signs and afforded the opportunity to comment on the proposal.

RESOURCES

12. The council has not been asked to fund the signs or the consent process. The only additional resource known to be required is staff time.

IMPLEMENTATION ISSUES

13. The principal implementation issue will be defining the exact sites for the signs. Assuming public approval for the general locations, the size of the signs and their specific locations will have to be selected in accordance with road safety.

Report prepared by: Dai Bindoff, Manager: Public Affairs.



11 TITIRANGI TOWNSHIP, TITIRANGI - PARKING INFORMATION

EXECUTIVE SUMMARY

The purpose of this report is to provide information to the Waitakere Community Board on parking matters in the Titirangi township.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Titirangi Township, Titirangi - Parking Information report.
2. **Direct** the Chief Executive Officer to report back to the Waitakere Community Board by November 2008 with a further report addressing parking issues in Titirangi township.

BACKGROUND

1. A request was received from a Community Board Member to look at parking issues in the Titirangi township and report back to the Waitakere Community Board.

DECISION MAKING

Issues

2. Titirangi township is a vibrant fast growing community, and as a result, there is a strong demand for parking. There are a variety of parking restrictions throughout the township that caters for the different user types. The immediate shopping centre has restricted on street parking, which provides reasonable turnover of kerb side parking for the road users. When you move out of the shopping centre some of the parking locations become unrestricted; for example along South Titirangi, Huia and Park Roads.
3. A report on Titirangi township traffic and parking was submitted to the New Lynn Community Board on 4 August 2003, a copy of which is attached at pages A32 to A39. The key outcomes of the report are as follows:
 - Funding of \$318,000 was provided in the 2006/2016 Long Term Council Community Plan for Titirangi parking;
 - A survey of parking use showed there is no immediate need for additional parking spaces, since no more than 60% of the existing 284 off-road, and 60% of 154 existing on-road spaces were in use on the typical weekday surveyed.

A32-A39

In response to that report, the New Lynn Community Board resolved as follows:

- “1. That approval be given to apply for resource consents required to establish 6 additional car parks in the Titirangi War Memorial car park subject to the City Development Committee’s approval of this proposal.
2. That the recommendations a) to e) below be endorsed for consideration and resolution by the City Development Committee.
 - a) That the Chief Executive be authorised to negotiate and execute agreement with Mrs Rotondo for the provision of and operation of parking within her proposed development of the sites on the South-eastern corner of the Titirangi Road/South Titirangi Road intersection, with the objective of

achieving at least 20 extra public parking spaces, these being in addition to the 18 public and the other private parking spaces required for planning consent (and 20 spaces provided by the existing development).

- b) That consideration be given in the 2004/2005 Annual Plan to providing for the net cost to Council of the additional 20 public spaces referred to in Parking Option 6: WCC/Rotondo.*
- c) That consideration be given in the 2004/2005 Annual Plan to providing \$55,000 for the development of 6 additional spaces within the War Memorial Car Park at ground level, and abutting the South Titirangi Road boundary just north of the existing entrance.*
- d) That consideration be given in the next Long Term Council Community Plan review to provide \$250,000 for traffic management improvements in Titirangi Village.*
- e) That before the implementation of Council Resolution 1585/1999, the Chief Executive report back to the City Development Committee on whether 1 Rangiwai Road should be land-banked for future resale or for future development of public car parking including park-and-ride commuter parking and, if 1 Rangiwai Road is to be land-banked, whether the zoning of the site should be now changed from 'Open Space' to 'Bush Living'."*

(1576/2003)

- 4. In the last 12 months, Council has received one request to install a motorcycle only parking restriction. This request was declined because motorcycles are permitted to park in the existing allocated parking areas within the shopping centre, and as the demand for parking spaces is so high, Council officers could not justify the removal of a parking space.
- 5. Council is aware of some proposals for new developments in Titirangi township and these may impact on the provision of parking, but could also provide an opportunity for Council to arrange with private developers to provide public parking. Accordingly, an update report will be brought back to the Waitakere Community Board in November 2008.

Options Identified

- 6. There are no options at this time, but some alternatives are being investigated with private developers.

Assessment of Options

- 7. There has been no assessment of options at this time as this report is for information only.

Consideration of Community Views

- 8. As this report is not proposing any changes to the current parking, no consultation has been carried out with the community.

STRATEGIC CONTEXT

9. 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.

CONSULTATION

10. As this is an information report no consultation has been done.

RESOURCES

11. No resources are required.

IMPLEMENTATION ISSUES

12. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



12 TAWINI ROAD, TITIRANGI - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the Waitakere Community Board's approval for a new No Stopping At All Times parking restriction on Tawini Road, Titirangi.

Council officers have consulted with the resident directly affected and have taken into consideration the safest option for the local community, residents and other road users.

Two options have been identified; to put in No Stopping At All Times parking restrictions, or have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Tawini Road, Titirangi - New No Stopping At All Times Parking Restriction report.
2. **Approve** that in relation to **TAWINI ROAD, TITIRANGI:**
 - (a) and in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following restriction now be resolved to be specified and imposed, namely,
 - (i) on the west side of **TAWINI ROAD** starting from the intersection of **SCENIC DRIVE** and extending north for a distance of 35 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.

3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule; Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

BACKGROUND

1. A resident of Tawini Road has requested that Council consider installing a No Stopping At All Times parking restriction outside number 2 Tawini Road, where it intersects with Scenic Drive.

DECISION MAKING

Issues

2. Tawini Road is a local road approximately five metres wide and runs off the Scenic Drive. This intersection is close to a blind bend on Scenic Drive. Some residents pooled together some time ago and purchased a mirror to assist them with visibility issues when turning right from Scenic Drive into Tawini Road. While this mirror has helped them identify when vehicles are approaching the bend, it does not assist them with judging the speed that vehicles are travelling at. When making the right turn into Tawini Road, they do so quickly so as not to meet an oncoming vehicle coming around the bend. Recently vehicles have been parking in Tawini Road close to the corner. This causes concern for drivers that have completed the turn into Tawini Road as often another vehicle is travelling up Tawini Road towards the Scenic Drive and there is insufficient space to pass the parked car and the oncoming vehicle.

A40 3. The location of the proposed change is indicated at attached page A40.

Options Identified

4. Two options have been identified; to put in No Stopping At All Times parking restrictions, or have the area remain unrestricted.

Consideration of Community Views

5. The proposed location of the No Stopping At All Times parking restriction is outside number 2 Tawini Road. Council officers have consulted with the resident directly affected and have taken into consideration the safest option for the local community, residents and other road users.

Preferred Option

6. The preferred option is to put in the No Stopping At All Times restriction for safety reasons.

STRATEGIC CONTEXT

7. Council's Integrated Transport and Communication platform provides the strategic context for this report. The vision is for 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 safety needs of all.
8. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

9. Consultation has been carried out with the resident directly affected and while not opposed to the proposal, the resident did want to point out some concerns they had if the recommendation in the report is approved.
10. Those concerns are as follows:
 - There is not sufficient on street parking on Tawini Road;
 - They are not aware of any accidents at this location;
 - They don't have sufficient access off street for all their vehicles;
 - If the yellow lines are installed and they have to park further down Tawini Road, the residents at number 1 (the property opposite theirs) will have trouble exiting their driveway.

RESOURCES

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

IMPLEMENTATION ISSUES

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

Report prepared by: Jane Harris, Transport Technician.



13 ANZAC VALLEY ROAD / BETHELLS ROAD INTERSECTION, WAITAKERE - NEW STOP CONTROL

EXECUTIVE SUMMARY

The purpose of this report is to seek the Waitakere Community Board's approval for a new Stop control at the intersection of Anzac Valley Road and Bethells Road in Waitakere.

Council officers did not consult as no residential properties are affected.

Two options have been identified; to put in a priority control or leave the intersection uncontrolled.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Anzac Valley Road / Bethells Road intersection – New Stop Control report.
2. **Approve** that in relation to **ANZAC VALLEY ROAD, WAITAKERE**:
 - (a) and in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following restriction now be resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **ANZAC VALLEY ROAD** where it intersects with **BETHELLS ROAD**.

3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said Stop Control.

BACKGROUND

1. A request has been received by a member of the public for a priority control to be installed at this intersection.

DECISION MAKING

Issues

2. A search of the Land Transport New Zealand database showed that for the past five years, there have been no reported accidents in the vicinity of this intersection. This database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is possible that unreported accidents have occurred in the vicinity of this intersection.
3. During busy periods there can be some uncertainty regarding priority and a new Stop control will address this.
4. The location of the proposed change is indicated at page A41.

A41

Options Identified

5. Two options have been identified; to put in a priority control or leave the intersection uncontrolled.

Consideration of Community Views

6. The new Stop control will be of benefit to the community and road users by addressing a potential safety issue.

Preferred Option

7. The preferred option is to put in a Stop control to remind drivers of the need to stop and address a potential safety issue.

STRATEGIC CONTEXT

8. 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.
9. Intersection priority controls can improve road user safety at intersections by better defining turning priorities and reminding drivers of the need to stop when they do not have priority.

CONSULTATION

10. As this control does not affect any residential properties, there is no consultation required.

RESOURCES

11. The new Stop control can be implemented under the Annual Plan 2007/2008 maintenance budgets.

IMPLEMENTATION ISSUES

12. There are no implementation issues.

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

