**Date:** Tuesday 11 December 2018  
**Time:** 2:00pm  
**Meeting Room:** Waitematā Local Board Office  
**Venue:** Ground Floor  
52 Swanson Street  
Auckland

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**Waitematā 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.
Asians and gambling

Asians make up the fastest growing ethnic population in New Zealand today. Chinese is the largest group, followed by Korean. Other groups include Thai, Japanese, Sri Lankan, Filipino, Malay, Cambodian and Vietnamese.

Many Asians in New Zealand have had little experience of the harm of gambling as they do not have easy access to gambling venues at home. The shift from social to problem gambling often begins with problems with integration after immigrating.

Problem gambling has become a major public health issue for Asian people in New Zealand. Asians made up 7.9% of problem gambling service clients in 2014/15. However, it is estimated that one in four (24.5%) of moderate-risk/problem gamblers are Asian.

Happily, the numbers of Asian problem gamblers appear to be declining. A 2011/12 study of gambling in New Zealand showed that percentage of Asians gambling at moderate or problem risk levels had declined slightly since 2006/07. In 2011 the Auckland-based Asian Family Hotline (a for-Asian, by-Asian service which includes speakers in Mandarin, Thai, Vietnamese, Cantonese and Korean) provided 937 sessions of counselling.

Which Asians are at greatest risk of problem gambling?

- Those who are lonely and speak little English. They go to the casino to find others so they can converse in their own language.
- Those working in the food industry.
- Tour guides with large amounts of cash.
- Night shift workers.
- Older Asian early settlers who gamble to get away from family lives.
- Asian women who gamble while their husbands are working in their country of origin.
- Poor (lower income) people who want to try their luck.
- Businessmen who put large amounts on card games and pokies at private clubs.
- International students.
Seeking help

Asian gamblers often try to fix the problem themselves and only seek help as a last resort. Only a small amount of people will seek help themselves as they see problem gambling as a private thing and are ashamed about losing money.

Because of language problems many Asian gamblers aren’t confident about seeking help from professionals. Police, lawyers or relatives are usually the ones who force gamblers to seek treatment.

When contacting counselling services Asian clients are likely to expect their counsellor to be directive or authoritarian, and are surprised that this isn’t the case.

A study on Chinese clients found that they wanted intervention services which were user friendly, and were appropriate in culture and language. They wanted to be able to express themselves in their own language and be fully understood in terms of their background.

They wanted professional help with support to build up their self esteem and self confidence. They also wanted help to control money and to put self exclusion orders in place.

The outcomes of gambling are poor health, stress, financial problems, family problems, loss of job or business, alcohol consumption, loss of trust from friends and family, children feeling unsafe, criminal activities, isolation, and a negative image of Asians within New Zealand society.

The stigma that is associated with problem gambling can be reduced when we talk about it

Common reasons why Asians living in NZ gamble

- Post-immigration adjustment is difficult and often the casino is seen as a refuge from the hardships of fitting into a new and unfamiliar culture.
- The casinos are seen as an attractive environment to visit, as there is often a lack of ‘suitable’ entertainment elsewhere.
- Venues are seen as accommodating and sensitive to the needs of Asian clients and they are somewhere to go where they can meet up with other Asians.
- A way to escape from problems such as isolation, loneliness and boredom.


Salisbury Reserve
Waitemata Local Board Meeting

I am a homeowner and reside at the above address. Our western boundary runs along Salisbury Park. It is where we entertain and spend the majority of our time. We purchased the property six years ago and the park has been a huge benefit with its green spaces. As a ratepayer with a boundary most affected by any plans for improvements to the park we would like to make the following comments.

Parking at present is not a problem except it is inadequate in winter and not close enough to the petanque club for the elderly we see using crutches and mobility frames who regularly use the hall. We have the lights of vehicles coming and going at night but all is quite by 9.00pm or at the very latest 10.00pm.

It is used by multiple families. In summer a local family mows a cricket pitch on the grass area of what used to be the women’s bowling greens. Winter sees semi organised young children playing touch rugby in the same area. A well-used space very happy background noise. We have seen Tai Chi, Judo, Get Fit classes (at the crack of dawn). Birthday parties complete with bouncy castles and even pony rides. All of these activities require parking opposite the old bowling green.

A large carpark on the site of the Masonic Hall may create more problems as it will provide space for the few trouble making youths in their cars to do their “doughnuts”, “burnouts” and “wheelies”. At the moment with a single road they are restricted somewhat and mortified when filmed stuck in the mud and reported to Council in the winter. By reducing the long grass strip they use to gain speed and replacing it with permanent paving it takes away the fun – no mud.

An added concern is the suggested planting of large nut trees – deciduous in a designated high wind zone. This will result in leaves ending up on our front deck and gardens. Also the pathway and planning along our boundary will create maintenance problems. We are your only neighbours apart from the petanque club who maintain our boundaries with spraying, clipping grass edge and cutting our ivy hedge there times a year. This will not be possible if your plan goes ahead.

We would welcome a site visit from your committee to our home to see for yourselves the problems and adverse effects your current planning and submissions may create.

This correspondence is also supported by Tony and Marie Smith of 4/38 Wallace Street, Herne Bay, owners for the past 60 years whose rear boundary borders the park.

M.R Trapski
Resident
Your Argyle St neighbours ask that you use the Reserve parking spaces made available for Petanque users, leaving our curbs free for neighbourhood visitors. Thank you.
Figure 1: Aerial map of proposed location within Western Springs Lakeside Park (Quarry) for the programme.

Figure 2: Aerial map of proposed location within Meola Reef Reserve for the programme.
Trafzin conference 14–16 November, Wellington: Report back

I appreciated the opportunity to attend the 70th annual Trafzin conference on ‘Prioritising for People’ and to present on behalf of LGNZ. A major theme to emerge from the conference was the need for leadership and significant change to the transport system to cut New Zealand’s unacceptable and avoidable road death rate.

Over the last 5 years there has been a 50% increase in death and injury on our roads, an increase far faster than can be explained by traffic volumes, population, or distances we travel. In Auckland the increase has been over 75%. The conference reinforced the need to urgently adopt a Vision Zero best road safety practice. We know that reducing speeds will immediately result in fewer deaths. The Waitematā Local Board was the first to adopt support for Vision Zero and it recently became an outcome in the Auckland Plan 2050.

The conference was attended by 200 central and local government officials, councillors, road safety experts and community advocacy groups from New Zealand and abroad. Cr Chris Darby also attended from Auckland Council.

Under the previous government there were no meaningful road safety targets and only a commitment to a road network “increasingly” free of deaths and serious injuries. Government officials were very blunt in their assessment of the failure of the previous regime and stated their commitment to action and partnering with local government. The Ministry of Transport is currently working on a new road safety strategy that will give effect to the current government’s road safety priorities.

There were several key and consistent messages from conference speakers about the changes needed. They include (a summary from Trafzin president Cr Andy Foster):

- Strong support for Vision Zero with a series of interim targets to drive momentum.
- Creation of a well-resourced and empowered organisation to champion road safety, and to hold others, including Government, to account. Currently there is a lack of accountability if people die — or even if lots of people die.
- We should have a role to play. Safety should be politically multi-partisan. It is not just a Government responsibility, but Government has clear responsibilities and has to empower and require other parties to act too.
CHAIR’S REPORT NOVEMBER 2019
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- There are massive opportunities through improving our vehicle fleet. New data shows the occupants of one-star vehicles are approximately five times more likely to die than occupants of five-star vehicles.
- We need to invest more in safety engineering such as barriers and roundabouts. They work.
- Most of our roads have unsafe speed limits. People drive to those unsafe limits. Fixing speed limits is a quick fix that will save lives while we retrofit roads. Speed limits should be set appropriate to the conditions of a road and human ability to survive a crash.
- Enforcement is vital to support behaviour change. There are concerns less resources are being dedicated to enforcement.
- There is a need to review the penalty regime, and make it safety outcome focused.
- We should be creating places for people, not just vehicles, especially in urban areas.
- We need good education for opinion leaders and decision makers including politicians and media.

Speaker Highlights

Paul Steely White, Transportation Alternatives
Vision Zero: the five keys to NYC’s success

Paul shared the experience of NYC where 100’s of lives have been saved in NYC since Vision Zero was implemented. It is not because pedestrians are now “good” but through vision and design.

A few of the key points highlighted by Paul in his presentation:

- Vision Zero demands responsibility.
- Education campaigns don’t work unless tied to infrastructure, design and enforcement.
- Data driven safety – speed the most common factor
- Cycling has quadrupled in 10 years as there is safety in numbers.
- There is growing public support:
  - 81% want safe streets
  - 73% support adding more protected bike lanes
  - 73% support even if means fewer car parks

Paul commented that they have gone to “the belly of the beast” and managed to turn the tide—no one wanting to go back to how it was. The contrast between the old and new type of streets is so stark not going to keep debating just as don’t debate whether there is benefit from separating sewage.
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Shane Ellison, CEO Auckland Transport
The Auckland Safe System

“Safety from harm is a basic human right”

Shane put forward a bold case for adopting Vision Zero and the need for a paradigm shift that puts people first.

The Auckland Transport Board were due to approve a Safe Speed Plan on 14 November but disappointingly this was deferred until the AT board meeting on 11 December. The outcome of this meeting will provide a clear indication of whether the board and CEO are aligned on the need to prioritise a best practice approach to safety.

Dave Cliff, Global Road Safety Partnership
Re-energising road safety

“We know what the solutions are and what need to do”

Dave painted a grim picture of road trauma suffered worldwide. 1.4m fatalities; 20-50m injuries each year. By 2030 road crashes will be the fifth leading cause of death up from 10 in 2000.

He provided the evidence:
- What kills – an impact too great to survive
- Humans are designed to survive a fall of up to 4 metres (30km/hour)
- Cost benefits: 7-24% increase in GDP over 24 years through a 50% reduction in road traffic injuries
- In France the speed limit has been reduced from 90km to 80km on undivided rural roads leading to 400 lives saved and a 30% reduction in emissions.
- Speed reduction is fundamental. 5% decrease in average speed leads to approx. 10% decrease in all injury crashes and a 20% decrease in fatal crashes
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- In the USA where speeds were increased from 55mph to 65mph speeds increased on average 3mph but fatalities increased 20-25%

In making the closing remarks at the conference Dave spoke about the “crisis of complacency” and the challenge to reenergise to do the right thing.

Brent Johnston, Ministry of Transport
Road Safety strategy 2020-30 and Vision Zero

“Road traffic deaths and injuries are not “accidents”. They are the direct consequences of system failures and political choices”

Brett provided the context for the government’s development of a new road safety strategy (to be consulted on in 2019). There is strong support for Vision Zero but from the Ministry’s perspective there isn’t a clear understanding yet of what it means.

What is understood is the success of Vision Zero in Sweden where through sustained investment fatalities have reduced from 6.1 per 100,000 to 2.7 (New Zealand is at 8 per 100,000) with a focus on lower speeds and speed cameras.
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Dr Jess Berentson-Shaw, Co-director, The Workshop
Prioritising for who? Making transport more inclusive in Aotearoa

Dr Jess Berentson-Shaw provided a welcome challenge to deliver a culture of equity through collaborative decision making. She advocates for the need to do things differently with people with lived experience to achieve life enhancing, rather than life limiting outcomes.

She quite rightly pointed out the lack of diversity and different views in the conference programming.

She also wrote an excellent article for Newsroom as a follow up to the conference Get real on transport - and improve all our lives that explored why transport is an area in which the evidence is so routinely ignored, even though implementation of what we know in policy would enormously improve so many New Zealanders’ quality of life.

Presenting at Trafinz: Local Government prioritises people

I presented on behalf of LGNZ (as a LGNZ National Council member representing local boards) on the final day of the conference and joined the expert panel discussion with Dr Jess Berentson-Shaw, NZTA’s Lisa Rossiter and Associate Professor Jeremy Wooley.

Local Government has a central role in creating communities and people focused places through placemaking. By working with key stakeholders local government can provide business and communities a safe, accessible and sustainable transport system that prioritises people. However, competing local government objectives have not been appropriately balanced to manage resulting outcomes, with real impact on road safety, leading to an unacceptable increase in road trauma over the last 5 years. New, more effective policy tools that recognise differences in councils are needed to supersede the Safer Journeys framework.
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This session looks at what local government can embrace that has worked overseas and how LGNZ and Trafinz can work together to deliver a proposal for a simple, effective message and mission that must be adopted to get community leaders and traffic safety experts to the same place for real change.

My presentation (attached) was a combination of slides prepared with assistance from Tom Simonson, LGNZ Principal Regulatory Advisor, graphics from Auckland Transport and images that I presented pecha kucha style.

Conference costs

My discounted registration, 3 nights accommodation and flights to Wellington were paid for by Auckland Council on the basis I am on the executive committee of Trafinz representing Auckland Council and lead the local board’s transport portfolio.
Local Government: Prioritising for People

Pipas Coom
Chair, Waitematā Local Board, Auckland Council
2019 National Council Member
Traffic Executive Committee Member

LGNZ Te Kāhui Kaunihera o Aotearoa

Trafinz’s proposed value proposition

“TRAFINZ is the respected voice of local authorities and their communities on safe, sustainable and inclusive mobility.

It exists to influence the conversation and decision making; it acts as the forum for sharing, celebrating and promoting the best practice professional development and advice.”

Regional New Zealand

ROAD DEATHS BY REGION (12 MONTHS TO DATE)
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CHAIR’S REPORT NOVEMBER 2019
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Auckland faces a road safety crisis
CHAIR’S REPORT NOVEMBER 2019
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CHAIR’S REPORT NOVEMBER 2019
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Local Government’s Competing Priorities

Today, local government must balance multiple priorities to meet increasingly complex demands – for example:

- Environmental compliance (zero emission vehicles)
- Efficient and effective land use (National Policy Statement for Urban Development Capacity)
- Economic growth (eg Provincial Growth Fund)

LG OC supports the objective of creating a land transport system that is safe, reliable, free of death and serious injury.

Simple and effective message and mission

1. Raising the Bar public service (local government)

2. Public trust and confidence

3. Local government

4. Effective and efficient land use

5. Efficient and effective land use


7. Balanced and fair system

8. Vision Zero (safety)/Zero harm community

9. Zero harm community

10. Vision Zero (safety)

11. Zero harm community

12. Vision Zero (safety)

Thank you