## Waitākere Ranges Local Board

### OPEN MINUTE ITEM ATTACHMENTS

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**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Item 8.1:

Noise, Fires, Violence,

Dangerous Driving, Late Night Drinking etc.

Life at Titirangi Beach Reserve
Chris Joel, Paturoa Rd
Contents

- Titirangi Beach Reserve
- Why are we a target
- The Problems
- Why it is up to Council to solve them
- What is the solution (CCTV)
What is Titirangi Beach Reserve

- Native parkland
- 3 Residential streets
- Streets either side of bay
- Massive bay
- Natural sound bowl
- Atkinson park Gifted to ACC in 1913
So what makes us a target?

- Beautiful
- Remote feel
- Close to urban areas
- Unguarded
- Most residents retirees
- Leads to late night anti social behaviour
Some of the Problems

- Late night noise (beach parties and stereos)
- Late night drinking
- Destruction of property
- Burning of cars
Some of the Problems (cont.)

- Driving cars on beach & bay (1am 3am etc).
- Drunk & dangerous driving.
Some of the Problems (cont.)

- Fires on beach (potential to start a forest fire)
Some of the Problems (cont.)

- Car tipping
- Ongoing council opex cost (enforcement & replacement).
Why is this Council’s Problem?

- It’s Council park land
- Atkinson Park Deed of Gift 1913
  - Full time ranger
  - Ranger to:
    - Stop Fires
    - Control noise and monitor behaviour of park visitors
What is the Solution?

- CCTV
- Jenkins Bay shows the way
  - Put in CCTV and 90% of this behaviour stops - that has been their experience.
  - Titirangi Police recommend CCTV
  - Also bollards stop beach access - burnouts in bay
CANDIA ROAD

MAKE IT SAFE
1 in 3 vehicles exceed the 70km/h limit up to 570 cars per hour no footpath
Housing development at 28 - 40 Candia Rd but no footpath! Families traverse this dangerous road.

Tight, blind corner following long straight which cars speed along.

Uneven, sloping & dangerous, narrow road edge to walk along. Ditch beside path so nowhere to escape traffic.

Uneven, sloping & narrow road edge to walk along - pushchairs, etc need to be on road. Easy to trip and fall under passing vehicle.

This is part of the Waitakere Foothills Walkway - which people are using now.
This is a beautiful area. But so dangerous to walk around, due to no path. Drivers speed around here. It's incredibly risky attempting to walk it.... But I amongst many others would love to have the opportunity to do so.

Toni Holdaway

“I drive on this road and am scared one day coming around the corner and killing someone”

Donna Stephenson

“We need a footpath and a reduced speed!”

Claire Allmon

“Dangerous”

Bronwyn Abbott

“I want my child to walk to school”

Barbara Adler

“Roads are not just for cars. Make streets safe for pedestrians and cyclists”

Emma Bell
Waitakere Ranges Local Board Feedback on the draft Auckland Regional Public Transport Plan 2018

The Waitakere Ranges Local Board (WRLB) supports the vision of the draft RTP to create an outstanding customer experience so Aucklanders make the shift to PT for more of their travel.

Focus area one: expanding and enhancing rapid and frequent networks

The draft plan identifies two projects that will bring great benefits to people in our local board area and the wider West Auckland:

- City Rail Link (CRL) which is due for completion in 2024
- Investigating Light Rail (LRT) for the NW Motorway

We strongly support both LRT and CRL.

Outcome sought: the plan include a commitment to further investigate continuing passenger services on the Western Line beyond Swanson to serve the NW growth areas of Huapai and Kumeu, and restore rail services to Waitakere Township.

Focus area two: improving customer access to public transport

We would like to see a comprehensive plan developed for improving customer access to the Western Line with more cycling connections and cycling facilities at stations, and increased park and ride capacity.

Walking and cycling

The following cycling connections would improve access to public transport in our area:

- Western Line cycleway: Swanson to New Lynn
- Sunnyvale Station to Parrs Park to connect to the West Coast Road (Oratia) Shared Path
- Glen Eden Station to the Project Twin Streams shared path

Park and ride facilities

Park and ride facilities serving train stations along the Western Line are important connections for those outside easy reach of the public transport network.

The 2014 report “Journey to work patterns in the Auckland region: analysis of census data for 2001-2013” says:

“Only about 60 per cent of rail trips come from those living in areas adjacent to the rail line. The remainder are from areas further away, emphasising the importance of facilities providing longer distance access to the rail network, such as feeder bus services and park and ride and kiss and ride facilities.”

Around 20,000 of our residents live in the Waitakere Ranges Heritage Area which is rural, bush and coastal communities. In the 2013 census, around 3 percent of WRHA residents used public transport to travel to work, with trains being about twice as popular as buses.

Outcome sought: the draft Rpmp include a commitment to develop a comprehensive plan to improve customer access to the Western Line by 2024 so that it is timed with the CRL completion.

Placemaking
We support the recognition of the role of public transport in placemaking for town centres.

The Glen Eden Town Centre Implementation Plan (2013) includes a number of projects that relate to the location of the train station within the town centre.

AT is due to do a safety upgrade of West Coast Road in Glen Eden Town Centre which will make it easier and safer for people to get between the town centre and train station.

The level rail crossing on Glenview Road just to the west of the train station needs to be addressed.

**Outcome sought:** the RPMP identifies the priority of level crossings for grade separation or road closure to increase public awareness of how and in what order these will be dealt with.

**Transport disadvantaged**

The Rural Urban Boundary divides our local board area between the transport disadvantaged and those living in the urban fringe areas where access to public transport ranges from good to poor.

There are over 20,000 people living in the Waitakere Ranges Heritage Area. Only three percent of those who work travel by public transport, according to the 2013 census. The train is around twice as popular as buses (2 percent, compared to 1 percent), though the numbers are very low in total (370). We would like to see the numbers grow.

More people from our rural communities connecting to public transport would take cars off our main arterials like Titirangi Road, West Coast Road, Great North Road, and Swanson Road. As mentioned earlier increasing park and ride capacity along with Western Line will make it easier for this sizeable catchment to access the rapid transport network.

We support the objectives and policies in section 11.6 of the plan that provide a framework for developing services for isolated or rural communities with no access to public transport.

The local board in partnership with AT undertook a household and visitor survey in 2016 to understand the potential interest in such a service. We would like to see a pilot shuttle bus service developed to serve our coastal, bush and rural communities.

**Outcome sought:**

1. supports investigation of a pilot rural public transport/on demand service in the Waitakere Ranges, and develops a funding case.
2. Policies are added on the funding of services for the transport disadvantaged.
3. An objective and policy is added to “investigate public transport to visitor destinations in remote natural areas like the Waitakere Ranges Heritage Area to reduce traffic and parking impacts.”
Figure 12: Modal shares for commuting by Local Board residents 2013

- Private transport
- Public transport
- Active modes
- Work at home
- Other

Regional average
Franklin
Papakura
Manurewa
Otara-Papatoetoe
Mangere-Otahuhu
Howick
Vaungakiekie-Tamaki
O rake
Puketapapa
Albert-Eden
Whau
Waitemata
Waitakere Ranges
Henderson-Massey
Devonport-Takapuna
Kaipatiki
Upper Harbour
Hibiscus and Bays
Rodney