

NOTICE OF MEETING

WAITAKERE COMMUNITY BOARD

(Bethells/Te Henga, Waitakere Village, Swanson, Piha, Karekare, Oratia, Laingholm and Titirangi South including Titirangi Village)

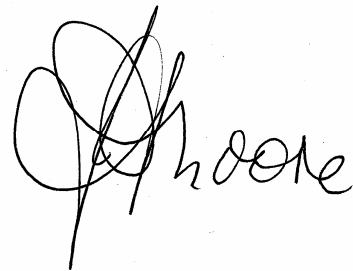
I hereby give notice that a meeting of the Waitakere Community Board will be held on:-

DATE: Tuesday, 6 October 2009 **TIME: 7.00 pm**

MEETING ROOM: Council Chamber

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 September 2009

Judith Moore
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)

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

(Meeting Room could be subject to change)

(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 IN
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY
ROAD, HENDERSON, WAITAKERE, ON TUESDAY, 6 OCTOBER 2009,
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	PRESENTATIONS	2
	A NEW ZEALAND POLICE	2
	B PROPOSED LOCAL AREA PLAN UPDATES	2
6	PUBLIC FORUM	2
7	CHAIRMAN'S REPORT	2
8	BOARD MEMBERS' REPORTS	4
9	COMMITTEE SECRETARY'S REPORT	5
10	HUIA ROAD, WHATIPU - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS	9
11	ARAPITO ROAD AND SOUTH TITIRANGI ROAD, TITIRANGI - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS	11
12	OTITORI BAY ROAD, TITIRANGI - NEW BUS STOP PARKING RESTRICTION	13
13	SCENIC DRIVE CYCLE SAFETY CAMPAIGN	15
14	COMMUNITY WELLBEING LOCAL FUND ALLOCATION - OCTOBER 2009	19
15	NOTICES OF MOTION	22

**AGENDA FOR A MEETING OF THE WAITAKERE COMMUNITY BOARD TO BE HELD IN
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY
ROAD, HENDERSON, WAITAKERE, ON TUESDAY, 6 OCTOBER 2009,
COMMENCING AT 7.00 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes - Tuesday, 1 September 2009

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, 1 September 2009, 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 PRESENTATIONS

A NEW ZEALAND POLICE

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

B PROPOSED LOCAL AREA PLAN UPDATES

The Strategic Adviser: Sustainable Management will update the Board on the Henderson Valley / Opanuku Local Area Plan, including the Public Meeting and Open Day to be held on Wednesday, 14 October 2009 at the Henderson Valley Hall.



6 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.



7 CHAIRMAN'S REPORT

RECOMMENDATION

It is recommended that the Waitakere Community Board resolve to:

Receive the Chairman's Report for October 2009.

Report

1. Congratulations to Mayor Bob Harvey, the new President of Surf Lifesaving New Zealand. Bob has served surf lifesaving for over 50 years as a member of the Karekare Surf Club and in other roles both regionally and nationally. Amongst other things, he has been a member of my patrol for over 20 years, so I am very proud of him achieving this position.

2. Following on from talking about surf, it is important to recognize that patrols are not always there and our beaches are dangerous places. I attended a meeting at Te Henga to discuss the provision of an emergency phone following the coroners report into a drowning there. It was a very positive meeting and they came up with a good plan for the location of a phone and the type of service. It was also acknowledged that it would be a very positive move if the cell phone companies would improve their service in the area.
3. I would like to record my thanks to Jan Brown for her work with regards to the Laingholm Beach Hall. A community meeting has shown us that while there is no future for the Hall there are exciting possibilities for the site to still play an important part in the community. My hope is that stormwater retention, a natural wetland, a public walkway and skate facility can be integrated into a plan for the future.
4. It was good to meet with the Local Government Commission (LGC). The first it was good to meet with the Local Government Commission. The first thing I wanted to do was to thank them for their work on the last boundary review. They recognized then that there was a strong community of interest in the ranges and I hope we can convince them that that is still the case. As well as speaking about that, I talked about the spirit of cooperation between existing Boards and the sense that the wider Waitakere area has developed in a way that has made it special too. I hope that the existing Council building will remain a hub for local government in the west and will remain the home of all the local Boards. The Commission has the authority to vary the size of the Boards so there is no requirement for Boards to follow the plus or minus 10% rule unless they are divided into electoral subdivisions. That will not be the case for the representation onto the Council so it is almost certain that if we have our own Board we will be sharing a Councillor or Councillors with a larger area.
5. At the time of writing, a meeting of ratepayer groups at Waiatarua is planned to discuss these issues. Linda Davies made the point to the LGC that our 14 Residents and Ratepayers groups are a major strength of our ward and their cooperation is part of what creates a community of interest.
6. A road safety workshop was held on 16 September 2009. Denise Hennigan from New Zealand Transport Agency attended. A brave move considering her agency's role in blocking sensible speed limits in our area. Speed limits were on the agenda but footpaths were not, which was a shock to me. I asked that at the very least there should be provision of free public transport to school for all children for whom there was no access on footpaths. Unfortunately by the time of our Board meeting submissions on this will have closed.
7. The new leases policy will be a positive step forward and the draft lease will be able to be evaluated in due course.
8. I failed to acknowledge earlier the departure of Renee Davies from Council. She has been a wonderful advocate for our parks and has left a lasting legacy. I know that she is highly regarded already in her new role as Head of the School of Landscape Design at Unitec.
9. We are waiting for a statement from the Auckland Regional Council about the Long Walk. I think this proposal has fantastic possibilities if it is done well and so far that is looking likely. Also likely is that the walk will be named to honour a famous New Zealander with strong connections to the ranges. The biggest dangers around the walkway would be overdoing track upgrades and making accommodation so upmarket that it is put out of the price range of most local citizens.

10. A long-time resident of Waiatarua, Phyl Vincent, died on Friday, 25 September 2009. Phyl was well into her nineties, and will be remembered by many as a mainstay of many Waiatarua activities, drama, craft, and general community affairs. What she lacked in stature she made up for with general feistiness and personality. She will be greatly missed by all who knew her. Our sympathies go to the Whyte family at this time.

KJP Witten-Hannah, JP

CHAIRMAN



8 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
Keep Waitakere Beautiful	Christine Shepherd Elizabeth Francke (alternate)
Piha/Karekare Local Water Agenda Steering Group	Kubi Witten-Hannah
Waitakere Citizens Advice Bureau	Gayle Marshall Linda Davies
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



9 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 6 October 2009.

	Issue	Comments	Reporting Council Officer
1.	<p>Footpath Maintenance Waitakere Public Forum 2 December 2008</p> <p>Resolution No. 286/2009 3 March 2009</p> <p>Waitakere Community Board</p>	<p>Footpath maintenance update for July and August 2009:</p> <ul style="list-style-type: none"> • Scenic Drive (Kohu Road to Konini Road) (Currently under construction); and • South Titirangi Road (Arapito Road to No. 739) (This is now with Transport Assets to scope the works). <p>Service requests tentatively planned for the next three months:</p> <ul style="list-style-type: none"> • Victory Road - outside No. 54 (tentative for October 2009); • Huia Road - outside No. 370 (tentative for October 2009); • Oratia Drive - outside No. 3 (complete); • Red Hills Road - near Sunnyvale Road (complete); • Sunnyvale Road - near Red Hills Road (complete); • Wood Bay Road - outside No. 89 (tentative for November 2009); • Tanekaha Road - outside No. 6 (tentative for October 2009); • Marine Parade South - centre line kerbing (tentative for October 2009); • Marine Parade South - kerbing in car park (tentative for October 2009); • Parris Cross Road - outside No. 137 (complete); and • Scenic Drive - outside No. 79 (complete). 	<p>Canute Chandrakumaran ☎ 836 8000 Ext: 8716</p>

	Issue	Comments	Reporting Council Officer
2.	<p>Parking Stakeholder Consultation</p> <p>Resolution No. 319/2009</p> <p>5 March 2009</p> <p>Policy and Strategy Committee</p>	<p>The draft Parking Plans were adopted by the Policy and Strategy Committee on Thursday, 3 September 2009. It is expected that copies of the final version will be available by the end of October 2009.</p>	<p>Charlie Inggs</p> <p>☎ 836 8000</p> <p>Ext: 8854</p>
3.	<p>Draft Freight Plan Consultation</p> <p>Resolution No. 1359/2009</p> <p>6 August 2009</p> <p>Policy and Strategy Committee</p>	<p>Public consultation on the draft Waitakere City Freight Plan will commence on Friday, 9 October 2009 and conclude at 5pm on Friday, 6 November 2009.</p> <p>A stakeholders meeting will be held in the Waitemata Room, Civic Building on Thursday, 22 October 2009, commencing at 1.00 pm.</p>	<p>Charlie Inggs</p> <p>☎ 836 8000</p> <p>Ext: 8854</p>
4.	<p>Laingholm Reserve Playground Design Officer's Report</p>	<p>As part of Council's ongoing playground renewal programme, the playground at Laingholm Reserve is being designed this financial year for construction in the 2010/2011 financial year.</p> <p>Mail drop surveys were distributed to the surrounding community in early August 2009 to obtain feedback on what equipment local residents would like in the playground.</p> <p>Feedback is being collated and concept designs are being developed.</p>	<p>Tracey Hamilton</p> <p>☎ 836 8000</p> <p>Ext: 8969</p>

	Issue	Comments	Reporting Council Officer
5.	<p>Litter Bins in Local Parks Trials</p> <p>Resolution No. 2008/2008</p> <p>2 December 2008</p> <p>Waitakere Community Board</p> <p>Resolution No. 854/2009</p> <p>2 June 2009</p> <p>Waitakere Community Board</p>	<p>In line with the resolution made at the Waitakere Community Board meeting in June 2009:</p> <p><i>“The Waitakere Community Board resolved to:</i></p> <p><i>Agree that the provision of litter bins on local parks into the future shall be decided by the relevant Community Board in conjunction with Council officers when required.”</i></p> <p style="text-align: right;"><i>854/2009</i></p> <p>A workshop will be held with Board Members prior to the Board’s meeting on Tuesday, 6 October 2009. Council officers will distribute the proposed sites for removal of bins at least one week prior to the meeting so Board Members can review these sites and have any questions ready for the workshop.</p>	<p>Sarah Natac</p> <p>☎ 836 8000</p> <p>Ext: 8561</p>
6.	<p>Street Tree Planting Officer’s Report</p>	<p>The street tree planting programme began in August 2009 and was completed in September 2009 at the following sites in the Waitakere Ward:</p> <ul style="list-style-type: none"> • Knox Road; • Rimutaka Place; • Wood Bay Road; and • Longfellow Parade. 	<p>Helen Biffin</p> <p>☎ 836 8000</p> <p>Ext: 8758</p>
7.	<p>Taumatarea Esplanade Track Closure</p> <p>Officer’s Report</p>	<p>The informal earth walking track that runs through the plantation reserve situated between private properties at 16 and 18 Kauri Point Road Laingholm from the road down to the shoreline has now been closed permanently. No further work is planned on this site.</p>	<p>Matt Wade</p> <p>☎ 836 8000</p> <p>Ext: 8375</p>

	Issue	Comments	Reporting Council Officer
8.	Relocation of the Piha Post Office building onto Piha Domain Resolution No. 1474/2009 2 September 2009 Infrastructure and Works Committee	A request to negotiate and conclude a lease for the permanent location of the Piha Post Office building on the northern boundary of Piha Domain opposite 21 Seaview Road, Piha, in accordance with the plan presented to the Infrastructure and Works Committee at its meeting held on Wednesday, 2 September 2009, has been submitted to the Auckland Transition Agency for their approval. A building consent for the relocation has been lodged by the Piha Ratepayers and Residents Association.	Sarah Natac ☎ 836 8000 Ext: 8561
9	Wastewater System For United North Piha Lifeguard Service (Incorporated) Public Forum December 2008	The waste water system disposal is on hold and the report has not gone to the Auckland Regional Council because the United North Piha Lifeguard Service (Incorporated) are endeavouring to resolve planning issues relating to the redevelopment of the United North Piha Lifeguard Service (Incorporated) building. As the public notification process involves expense to the United North Piha Lifeguard Service (Incorporated) it is possible they are awaiting an amendment to the Resource Management Act 1991, which might benefit them.	Stephanie Willcox ☎ 836 8000 Ext: 8305

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Piha / Karekare And Huia / Cornwallis Local Water Plans	Resolution No. 1725/2004 7 September 2004 Environmental Management Committee	Further updates will be provided to the Board on the basis of requirement.	Tony Miguel ☎ 836 8000 Ext: 8294
Project Twin Streams Four Monthly Report	Resolution No. 1468/2005 3 August 2005 Last updated 3 February 2009	3 November 2009	Tony Miguel ☎ 836 8000 Ext: 8294

Report prepared by: Judith Moore, Committee Secretary.



10 **HUIA ROAD, WHATIPU - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Waitakere Community Board's approval for new No Stopping At All Times parking restrictions on Huia Road, Whatipu.

Council officers consulted with affected residents and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Huia Road, Whatipu - New No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to **HUIA ROAD, WHATIPU:**
 - (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 restrictions now be resolved to be specified and imposed, namely,
 - (i) on the east kerb line of **HUIA ROAD**, starting at a point approximately 20 metres south of the southern boundary of number 1336 Huia Road and extending north for a distance of approximately 80 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the east kerb line of **HUIA ROAD**, starting at a point approximately 70 metres south of the southern boundary of number 1336 Huia Road and extending south for a distance of approximately 80 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 and be put in place to properly establish, delineate and record the said parking limitations and restrictions.

BACKGROUND

1. A request for a new No Stopping At All Times parking restriction has been received from some of the Huia residents. Members of the public regularly park on the sea side of Huia Road to fish at locations where visibility of oncoming vehicles is limited, and this is considered to be a traffic safety hazard.

DECISION MAKING

Issues

2. The road width of Huia Road in the vicinity of the proposed parking restrictions is approximately 6.5 to 7 metres, which is not enough for two way traffic flow plus parallel parking. At locations on bends where visibility of oncoming vehicles can be restricted, this is undesirable in terms of traffic safety.

- A1 3. The location of the new No Stopping At All Times parking restrictions is indicated on the diagram attached at page A1.

Options Identified

4. Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

Consideration of Community Views

5. Council officers have been advised that this request has come from the residents of Huia and therefore consultation was not required.

Preferred Option

6. The preferred option is to put in the No Stopping At All Times parking restrictions to improve traffic safety.

STRATEGIC CONTEXT

7. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
8. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

9. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

10. The new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

12. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jane Harris, Transport Technician.



11 **ARAPITO ROAD AND SOUTH TITIRANGI ROAD, TITIRANGI - NEW NO STOPPING AT ALL TIMES PARKING RESTRICTIONS**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Waitakere Community Board's approval for new No Stopping At All Times parking restrictions on the intersection of Arapito Road and South Titirangi Road, Titirangi.

Council officers consulted with a representative from the Titirangi Residents and Ratepayers Association and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Arapito Road and South Titirangi Road, Titirangi - New No Stopping At All Times Parking Restrictions report.
2. **Approve** that in relation to **ARAPITO 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 restrictions now be resolved to be specified and imposed, namely,
 - (i) on the north-west kerb line of **ARAPITO ROAD**, starting at the west boundary of property number 13 Arapito Road and extending east for a distance of 45 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (ii) on the south-west kerb line of **ARAPITO ROAD**, starting at the intersection of South Titirangi Road and Arapito Road and extending west down Arapito Road for a distance of approximately 14 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
3. **Approve** that in relation to **SOUTH TITIRANGI 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 kerb line of **SOUTH TITIRANGI ROAD**, starting at the intersection of Arapito Road and extending south for a distance of 15 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
4. **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 and be put in place to properly establish, delineate and record the said parking limitations and restrictions.

BACKGROUND

1. A request for new No Stopping At All Times parking restrictions has been received from the Titirangi Residents and Ratepayers Association who has concerns about vehicles parking near the intersection of Arapito Road and South Titirangi Road.

DECISION MAKING

Issues

2. At the intersection of South Titirangi Road and Arapito Road there is a bend. Vehicles parking near this bend make it difficult for vehicles exiting Arapito Road and turning south into South Titirangi Road as they are unable to see if any traffic is coming up South Titirangi Road.
3. Where Arapito Road intersects with South Titirangi Road the road is narrow at approximately 6.5 metres wide. When vehicles are parked in this location, vehicles travelling along Arapito Road to turn into South Titirangi Road have to cross the centre of the road to pass the parked vehicles
- A2 4. The location of the new No Stopping At All Times parking restrictions is indicated on the diagram attached at page A2.

Options Identified

5. Two options have been identified: to install the No Stopping At All Times parking restrictions or to have the area remain unrestricted.

Consideration of Community Views

6. Council officers have consulted with a representative of the Titirangi Residents and Ratepayers Association who was acting on behalf of the community, therefore further consultation was not required.

Preferred Option

7. The preferred option is to put in the No Stopping At All Times parking restrictions to improve traffic safety.

STRATEGIC CONTEXT

8. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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. No Stopping At All Times parking restrictions can be applied to ensure efficient, safe movement on all roads by keeping traffic lanes and visibility lines clear.

CONSULTATION

10. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

11. The new No Stopping At All Times parking restrictions can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

13. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jane Harris, Transport Technician.



12 OTITORI BAY ROAD, TITIRANGI - NEW BUS STOP PARKING RESTRICTION

EXECUTIVE SUMMARY

The purpose of this report is to seek the Waitakere Community Board's approval for a new bus stop parking restriction on Otitori Bay Road, Titirangi.

Council officers consulted with the affected resident and have taken into consideration the best option for serving the resident and the community.

Two options have been identified: to install the bus stop parking restriction or to have the area remain unrestricted.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Otitori Bay Road, Titirangi - New Bus Stop Parking Restriction report.
2. **Approve** that in relation to **OTITORI BAY 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 east kerb line of **OTITORI BAY ROAD**, outside property number 60 Otitori Bay Road the **BUS STOP** 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 and be put in place to properly establish, delineate and record the said bus stop parking limitations and restrictions.

BACKGROUND

1. A request from a resident was received to install a bus stop outside 60 Otitori Bay Road. The bus operators currently stop at this location. However, it has never been formally approved.

DECISION MAKING

Issues

2. After receiving a request from a resident to install a bus stop restriction outside 60 Otitori Bay Road, it was found that the bus stop has never been formally approved.
3. The location of the new bus stop parking restriction is indicated on the diagram attached at page A3.

Options Identified

4. Two options have been identified: to install the bus stop parking restriction or to have the area remain unrestricted.

Consideration of Community Views

5. Consultation was undertaken with the affected resident during July 2009. No objection was received.

Preferred Option

6. The preferred option is to formalise the bus stop parking restriction to clearly identify the bus stop.

STRATEGIC CONTEXT

7. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
8. Correctly marked and sign posted bus stops are desirable to both notify the public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

CONSULTATION

9. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

10. The new bus stop parking restriction can be implemented under the Annual Plan 2009/2010 maintenance budget.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

12. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jane Harris, Transport Technician.



13 SCENIC DRIVE CYCLE SAFETY CAMPAIGN

EXECUTIVE SUMMARY

The purpose of this report is to inform the Waitakere Community Board of the Scenic Drive Cycle Safety Campaign to date and advise them of the next steps to be taken by Council.

The New Zealand Transport Agency granted Council \$40,000 to produce a cycle safety campaign for Scenic Drive and the Waitakere Ranges in response to the 2007 Waitakere Ranges Cyclist Survey. The proposal to the New Zealand Transport Agency included signage on Scenic Drive to address safety issues.

RECOMMENDATION

It is recommended that Waitakere Community Board resolve to:

Receive the Scenic Drive Cycle Safety Campaign report.

BACKGROUND

1. Scenic Drive is the only road in Waitakere with the unique designation of being a 'Scenic' road. This suggests that Scenic Drive has a recreational value as it passes through a Regional Park, provides access to west coast beaches and access to walking tracks in the Waitakere Ranges. Road cyclists also value Scenic Drive and the Waitakere Ranges roads for training.
2. In December 2007, Leisure Services produced the Waitakere Ranges Cyclist Survey in response to feedback on safety issues for road cyclists riding on Scenic Drive and other roads in the Waitakere Ranges. The survey sampled 175 cyclists and a range of issues were identified.
3. Of those surveyed, over 90% stated they rode in the Waitakere Ranges for fitness purposes and over 85% rode in the Ranges at least once per week (usually on the weekend). Those surveyed, also, stated that they chose to ride in the Waitakere Ranges due to the hill training opportunities on offer and the scenic environment offered. Over 55% of the surveyed resided in Auckland City.

4. In response to safety, 14% felt totally safe riding the roads in the Waitakere Ranges. 81% cited driver behaviour as their primary concern to safety with speeding drivers and cars passing too close being major issues. After driver behaviour, the lack of hard shoulder was the next safety concern which links back to cars passing too close as the cyclists have no ability to move left out of the vehicles path.
5. When riders were asked what they felt could be done to make cycling safer in the Waitakere Ranges, 63% believed creating a hard shoulder or cycle lane would improve safety followed by 59% stating a safety awareness campaign and 37% stated reducing the speed limit or additional policing would improve safety.
6. It was with this research that Council's Leisure Services unit submitted a successful funding proposal to Land Transport New Zealand for \$40,000 towards a road safety campaign in the Waitakere Ranges. The proposal consisted of exploring the feasibility of road signs and associated awareness campaign to warn drivers and cyclists to give each other space on the road, which addressed one of the primary concerns for cyclists.
7. Council contracted Core Communication to undertake research and consultation with cyclists, drivers, stakeholder groups and local residents in the Waitakere Ranges to develop a safety campaign.

DECISION MAKING

8. Over the past six months, Core Communication has been researching and developing a cycle safety campaign based around warning signage on Scenic Drive and some key intersections. In developing this campaign Core Communications conducted focus group sessions in Titirangi for cyclists and residents to provide their views on the safety issues between cyclists and motorists. An online survey was posted on the Council website and a survey of Automobile Association members conducted. Stakeholder groups such as the Auckland Regional Council, Arataki Visitors Centre and cycling groups were also interviewed for their opinions. Secondary research on cyclist and vehicle numbers plus best practice examples was also undertaken.
9. Key findings from the research include:
 - Vehicle counts in March 2007 and August 2007 showed a relatively high number of vehicles passing Shaw Road on Scenic Drive with an average of 1,330 compared to cars passing Mountain Road at only 223;
 - Between 7am and 12pm on weekend days over 20% of vehicle traffic are cyclists;
 - For the 20 month period between July 2007 and February 2009 an average of 4,700 vehicles and 13,100 visitors attended Arataki Visitor Centre; and
 - Accident reporting is relatively low however the New Zealand Transport Agency only collects data on accidents where an emergency vehicle attends.
10. Key findings from the resident focus groups include:
 - Waiatarua is a known 'black spot';
 - The speed limit needs to be more consistent and reduced with the stretch past Arataki of concern;
 - The road shoulder appears to be reducing each time the roads are resealed;
 - Signage should be kept simple and be in keeping with the areas natural environment;

- Not only a cyclist issue as there are walkers and runners on Scenic Drive;
 - Cyclists travel at high speeds; and
 - Cyclists have a responsibility to ride sensibly and to the conditions e.g. single file.
11. Key findings from the cyclist focus groups include:
- The lack of road seal on the verges has meant less room for both cyclists and motorists;
 - Incidents are going unreported;
 - Signage campaigns would at least remind motorists that they are in an area with cyclists;
 - Signage should also address cyclists behaviour;
 - After resealing loose gravel not swept away which is very dangerous;
 - Biggest driver issue is speed and passing too close; and
 - Some dangerous intersections which worry cyclists.
12. With regards to signage on Scenic Drive, both focus groups were generally supportive. Whilst it was felt signs have limited impact on drivers who are generally reckless they would serve a useful purpose of forewarning tourists of the fact cyclists may be present and legitimise cyclists rights to ride on Scenic Drive. It was felt that signs should not litter the Ranges and therefore be limited in number and that signs should target both motorists and cyclists behaviour.
13. The online resident survey threw up a range of responses in relation to attitudes towards cyclists. 100% of those surveyed had encountered cyclists whilst driving with 86% stating they waited to pass a cyclist until it was safe, 7% claiming to beep the horn at cyclists and 7% claiming to overtake cyclists as quickly as possible. 56% surveyed stated they also cycle on Scenic Drive and of those 63% cycled at least once a week. The majority of these people felt some drivers pass too close and have had incidents which caused safety concerns.
14. The residents surveyed were asked to indicate where signage might be of most benefit. The responses showed that key intersections were highly prioritised. The five most prioritised intersections were West Coast Road, Woodlands Park Road, Shaw Road, Piha Road and Konini Road with the top five responses. Cyclists identified West Coast Road, Woodlands Park Road, Shaw Road, Piha Road and Te Henga Roads as being intersections which were most dangerous, primarily due to the speed in which the cyclists were travelling and the lack of visibility drivers have of the road.
- A4-A9 15. Using the information gathered from the research and surveys, signage designs were drafted. The concept designs were tested with additional focus groups and consultation with the New Zealand Transport Agency, as principal funder of this project, was sought. The final design, as agreed with the New Zealand Transport Agency is attached at pages A4 to A9.
16. There are two themes for the signage. The first is to specifically warn drivers to either look left or right at intersections as cyclists are often travelling at speed and are difficult to see. It is hoped that these signs will cause the motorist to take some additional time at the intersection to ensure the way is clear. It was witnessed by the project team, on a number of occasions, drivers not coming to a complete stop at some of these intersections and combined with the speed of the cyclist and the lack of visibility there is potential for a serious accident at these intersections.

17. The second theme is to “make space”. Cars passing too close to cyclists was one of the main safety concerns for riders and for drivers, cyclists riding two abreast was a concern. The “make space” signs are meant to be somewhat ambiguous and can be relevant to both drivers and cyclists in the message to make space. Additionally, warning signs on Scenic Drive with a message, no matter what the message, gives drivers, new to the area, a forward warning that they may encounter cyclists and as such they should drive with more care.
- A10-A11* 18. Taking into account feedback, from the focus groups and the Auckland Regional Council, whilst signs were supported there were concerns not to clutter Scenic Drive with them. A signage location plan has been developed to limit the number of signs whilst still looking to be effective in the message. The design of the signs has paid close attention to fitting in with surroundings and the locations have also taken this into account. Sign locations were discussed with Council roading engineers and the Senior Transport Engineer surveyed the potential locations to confirm locations. Signage locations were based on the criteria below and a table of indicative locations as attached at pages A10 to A11. These locations will need to be confirmed through the design review process.
- The most at risk intersections;
 - Signs are visible;
 - Signs do not compete with other existing signs; and
 - Signs at approaches to long up hill sections where cyclists bunch up.
19. The next steps for the Scenic Drive Cycle Safety Campaign is the manufacturing and installation of approved signs at approved locations. A marketing and promotions expert will be contracted to deliver the associate awareness campaign to coincide with the installation of the signs. Signage installation and a launch campaign is planned for early November 2009.

Options Identified

20. No options have been identified other than those related to the design of the signs. This campaign has been designed based upon previous research of safety issues relating to cycling in the Waitakere Ranges. This project is funded by the New Zealand Transport Agency based upon the submitted proposal which centred around a signage and awareness campaign.

Assessment of Options

21. No assessment of options has been made apart from those associated with signage design and location.

Consideration of Community Views

22. Community views were taken into account in the production of this campaign and the design and location of the signs.

STRATEGIC CONTEXT

23. Encouraging recreation in Waitakere contributes to Council's Social Strategy whereby people are fit, healthy and active. People who are fit and healthy are more productive, both economically and socially.

24. Council's draft Active Recreation Plan seeks to get more Waitakere people, more active, more often and as such Council should encourage more people to ride their bikes and the Waitakere Ranges provide an inviting environment to do so. Scenic Drive has a unique designation in the District Plan that gives it a special recreation status and as such more recreation activity should be encouraged where possible.

CONSULTATION

25. Consultation was undertaken with local Waitakere Ranges residents, cyclists, drivers and stakeholders such as the Auckland Regional Council and special interest groups.

RESOURCES

26. Funding for this project has come from external funding provided by the New Zealand Transport Agency of \$40,000 and includes the cost of signage manufacture. No Council funding has been budgeted other than Council officer time to manage the project.

IMPLEMENTATION ISSUES

27. The only implementation issues anticipated are those encountered through the design review process. These will mostly revolve around size and location of signs and some minor modification of the signage design may be required.

AUCKLAND COUNCIL TRANSITION ISSUES

28. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Louis Rattray, Leisure Services Manager.



14 COMMUNITY WELLBEING LOCAL FUND ALLOCATION - OCTOBER 2009

GLOSSARY

Community Wellbeing Local Fund (CWLF)
Community Assistance Fund Policy and Guidelines (Policy and Guidelines)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Waitakere Community Board with information on Waitakere Ward applications to the Community Wellbeing Local Fund (CWLF).

Two Waitakere Ward applications were received for the October 2009 round of the CWLF and are deemed eligible.

RECOMMENDATIONS

It is recommended that Waitakere Community Board resolve to:

1. **Receive** the Community Wellbeing Local Fund Allocation - October 2009 report.
2. **Agree** to consider the Waitakere Ward applications to the Community Wellbeing Local Fund Allocation - October 2009 and allocate funding as per the Community Assistance Fund Policy and Guidelines.

BACKGROUND

1. The CWLF provides small sums of monetary assistance, in the way of grants, to a wide range of groups in the community providing local services and activities on a voluntary or 'not-for-profit' basis.
2. The Council allocates an amount of \$113,000, of which \$56,500 is allocated to citywide projects by the Finance and Operational Performance Committee. The balance is allocated to each Community Board on a ward population basis.
3. The CWLF is open throughout the year. If applications are received two weeks prior to the community board report being due, they are processed and reported to the respective Community Boards.
4. In April 2008, the Finance and Operational Performance Committee agreed to the criteria of the Community Wellbeing grants as part of the Community Assistance Funds restructure and policy development:

“The Finance and Operational Performance Committee resolved to:

2. **Approve** the recommended option for the Community Assistance Funds restructure and policy development.”

580/2008

5. In May 2008, a final workshop was held with all representatives of the Community Boards to outline the policies and procedures. At the workshop the Community Boards agreed:
 - The criteria be expanded to include applications from individuals;
 - That every eligible applicant be given the opportunity to present their application to the respective community board;
 - To enable organisations to apply for cultural activities;
 - That catering costs may only be accepted as part of a larger programme or activity to a maximum sum of \$250; and
 - In general, support will not be provided to organisations that request assistance for activities that promote religious and or political beliefs unless they are proven to have community benefit.

DECISION MAKING

Issues

Promotion

6. In 2008/2009 it was a concern that although significant advertising of the CWLF had been undertaken, there were a low number of applications submitted. Therefore, it is proposed that regular reviews take place to address the promotion of the CWLF and any other issues.

Assessment of Options

7. The Waitakere Community Board has two eligible applications to be considered for financial assistance with the total amount requested being \$2,920.
8. Council officers have assessed the applications against the Community Assistance Funds Policy and Guidelines (Policy and Guidelines) and deems the applications to be eligible for consideration by the Waitakere Community Board. Below is a summary of the applications and the amounts requested:

Applicant (NAR)	Funds Requested	Amount Recommended
Titirangi RSA Incorporated	\$1,420.00	\$1,065.00
Huia fishing Club Incorporated	\$1,500.00	\$1,125.00
Total:	\$2,920.00	\$2,190.00

9. The funding for the Titirangi Returned Servicemen's' Association Incorporated was based and recommended on the fact that the event will only meet one of Council's community outcomes - strong communities. If this event was to meet more of Council's community outcomes the Council officer would recommend allocating more funding. This event will only be of benefit to small amount of Waitakere residents, as only 100 entries will be accepted.
10. For the Huia Fishing Club Incorporated the funding was based and recommended on the basis that this only meets one of Council's community outcomes - strong communities.
11. The total amount available for the 2009/2010 financial year is \$7,144 of which \$1,625 has been allocated leaving \$5,519 available for the remainder of the year. After the October 2009 funding round the unallocated balance will be \$3,329, if the recommended amounts above are approved.
12. The assessment of the applications has been based on the information provided in the applications and alignment to the eligibility criteria outlined in the Policy and Guidelines.
13. Once the decision on funding has been resolved by the Waitakere Community Board, confirmation of payment to the applicant is forwarded to Council officers to distribute to the successful applicants. All other conditions are set out by the individual Community Boards. The summary of the applications is attached at pages A12 to A13.

A12-A13

STRATEGIC CONTEXT

14. The Policy and Guidelines state that the funds must go to projects and activities that provide assistance in line with Council's strategic priorities and the community outcomes. The Council recognises that the activities undertaken by community groups, not-for-profit organisations and individuals make a valuable contribution to the community outcomes and the strategic outcomes pursued by the Council.
15. In 2005 Waitakere identified a set of community outcomes for the community of Waitakere as required in the Local Government Act 2002. The Council must take these into account in the formulation of its long term strategic direction. The community outcomes contribute to: Mauri Ora, Strong Communities, Toiora, Urban and Rural Villages, Vibrant Arts and Culture and Working Together.

16. Waitakere has recently adopted a new strategic framework of six core strategies. Whilst the CWLF deliver on all the strategies and in particular are the Social and Cultural Wellbeing strategic directions. The funds deliver on the “building strong resilient communities” and “informed, resourceful and skilled people” outcome areas. The grants also contribute to achieving the strategic priorities of the Treaty of Waitangi, Sustainability, First Call for Children, Safe City and Lifelong learning.

CONSULTATION

17. Consultation on the CWLF occurred between the Leisure Services and Community Boards.

RESOURCES

18. The WCB has a total of \$7,144 to allocate during the 2009/2010 financial year. After the October 2009 funding round the balance of unallocated funding will be \$3,329 if the recommended amounts are granted.

IMPLEMENTATION ISSUES

19. There are no implementation issues.

AUCKLAND COUNCIL TRANSITION ISSUES

20. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Kim Hammond, Community Grants Officer.



15 NOTICES OF MOTION

