

**AGENDA FOR AN ORDINARY MEETING OF THE PROJECTS SPECIAL COMMITTEE
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON WEDNESDAY, 3 JULY 2002
COMMENCING AT 9.00 AM.**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFIRMATION OF MINUTES	1
4	PRESENTATION - WAITAKERE SPORTS COMPLEX AND MASSEY CAFE	2
5	EFFECTS OF LARGE CITY-WIDE EVENTS	2

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1 APOLOGIES



2 URGENT BUSINESS

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

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

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

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



3 CONFIRMATION OF MINUTES

Ordinary - Wednesday, 5 June 2002

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Projects Special Committee held on Wednesday, 5 June 2002, as circulated, be taken as read and now be confirmed.



4 PRESENTATION - WAITAKERE SPORTS COMPLEX AND MASSEY CAFE

A presentation to update the Projects Special Committee on the progress thus far on the Waitakere Sports Complex and the Massey Cafe will be made by Suresh Nagaiya, Acting Leisure Services Manager.



5 EFFECTS OF LARGE CITY-WIDE EVENTS

PURPOSE OF THE REPORT

This report is to enable the Projects Special Committee to consider an issue raised by the Waitakere Community Board as a result of a board decision on "Depeche Cycling Promotions - Proposed Cycle Race" considered at its meeting on 4 June 2002.

BACKGROUND

At its meeting held on 4 June 2002, the Waitakere Community Board considered the report "Depeche Cycling Promotions - Proposed Cycle Race" and passed, the following resolution:

"That the Projects Special Committee be asked to request a report on the downstream effects of large city-wide events."

1052/2002

A1-A15 A copy of the relevant minutes and the agenda report are attached for reference at pages A1 to A15.

Council has been approached by Depeche Cycling Promotions who intend to hold a five day cycle race through the Auckland Region in early January 2003. They are seeking Council support for road closures for Stage IV of the race, which they are proposing to hold through the Henderson Central Business District, and a loop circuit up Henderson Valley Road, Mountain Road, across Scenic Drive and down Forrest Hill Road.

To gain Council permission to hold the event the organisers have to receive approval to close streets in two wards; Henderson and Waitakere. Authority to close the roads in each ward is part of the delegated authority of the respective community boards Street Events Subcommittee. As part of this process reports were made to both Henderson and Waitakere Community Boards at their June meetings raising the issue of road closures and setting in place a process for eventual decision making by the respective Street Events Subcommittees. At both meetings representatives of the Police attended and spoke in Public Forum opposing the event.

Both the Waitakere and Henderson Community Boards permitted the proposed cycle race to proceed to the next stage and reports back assessing the effects in more detail around traffic and roading closure issues following the completion of the public notification period will be provided to the relevant Street Events Subcommittees.

STRATEGIC CONTEXT

Large scale events such as the proposed Cycle race have the potential to impact on a number of strategic objectives for Council such as;

- Business;
- Transport;
- Town centre development;
- Employment opportunities;
- Safety;
- Recreation.

ISSUES

This is the first time that a request has been made for such widespread road closures.

It is foreseeable that an event such as the Proposed Cycle Race could have both positive and negative impacts in:

- making the City a vibrant and fun place, but will make movement through the city difficult for residents and businesses on the day of the event;
- promoting the City to the wider regional and national community;
- acting as an economic driver by virtue of the spin offs from such an event, but may adversely affect trade in the central business district of Henderson by restricting access to the shops for local consumers;
- have beneficial effects for children and adults by encouraging more residents to enjoy the physical and fun benefits of cycling, but by raising the numbers of cyclists increase the risks of accidents on the road with vehicles.
- may present problems for emergency service vehicles in responding to incidents.

These issues may also have differing impacts between those that are short term around the event and longer term effects from changed behaviours.

The split of delegations between the Waitakere and Henderson Community Boards Street Events Subcommittees could also lead to a situation where the event was approved in one part of the City and prohibited in a second.

The Waitakere Community Board did not specify in its resolution the down stream effects that it was concerned over but it is suggested that the above list provides an indication of some of the likely areas of concern.

This issue is not explicitly provided for in the current delegations of the Projects Special Committee, albeit that it can be seen as an issue that is related to much of the current delegations. It may be something that would be more appropriately dealt with by the Projects Special Committee at the detailed level rather than the City Development Committee.

RESOURCES

Providing an in depth assessment of the down stream effects of an event such as the Depeche Cycling Promotions - Proposed Road Race will require a substantial amount of analysis to accurately quantify the effects of such an event in the areas identified above. Council may also wish to receive policy advice over the trade offs between the differing positive and negative impacts prior to reaching any decision on a future policy over such events.

There is no budget provided in the draft 2002/2003 Annual Plan for this work. If this work were to be undertaken the work programme would need to be adjusted to divert resources to this area. This would be an issue for referral to the Annual Plan Special Committee in its current deliberations. It is not obvious which of the current work programmes would be of lower priority than this work.

CONCLUSION

The Depeche Cycling Promotions - Proposed Road Race, has been identified by the Waitakere Community Board, as raising a wide range of issues. These issues have not previously been considered in an inter-related context. To assess the issues to an appropriate level will require that resources are diverted from other elements of the work programme. The Projects Special Committee is asked to consider whether it thinks work in this area is a priority that should be referred to the Annual Plan Special Committee for consideration.

RECOMMENDATIONS

That the information be received.

Report prepared by: Andy Roche, Acting SMG Co-ordinator.



EXTRACTS FROM WAITAKERE COMMUNITY BOARD AGENDA AND MINUTES 4 JUNE 2002

Extract from Minutes

**8 DEPECHE CYCLING PROMOTIONS - PROPOSED CYCLE RACE
DECLARATION OF INTEREST**

8.25 pm KP Healy withdrew from the table and took no part in discussion on this item.

1051/2002
MOVED by Cr Hulse, seconded Cr Stone:

1. That the information be received.
2. That Public Affairs continue to work with the organisers to facilitate the event.
3. That the proposed road closures be publicly notified at the applicants cost.
4. That the proposed road closures be forwarded to the Street Events Subcommittee Waitakere, together with a comprehensive assessment of the effects of the proposed traffic management and road closures for consideration following the completion of the public notification period.

CARRIED

1052/2002
MOVED by Cr Stone, seconded RE Taylor:

That the Projects Special Committee be asked to request a report on the downstream effects of large city wide events.

CARRIED

AI

Extract from Agenda**DEPECHE CYCLING PROMOTIONS - PROPOSED CYCLE RACE****PURPOSE OF THE REPORT**

The purpose of this report is to provide information to the Community Board on a proposed cycling event to take place in the Auckland Region in January 2003. It is proposed that part of the event will take place on public roads within the Waitakere Ward and consequently the event promoters will be seeking approval to close roads for the event.

BACKGROUND

Council have been approached by Depeche Cycling Promotions who intend to hold a 5-day cycle race through the Auckland Region in early January 2003. They are seeking our support for road closures for Stage IV of the race, which they are proposing to hold through the Henderson Central Business District, and a loop circuit up Henderson Valley Road, Mountain Road, across Scenic Drive and down Forrest Hill Road.

This is being billed as a community event, with Depeche Cycling Promotions inviting City Councils, community groups and sporting groups such as Sport Waitakere, to be involved with the bicycle alley's which feature in 3 stages of the tour. The intention of the bicycle alley is to represent in a fun way the various groups and organisations directly or indirectly involved with sports. Groups likely to be invited to participate include:

- Sport Waitakere
- Cycling Clubs
- Police and Community Safety People
- Bike Shops
- Cycle Safety Workshops
- Eco-city pedestrian/cycle way information
- City environment groups

34 Attached at pages A25 to A26 are details of the tour stages throughout the Auckland region, with brief details of what can be expected from each stage. Pages A27 to A34 covers the traffic management plan for Stage IV, the Waitakere stage, along with the stage map.

TOUR VISION

A colourful, exciting and challenging race with drama, emotion and suspense. The design of the whole event and the proposed courses have been chosen with this in mind to create a race which builds to the very last stage at the Auckland Domain and gives maximum spectator access to racing.

The format is a multi-day staged race for elite men and women, showcasing the diverse environments of the Auckland Region.

A2

It is the intention of the promotions company to obtain media coverage nationally, internationally through radio, TV, sky satellite and as well as on the Internet through live reports and streaming video.

It is hoped that this race will gain swift recognition with the International Union Cyclisme International points status and firmly establish this race as an annual event kicking off the international cycling race calendar.

CREDENTIALS OF DEPECHE CYCLING PROMOTIONS

Depeche Cycling Promotions is a cycle event promotional company who seek to promote and run elite and non-elite recreational ride events throughout New Zealand.

Depeche Cycling Promotions is the creation of Anthony Mortimer an ex-professional road cyclist with 28 years racing experience, 10 of these internationally.

ISSUES

Road closures will be required in two Waitakere City wards, Henderson and Waitakere, for stage IV of the event. Page A35 contains an extract from the Local Government Act covering road closures. The road closures proposed for the event are extensive and will apply for a substantial part of the day consequently detailed assessment of the effects of the closure will be necessary. The proposed road closures will need to be publicly notified and members of the public given the opportunity to raise any concerns or objections. Following on from the public notification the Street Events Sub-committees for the Henderson and Waitakere Wards will need to meet in June to consider any objections received and either approve or decline the proposed closure.

Traffic Management Plan

There will be 70 paid and highly trained race marshals on each race course. They will all have two way radio communications, as well as cell phone communication. Police vehicles (motorcycles) will lead the road race pelotons. They will also jump ahead to control traffic lights and specific intersections along the course.

In the case of the Henderson road race, the lead car navigator will constantly radio the race convoy position to the marshals so they will know at all times where the race peloton is on the course. Both the lead car and tail van (broom wagon) will have navigators in communication with marshals stationed around the course.

The race convoy will be lead by a lead vehicle with signage (*"cycle race in process please slow and stop until the race passes – thank you"*) and motorcycles (headlights/flashers on) will lead any break away and splinter groups of riders on the course.

All marshalled intersections will be orange coned (some will also have orange crash barriers). All marshals will wear bright race marshal vests, carry stop signs, whistles, cell phones, binoculars and race marshal logos. Cell phones will be programmed with all other marshals numbers, as well as emergency services numbers.

Local Residents Needs

The co-operation support and consideration of local residents is paramount to the success of the event. The promoters will be providing free stage coach buses (2) that will be making a continuous loop of the circuit during the event and will pick up and drop off course residents and spectators in Henderson and other points on the course.

Local Residents and Business Safety

A3

With 70 race marshals around the course, we will safely control all intersections, built up housing areas and pedestrian movement on the course.

Resources

All costs of road closures are the responsibility of the race promoters, Depeche Cycling Promotions.

CONCLUSION

This is an exciting event, with the potential to showcase to New Zealand and International audiences the eco-city principles we practice and to promote road safety messages to the public in general. This type of event fits into the Council's current wish to expand our events programme. The traffic effects will require detailed technical assessment and this will be presented to the Street Events Sub-committee.

recommendations

1. That the information be received.
2. That Public Affairs continue to work with the organisers to facilitate the event.
3. That the proposed road closures be publicly notified at the applicants cost.
4. That the proposed road closures be forwarded to the Street Events Sub-committee Waitakere, together with a comprehensive assessment of the effects of the proposed traffic management and road closures for consideration following the completion of the public notification period.

Report prepared by Barbara Cade, Office Manager Public Affairs, and Adam Moller, Transport Engineer.

A4

TOUR STAGES

STAGE ONE : DEVONPORT CIRCUIT RACE, NORTH SHORE CITY

The first stage of the tour is through central Devonport on a Wednesday evening. This exciting course is a 2.5km loop with long straights, plenty of turns and a small climb. It is a spectators course with two sprint lines and riders coming around every four minutes or less.

There is a race village located in the park where race fans can mingle with top professional riders before the start of the racing and check out equipment etc. The bicycle alley adjacent to the race village will host community cycle information and pre race performances of the haro BMX stunt team.

The women's race of 20 laps (50km) starts at 6.30pm and finishes at approximately 7.30 pm
The men's race of 30 laps (75km) starts at 7.40 pm and finishes at approximately 9.10 pm

Special race features include excellent spectator viewing, cafes around the course and the haro BMX team.

STAGE TWO : HIBISCUS COAST ROAD RACE, RODNEY DISTRICT

Stage two is a single loop road race with a rolling enclosure format (oncoming traffic is stopped until the race convoy passes). Everyone assembles in Milford and the race is neutralised (no racing) for 7km until it reaches Albany Road where the men's and women's peloton will start within minutes of each other. Each peloton has a separate rolling enclosure for safety.

This is a challenging course with 6 climbs taking riders through the back of the Riverhead Forest, Peak Road, Wainui, Silverdale, Orewa Beach and finishing on Bute Road in Browns Bay.

Men's race of 110.2km starts at 10.15 am and finishes at approximately 1.15 pm
Women's race of 70km starts at 10.20 am and finishes at approximately 12.15pm

Special race features will include lots of twisty rolling roads with 6 major KOM (points competition) points climbs, beach views in Orewa, hot spot racing on the main road of Orewa and a finish on Bute Road, Browns Bay.

STAGE THREE : SUNRISE CIRCUIT ROAD RACE, WAIHEKE ISLAND

Stage three goes tropical on Waiheke Island's sunrise circuit road race. The race gets underway in sunny Oneroa at 10am. This course is a 27km loop along the twisty narrow and sometimes steep roads of the island. This stage is a rolling enclosure with some roads on the course completely closed for the duration.

Men's race of 5 laps (132km) starts at 10 am and finishes at approximately 1.30 pm
Women's race of 3 laps (81km) starts at 10.10 am and finishes at approximately 12.30 pm

Special race features include a start and finish line in Oneroa, hot spot sprints on the Strand at Onetangi Beach, 5 steep climbs per lap, great spectator viewing.

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STAGE FOUR : HENDERSON VALLEY/SCENIC DRIVE ROAD RACE CIRCUIT

Stage four commences in the Henderson CBD. This course calls for a complete road closure. The race starts with multiple loops of the CBD 1.1km circuit before heading out onto the road loop.

This stage will undoubtedly be a major decider in the overall race results. The course is a 27km loop taking in the Henderson CBD, the picturesque Henderson Valley Road, the beautiful native bush and views of Scenic Drive and the twisting turning high-speed descent down Forrest Hill Road. During each lap riders ascend the brutally steep Mountain Road climb (2.5km) and then on to the high point of the course at Parkinson's Point on Scenic Drive (396m).

Men's race of 6 laps (167.5km) starts at 10 am and finishes at approximately 2 pm
Women's race of 3 laps (86.5km) starts at 10.15 am and finishes at approximately 12.30 pm

Special race features include a race village in the Henderson CBD, a bicycle alley on Ratanui Street and demonstrations by the haro bmx stunt team, excellent spectator viewing and free spectator buses to points on the course throughout the day.

There will be five excellent viewing points around the course. These are:

1. Sprint prizes area in the Henderson CBD lap's
2. Race spectator party on Mountain Road
3. Feed zone at Parkinson's Point, Scenic Drive
4. Down hill action on West Coast Road
5. Hot spot sprints along Forrest Hill Road

STAGE FIVE : AUCKLAND DOMAIN CIRCUIT RACE

The finale takes the tour to Auckland Domain Park with a mini-circuit road race around the park and past Auckland Museum. The 4km circuit has lots of turns, narrow fast sections and a couple of hill climbs, one up Georges Street and the other up Lower Domain Drive. The course will be completely closed off from 9am to 2.30pm to vehicular traffic.

It is a great spectator course with excellent close up views of riders as they negotiate the tight course, including a fast narrow down hill on Lovers Lane and the climb up Domain Drive.

Women's race of 12 laps (48km) starts at 10 am and finishes at approximately 11.15 am
Men's race of 18 laps (72km) starts at 11.30 am and finished at approximately 1.15 pm

Special race features include a bicycle alley set up on Domain Park Drive, haro BMX team demonstrations and excellent spectator viewing.

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A6

TRAFFIC MANAGEMENT PLAN AND ROAD DETAIL MAP

The attached road detail map shows roads being used in the area as well as course safety barriers and marshal points.

The race has a complete road closure format for rider and public safety, because of the severity of the course, the expected breaking up of the race peloton into small groups during the race and the extremely high-speed descents on Scenic Drive and Forrest Hill Road. Members of the public will have controlled access to Piha off Scenic Drive.

Provision has been made for lead and tail vehicles, and motorcycles for the peloton when the peloton breaks up.

The race starts in the Henderson CBD 1.1km loop and then travels onto the road course. The riders come back and completed the CBD loop every lap. Approximate lap times are 38-45 minutes each.

Start/Finish: Edmonton Road, Henderson

Rolling from the start line, race turns right into **Alderman Drive**, over the small bridge then left at the roundabout (still Alderman Drive), turns left into **Great North Road** along **Great North Road** for 700 metres before turning left back into **Alderman Drive**. The CBD loop has safety barriers on the inside and outside of the loop, hay bales and 15 race marshals in attendance.

Heading out, the course now passes under the railway overpass in **Henderson Valley Road**. Riders will begin on the right hand side of the road (barriered down the centre for 3km) until the roundabout at **Forrest Hill Road** intersection. From this point riders have full road use.

Race continues on **Henderson Valley Road**, turns right and heads west, continuing up **Henderson Valley Road** past **Candida Road** and **Gum Road** intersections. **Henderson Valley Road** becomes **Mountain Road**, then turns left into **Scenic Drive** and continues along **Scenic Drive** to the feed zone at **Parkinson's Point**.

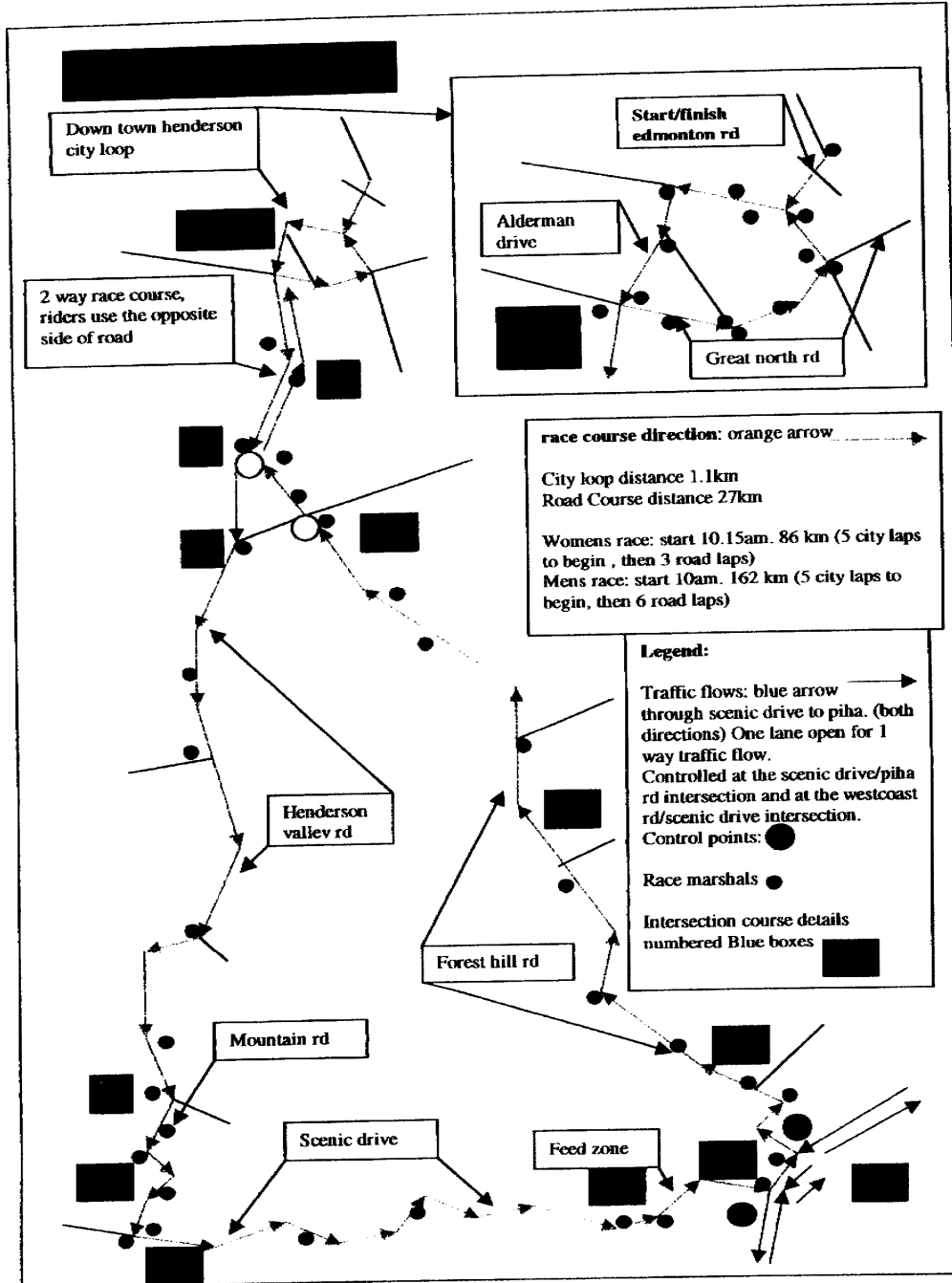
As the riders reach the **Piha Road/Scenic Drive** intersection the course changes to 2 lanes, barriered down the centre of the road, until the course reaches **West Coast Road**. Riders take the left lane and traffic control will be in place at **Piha Road** and **West Coast Road** intersections to control traffic flow to Piha.

At the **West Coast Road/Scenic Road** intersection riders turn left and travel down **West Coast Road** for 1km until it becomes **Forrest Hill Road** and then continue along **Forrest Hill Road**. This is a 7km high-speed descent and race marshals are in attendance at all intersections and built up areas along this part of the route.

At the end of **Forrest Hill Road** at the roundabout riders ride through and back onto **Henderson Valley Road**, using the right hand side of the road (barriers in place for 3km). When riders reach **Great North Road** they turn right and flow back onto the CBD loop.

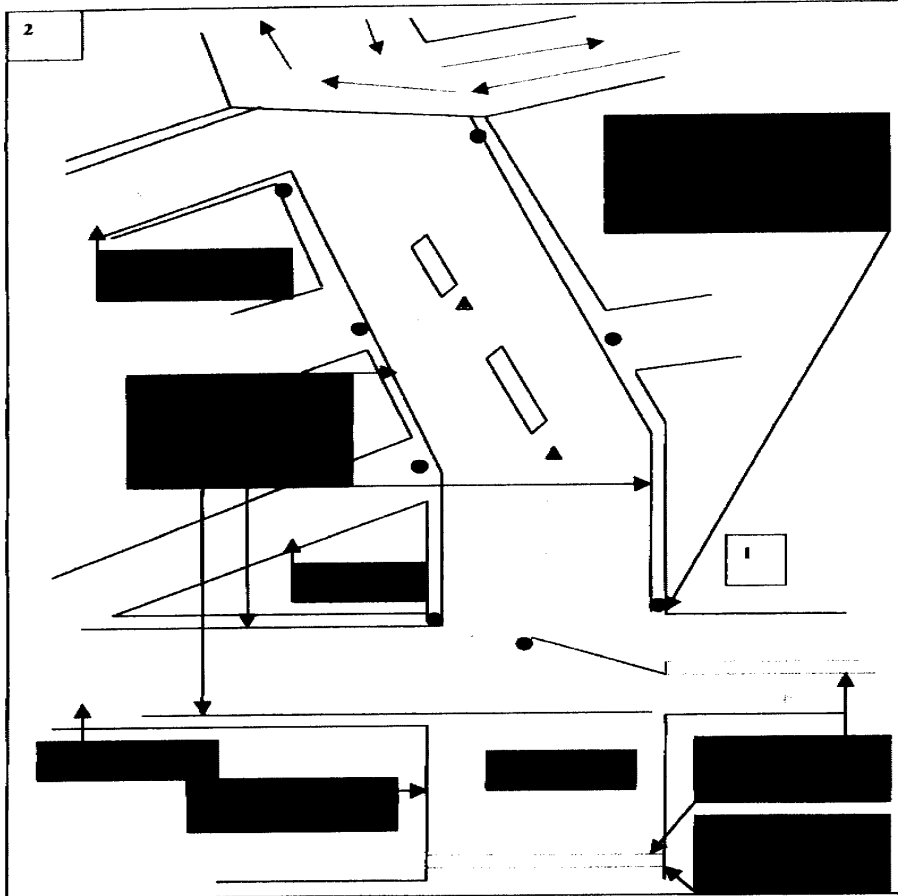
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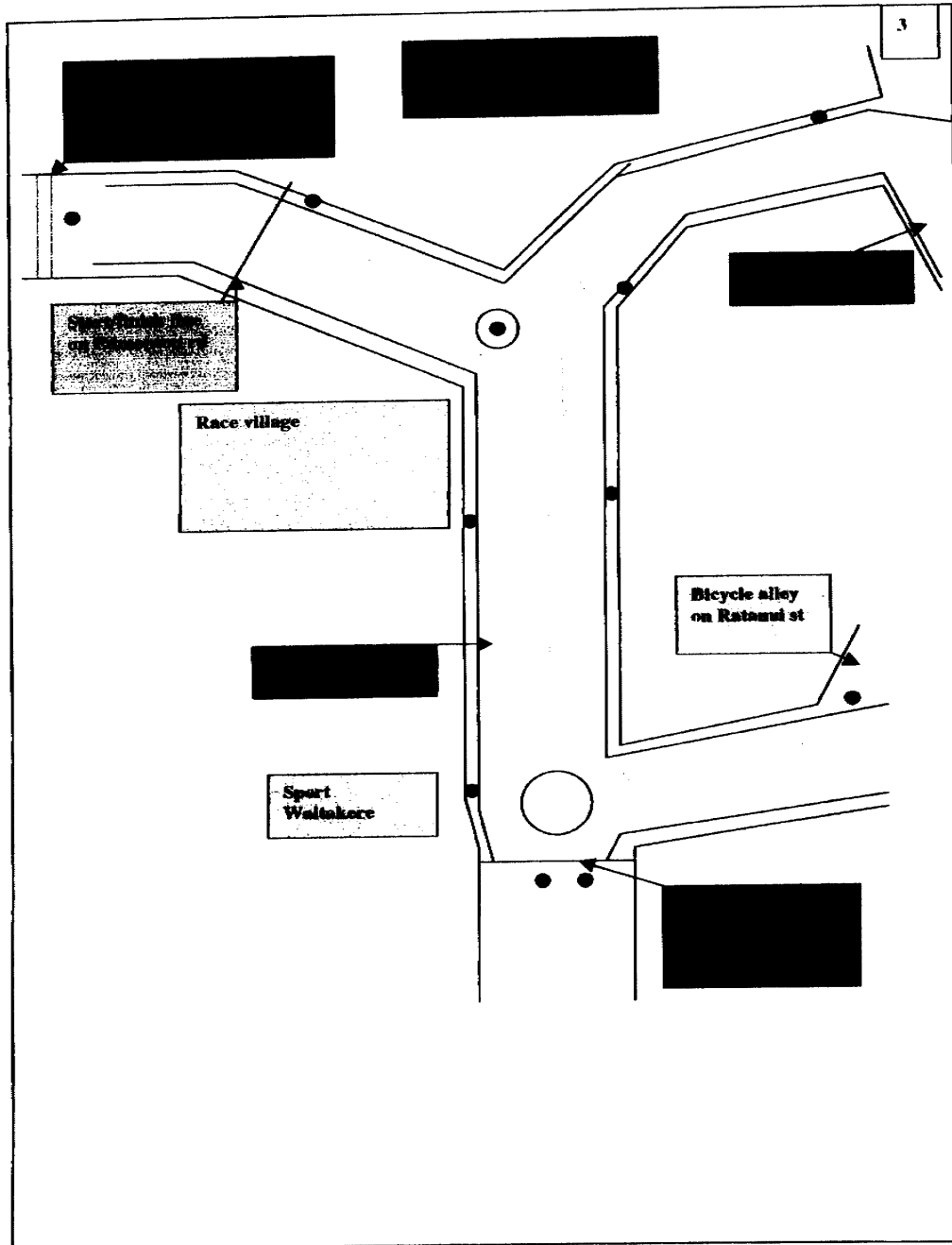
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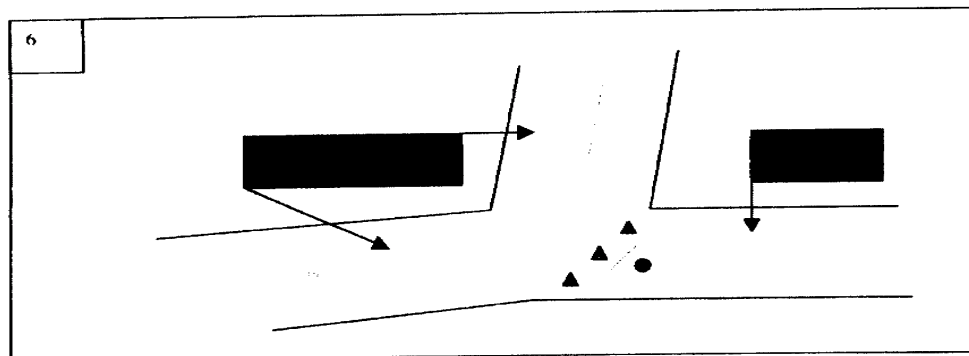
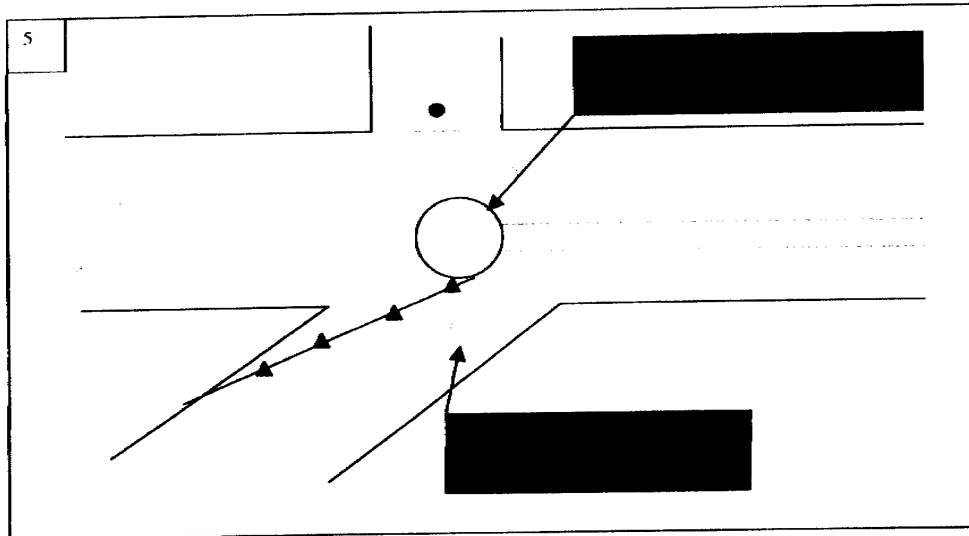
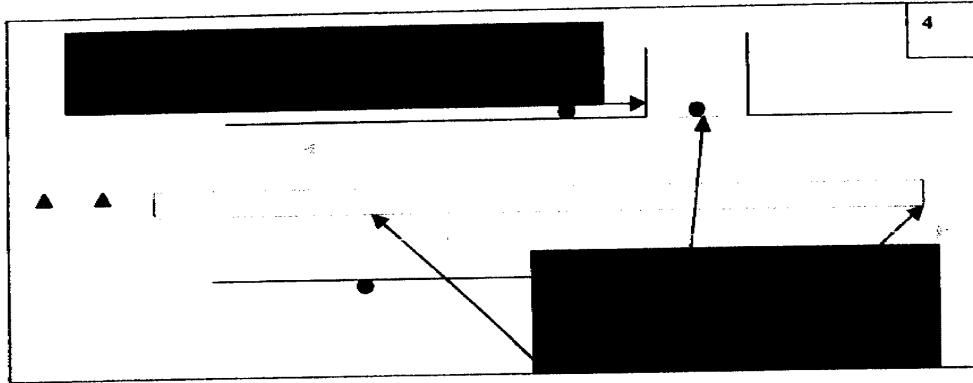
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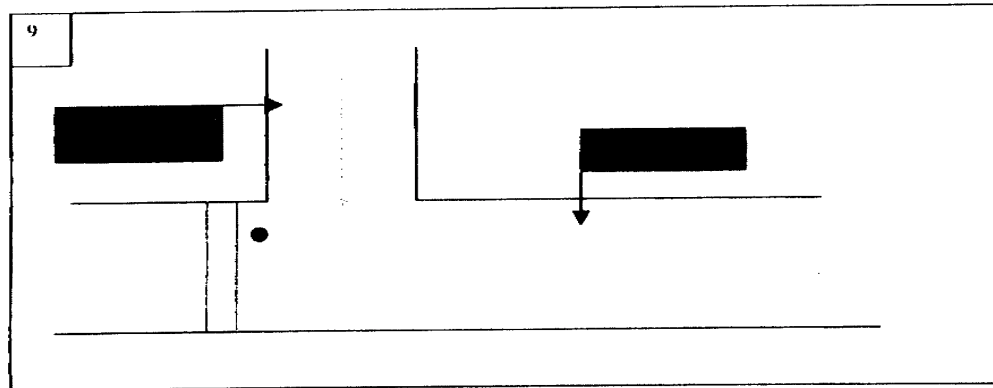
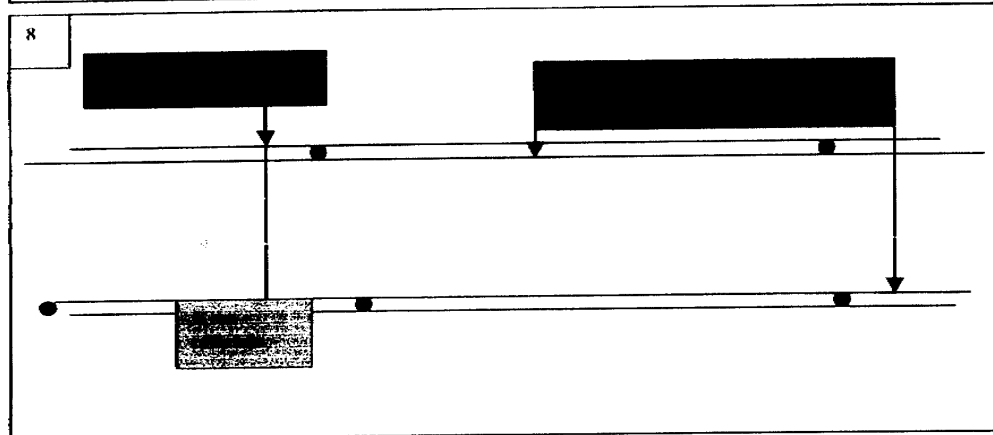
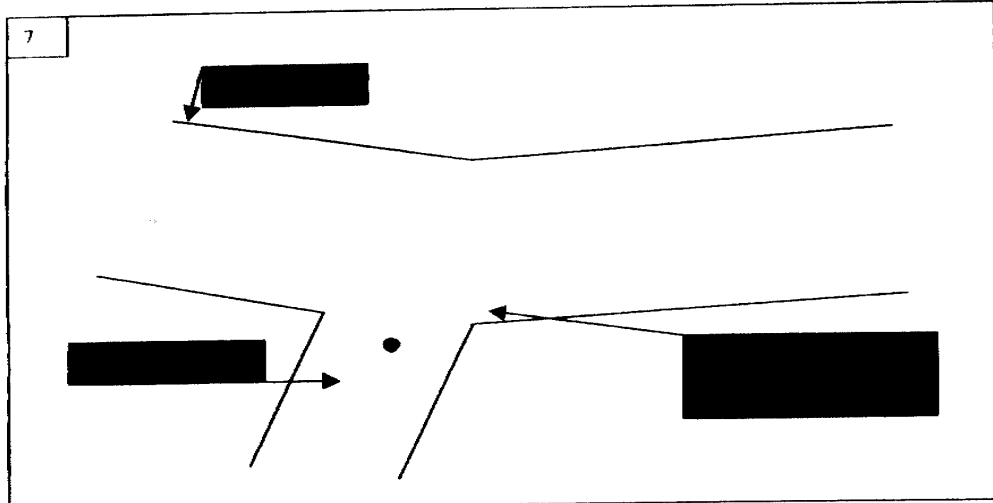
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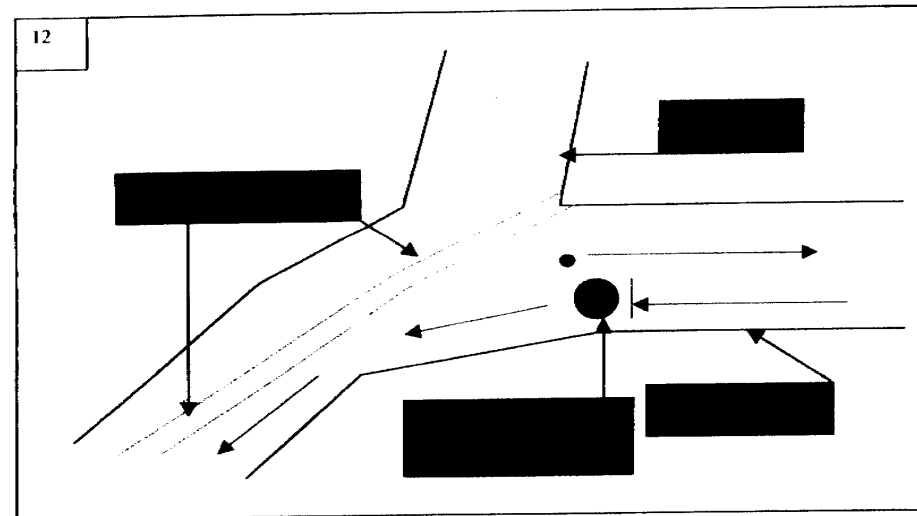
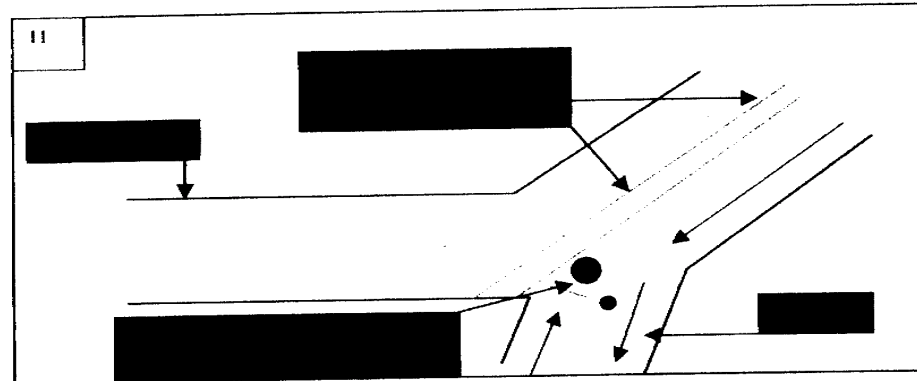
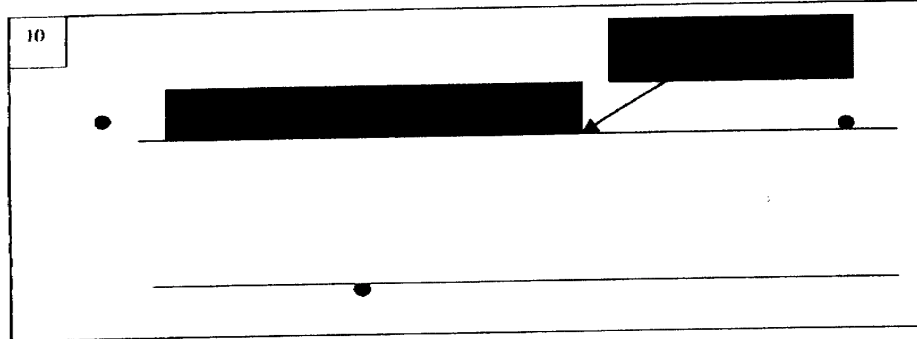
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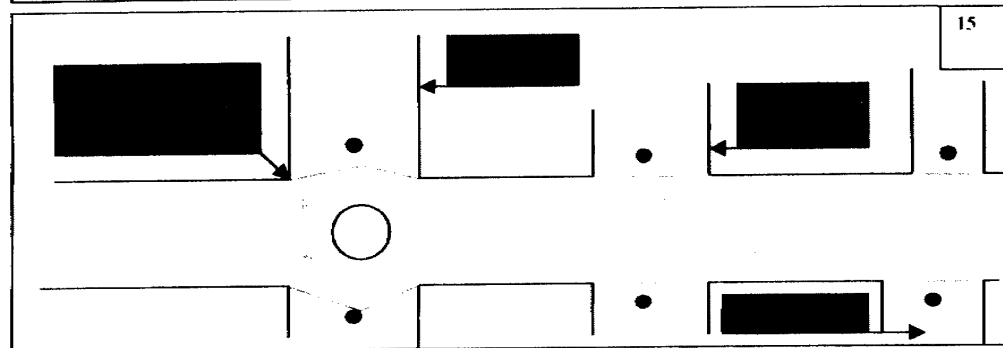
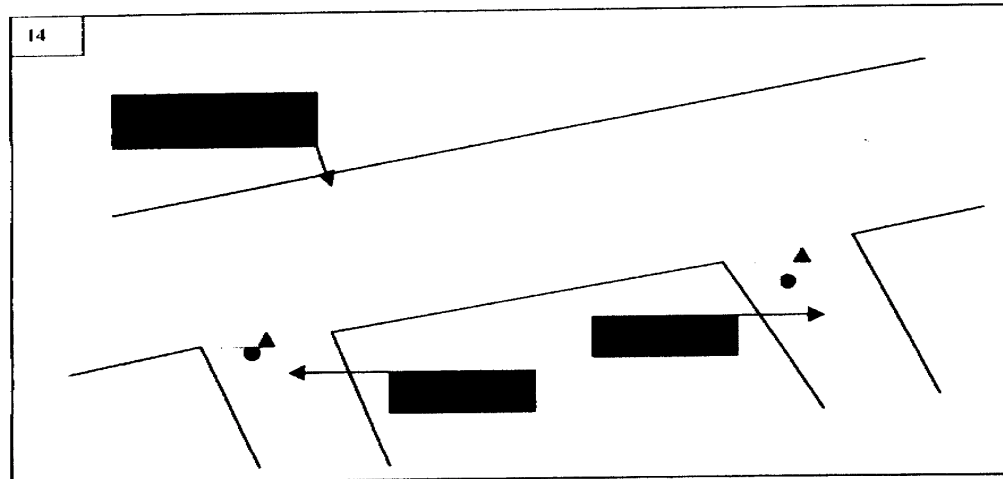
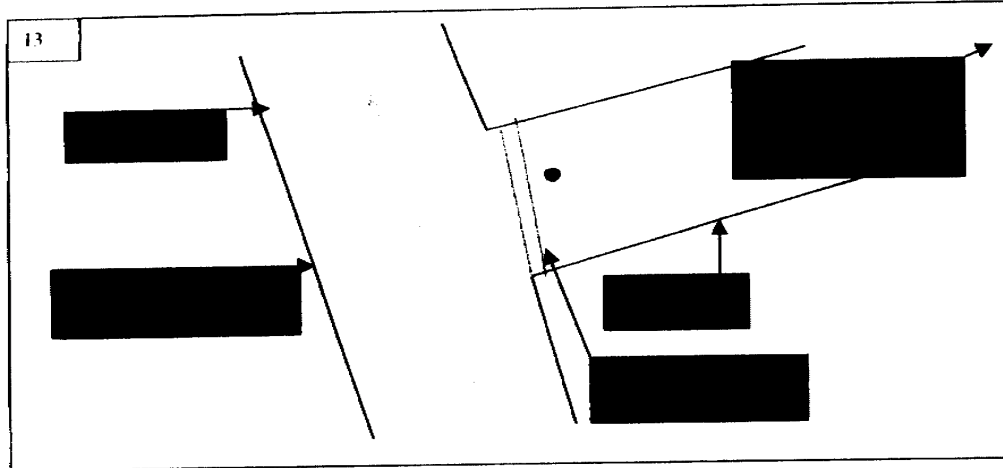
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A14

EXTRACT FROM TENTH SCHEDULE OF THE LOCAL GOVERNMENT ACT 1974

*** start extract

11. The council may, subject to such conditions as it thinks fit (including the imposition of a reasonable bond), and after consultation with the Police and the Ministry of Transport, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic) —
- (a) While the road, or any drain, water race, pipe, or apparatus under upon, or over the road is being constructed or repaired; or
 - (b) Where, in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required; or
 - (c) During a period when public disorder exists or is anticipated; or
 - (d) When for any reason it is considered desirable that traffic should be temporarily diverted to other roads; or
 - (e) For a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function:

Provided that no road may be closed for any purpose specified in paragraph (e) of this clause if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.

- 11A. The council shall give public notice of its intention to consider closing any road or part of a road under clause 11(e) of this Schedule; and shall give public notice of any decision to close any road or part of a road under that provision.
- 11B. Where any road or part of a road is closed under clause 11(e) of this Schedule, the council or, with the consent of the council, the promoter of any activity for the purpose of which the road has been closed may impose charges for the entry of persons and vehicles to the area of closed road, any structure erected on the road, or any structure or area under the control of the council or the promoter on adjoining land.
- 11C. Where any road or part of a road is closed under clause 11(e) of this Schedule, the road or part of a road shall be deemed for the purposes of—
- (a) The Transport Act 1962 and any bylaws made under section 72 of that Act;
 - (b) The Traffic Regulations 1976;
 - (c) The Transport (Drivers Licensing) Regulations 1985;
 - (d) The Transport (Vehicle and Driver Registration and Licensing) Act 1986;
 - (e) The Transport (Vehicle Registration and Licensing) Notice 1986;
 - [(ea) The Land Transport Act 1998:]
 - (f) Any enactment made in substitution for any enactment referred to in [paragraphs (a) to (ea)] of this clause — not to be a road; but nothing in this clause shall affect the status of the road or part of a road as a public place for the purposes of this or any other enactment.
12. The powers conferred on the council by clause 11 (except paragraph (e)) may be exercised by the Chairman on behalf of the council or by any officer of the council authorised by the council in that behalf.

*** end extract

~~A15~~

A15