Draft Tactical Action Plan 8 – Manage Water to Deliver Economic Prosperity

Council is committed to supporting the economy of Waitakere City. A key challenge is to support and encourage future growth and business while ensuring we meet our social obligations.

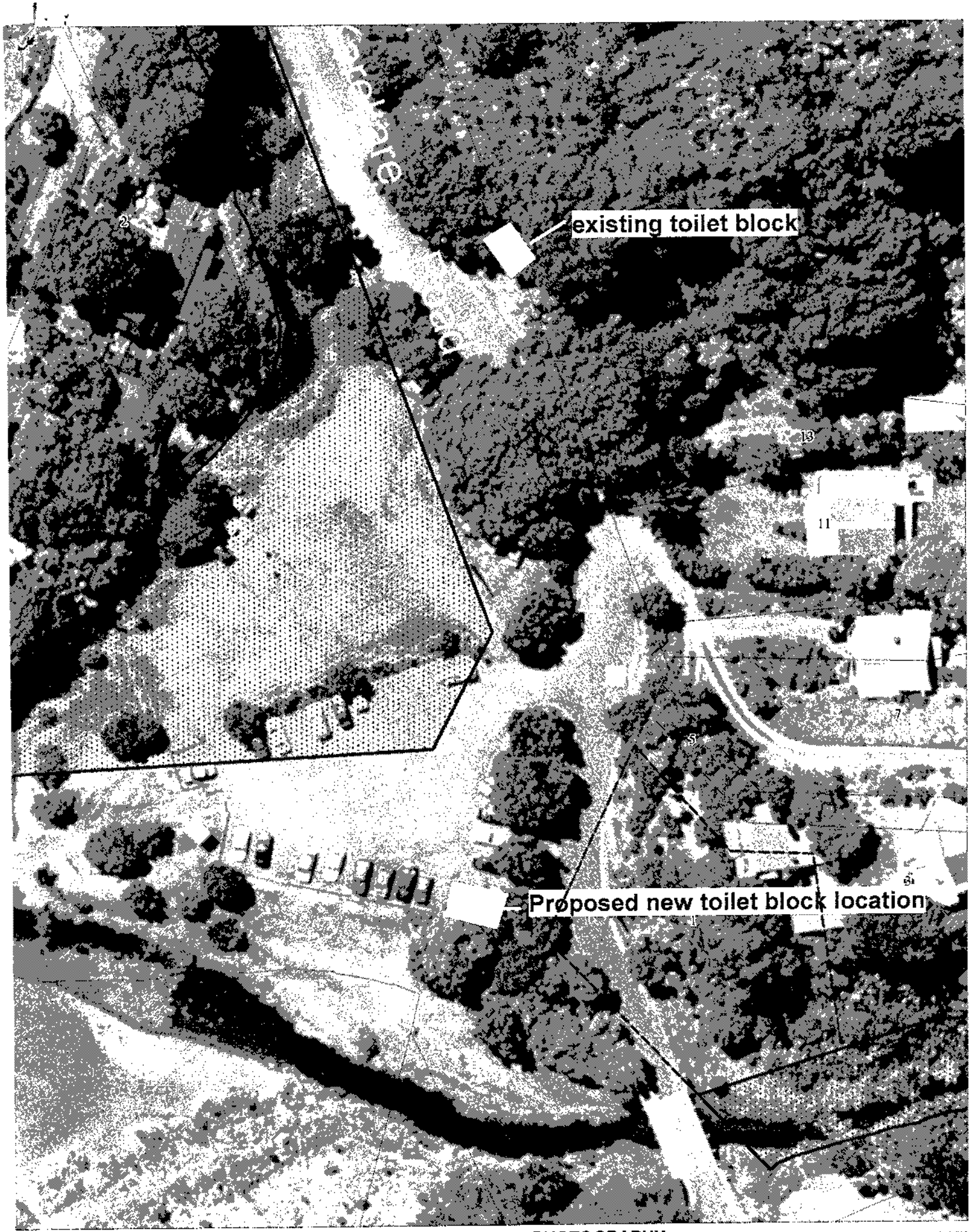
Waitakere City's population is predicted to increase between 2,500 and 2,900 people each year. This growth increases wealth and employment, but carries with it the challenge to better deliver timely and affordable water services. Some of the challenges include:

- Community expectations for environmental quality of the city's natural and built assets
- Increased focus on efficient and innovative water use by the community, business, industry and agriculture
- Greater focus on true costs, equity of prices, and fair cost allocation
- Rising stakeholder expectations for innovative and efficient water services and infrastructure
- Poor understanding of the ecosystems services value provided by our natural catchments and waterways,

Council is determining how to better deliver a diverse range of sustainable water solutions tailored to Waitakere City and its local areas.

Table 35: Draft Tactical Action Plan 8

Council in partnership will aim at the following	What we will do by 2010	Where we want to be in 2026
Promoting transparency and a balanced approach to reform of water pricing and regulation	Facilitate transition to full cost service and water efficiency Further consider options for tiered water tariffs	Business and the community continue to enjoy reliable, safe and affordable water services The full costs of using water services are shared equitably by the users
Developing and implementing incentives and disincentives to use water wisely	Undertake pricing reform to encourage water conservation Ensure all regulatory reform aligns with the national and regional agenda	The price of water reflects the full cost including allowance for environmental impacts and to address social needs Further price/tariff level reform to reflect full cost pricing
Providing strategic asset management in order to provide timely and affordable water infrastructure and services	Continue to implement nationally recognised asset management practices Develop planning for ecosystem services Optimise use of existing natural and built assets Promote least cost asset planning and delivery Assets managed appropriately to meet delivery of service standards	Waitakere City's water service solutions give the best environmental, economic and community outcomes Waitakere City's water infrastructure is managed and adapted to support a diverse range of new local water schemes
Strengthening financial planning to better rationalise capital and recurrent costs	Progress planning for developer contributions to reflect the true costs of development Smooth and minimise capital and recurrent costs from water services and infrastructure	Developer contributions reflect true costs of development



PARKS COLOUR AERIAL PHOTOGRAPHY

Waitakere City Council
Te Tatau o Waitakere

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1 KAREKARE RD

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WAITAKERE CITY COUNCIL
FOOTPATH PRIORITY POINTS SYSTEM POLICY

Introduction

The purpose of this policy is to achieve a footpath network satisfying Council's goal of "To provide and maintain an integrated and adequate land transport system that provides for the safe and orderly movement of people and goods taking into account social needs and the natural and 'built' environment".

In general all urbanised streets should have a footpath on one side before any street with a footpath already on one side.

Factors

In an attempt to quantify priority/needs, the following factors shall be used:-

Safety Factors

A Physical/Safety

		Points
1.	Road widths	
	Norm – 8m	0
	Less than – 6m	6
	Greater than 12m	4
2.	Shoulder width less than 2m available for walking	5

Explanatory Note

A road width of about 8m allows a reasonable degree of separation in the absence of a footpath. Below 6m this separation is not achievable, requiring pedestrians or vehicles to take evasive action.

A road width of 12m or more often deters pedestrians from crossing the road to use an existing footpath as generally these roads have higher traffic densities or speeds.

Shoulder width provides a safety zone for pedestrians.

Sight distance

This table provides points for the effect of the vehicle speed and sight distance for drivers to stop in an emergency.

Sight Distance	Estimated 85% Speed		
	Less than 45 kph	45-55 kph	Greater than 55 kph
70 m or more	0	0	2
50 – 70 m	0	2	5
Less than 50 m	2	5	10

Where the road width is narrow, no shoulder exists and sight distance points are 5 or more, an additional 10 points are added due to decrease in pedestrian safety.

B Traffic Volumes

	Points
5000 VPD (vehicles per day)	10
4000 VPD	8
3000 VPD	6
2000 VPD	4
1000 VPD	2
Less than 1000 VPD	1

If the road class is greater than " local road" additional points are added.

Collector/Distributor	5
Arterial	10

Note: where heavy traffic volumes and pedestrians combine on weekends (i.e. beaches, parks) the highest weekend daily traffic volumes can be used to determine this value.

Likely number of pedestrians

As pedestrian numbers are small and often scattered throughout the day an indirect measure of likely pedestrian demand is used. This is based on the types and the number of buildings in the area.

Pedestrian Numbers per half hour

	Points
0 – 10	4
11 – 20	6
> 20	10

Number/Location of Generators or attractions

		Points
1.	No. of schools	
	- within 1000m – per school	10
2.	Shops	
	- within 500m	10
3.	Bus stop/route	
	- within 500m	5
	- School bus route	5
4.	Public facilities	
	- Boat ramps within 300m	2
	- Passive Park entrances within 300m	2
	- Active Parks	2

5. Houses within 500m that have easy access to the new footpath.

Number of houses divided by each 100 m of footpath up to a maximum of 10
0-10

Commentary

It is recognised that despite efforts to quantify all factors there will remain areas where engineering judgement will need to be excised and may influence the final ranking.

An example, is where it might be considered more appropriate and practical to marginally increase the seal or metal width of the road, rather than provide a separate raised footpath. In

these cases, appropriate engineering standards need to be considered to allow some means of separation e.g. edge lines, barriers, judder bars, delineators, etc.

Where an unsealed walking area is provided this will not exclude the street from being considered for a footpath in permanent materials, if requested.

At least 95% of footpath damage is due to vehicles crossing or parking on those footpaths. This practice is prevalent citywide but is particularly noticeable in rural areas where footpaths that have been constructed, presumably following requests from individuals/groups, are in effect an expensive extension of the road.

Significant reductions in footpath maintenance cost are possible with higher enforcement and every effort, in co-operation with the Regulatory Services will be made to reduce damage potential and hence costs, both now and for the future.