

30 August 2007

Ted Calvert  
ONTRACK  
PO Box 105 916  
AUCKLAND

Dear Ted

### **STURGES, RANUI AND SWANSON STATIONS – PROPOSED PEDESTRIAN OVER-BRIDGES**

The purpose of this letter is to provide you with the results of community feedback on the proposed pedestrian over-bridges at Sturges, Ranui and Swanson Stations.

#### **Sturges Station**

The proposed over-bridge has been discussed with the Residents and Ratepayers Association, who have indicated that their preferred options are as follows:

- A level crossing , with a safety barrier
- An underpass, although it was explained to them that this would not be feasible

Council supports the 'at grade' crossing and requests ONTRACK to consider this favourably.

#### **Ranui Station**

A 'Drop-in' day was held at the Ranui Action project house on 14 July 2007 and a display was provided at the Ranui Library and School. As well, a workshop was held with the Massey Community Board.

The feedback from the consultation is as follows:

- If a bridge is built, the preference is that it be kept as plain as possible (i.e. without the timber lattice suggested by Beca Centre). The bridge could be enhance by artworks reflecting the themes at the Ranui Library and screened by planting.
- However, there was strong preference for the 'at grade' crossing with safety barriers.

Council supports the 'at grade' crossing option as it has the least visual impact.

AZG

## **Swanson Station**

The consultation process was as follows:

- 'Community Drop-in' day on 30 June 2007 – This attracted approximately 60 residents and a summary of their comments is enclosed with this letter.
- The issue was discussed at a meeting of the Swanson Residents and Ratepayers Association
- A workshop with the Waitakere Community Board

As well, Sharon Davies from the Waitakere Community Board personally tried the Glen Eden rail station over-bridge ramps accompanied by Councillor Hulse. Enclosed please find a report prepared by Sharon Davies which concludes that due to their length, the ramps do not provide practical mobility access.

The conclusion from the feedback is that there is strong community support for an 'at grade' crossing and strong community objection to the visual impact of an over-bridge with ramps.

Council supports the 'at grade' crossing. However, if due to safety concerns, ONTRACK does not support this proposal, it is recommended that a meeting be held with the Swanson Residents and Ratepayers Association to discuss the issues, options and mitigation measures. For example, it may be possible to screen the bridge and provide art features to minimize the visual impact.

## **Conclusion**

Council thanks ONTRACK for the opportunity to comment on the proposed pedestrian over-bridges.

Council favours the 'at grade' crossings and requests that it be kept informed and involved in any decisions made.

Yours sincerely

Tony Miguel  
**Group Manager: Asset Management**

**A27**

19 May 2008

Attn: Tony Miguel  
Waitakere City Council  
Private Bag 93 109  
Henderson  
Waitakere 0650  
**AUCKLAND**

**Our Ref: 50000**

Dear Tony

**SUBJECT: PEDESTRIAN ACCESS AT STURGES RD, RANUI AND SWANSON STATIONS**

As we are fast approaching the commissioning of the double tracking between Henderson and Swanson I am writing to update you on the pedestrian access we propose to install at each of the three redeveloped stations.

The introduction of double-tracking and planned increased frequencies increase safety risks on Auckland's rail network. Accordingly, ensuring people can move safely around and across the rail corridor and preventing trespass, are key aspects of the DART project.

We are focusing on providing infrastructure that gives safe and efficient access across the tracks, particularly at and near at stations, where studies have shown trespass is most prevalent.

The original concept design developed by ARTNL and ARTA (and handed over to ONTRACK in 2006 following the change in responsibilities that came with the DART funding) specified pedestrian over-bridges with stairs and ramps at each of these stations.

Correctly designed and located grade separated access is regarded as the only risk free way for pedestrians to cross railway tracks. However ONTRACK is aware of the importance of heeding local preferences as these often indicate the level of compliance that can be expected. Accordingly we have conducted a risk review of each of these stations and have determined the following:

At **Sturges Rd Station** the existing at grade level crossing at the western end of the station will be upgraded to include flashing lights and bells and automatic gates.

At **Ranui Station** the existing level crossing at the western end of the station will be relocated further west and will have flashing lights and bells and automatic gates. The road and pedestrian crossing at Metcalfe Rd will also be upgraded to take account of double tracking. Our risk review highlighted, however, that if trespass became an issue at the western end of the station a bridge may need to be constructed.

Rail operations at **Swanson Station** create a level of risk that means an at-grade level crossing can not be established. Accordingly an overbridge, with disabled access is to be built. ONTRACK is currently working with community and council representatives to develop a bridge that best meets accessibility and aesthetic aspirations.

During the course of this work it has become apparent that there is a preference from the community for the bridge to incorporate lifts rather than ramps to provide the necessary disabled access.

Given this preference, ONTRACK is prepared to install lifts as an alternative to ramps, but would require either your organisation or the Auckland Regional Transport Authority to accept responsibility for the ownership and ongoing maintenance of these.

Until the bridge is being built, a temporary level crossing will remain in place at Swanson Station, with a 10kph speed restriction for all services through the station. It is important to note that once double tracking is commissioned, this situation creates some considerable risks, as the crossing may from time to time be blocked by stationary trains.

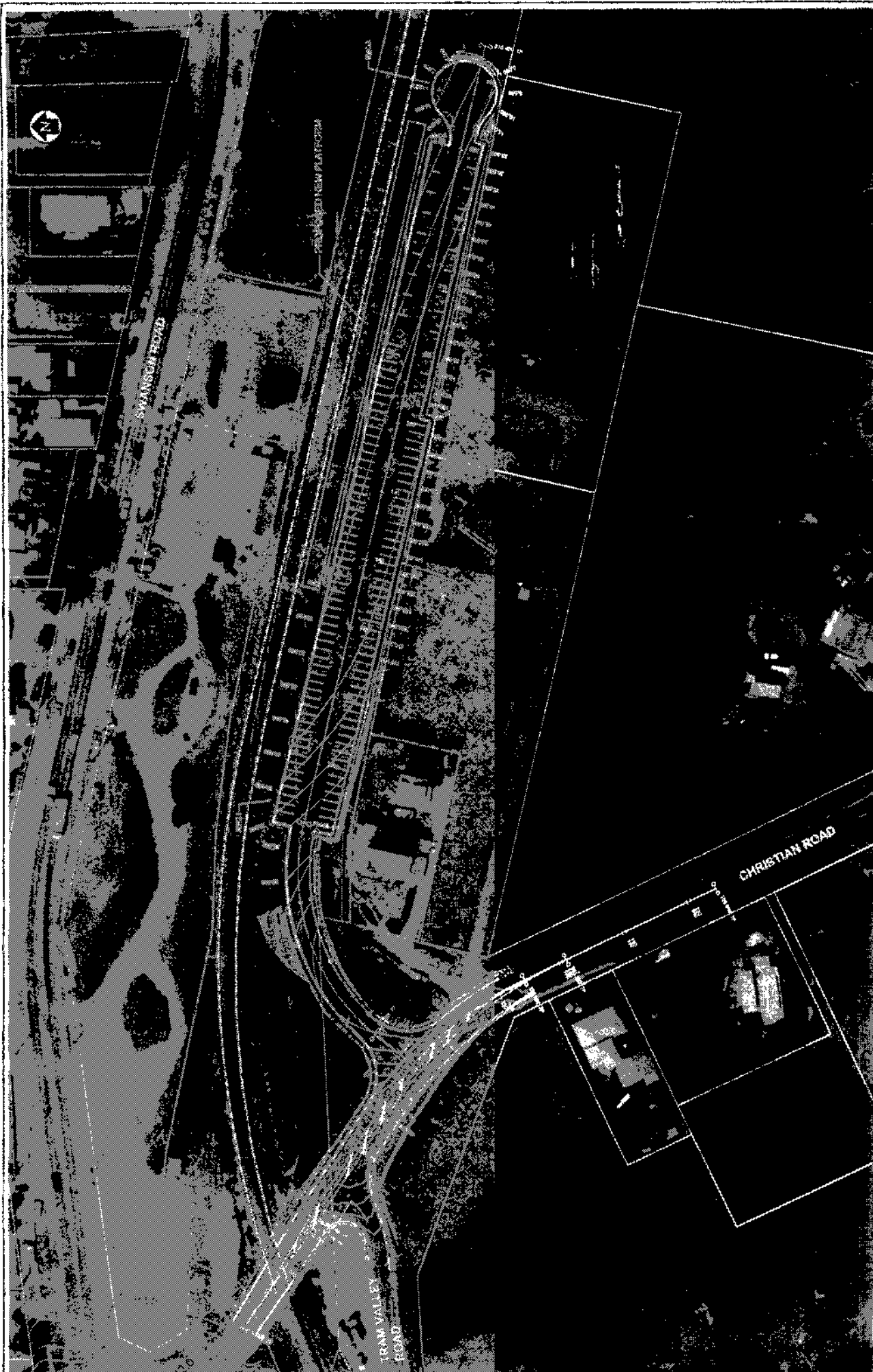
As a graphic example of this there was an incident on our network in Wellington recently of a toddler allegedly crawling under a stationary train blocking a stand-alone pedestrian level crossing

Therefore we need to continue with the installation of the footbridge at Swanson as soon as possible, and would appreciate your prompt response to this issue.

Please do not hesitate to contact me should you wish for further information on this or any aspect of the rail upgrade.

Yours sincerely  
**ONTRACK (NZRC)**

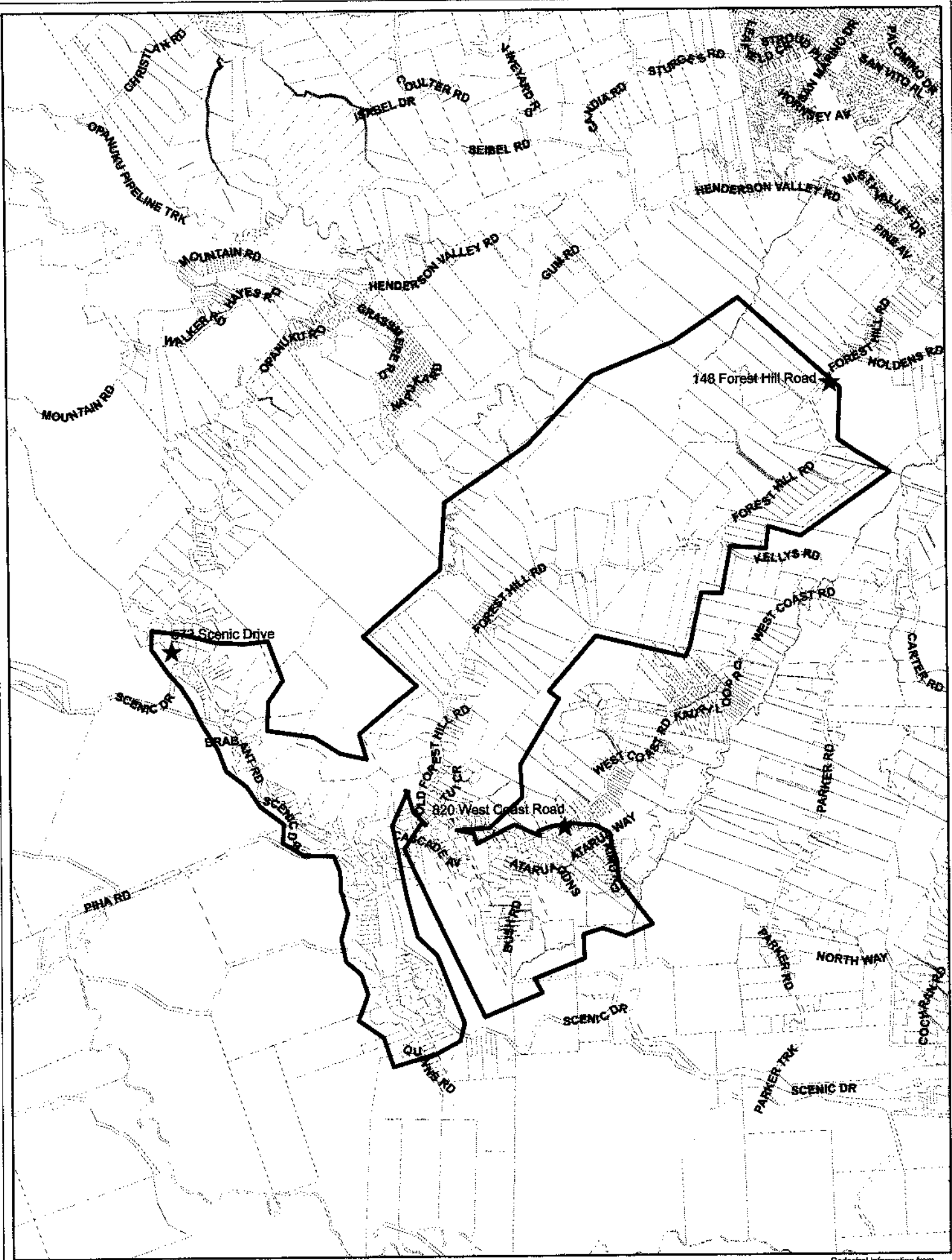
**TED CALVERT**  
Project Director – DART



<p><b>SWANSON PARK 'N' RIDE - SWANSON RAIL STATION</b></p> <p><b>LAYOUT WITH FINISHED CONTOURS (OPTION 1)</b></p>		<p>Project Number: <b>WA213-C240</b></p> <p>Revision: <b>A</b></p>
<p><b>Waitakere City Council</b> Te Ika o Manawhiri</p>		<p>216 New Zealand Limited Level 4, 108 Centre Street, P.O. Box 100 Auckland Phone: 9-551 1000 Fax: 9-551 333</p>
<p><b>URS</b> New Zealand Engineering and Environmental Management</p>		<p>DATE: 11/05/04 DRAWN: 11/05/04 CHECKED: 11/05/04 SCALE: AS SHOWN</p>
<p>DATE: 11/05/04</p>	<p>BY: [Signature]</p>	<p>DATE: 11/05/04</p>
<p>FOR COMMENT</p>	<p>BY: [Signature]</p>	<p>DATE: 11/05/04</p>
<p>DATE: 11/05/04</p>	<p>BY: [Signature]</p>	<p>DATE: 11/05/04</p>

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# Welcome to Waitarua Signs

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Cadastral information from  
 Land Information New Zealand  
 Digital Cadastral Database DCDB  
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 Waikare City Council  
 29 Teitaki o Teitaki

3. That the footpath budget allocation formula presented in this report is endorsed by the Community Board, and recommended to the Finance and Operational Performance Committee for approval.
4. That the proposed footpath construction programmes for 2003/2004, 2004/2005 and 2005/2006 be approved.

Report prepared by: Reg Cuthers, Principal Transport Engineer – Development.



10 **TITIRANGI VILLAGE TRAFFIC & PARKING: OUTCOMES FROM THE WORKING GROUP**

**PURPOSE OF THE REPORT**

The purpose of this report is to present the outcomes of stakeholders workshops, on proposals for traffic and parking in Titirangi Village, together with recommendations for endorsement by the New Lynn Community Board and resolution by the City Development Committee.

**BACKGROUND**

At its meeting on 5 May 2003 the Board considered a report entitled 'Titirangi Village Traffic and Parking' and resolved as follows:

1. *That the information in this report be received.*
2. *That the New Lynn Community Board convene a workshop for stakeholders on Titirangi traffic and parking on Tuesday 27 May 2003 5-7 pm with a view to providing a report for the New Lynn Community Board and the City Development Committee.*

(857/2003)

A sequence of stakeholder workshops, chaired by the Group Manager: Asset Management, were attended by representatives of the Titirangi Village Business Community, the New Lynn Community Board and Council Staff. The additional meetings were required to produce more information and achieve consensus.

**STRATEGIC CONTEXT**

The Local Government Act 2002 requires Council's to develop a strategic plan which expresses the outcomes the community wants. The Long Term Council Community Plan 2003/2012 includes a range of transport objectives in the Integrated Transport and Communications platform. The objectives applicable to the Titirangi parking issues include:

- provide for safe, pleasant and direct pedestrian and cycle access (focus on pedestrian safety);
- design for an integrated city travel network (focus on integrated network).

In regard to roads and traffic facilities, the Council has commissioned Strategic Corridor Studies to provide a sound basis for community consultation on future requirements. Traffic and parking conditions in Titirangi Village are important to the functioning of the Titirangi Road corridor and the study results have been useful in advising the workshop participants.

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The village-stakeholder inputs have been useful to the Council staff and Board representatives in their need to balance the 'Urban and Rural Villages' and 'Transport and Communications' platforms of Council's Strategic Direction, in making recommendations affecting current expenditure, the 2004/2005 Annual Plan and the Long Term Council Community Plan.

## ISSUES

### Peak Period Traffic Congestion and Safety

The stakeholders are satisfied with the prevailing conditions at the South Titirangi Road/Titirangi Road intersection and see no immediate need for signal control. The need for signal control would become more pronounced if parking and land use is developed in South Titirangi Road.

The stakeholders see no immediate need for a Clearway along the north side of Titirangi Road in the am peak period, or a Clearway along the south side in the pm peak period. These require removal of a footpath projection at the petrol station and the Hardware Café respectively. The Consultant's report suggests the need for the Clearways may become much more pronounced, owing to traffic growth, by about 2006/2007. The consultant suggests that traffic throughput could be marginally improved now by removal of the speed control humps in the Village. However, that would adversely affect traffic and pedestrian safety.

It was agreed at the workshops that:

1. The Long Term Council Community Plan should provide in the order of \$250,000 for improved traffic management in the village by, at earliest, 2006/2007, the actual timing being determined by traffic monitoring, the existing traffic management proposals being reviewed and consulted upon when appropriate. [Comment: this would be consistent with Council's 'just in time' approach to expenditure, whilst prudently planning for future resources].
2. The speed control humps in the village should be retained with cobbled surfacing for their safety benefits but repaired and re-shaped. [Comment: this can be completed by November 2003, using the current Sealed Road Maintenance contract.]
3. Advance direction signs should be modified and new signs provided to encourage traffic between Scenic Drive/Huia Road and New Lynn to bypass the Village using Atkinson Road. This would cost about \$10,000 and could be included in the draft 2004/2005 Annual Plan. [Comment: apart from visitors to the area (who would normally visit outside peak traffic periods), drivers already know their best routes and would stick to them regardless of the proposed signs. The proposed signs would tend to divert only visitors that the Village wishes to attract, and so the agreed changes are not recommended.]

### Parking in General

The Consultant's survey of parking use suggests there is no immediate need for additional parking spaces, since no more than 60% of the existing 284 off-road, and 60% of 154 existing on-road spaces were in use on the typical weekday surveyed. However, the analysis of the 11,000 square metres of floor space in the Village in terms of the Council's Parking and Driveway Guideline finds that:

1. 470 spaces are required to serve that floor space.
2. There is (therefore) a deficiency of at least 32 spaces (taking into account the on-road spaces).

Despite these results and the small size of the Village the stake-holders contend that:

1. Much of the parking space is inconveniently located; there is a steep walk between parking areas in South Titirangi Road and activities in Titirangi Road.
2. The prime short term spaces are often used to practical capacity.
3. Much more use of the existing off-road parking is not practical owing to the operational requirements of businesses.

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It was agreed that extra convenient public off-road parking should be provided and that the 2004/2005 Annual Plan presents the first opportunity to secure resources. A number of possible sites were assessed during the workshops. With reference to the plan attached at page A43 the options are tabled below:

Reference Name	Additional Public Spaces
Rangiwai Road	47
War Memorial Deck	27
War Memorial	6
Lopdell House	65
Titirangi Family Health Care	8
WCC/Rotondo	20
ALL	173

**Funding of Parking Option 1: Rangiwai and Parking Option 2: Memorial Deck**

The Business Association representatives continue to advocate their proposal for some 26 spaces at ground level and some 21 spaces on a deck at 1 Rangiwai Road (the previous Community House site), also some 27 spaces on a deck over the existing block of parking in the War Memorial site and abutting its northern boundary.

The representatives have offered to arrange design and construction of all 74 spaces and associated access for a payment from Council of \$500,000 (\$6,750 per space). This price allows that Council already owns the land and that the Council would not be charged for professional fees for design and construction.

The offer is subject to:

1. Council agreeing to construction of all the parking at both sites.
2. The decks being concrete slabs supported on timber poles.

There is agreement that the value 1 Rangiwai Road, as a residential property, must be considerable and perhaps in the order of \$450,000. In view of Council's resolution 1585/1999, copied below, this value has to be recovered for the cost of the new Titirangi Community House. Thus in the order of \$450,000 has to be added to cost of providing public parking on the site should the Council resolve to keep the site for parking purposes.

## Parking Option 1: Rangiwai Road

### Legal and Heritage Constraints

The site is subject to the following resolutions.

*"Council will proceed with the sale and relocation of the Titirangi Community House. Funding for relocation will come from sale proceeds. "*

1585/1999

1. *That pending the sale of the old Titirangi Community House, the Chief Executive be authorised to negotiate and conclude a short term lease of the property under the Local Government Act 1974.*
2. *That it be recommended to Council that the sale of the old Titirangi Community House (Lot 4 DP 191856) be approved, and that the Chief Executive be given authority to negotiate and conclude a sale of the property at an appropriate time."*

2068/2002

The site is in the 'Open Space' Human Environment of the Waitakere City Council's District Plan. To enable the sale of the site the Group Manager: Planning and Community Services is arranging to change the Environment class from 'Open Space' to 'Bush Living'. This is the most appropriate environment class, taking into account the steep topography, the dense native vegetation, and the environment class of adjacent-sites ('Bush Living'). Furthermore, the old Community House has been subject to heritage assessment for Council by heritage consultant Diana Holman. The house is one of a few remaining designed by Tibor Doner, of the modernist school, and was owned by the Atkinson family. The consultant's report recommends a Category 2 Heritage Classification, meaning that the house should remain on the site. The Atkinson family has expressed an interest in acquiring the property.

These factors are adverse to the use of the site for a public parking, and the Business Association representatives do not value the house. They prefer retention of the 'Open Space' environment class, because they believe this would better support a designation or consent application for public parking on the site. They recommend a strategy of 'land banking' the site so that it could be used for public parking in the future, if not immediately.

### Traffic Planning

The Corridor Study finds that the additional traffic generated by parking on this site would require traffic signals at the Titirangi Road/Rangiwai Road intersection, with associated road widening, loss of on street parking, and interruption to existing parking movements in Rangiwai Road.

The Business Association representatives suggest the traffic generation could be mitigated, by leasing the parking to 'all-day' parkers. They believe some of the short-stay vehicles surveyed are actually long-stay vehicles being moved around to avoid parking fines. They consider there to be demand for at least 21 long-stay spaces at a rental of \$1000 per space per annum. Against this, short-stay parking in long-stay spaces could not be prevented.

Long-stay parking has been identified through the present studies as occurring at the War Memorial Site, in South Titirangi and Park Roads, and behind the ASB Bank.

### Other Stake-holders

It is assumed that the residents of Rangiwai Road would oppose any plan to provide public parking on the subject site. They would contend that its 'Open Space' environment and use do not suggest that high traffic generating uses would be permitted. On the other hand the Business Association representatives would contend that residents of a road connected to a commercial centre should expect to have associated impacts, such as visitor traffic at the commercial end of their street.

### Original Owner

Council may or may not have to offer the Atkinson family 'first option' if the property is sold. One way or the other this does not appear to have any relevance to the possible use of the site by Council for public parking.

### Convenience

Although the parking at 1 Rangiwai Road would be close to Titirangi Road it would be at the top of a significant climb for pedestrians.

### Amenity

The parking structure and parked cars could detract from the existing visual amenity of the site especially if much vegetation has to be removed. The Business Association representatives claim that the impact of their proposal on vegetation would be small, because the deck would mainly be confined above the footprint of the existing house.

### Parking Option 2: War Memorial Deck

As indicated above some 27 spaces could be provided on a deck over the existing block of parking in the War Memorial site and abutting its northern boundary. Access could be via internal ramps or a new vehicle crossing in South Titirangi Road.

### Traffic Planning

The additional traffic generated by these 27 spaces would add to the pressure for traffic signals at the South Titirangi Road/Titirangi Road intersection. This will be more pronounced in conjunction with other possible developments in South Titirangi Road.

### Convenience

Although the difference in level between Titirangi Road and the War Memorial Car Park would be less for the spaces on the deck, a ramp and or steps would be required for pedestrians going between the deck and Titirangi Road. The additional spaces would be better suited to long-stay rather than short-stay parking.

### Amenity

Being situated above existing parking in a parking area the deck would have little adverse impact on visual amenity.

### Parking Option 3: War Memorial

6 additional spaces could be provided within the War Memorial Car Park at ground level, and abutting the South Titirangi Road boundary just north of the existing entrance. The larger trees at this location would be kept and the cost is estimated to be \$52,000 (\$8500 per space). As this proposal requires resource consents, it is recommended that authority be given to apply for resource consents now to enable this work to proceed in 2004/2005.

This option would have minor side effects, but on its own would do little to redress the 32 space deficiency identified for the village, and would not be convenient to Titirangi Road visitors.

#### Parking Option 4: Lopdell House

Some 80 spaces could be provided as part of the Lopdell House development, and have access via Titirangi Road between Lopdell House and the roundabout, and via South Titirangi Road. The extent to which these spaces could be made available the general public is not known at this stage.

#### Traffic Planning

The additional traffic generated by these 80 spaces would add to the pressure for traffic signals at the South Titirangi Road/Titirangi Road intersection. This will be more pronounced in conjunction with other possible developments in South Titirangi Road but could be mitigated or eliminated by the mooted access in Titirangi Road. There would be a loss of 15 on-road spaces in Titirangi Road to provide a full width flush median in Titirangi Road, leaving a net gain of some 65 spaces.

#### Convenience and Amenity

These matters could be addressed through the architectural design of the Lopdell House development. For example, pedestrians might be escalated or lifted to the Titirangi Road level, enabling a short level walk to the other village establishments in Titirangi Road.

#### Parking Option 5: Titirangi Family Health Care

The workshop suggested a possible extension of the Titirangi Family Health Care parking deck southwards parallel to Rangiwai Road. A visual assessment indicates that owing to the topography only some 8 extra spaces could be developed, at high cost, and that consents would be required for removal of significant native vegetation. Furthermore, staff are aware that Titirangi Family Health Care does not now welcome the general public into its private parking space; agreement to this proposal is unlikely.

#### Parking Option 6: WCC/Rotondo

The Rotondo site abuts the Council's site on the South-eastern corner of the intersection of Titirangi and South Titirangi Roads. The latter site is now used for some 18 public off-road P120 parking spaces. A consent order granted by the Environment Court on 30 March 2000, for a proposed development of the combined sites by Mrs Rotondo, requires that 20 car parking spaces for private use and no less than 18 public parking spaces be provided.

The proposed development plan provides for 20 public spaces, the 38 spaces required to serve the development, and an option for some 20 additional public parking spaces on a deck. The architect's estimate for the additional public spaces is \$310,000 (\$15,500 per space). If Council decided to provide the additional public spaces the cost could be at least partially offset by the sale of its existing corner site to Mrs Rotondo. Access to all spaces and parking behind the ASB Bank would be via the existing entrance in South Titirangi Road, which would be upgraded.

### Agreement

Mrs Rotondo and the Council are working towards a formal agreement on the site amalgamation and ownership, site development, and the provision and operation of on-site parking. This entails property and facilities valuations, and the preparation and signing of agreed legal documents. The process is expected to complete by October 2003.

### Traffic Planning

The additional traffic generated by these 20 spaces would add to the pressure for traffic signals at the South Titirangi Road/Titirangi Road intersection. This will be more pronounced in conjunction with the other 38 extra spaces required for the development.

### Convenience

The existing public P120 spaces on the corner site are well used even though pedestrian access to Titirangi Road is via a flight of steps some 3.5m high. It can be expected that the proposed additional 20 public spaces would also be convenient and well used.

### Amenity

Plans for the development indicate that the development is planned to be visually consistent with Lopdell House on the other corner of the intersection and the parking will be mainly hidden from view under the attractive new building.

## **RESOURCES**

Provision has not been made for any of these projects in the 2003/2004 Annual Plan. Applications for resource consents can be funded from the budget for Transport Assets forward planning.

Resources for the provision of additional public parking in Titirangi are indicted above for the options considered and will need to be considered by Council through the 2004/2005 Annual Plan process.

## **CONCLUSION**

It is agreed that there is justification for the Council to now provide in the order of 30 extra convenient public parking spaces in Titirangi Village. Option 3 (6 ground level spaces in the War Memorial Car Park) and Option 6 (20 spaces on deck in the WCC/Rotondo development) stand out as together as offering the only immediate practical solution.

Council would need to provide for this in its 2004/2005 Annual Plan, through \$52,000 for Option 3 and an amount to be determined for Option 6 through the process now underway between Council and Mrs Rotondo. This amount is expected to be considerably less than the \$310,000 estimated, owing to the value of the Council's part of the combined development site.

The following is a summary with regard to the other options:

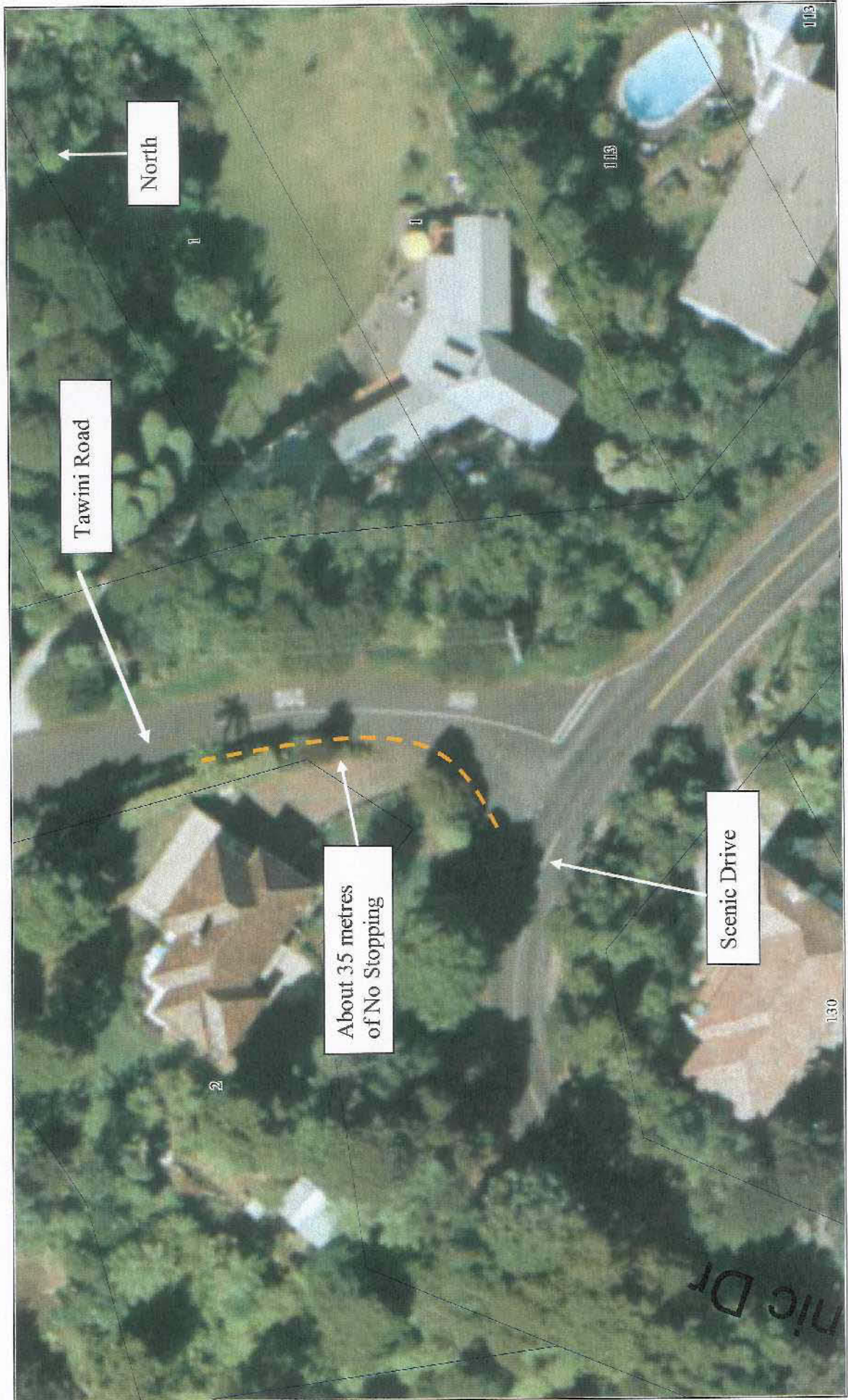
- Many adverse factors appertain to the options in Rangiwai Road and these do not offer short-term practical solutions.
- Council could consider 'land-banking' 1 Rangiwai Road as a possible site for a future public parking facility. This might be acceptable to all stakeholders, particularly if it were part of a strategic scheme for 'park-and-ride' commuting. The matters of the 'land-banking' and 'zoning' of this site require further consideration by the City Services, Strategy and Development, and Finance Units of Council before firm recommendations can be made.

- The elimination of 1 Rangiwai Road from immediate consideration means that Option 2 (Memorial Deck) would not be developed 'at-cost' by the Business Association representatives. Nevertheless, this uncontroversial option would remain as an option for long-term parking needs, including 'park-and-ride';
- Option 4 (Lopdell) is subject to completion of the studies of the future development of Lopdell House and could provide additional parking for the general public on a full-time or on a part-time basis.

### RECOMMENDATIONS

1. That the information be received and referred to the City Development Committee for its consideration.
2. That approval be given to apply for resource consents required to establish 6 additional car parks in the Titirangi War Memorial carpark subject to the City Development Committee's approval of this proposal.
3. That the recommendations a) to e) below be endorsed for consideration and resolution by the City Development Committee.
  - a) That the Chief Executive be authorised to negotiate and execute agreement with Mrs Rotondo for the provision of and operation of parking within her proposed development of the sites on the South-eastern corner of the Titirangi Road/South Titirangi Road intersection, with the objective of achieving at least 20 extra public parking spaces, these being in addition to the 18 public and the other private parking spaces required for planning consent (and 20 spaces provided by the existing development).
  - b) That consideration be given in the 2004/2005 Annual Plan to providing for the net cost to Council of the 20 spaces referred to in recommendation 4 above.
  - c) That consideration be given in the 2004/2005 Annual Plan to providing \$55,000 for the development of 6 additional spaces within the War Memorial Car Park at ground level, and abutting the South Titirangi Road boundary just north of the existing entrance.
  - d) That consideration be given in the next Long Term Council Community Plan review to provide \$250,000 for traffic management improvements in Titirangi Village.
  - e) That before the implementation of Council Resolution 1585/1999, the Chief Executive report back to the City Development Committee on whether 1 Rangiwai Road should be land-banked for future resale or for future development of public car parking including park-and-ride commuter parking and, if 1 Rangiwai Road is to be land-banked, whether the zoning of the site should be now changed from 'Open Space' to 'Bush Living'.
4. That the repairs and improvements to the speed control humps in Titirangi Village be completed by 30 November 2003.
5. That the members of the Titirangi Village Traffic and Parking Working Group be thanked for their time and contributions leading to the outcomes above.

Report prepared: by Ross Hill, Service Manager: Transport Assets.



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