

**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL,
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON
WEDNESDAY, 5 AUGUST 2009, COMMENCING AT 10.30 AM**

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information 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 Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

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



3 CONFLICTS OF INTEREST

The Council has acknowledged in its Code of Conduct that Elected Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of the Council and any private or other external interest they might have. This note is provided as a reminder to members to check that no such conflicts arise in relation to any items on this agenda.



4 CONFIRMATION OF MINUTES

Meeting Minutes – Wednesday, 1 July 2009

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the minutes of the meeting of the Infrastructure and Works Committee held on Wednesday, 1 July 2009, as circulated, and that they be taken as read and now be confirmed.



5 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE JULY 2009

GLOSSARY

Watercare Services Limited	(WSL)
Auckland Regional Transport Authority	(ARTA)
New Zealand Transport Agency	(NZTA)
Target Outturn Cost	(TOC)
Transit Oriented Development	(TOD)
Crown Lynn Precinct	(the Precinct)
New Zealand Council for Infrastructure Development	(NZCID)
New Lynn Citizens Brass Band Building	(the clubrooms)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on the progress of the New Lynn Integrated Programme to the end of July 2009. This report also updates the Infrastructure and Works Committee on the State Highway 20 Mt Roskill extension and the New Lynn Citizens Brass Band Building (the clubrooms).

An update from Auckland City Council traffic planners on the State Highway 20 Mt Roskill extension will be provided at this meeting.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the New Lynn Integrated Programme - Status Update July 2009 report.
2. **Agree** that the New Lynn Citizens Brass Band Building located at 36 Portage Road is currently not in a state that would justify it being declared a 'dangerous building' in accordance with section 121 of the Building Act 2004.

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to the Infrastructure and Works Committee at its meeting held on 1 July 2009.

DECISION MAKING

Issues

State Highway 20 Mt Roskill

2. The Infrastructure and Works Committee at its meeting held on Wednesday, 1 July 2009 resolved the following:

The Infrastructure and Works Committee resolved to:

- “2. **Agree** that Council officers consult with Auckland City Council regarding the status of the Tiverton Wolverson Route Improvement Project as a strategic link between New Lynn and the State Highway 20 Mt Roskill Extension, particularly around the traffic issues and construction timelines of the projects, and request that Auckland City Council officers be invited to present to the Infrastructure and Works Committee on Auckland City's traffic and roading construction programme at its meeting to be held on Wednesday, 5 August 2009.”

3. Meetings have been arranged with Auckland City Council traffic planners to discuss the impact of State Highway 20 Mt Roskill extension. The Auckland City Council has also advised that the Wolverton/Tiverton project, within their current Long Term Council Community Plan, has been deferred 10 years. An update from Auckland City Council traffic planners will be provided at this meeting.

New Lynn Citizen Brass Band Building – Structural Assessment in Accordance with Section 121 of the Building Act 2004

4. The Council has recently been made aware that substantial cracking has occurred in the concrete masonry walls of the clubrooms.
5. The Infrastructure and Works Committee at its meeting held on Wednesday, 1 June 2009 resolved the following:

The Infrastructure and Works Committee resolved to:

- “3. **Agree** that a report be brought back to the Infrastructure and Works Committee regarding the status of the Waitakere Brass Band building located on Olympic Park, New Lynn, particularly around alleged structural damage due to the Western Rail Construction programme, and that the Members of the Waitakere Brass Band be invited to attend the Infrastructure and Works Committee meeting to be held on Wednesday, 5 August 2009.
4. **Agree** that a health and safety standards assessment be undertaken on the Waitakere Brass Band building located on Olympic Park, New Lynn and that a report be brought back to the Infrastructure and Works Committee.”

1142/2009

6. The cracking has apparently occurred over the last 12 months and it is assumed that this is due to the construction work carried out on adjacent sites in relation to the double tracking of the railway and the work carried out for the New Lynn rail trench work. However, there will be other contributing causes to the cracking including foundation materials, structural integrity of the foundations and unreinforced blockwork and the age and type of building.
7. Some background information on the clubrooms is given below:
 - The clubrooms are owned by the New Lynn Citizens Brass Band;
 - The clubrooms are built on land owned by Council and a lease for the land was established in 1989 by the then New Lynn Borough Council. The lease was due for renewal in 2002 and was not ‘formally’ renewed but is on a monthly ‘roll-over’;
 - The older rectangular single storey section of the clubrooms was constructed in 1956 and comprises of unfilled (non-reinforced) concrete masonry with cantilever concrete columns supporting a timber truss roof; and
 - In 1973 an extension was added comprising (assumed) reinforced concrete masonry walls and a timber truss roof. This section of the clubrooms has an attic and a small lean-to on the southern side.

Issues, Actions and Findings

8. Council officers, in conjunction with the Stakeholder Manager, Fletcher Construction Limited, inspected the clubrooms on 3 July 2009, and the inspection revealed the following:
 - Cracks ranging from one millimetre to 10 millimetres were obvious in various parts of the clubrooms;
 - Cracking was worse in the older non-reinforced part of the clubrooms;
 - Separation cracks were noted between some of the infill block walls and the structural columns; and
 - Separation cracks are visible at the junction wall to ceiling lining.

9. At the time of the Council inspection the following mitigation measures were already implemented:
 - External shoring (back bracing) of block wall sections;
 - Plywood and timber reinforcing bolted across block wall sections into structural columns; and
 - Jack studs and lintel securing affected internal door opening.
10. The Stakeholder Manager informed Council officers that the mitigation measures were carried out on recommendation of the Civil and Structural Engineers, who were commissioned by Fletcher Construction Limited to assess the structural state and safety of the clubrooms. On request, the Stakeholder Manager agreed to provide the Civil and Structural Engineer's report to the Council, and also provided the following information at the time of inspection:
 - Fletcher Construction Limited was made aware of the cracking sometime in April 2009;
 - The Stakeholder Manager inspected the clubrooms on 12 May 2009 and took photos of the damage (the photos have been provided to the Council and show the damage as being at the same or similar degree as encountered at the time of the Council's inspection);
 - Sheet-piling for the rail trench work started on 11 June 2009 causing considerable vibration and subsequently triggering the New Lynn Citizens Brass Band airing their concerns about the safety of the clubrooms with Fletcher Construction Limited; and
 - The Civil and Structural Engineers carried out their inspection on 12 June 2009 and their report was provided to Fletcher Construction Limited.
11. The main findings are as follows:
 - The most probable cause for the cracking is foundation settlement most likely linked to the vibration caused by train traffic and the various construction activity carried out in the vicinity of the clubrooms; and
 - The underlying reason for the induced settlement is probably due to consolidation of loose fill under vibration.
12. The recommended remedial actions are as follows:
 - To complete the shoring and strapping and bolting of the block wall sections (already in process at that stage);
 - To establish marking pins to measure any changes and to carry out regular monitoring;
 - To discontinue the sheet piling until such time that the marking point have been established to enable effective monitoring;
 - To engage a geotechnical engineers to provide information if groundwater movement /equilibrium changes are a contributing factor to the damage; and
 - To provide an internally fixed strap over the internal lintel to enhance the stability of the existing shoring.
13. After studying the report and further communication with the Stakeholder Manager, it was noted by Council officers that a geotechnical investigation had not yet been carried out and that there was no internal strapping. However, all other mitigation measures of the report including a twice weekly monitoring programme are currently being implemented. Council officers have also asked for further confirmation from a structural engineer that the measures currently in place are sufficient to make the clubrooms safe to be used for its intended use.

14. Confirmation and conditions in relation to making the clubrooms safe for use were provided by the Civil and Structural Engineers were forwarded to the Council on 17 July 2009.

Council’s Decision in Accordance with Section 121 of the Building Act 2004

15. Taking into account all the above and the provisions of section 121 of the Building Act 2004, Council officers recommended that the New Lynn Citizens Brass Band Building located at 36 Portage Road is currently **not** in a state that would justify for it to be declared a ‘dangerous building’ in accordance with section 121 of the Building Act 2004. This decision has been under the proviso that:
- Monitoring of the structure (including the implemented mitigation measures) is carried out twice weekly and any changes will be assessed by a structural engineer. Advice and recommendations of the structural engineer shall primarily be aimed at ensuring that the clubrooms are safe to be used for its intended use. The structural engineer’s advice and recommendations must be implemented immediately;
 - The clubrooms are not used at the same time, or vicinity, when construction activity is being carried out that might affect the clubrooms; and
 - Any changes to the status quo have to be immediately communicated to the Council.
16. In accordance with schedule 1(a)(iii) of the Building Act 2004, the repair of the damage that has occurred on the clubrooms might require a building consent because the structure has “failed to satisfy the provisions of the building code for durability...” A consequence of the requirement to obtain a building consent for the repair might be that the entire structure has to be upgraded to today’s building code standard.

Transport Infrastructure

17. An agreement between the Council and Watercare Services Limited (WSL) has been signed covering risks and payments. WSL pipes can be procured in time and the contractor is expected to start work onsite at the end of August 2009.
18. The proposed programme of work for the New Lynn Transit Oriented Development (TOD) project Stage 1 is shown in Table 1 as follows:

Tender documentation issued	19 June 2009
Tenders closed	21 July 2009
Tender evaluation completed and Council approval obtained (dependant on complexity of tenders received) by	26 August 2009
Contract awarded	3 September 2009
Works commence	Mid-September 2009

Table 1 – Proposed Programme of Work

19. Survey drawings for the proposed section of road stopping at Astley Avenue were approved by the chief surveyor. The Council commenced the required public notification process, with newspaper advertisements and the erection of signs on site. A period of 40 days was required for submissions on the proposal following the second of two public notices, which was made on Tuesday, 16 June 2009. The closing of the notification was 4.00 pm on Tuesday, 21 July 2009.

Artworks Integration

20. The Trench Wall Art Panels Project is progressing and the Fletcher Construction Consortium is currently pricing the work. The master moulds for the production of the trench wall art panels have been produced by the artist and delivered to the contractor for prototyping of the panels and associated mounting system.

Land Acquisition

21. The process of obtaining entry to undertake roading works for Stage 1 of the New Lynn TOD project is almost complete. The trustee for the beneficial owner of 5 Clark Street has only recently given its agreement to the land acquisition process and discussions are still taking place. The trustee has engaged a registered valuer, who has partially completed his report, after which the two valuers can meet to finalise a mutually agreed figure. Parallel to this process, the Council is proceeding to acquire the land by proclamation, and an external consultant has been engaged to undertake this work. Difficulties with this acquisition were perceived early in the acquisition process, and a contingency road development plan was developed so that work can proceed without this property, if necessary.
22. Planning for land acquisitions for the Stage 2 Clark Street Extension has been developed in detail during the past month. Council approval to acquire land in the path of the bypass road was obtained on 14 July 2009, however, this is still subject to the approval of the Auckland Transition Agency. A further agenda item seeking approval to create a new access to the Melview Townhouses at 1C Rankin Avenue is under preparation.
23. The two child care facilities in the path of the bypass road remain the most critical of Stage 2 land acquisitions. Detailed planning and options analysis is under way for both of these facilities.
24. It has now been confirmed that the purchase of the property in Rankin Avenue from ONTRACK requires consideration by the Office of Treaty Settlements. ONTRACK has already sent a request to the Office of Treaty Settlements as to whether they have any objection to ONTRACK conceding to the Council under section 50 of the Public Works Act 1981. The Council has been advised that this decision could take up to two weeks. If the outcome is not positive a notice will have to be advertised to ascertain interest from iwi. Advertising of the notice is done every two months. Should the outcome of ONTRACK'S request not be favourable, the next date for a notice to be advertised will not be until August 2009.

Development and Implementation of Town Centre

25. The Urban Design and Development group are leading a workstream to expand upon the Urban Regeneration Framework. The Urban Plan will be presented to internal stakeholders in September 2009 and will be reported to the Council via a workshop in October 2009.

Crown Lynn Precinct

26. The Crown Lynn Precinct (the Precinct), including the land known as the Claypits, will form part of Stage 4 of the New Lynn TOD project. Through the Long Term Council Community Plan 2009-2019 process a budget was allocated for the delivery of road and open space infrastructure in the Precinct. Council officers are now undertaking project planning for Stage 4 and this will include the following workstreams:
- Development of a masterplan and supporting documentation including design guidelines for the future development of the Precinct;
 - Planning and implementation of infrastructure to facilitate development within the Precinct;
 - Completion of the road network as part of the New Lynn TOD project through the construction of Crown Lynn Place Extension, Memorial Drive Extension, and Hetana Street Extension;
 - Ongoing resolution of appeals to Plan Change 17;
 - Negotiation of Memorandum of Understanding and Development Agreements with land owners; and
 - Ongoing stakeholder relationship and investment management.

Communications

27. The Communications team is focused on advising retailers and residents about impending Clark Street works and a Stop and Shop in New Lynn campaign featuring billboards, fliers and advertisements. A flythrough of the development is being commissioned and will be available by August 2009. A trench site visit is being organised for Councillors and New Lynn Community Board Members on 5 August 2009.

Relationship Management

28. The process of pre-works consultation for EcoWater/WSL sewer lines and Clark Street works has been completed. There will be the ongoing management of relationships and issues that may arise during this year long process of change.
29. The situation with AMP appears positive and they have started the process of reviewing the final details of the exchange of land for a footpath and a fourth leg (signalised intersection) required as part of the works.
30. A decision has been made with key stakeholders to progress and develop the New Lynn Business Association and form a New Lynn Business Improvement District. As part of this work it is intended that the resource will inform and update minor business on specific New Lynn roading projects.
31. The New Zealand Council for Infrastructure Development (NZCID) are holding the fourth annual NZCID Symposium: Building Nations 2009 on 12 August to 13 August 2009 in Wellington. Some of the Council's major New Lynn partners have been invited to this conference. The New Lynn Town Centre redevelopment (private public partnerships) will be a focus of the Chief Executive Officer's presentation and the Council exhibition.

ONTRACK Target Outturn Cost (TOC) Status

32. The Council will require certainty of funding by July 2009 to allow it to potentially enter into a physical works contracts for the TOC 2 scope in September 2009. This requires that the agreement regarding process and timeframes is closely adhered to. The Council received a draft procedural document from ONTRACK for review on 29 April 2009. Both the Auckland Regional Transport Authority (ARTA) and the Council are concerned at current delays in this programme and this has been raised with ONTRACK who have advised they will be reissuing an amended version of this document shortly for a second review.
33. Council officers met with ARTA to discuss this issue. ARTA engaged WT Partnership to complete an update of their cost estimate (detailed design) prior to estimating add-on costs in advance of discussions with ONTRACK's quantity surveyor and subsequent reconciliation processes. WT Partnership noted that some items of scope were not sufficiently specified to be priced and sought clarification on these items. The following Council items required attention from the design team to provide sufficient information for accurate pricing:
- sanitary ware in public toilets;
 - glass roof on cycle storage facility;
 - furniture in bus waiting area; and
 - an art feature symbol at the main station entrance.
34. This information has been provided to NZ Strong who is pricing the interchange component as a sub-contractor to the Fletcher Construction Consortium.

ARTA Status

35. Following completion of the detailed design of the bus/rail interchange (Option 1), ARTA engaged WT Partnership to complete a review of the interchange costs. ARTA indicated that following this cost update, a further value engineering process has commenced.

New Zealand Transport Agency Funding Applications

36. The Council advised the New Zealand Transport Agency (NZTA) that TOC 2 works (including bridge decks and interchange) are the subject of ONTRACK's Building Consent 3 package, which was approved in July 2009. NZTA noted that the Council's application would go through the July 2009 review process with a decision available in early August 2009.
37. Another meeting is to be scheduled with NZTA to discuss progress on development contributions and project funding issues.

Legal Agreements

38. The Council is working with ONTRACK to obtain revised Deeds of Grant to allow bridges and services to cross the rail corridor through New Lynn. A Deed of Grant for services crossing the corridor, and for other Council works such as footpaths, has been received from ONTRACK, and will be checked by Council's Legal Department prior to signature. A Deed of Grant in respect of the bridges that will cross the corridor will be completed when the final dimensions of these structures are made available to ONTRACK.

39. The Council's Chief Executive Officer has written to her counterpart at ARTA, proposing that the organisations should confirm, by an exchange of letters, how the capital costs of the bus/rail interchange will be shared. The Chief Executive Officer has also proposed that the operating costs for the Interchange for the 2010/2011 financial year should be established by an exchange of letters.

Risk Management

40. All identified risks have been collated into a risk register. Risk mitigation strategies have been put into place for the most critical risks. Risk monitoring and reporting is an ongoing activity together with identification and management of new risks. As new risks are identified they are assessed and reported in the risk register.

Consideration of Community Views

41. The Council continues to undertake a consultation programme with New Lynn landowners in proximity to the rail corridor, and has held three public consultation meetings. Council officers are working with communications advisors from both ONTRACK and ARTA to manage consultation, the media and general public concerns prior to and during the construction period to ensure that the views of the community are clearly relayed back to the Council.

STRATEGIC CONTEXT

42. The New Lynn project is identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2009-2019. The project delivers on the following strategic platforms:
- Urban and Rural Villages;
 - Strong Communities; and
 - Integrated Transport Strategy.
43. The New Lynn project is aligned with the following strategies:
- The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre;
 - Auckland Regional Land Transport Strategy;
 - The Council's Transport Strategy 2009-2019;
 - Growth Management Strategy; and
 - Economic Development Strategy.

CONSULTATION

44. Consultation and the updating of this report has taken place between the Units of City Services, Public Affairs, Corporate and Business Services, Strategic Planning and Finance.
45. Council officers continue to liaise with affected property owners and tenants on Clark Street with regard to the proposed land acquisitions required for the widening of Clark Street.

46. Council officers continue to liaise with ONTRACK in regard to matters affecting the community and assist ONTRACK with community consultation where possible.

RESOURCES

47. An amount of \$21,568,000.00 was budgeted in the Annual Plan 2007/2008 for roading components, land purchase, ONTRACK contributions and communications. Of this amount, \$19,600,000 was carried forward into the Annual Plan 2008/2009.
48. A further sum of \$47,740,600 was allocated in the Annual Plan 2008/2009. Additional amounts will be required in the Annual Plan 2009/2010 and the 2010/2011, 2011/2012 and 2012/2013 financial years. The current total Council project costs are estimated at \$163,895,000 exclusive of administrative costs.
49. Three funding sources from NZTA, ARTA and development contributions are currently being investigated which will offset some of the estimated project costs. These amounts have yet to be confirmed but are estimated to be approximately \$80 million.

IMPLEMENTATION ISSUES

Timeline/Milestones

50. Current established key milestones for the transport interchange include:
- Develop and sign-off agreement for TOC 2 process by end of April 2009. This is now likely to be July 2009 as noted above;
 - Detailed design TOC 2 completed by end of April 2009 (completed subject to specification of some items);
 - Packages priced and pricing reconciliation completed by end of June 2009 (reconciliation process by ONTRACK continues through July 2009);
 - Approval of TOC 2 contributions (Council/ARTA) by end of August 2009;
 - Train tracks installed in trench and new station TOC 1 complete - April 2010;
 - ONTRACK TOC 1 works completed - July 2010; and
 - Completion of transport interchange (including TOC 2 scope) - October 2010.
51. Current established key milestones for the Council roading works include:
- Council roading works (Stage 1) commences - mid/late 2009;
 - Council roading works (Stage 1) completed - mid/late 2010;
 - Clark Street Extension (Stage 2) commences - early 2011;
 - Clark Street Extension (Stage 2) completed - early 2012;
 - Totara Avenue West (Stage 3) commences - mid 2012; and
 - Totara Avenue West (Stage 3) completed - mid 2013.

Project Risks

52. Confirmation of funding from the Auckland Regional Council for the bus/rail interchange (Option 1) is required by mid July 2009 in order to avoid delays to the TOC 2 interchange works.

53. Securing sufficient funding to achieve interchange (Option 2).
54. Acquisition of additional land to accommodate increased bus sizes notified by ARTA has been identified. This land is in addition to previously identified land requirements.
55. A meeting with ONTRACK on 30 June 2009 has clarified aspects relating to the purchase of land, including 1A Rankin Ave, and there is now a timeline which should see Ministerial approval being gained by around the end of October 2009.
56. Land/lease acquisitions for the Stage 2 Clark Street Extension need to be confirmed by 30 March 2010 in order for NZTA funding process (raised from category 2 to category 1) to be completed.
57. Development of the Stage 2 Clark Street Extension has identified that an alternative vehicle exit from the New Lynn Community Centre car park is required. Options are currently being investigated and there may be additional land required to accommodate this.
58. Slow response from ONTRACK regarding confirmation of TOC 2 costs may cause delays to the Council approval process. The Council and ARTA have jointly expressed concern to ONTRACK over this issue. Until ONTRACK have confirmed the TOC 2 cost there remains a risk to budgets. Also, Fletcher Construction is moving forward with preparations to construct the trench wall art panels due to long anticipated lead times for production. Council will not be in a position to approve panel production until ONTRACK has confirmed the full TOC 2 costs (including on-costs). This could delay panel production and impact the completion date of TOC 2 works.
59. Trench wall art panels' indicative costs are likely to exceed budgeted amount. This risk is being mitigated by Council's Arts Project Coordinator reviewing methodology, options and extent of the panels based on reports the in situ wall finishes have turned out better than expected.
60. Auckland Transition Agency advised the Council that Auckland Transition Agency approval is required for all tenders associated with the New Lynn project. This may result in delays in awarding contracts and to the project.

AUCKLAND COUNCIL TRANSITION ISSUES

61. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: John Schermbrucker, Special Projects Manager.



6 TRAM VALLEY ROAD FLOODING EMERGENCY MAINTENANCE AND RENEWAL

EXECUTIVE SUMMARY

The purpose of this report is to provide an update to the Infrastructure and Works Committee on the impact of flooding at Tram Valley Road and the possibility of having to secure additional funds to carry out emergency works.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Tram Valley Road Flooding Emergency Maintenance And Renewal report.
2. **Direct** the Chief Executive Officer to provide a report updating the cost estimate of replacement to the failed pipeline in Tram Valley Road to the Infrastructure and Works Committee meeting to be held on Wednesday, 2 September 2009.
3. **Note** that additional funding to provide for reactive maintenance and construction of a new stormwater pipeline in Tram Valley Road will be required, with an assessment being made on the funding implications at the half year review.

BACKGROUND

1. A rain event on Sunday, 28 June 2009 caused flooding of Tram Valley Road in the early morning of Monday, 29 June 2009 with a consequence that the road was impassable to residents.
2. Council arranged for mitigation measures by providing an all-weather vehicle to enable residents to access their houses.
3. Temporary measures have been put in place to control the flooding by hiring high-capacity pumps.
4. Remedial measures have been investigated and will be implemented over the next six months.
5. None of the work above has been budgeted for in the Annual Plan 2009/2010, as the budget only provides for routine maintenance and does not contemplate a major event of this nature.

DECISION MAKING

A1

6. This section of Tram Valley Road is drained by a pipeline which is approximately 130 metres long. It was established there was a major structural failure of the pipeline. This in itself has been an expensive process due to the depth and complexity of the failure, it took several attempts to carry out inspections of the pipeline. The location of the pipeline and the failed area is attached at page A1.
7. Inspections have determined a major failure of the pipeline approximately 44 metres from the inlet and at this point the pipeline is approximately 11 metres deep.

Options Identified

8. A number of options have been considered, as follows:
- Status quo, under this option the pumps will be retained on site. However, the cost of pumping is \$10,000 per week;
 - Thrusting of a liner or various pipejacking methods, this involves using tunnelling techniques to force a liner through the pipeline. However as it is unlikely that it would be possible to thrust through the failed section of the pipeline, this option has not been assessed further;
 - Open cut at the location of the pipeline failure and replacement of the pipeline, at an estimated cost of \$200,000. However this could only be considered a temporary repair as the rest of the pipeline is showing signs of cracking and likely to fail within one to five years; and
 - Construction of a brand new pipeline, at an estimated cost of \$900,000. This is only a preliminary estimate and further investigation of options and construction techniques is required. This issue will be reported back to the Infrastructure and Works Committee meeting of 2 September 2009.

Assessment of Options

9. The only viable option is to replace the existing pipeline as a matter of urgency to avoid the ongoing costs of maintaining pumps at the site.

Consideration of Community Views

10. There has been no specific community consultation with regard to this project. However, it is essential that Tram Valley Road is kept open for the passage of pedestrians and traffic as this is a no-exit road.

Preferred Option

11. The preferred option is to replace the failed pipeline.

STRATEGIC CONTEXT

12. The Long Term Council Community Plan 2009-2019 includes a strategy of reducing flooding and improving the quality of streams, lakes and harbours. This project contributes to managing flooding and also ensuring the safety of residents.

CONSULTATION

13. No consultation is required for this report, however it will be necessary to obtain the agreement of directly-affected property owners to carry out works on their property.

RESOURCES

14. The Annual Plan 2009/2010 provides funding of \$1,095,000 for stormwater maintenance. This budget allows for routine maintenance and is dependent on the number of rainfall events in any one year. The estimated cost of responding to this event including traffic management and pump hire is \$205,000 and is not allowed for in the stormwater maintenance budget. However, if there are a limited number of rain events in 2009/2010 it may be possible to achieve some savings in the stormwater maintenance budget to offset this cost.

15. The Annual Plan 2009/2010 provides funding of \$1,071,923 for stormwater network renewal programme. The cost of the pipeline replacement is estimated to be up to \$900,000 and has not been included in the stormwater network renewal programme budget. It may be possible to offset the additional cost through savings in the renewal programme, but this cannot be confirmed at this stage.
16. Overall, there is a risk that additional funding of \$905,000 will need to be found and it is recommended that this issue be addressed at the half year review. The cost estimates will be updated at the 2 September 2009 meeting of the Infrastructure and Works Committee.

IMPLEMENTATION ISSUES

17. There are significant implementation issues associated with this work, due to the depth of the pipeline and the need to carry out the work in winter conditions. If the work is delayed until summer, there will be significantly increased costs due to pumping.

AUCKLAND COUNCIL TRANSITION ISSUES

18. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Tony Miguel, Deputy Director: City Services.



7 STURGES ROAD RAIL OVERBRIDGE REPLACEMENT – FIXING OF ROAD LEVEL

GLOSSARY

Sturges Road rail overbridge (bridge)

EXECUTIVE SUMMARY

The purpose of this report is to seek authority from the Infrastructure and Works Committee to commence the process to raise the level of Sturges Road and the Sturges Road rail overbridge (bridge) to permit future rail electrification.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Sturges Road Rail Overbridge Replacement – Fixing Of Road Level report.
2. **Agree** to commence the process set out in section 330 of the Local Government Act 1974 to fix the level of Sturges Road and Sturges Road rail overbridge.

3. **Invite** the Council to hear submissions from any person who may wish to object to the new road levels at its meeting of 16 September 2009.

BACKGROUND

1. The existing bridge at Sturges Road, Henderson was built around 1940 by the New Zealand Railways Corporation to permit vehicle traffic to pass over the single railway line to new housing developments. The present condition of the bridge is poor with severe Alkali Silicate Reaction producing extensive cracking with the life of this structure being limited. Accordingly a decision has been made by ONTRACK and Council to demolish the bridge and to rebuild a new wider integrated transport bridge in its place, with the bridge deck to be raised by up to 600 millimetres to permit future rail electrification.
2. The Council approved the replacement of the bridge at its meeting of 29 April 2009, as follows:

The Council resolved to:

- “1. **Receive** the Sturges Road Bridge Replacement Project report.
- 2 **Approve** the implementation of the Sturges Road Bridge Closure Plan should it no longer be safe to cross the bridge.
3. **Approve** that the new vehicle load posting on Sturges Road Bridge be 70% of Class 1.
4. **Direct** the Chief Executive to negotiate with New Zealand Railways Corporation: ONTRACK with a view to obtaining a contribution to the construction of the new bridge of not less than \$2 million and to report back on the progress of those negotiations in due course.
5. **Agree** the Sturges Road Bridge Replacement Project Agenda report and associated resolutions remain confidential until such time as the reasons for confidentiality no longer exist.

(613/2009)

3. Construction of the new bridge requires the road level to be raised up to 600 millimetres. Under section 330 of the Local Government Act 1974 the Council may alter the level of a road subject to schedule 13 of the Local Government Act 1974, which sets out the process for the public notification of the proposal to raise the level of the road and to hear submissions in respect of that proposal.
4. The design scope includes a replacement bridge, an additional vehicle lane and a revised road intersection with Swanson Road. It is intended to commence bridge removal and reconstruction later in this calendar year.

DECISION MAKING

Issues

5. Council's Committee and Community Boards Delegations Register has delegated to the Infrastructure and Works Committee the authority to exercise all of Council powers, functions and authorities in relation to all matters in relation to roading and transport. Thus the Infrastructure and Works Committee has the authority to fix road levels.

A2

6. Sturges Road is required to be raised by up to 600 millimetres in height to permit future rail electrification, over a road length of about 60 metres on either side of the planned new higher level bridge. The raised road will affect access to properties, as shown on the plan attached at page A2, requiring their driveways to be adjusted. In addition the road will be widened to permit the construction of an additional traffic lane, and two pedestrian walkways. In all, some 22 properties may be affected by either driveway level adjustments or by retaining walls.

Options Identified

7. Consideration has been given to two options to enable future rail electrification as follows.

Option One: Raise the New Bridge and Road

8. This option provides for a new bridge built from two longitudinal upstand U beams that act as pedestrian walkways. These U beams also carry a series of shallow transverse beams that form the bridge deck. The transverse beams that carry the road traffic are less deep than the box beams of the alternative option due to the span being substantially shorter. Lower transverse beams result in lower approach embankments, with consequently less earthworks and lower retaining walls at neighbouring properties. The new bridge will be about up to 600 millimetres higher than the existing bridge in order to permit clearance for rail electrification.

Option Two: Lower the Rail Track

9. This option provides for the lowering of the rail levels over a length of about one kilometre in order to achieve an acceptable rail grade and rail alignment that will tie into existing track levels near Henderson and Ranui Stations. The Sturges Station will also need to be lowered. ONTRACK have stated that they are not prepared to consider this option due to operational considerations caused by acceleration / deceleration of trains running through a lowered then raised grade. The costs, according to ONTRACK, are more severe than the preferred option, because not only is the rail prism to be lowered over a length of one kilometre, but the bridge will still need to be removed and be rebuilt with a longer span to permit side by side alignment of two railway lines.

Assessment of Options

10. The advantages and disadvantages of Option One are set out in Table 1 below:

Advantages	Disadvantages
<ul style="list-style-type: none"> • Rail levels need not be adjusted. • Sturges Station height need not be adjusted. • Enhanced facility for pedestrians and future traffic. 	<ul style="list-style-type: none"> • Raised road levels affect access to households. • Bridge works are complex. • Consent approvals will take time. • Disruption during construction.

Table 1 - Assessment of Option One

11. The advantages and disadvantages of Option Two are set out in Table 2 below:

Advantages	Disadvantages
<ul style="list-style-type: none"> • Road levels need not be adjusted. • No disruption to driveways. • The consents process is straightforward. 	<ul style="list-style-type: none"> • Rail operations are inefficient. • Large rail excavations needed. • Bridge still needs to be removed to fit the second rail line. • Substantially higher costs due to bridge replacement plus rail lowering.

Table 2 - Assessment of Option Two

Consideration of Community Views

12. The raised road levels, widened road and new walkways may result in reduced privacy for households within 60 metres of the bridge, that front onto Sturges Road. Driveway levels also need to be adjusted to tie into the new road levels. It is proposed to undertake consultation with affected residents / homeowners to inform them of the need for the raised and widened road works, and to offer mitigation planting and screening of properties to maintain privacy.
13. Driveway works will be planned so that there is a minimum of disruption and if necessary temporary steel bridging plates will be used to enable vehicles to enter and exit properties during the construction phase.
14. Some trees will need to be removed by the widened road works and some driveway level adjustments and replacement planting will be undertaken to mitigate the effects of this.

Preferred Option

15. The preferred option is Option One, to raise the new bridge and roadway, as Option Two is more costly and ONTRACK has ruled it out.

STRATEGIC CONTEXT

16. Waitakere City Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services and for City travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication and safety. Replacing the bridge will allow for double tracking of the rail line and will provide an integrated link between key points of Swanson maintaining the safety of pedestrians, cyclists, vehicles and trains.

CONSULTATION

17. Consultation between Council and the public took place in 2007 with the holding of an open day on 4 August 2007. Since August 2007 there have been regular meetings of the Sturges Bridge Replacement Community Liaison Group.

18. Raising Sturges Road requires a formal Local Government Act 1974 process whereby public notification and hearings must be held if objections are received. This process will commence shortly with letters sent to all owners of driveways that must be raised as well as a notice being placed in the Western Leader and the New Zealand Herald.
19. A communication programme will be implemented to advise the community of the work programme and any disruption to transport and traffic.

RESOURCES

20. Funding for this project has been provided as follows:

Bridge 58 upgrade carry forward from 2008/2009	\$5,306,000
Bridge 58 replacement carry forward from 2008/2009	\$1,280,000
ONTRACK confirmed contribution	<u>\$2,000,000</u>
Total	<u>\$8,586,000</u>

IMPLEMENTATION ISSUES

21. The implementation issues are set out in Table 3 below:

Schedule 13	Local Government Act 1974: conditions of fixing levels of roads	Milestone
Clause 1	The Council shall publish in the district a notice of its intention to fix the level, describing therein the road by name and situation, and the proposed level thereof, by reference to plans to be open for inspection at a place named in the notice.	7 August 2009 and 14 August 2009
2	The Council shall in the notice appoint a day, not being less than 1 month after the publication of the notice, at which it will hear all objections to the proposed level by persons affected thereby.	Council meeting of 16 September 2009
3	The Council shall forthwith after the publication of the notice serve a notice in the same form on the occupiers of all land adjoining that part of the road the level of which is proposed to be fixed and, in the case of any such land of which the occupier is not also the owner, on the owner also, so far as they can be ascertained.	Notice served 7 August 2009
4	All such objections must be in writing, addressed to and sent to the Council not less than 10 days before the day of meeting hereinafter referred to.	Closing date for submissions, 7 September 2009
5	The Council shall hold a meeting on the day so notified, at which all persons having so made objections shall be entitled to be heard in support thereof.	Council meeting of 16 September 2009
6	At that meeting, the Council may, after considering all such objections, resolve to abandon the proposed level, or to adopt it with any alterations it thinks fit.	Council to confirm road levels

Schedule 13	Local Government Act 1974: conditions of fixing levels of roads	Milestone
7	The Council shall publicly notify the level so fixed, and shall in the notice refer to a plan to be deposited at the office of the Council, and to be open for inspection.	Published 23 September 2009

Table 3 - Legislative conditions affecting implementation

22. It should be noted that if the new road level requires the placing of fill on private property Council may be subject to paying compensation. This issue is being minimised by redesigning the road and should compensation be required, it would be reported to the Council meeting of 16 September 2009.

AUCKLAND COUNCIL TRANSITION ISSUES

23. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Tony Miguel, Deputy Director: City Services.



8 CYCLEWAY PROJECTS FOR DETAILED DESIGN

GLOSSARY

Strategic Cycle Network Feasibility Study	(the Study)
Waitakere City Transport Strategy 2006-2016	(Transport Strategy)
Auckland Regional Transport Authority	(ARTA)
Auckland Regional Land Transport Strategy 2005	(Regional Strategy)
New Zealand Transport Agency	(NZTA)

EXECUTIVE SUMMARY

This report outlines three cycleway projects proposed for Rathgar Road, Pomaria Road and Te Pai Place. A presentation of project options was made to the Infrastructure and Works Committee on 1 April 2009. The Henderson Community Board also had the options presented to them prior to community consultation.

The Infrastructure and Works Committee has the opportunity to consider the feedback from the consultation for each of the three projects.

This report summarises the preferred option for each cycleway project, and recommends that detailed design work is completed based on these preferred options.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Cycleway Projects For Detailed Design report.
2. **Approve** the commissioning of detailed design work, based on the preferred option for the Rathgar Road cycleway project.
3. **Approve** the commissioning of detailed design work, based on the preferred option for the Pomaria Road cycleway project.
4. **Approve** the commissioning of detailed design work, based on the preferred option for the Te Pai Place cycleway project.

BACKGROUND

1. In 2005, the Council commissioned a feasibility study for cycle routes in Waitakere. The resulting Strategic Cycle Network Feasibility Study (the Study) is an extensive report that prioritises cycling routes throughout Waitakere. The Study recommended cycling infrastructure to form a cycle network. Many of these routes are noted as being appropriate for dedicated cycle infrastructure, for example, on-road cycle lanes, combination bus/bike lanes and off-road cycleways.
2. The Waitakere City Transport Strategy 2006-2016 (Transport Strategy) was adopted by the Council in September 2006. This Transport Strategy included a 10-year budgeted programme of works for cycle projects in Waitakere. This programme prioritised cycle routes to provide safer routes and connectivity to schools, town centres, transport hubs, employment centres and community facilities. The Transport Strategy contains a cycle network map that illustrates indicative routes and treatments (for example if the project was likely to be off-road or on-road).
3. Cycleways on Rathgar Road, Pomaria Road and Te Pai Place are included on the Auckland Regional Transport Authority's (ARTA) regional cycle network map which was produced by ARTA in conjunction with local councils. This map is being used to guide investment in cycling in the Auckland region. Cycle routes on this map will receive a high priority for funding from NZTA.
4. The Auckland Regional Land Transport Strategy 2005 (Regional Strategy) and the ARTA Sustainable Transport Plan 2006 have a target to complete 50% of the regional cycling network by 2016. The Council's current programme of works for cycle projects aims to complete 30% of the regional cycle network within Waitakere boundaries by 2016.
5. Concept designs for Rathgar Road and Pomaria Road were delivered to residents in those streets and surrounding side streets in May 2009. The consultation materials outlined the proposal for on-road cycle lanes including the widening of both roads so that existing on-street car parking could be retained on at least one side of the road where possible. Recessed parking bays are proposed around St Dominic's College and possibly close to Liston College. Concept designs illustrating a proposed off-road shared path on Te Pai Place was delivered to businesses in Te Pai Place in May 2009. Community consultation closed for these projects on 5 June 2009.

6. The proposals for on-road cycle lanes on Rathgar Road and Pomaria Road received some opposition. This was almost entirely due to the loss of some on-street parking proposed in the concept plans. Strong support was received from people who wished to see a dedicated cycling infrastructure provided in these areas. The Te Pai Place project was specifically supported by two businesses and was not opposed by any submitter. Fifty-six submissions were received in total for the three projects. Around 70% of submitters were very supportive or generally supportive of the projects.
7. Around 30% of submissions were not supportive of the projects. The majority of these were concerned with the removal of on-street parking proposed on Rathgar Road and Pomaria Road. Of particular concern to many submitters was the loss of car parking around St Dominic's College and Pomaria Primary School. In a response letter to all submitters, it was restated that it was anticipated that there would be a loss of between one and three on-street car parks only between the St Dominic's College gates and Swanson Road. It is considered that this has alleviated the concerns expressed for this section of the proposal.
8. Other issues expressed in opposing submissions included concern that the Council was spending too much money for the benefit of too few, worry that visitors to people's homes may have to park on the other side of the street, concern that side roads already affected by 'chaos at the school gate' would have increased congestion at peak school times, and concern that Rathgar Road and Pomaria Road carry too much traffic for a safe cycling environment.
9. Council officers have considered the feedback from the consultation and consider the preferred options, as outlined in consultation materials, to be the most suitable to implement. These are:
 - On-road cycle lanes for the full length of Rathgar Road from Swanson Road to Universal Drive.
 - On-road cycle lanes for the full length of Pomaria Road from Rathgar Road to Lincoln Road.
 - Off-road cycleway for the full length of Te Pai Place from Lincoln Road to Central Park Drive.

DECISION MAKING

10. It is often necessary to remove on-street car parking to safely implement on-road cycle lanes because the road carriage is too narrow to provide both. Opposition to cycle projects can be based on a desire to maintain current levels of on-street parking. Off-road shared paths do not usually create so much dissension because they do not impact on parking. Off-road shared paths are only appropriate when there is limited driveway and road access intersecting the path.
11. The cycle network presented in the Transport Strategy is a comprehensive and cohesive network. If routes are not approved, it will create breaks and incomplete sections within both the city network and the regional network.
12. The three proposed cycle projects now require approval from the Infrastructure and Works Committee in order to progress to the detailed design stage.

Options Identified

- A3 13. **Rathgar Road:** a map illustrating the preferred option to form the basis of the detailed design for the Rathgar Road Cycleway project is attached at page A3. This proposal is for on-road cycle lanes involving road widening and the removal of on-street parking on one side of Rathgar Road. On-road cycle lanes are the only option presented as appropriate route treatment. Other than the status quo, no other dedicated cycleway treatment is deemed appropriate for this route. Options for this proposal include provision of recessed car parking near St Dominic's College as outlined, or where feasible, increased provision of recessed parking at various points on Rathgar Road around Liston College and St Dominic's College.
- A3 14. **Pomaria Road:** a map illustrating the preferred option to form the basis of the detailed design for the Pomaria Road Cycleway project is attached at page A3. This proposal is for on-road cycle lanes involving road widening and the removal of on-street parking on one side of Pomaria Road. On-road cycle lanes are the only option presented as appropriate route treatment. Other than the status quo, no other dedicated cycleway treatment is deemed appropriate for this route.
- A3 15. **Te Pai Place:** a map illustrating the preferred option to form the basis of the detailed design for the Te Pai Place Cycleway project is attached at page A3. The proposal is for an off-road three metre shared path on the northern side of Te Pai Place. An off-road shared path is deemed the most appropriate treatment for this route as it meets the criteria for an off-road route, does not affect on-street parking and would benefit both pedestrians and cyclists. Other options for this route are the status quo or on-road cycle lanes requiring the removal of all on-street car parking.

Assessment of Options

	Option 1-status quo: No dedicated infrastructure on Rathgar Road, Pomaria Road and Te Pai Place.		Option 2-Rathgar Road, Pomaria Road and Te Pai Place cycleway projects are progressed.	
	Disadvantages	Advantages	Disadvantages	Advantages
Social	People are not offered attractive alternatives to single occupant vehicle travel. The safety of cyclists would not be addressed.	Residents and schools will not lose on-street car parking.	There would be reduced on-street parking as a result of implementing two of the projects.	People often note an unsafe road environment as the reason that they do not cycle. Dedicated cyclist infrastructure helps improve the safety of the road for cyclists and may encourage more people to cycle.
Economic	Parents and caregivers may choose not to	All existing on-street car parking would	Widening the road and providing	More people choosing to cycle as a

	Option 1-status quo: No dedicated cycleway infrastructure on Rathgar Road, Pomaria Road and Te Pai Place.		Option 2-Rathgar Road, Pomaria Road and Te Pai Place cycleway projects are progressed.	
	Disadvantages	Advantages	Disadvantages	Advantages
	send their children to schools with limited on-street parking close to the school gate.	continue to be available for residents and for people to pick up and drop off students close to the school.	recessed car parking increases the cost of the project.	result of improved infrastructure and safety could reduce congestion, thereby improving the efficiency of the network for other road users.
Cultural	The practice of not providing for all road users results in a car dominated society.	People who drive a car will not be impacted.	The Council may be perceived as providing for a minority road user over the needs of car drivers.	The Council may be perceived as supporting and encouraging all transport modes.
Environment	Lesser incentive to move to modes of transport that would have lower greenhouse gas emissions.			By supporting and encouraging more sustainable modes of transport, the Council may contribute to a reduction in greenhouse gas emissions resulting from transport.

Consideration of Community Views

16. Residents and other people currently using on-street parking on Rathgar Road and Pomaria Road may be affected by the implementation of these cycle projects. St Dominic's College consider that any loss of car parking close to the school would be of detriment to the school because parents and caregivers would have fewer options for easily collecting and dropping off students by car. Some residents close to St Dominic's College, particularly in Ti Nana Crescent, desire increased no stopping lines in their street to help manage the congestion before and after school. St Dominic's College does not allow parents or caregivers to park on-site to collect or drop off students.
17. Mr Douglas, Managing Director of Douglas Pharmaceuticals, submitted in support of Te Pai Place proposal, but subsequently expressed concern that an off-road shared path could increase the number of cyclists using this road and therefore make it more difficult for his staff to enter and exit the business during peak traffic times.

18. People who support encouraging cycling as a mode of transport note that dedicated cycle infrastructure encourages more cyclists and makes the road safer for those people already cycling.

Preferred Option

19. **Rathgar Road:** the presented concept design, that is, the option of on-road cycle lanes for the full length of Rathgar Road from Swanson Road to Universal Drive, is the preferred option to progress to detailed design. This option includes road widening and car parking on one side of the road, and the provision of some recessed car park bays near St Dominic's College and Liston College. The most significant risk for the implementation of this project is dissatisfaction from some residents and school communities due to decreased on-street parking options.
20. **Pomaria Road:** the presented concept design, that is, the option of on-road cycle lanes for the full length of Pomaria Road from Rathgar Road to Lincoln Road, is the preferred option to progress to detailed design. This option includes road widening and car parking on one side of the road. The most significant risk for the implementation of this project is dissatisfaction from some residents and school communities due to decreased on-street parking options. It is likely that bus services will be removed from Pomaria Road in the medium term, an outcome of this may be that the two recessed bus bays on Pomaria Road can be converted to recessed car parks in the future.
21. **Te Pai Place:** the presented concept design, that is, the option of an off-road cycleway for the full length of Te Pai Place from Lincoln Road to Central Park Drive, is the preferred option to progress to detailed design. This option involved widening the existing footpath to three metres. The most significant risk for the implementation of this project is concern from Douglas Pharmaceuticals that a shared path could attract more cyclists and compound difficulties for staff entering and exiting the premises.

STRATEGIC CONTEXT

22. The Regional Strategy identifies the development of a regional cycle network as a key action. The Regional Strategy states that expanding the role of cycling as a viable mode of transport for shorter journeys will be an important element to support intensification around selected growth centres and corridors, transport nodes and the development of greenfield sites. The Regional Strategy sets a target to complete 50% of the regional cycle network by 2016.
23. Non-completion of the Waitakere components of the regional cycle network could negatively impact the cohesiveness and efficiency of the network.
24. The Council's Transport Strategy requires the establishment of a network of routes for walking and cycling which connect to key local destinations. The Council's vision for transport is "*a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city.*" This vision supports a change from a single occupant vehicle use to more sustainable modes of travel, including cycling. The three cycle projects outlined in this report support the vision, aims and objectives of the Transport Strategy.

CONSULTATION

25. Council officers from Transport Strategy and Transport Assets have provided input to this report.

RESOURCES

26. Staff time and the successful awarding of a tender are required to complete commissioned detailed design work for the three projects.
27. The estimated cost of the Rathgar Road cycle project is \$830,000. The net cost to the Council, assuming a 53% funding subsidy from the New Zealand Transport Agency (NZTA), is \$390,100. This cycle project can be implemented under the Annual Plan 2009/2010 cycleway budget.
28. The estimated cost of the Pomaria Road cycle project is \$385,000. The net cost to the Council, assuming a 53% funding subsidy from the NZTA, is \$180,950. This cycle project can be implemented under the Annual Plan 2009/2010 cycleway budget.
29. The estimated cost of the Te Pai Place cycle project is \$185,000. The net cost to the Council, assuming a 53% funding subsidy from the NZTA, is \$86,950. This cycle project can be implemented under the Annual Plan 2009/2010 cycleway budget.
30. Adequate funding is available in the approved final budget for Annual Plan 2009/2010 to complete detailed design work for each project.

IMPLEMENTATION ISSUES

31. There are no implementation issues with the recommendation of this report to progress the three projects to the stage of detailed design. Feedback will be provided to submitters advising them of the Council's decision arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

32. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makau rau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Sreekanth Vidhyadharan, Transport Engineer.



9 SHADBOLT PARK REPLACEMENT FOOTBRIDGE

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee approval of the proposed concept design and location for the replacement footbridge at Shadbolt Park.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Shadbolt Park Replacement Footbridge report.
2. **Approve** the concept design and proposed location for the replacement footbridge at Shadbolt Park.

BACKGROUND

1. Council intends to replace a pedestrian footbridge at Shadbolt Park adjacent to the main Watercare Huia No.1 water pipeline in the Avondale Stream. The previous footbridge was removed by Watercare in August 2008 as part of emergency repair works to the pipeline. The footbridge was used as a convenient entry point in to the park from the Connell Street area.
2. Since Watercare removed the footbridge to undertake the emergency works they have not replaced the structure due to the configuration of the pipeline being altered. The footbridge was installed by Watercare in 1998 to operate their scour valve located mid-span of the pipeline. As the new pipeline has a scour valve located for easy maintenance access from the stream bank on the Connell Street side, Watercare have advised they have no need for replacing the footbridge. Photos of the replacement pipeline and previous footbridge and surrounding area are attached at pages A4 to A5. Parks Assets have identified the replacement of this connection to Shadbolt Park as a priority as it provides a key pedestrian link.
3. Since removal of the footbridge there has been no direct link from Connell Street to Shadbolt Park, except via a bush walk which navigates the perimeter of the park. This route is secluded in places and contains areas that present potential Crime Prevention Through Environmental Design issues.
4. As Shadbolt Park is a Citywide sports park, delegation for approval of the concept design and location of the footbridge sits with the Infrastructure and Works Committee.

A4-A5

DECISION MAKING

Issues

5. It is proposed to construct a new footbridge as the direct access it will provide to the park from surrounding residential areas provides recreation benefits. Re-establishing this connection to Shadbolt Park will also improve the link to the clubrooms and car park of Suburbs Rugby Football Club on Portage Road. The footbridge was, until August 2008, also known to be used as a key walking school bus route.

- A6 6. The most suitable location for the replacement footbridge is adjacent to the upgraded Watercare pipeline. It is proposed to position the footbridge a minimum of three metres away from the pipeline to avoid interfering with the foundations of the Watercare structure. An aerial plan showing the proposed location of the footbridge is attached at page A6.
- A7 7. The new footbridge structure will be constructed to provide a level entry on to the footbridge from the sports field above the 100 year flood level. The footbridge will be constructed from steel "I" beams supported on two piles either side of the stream, with Parks Assets standard timber decking and steel handrail. Constructed at the Connell Street end of the footbridge will be a timber boardwalk with steel handrails that will connect to the existing park boardwalk. A concept plan showing the details for the proposed footbridge is attached at page A7.
8. Minimal vegetation removal will be required to facilitate the construction of the footbridge. The vegetation to be removed includes one large willow on the sports field approach to the footbridge. Part of the scope of this project is the revegetation of the stream banks where the willow will be removed and also where necessary to complement the areas of revegetation planting undertaken by Watercare during their reinstatement works for the pipeline.

STRATEGIC CONTEXT

9. This project contributes to Council's Transport Strategy, which aims to develop a sustainable transport system through integrated land use and transport and providing attractive alternatives to motor vehicle transportation. Reinstating pedestrian access to Shadbolt Park via the replacement footbridge will improve the functionality of the walkway through Shadbolt Park, and encourages the safe use of this recreation area by the community.

CONSULTATION

10. The concept design for the proposed footbridge replacement at Shadbolt Park has the approval of the Parks Design Review Panel. Approval from Watercare and Transpower has also been sought as the footbridge would be located in the vicinity of these agencies' assets.
11. At its meeting held on Monday, 6 July 2009 the New Lynn Community Board raised no issues with the proposed concept design for the footbridge.
12. A mail drop was delivered in June 2009 to properties at the end of Connell Street in Auckland City and Portage Road, as these residents were considered to be affected by the proposal. This mail drop included the proposed concept design and location.
13. Information on the proposed footbridge was also sent to the Suburbs Rugby Football Club which is based at Shadbolt Park.
14. At the time of preparing this report there were no issues that had been raised with the proposal from the consultation process.

RESOURCES

15. Funding of \$175,000 has been provided in the 2010/2011 financial year to carry out all physical works associated with the footbridge installation including project supervision and contingencies. A preliminary cost estimate of the concept design for the footbridge is within the available project budget.

IMPLEMENTATION ISSUES

16. There are no implementation issues associated with this report.

AUCKLAND COUNCIL TRANSITION ISSUES

17. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Andreas Lilley, Team Leader: Parks Project Development.



10 PARKING RESTRICTIONS AT CRANWELL PARK

GLOSSARY

Traffic Management Plan	(TMP)
Cranwell Park	(the Park)
West Wave Aquatic and Recreation Centre	(West Wave)
Henderson Bowling and Croquet Club	(the Bowling Club)
Waitakere City Council Information Management Department	(IM)
Cranwell Park Early Childhood Learning Centre	(Child Care Centre)
Long Term Council Community Plan 2009-2019	(LTCCP 2009-2019)
Crime Prevention through Environmental Design	(CPTED)

EXECUTIVE SUMMARY

The purpose of this report is to legalise new car parking restrictions at Cranwell Park (the Park). The need to review the parking restrictions and allocations at the Park has arisen due to a shortage of available car parking, especially at peak times and during events for patrons of the facilities and buildings based at the Park.

To fully understand these issues consultation with the tenants of the buildings based at the Park has been undertaken.

There are limited funds available to address the current parking issues at the Park. The proposed changes involve minor modifications to the existing parking restrictions and allocations to maximise the car park use. The changes will create an additional 16 car parks for public parking and another 57 car parks will become more accessible for public use.

To enable further improvements it is planned to educate the user groups and the public about alternative parking options available and this will apply in particular when any events are being held.

The proposed changes will improve parking availability in the short term for patrons of the facilities in the park, but it will not cater for the anticipated continued growth in visitor numbers to the Park.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Parking Restrictions at Cranwell Park report.
2. **Approve** that in relation to **CRANWELL PARK CAR PARK, 20 ALDERMAN DRIVE, HENDERSON**, (Pt Lot 7 DP 2251, Pt Lot 6 DP 1467):
 - (a) all existing parking restrictions or limitations currently applicable to **CRANWELL PARK**, imposed by any prior resolution (including resolutions of any former authority), that are affected, or superseded, or replaced by part (b) of this resolution, cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner, and
 - (b) in accordance with the powers conferred by virtue of the Local Government Act 1974, the Land Transport Act 1998, the Transport Act 1962 and the Waitakere City Council Bylaw No. 7, 1991 – Traffic, the following restriction now be resolved to be specified and imposed, namely,
 - (i) in the **CRANWELL PARK** car park on the western side of the West Wave Aquatic and Recreation Centre, for a distance extending 20 metres a new **P2 LOADING ZONE AT ALL TIMES** parking restriction be put in place.
 - (ii) in the **CRANWELL PARK** car park on the western side of the West Wave Aquatic and Recreation Centre, for a distance extending 28 metres, eight (8) car parks as **MOBILITY PARKING P180 AT ALL TIMES** parking restriction be put in place.
 - (iii) in the **CRANWELL PARK** car park on the western side of the Henderson Bowling Club, for a distance extending 16 metres, six (6) car parks as **P120 AT ALL TIMES** parking restriction be put in place.
 - (iv) in the **CRANWELL PARK** car park, on the north western side adjacent to the Early Childhood Learning Centre, for a distance extending 28 metres, 11 car park spaces as **AUTHORISED PARKING, CHILDCARE CENTRE STAFF ONLY, MONDAY-SUNDAY 7.30AM TO 6.00PM**, parking restriction be put in place, plus:
 - In the **CRANWELL PARK** car park, on the north western side adjacent to the Early Childhood Learning Centre, for a distance extending 28 metres, 11 car park spaces as **P180 AT ALL OTHER TIMES** parking restriction be put in place.

- (v) in the **CRANWELL PARK** car park, on the north west side at the end of the car park adjacent to the Early Childhood Learning Centre, 21 car park spaces as **AUTHORISED PARKING, PERMIT HOLDERS ONLY, MONDAY- FRIDAY 7.30AM TO 6.00PM**, parking restriction be put in place, plus:
- In the **CRANWELL PARK** car park, on the north west side at the end of the car park adjacent to the Early Childhood Learning Centre, 21 car park spaces as **P180 AT ALL OTHER TIMES** parking restriction be put in place
- (vi) in the **CRANWELL PARK** car park, on the south-eastern corner of the West Wave Aquatic and Recreation Centre, for a distance extending 3.5 metres, one (1) mobility car park space as **MOBILITY PARKING P180 AT ALL TIMES** parking restriction be put in place.
- (vii) in the **CRANWELL PARK** car park, on the south side of the West Wave Aquatic and Recreation Centre, for a distance extending 7.5 metres, three (3) car park spaces as **AUTHORISED PARKING, YOUTH CENTRE STAFF ONLY, AT ALL TIMES** parking restriction be put in place.
- (viii) in the **CRANWELL PARK** car park, on the south side of the West Wave Aquatic and Recreation Centre, outside the Youth Centre roller door for a distance extending 2.5 metres, one (1) car park space as **AUTHORISED PARKING, YOUTH CENTRE STAFF ONLY, LOADING ZONE, AT ALL TIMES** parking restriction be put in place.
- (ix) in the **CRANWELL PARK** car park, on the south side of the West Wave Aquatic and Recreation Centre, outside the Recreation Centre roller door for a distance extending 2.5 metres, one (1) car park space as **AUTHORISED PARKING, RECREATION CENTRE STAFF ONLY, LOADING ZONE, AT ALL TIMES** parking restriction be put in place.
- (x) in the **CRANWELL PARK** car park, on the south side of the West Wave Aquatic and Recreation Centre, for a distance extending 25 metres, 10 car park spaces as **P120 AT ALL TIMES** parking restriction be put in place.
- (xi) in the **CRANWELL PARK** car park, on the south eastern side of the West Wave Aquatic and Recreation Centre, 36 car park spaces as **AUTHORISED PARKING, PERMIT HOLDERS ONLY, MONDAY- FRIDAY 7.30AM TO 6.00PM**, parking restriction be put in place, plus:
- In the **CRANWELL PARK** car park, on the south eastern side of the West Wave Aquatic and Recreation Centre, 36 car park spaces as **P120 AT ALL OTHER TIMES** parking restriction be put in place.
3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of the Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said parking limitation and restriction.

BACKGROUND

1. At its meeting held on 3 September 2007 the Henderson Community Board resolved as follows:

The Henderson Community Board resolved to:

1. *That the Parking Restrictions at Cranwell Park During the Construction of the Henderson Youth Facility and Upgrade of the Recreation Centre report be received.*
2. *That the Henderson Community Board approves the use of Cranwell Park as overflow car parking (subject to weather conditions) during the construction of the canopy linking the Henderson Youth Facility to the Aquatic Centre.*
3. *That the Henderson Community Board approves the establishment of a temporary mobility-parking bay during the development of the canopy linking the Henderson Youth Facility to the Aquatic Centre.*
4. *That the Henderson Community Board approves a sign being erected to notify patrons of the ability to use Falls Hotel car park as an overflow park at a cost of \$3 per day.*
5. *That the Chief Executive Officer be requested to provide a report to the Henderson Community Board on the parking at Cranwell Park car park following the completion of the construction.*
6. *That the Chief Executive Officer be requested to provide a report giving serious consideration to the provision of extra car parks on Council land (i.e. Cranwell Park) to service the increased use at the Recreation Centre and the Henderson Youth Centre after the upgrade of these facilities has been completed."*

(3311/2007)

2. The Park is a Citywide multi-use park in the heart of Henderson Town Centre. There are a number of buildings and facilities based on the Park that share the use of the car park. They include the following:
 - West Wave Aquatic and Recreation Centre (West Wave)
 - Henderson Bowling and Croquet Club (the Bowling Club)
 - Cranwell Park Early Childhood Learning Centre (Child Care Centre)
 - Waitakere City Council- Information Management Department (IM)
 - Youth Centre and Global Cafe - managed by Zeal
 - Plunket
 - Sussit- Community Room
3. The current and proposed provision of car parks at the Park meets the requirements as set out under the Waitakere City Council District Plan and is in accordance with resource consent conditions.
4. In April 2006, the Henderson Community Board resolved to legalise a number of new car parking restrictions at the Park and those changes were implemented at the time. A map of the current car park layout and the current parking restrictions including the allocation of car parks to user groups is attached at page A8.

5. In an attempt to curtail long term parking by non patrons of facilities at the Park, a number of car parks were changed from a P180 parking restriction to a P120 parking restriction. In addition P240 parking restrictions were reduced to P180 parking restrictions. Parking enforcement officers have advised that this has reduced the amount of parking by non patrons, but there is still an ongoing problem because it is a public car park and legally there are limited options to address this.
6. The increasing membership numbers at West Wave Aquatic and Recreation Centre and the recent completion of the Youth Centre and Global Cafe have exacerbated car park shortfalls further. Car park shortages are particularly evident during events and at peak times (weekday 5:00 pm to 7:00 pm). Council regularly receives complaints from members of the public due to the lack of parking, time taken to find a car park and confusing signage.
7. Verbal consultation has been carried out with the tenants of the buildings and a number of workshops have been held with various Council officers to work through the issues. Feedback from Council staff and the user groups has been taken into consideration.
8. In addition, workshops have been held with the Henderson Community Board members. The Henderson Community Board supports the recommendations contained in this report and have subsequently advised that a report to the Henderson Community Board is not required at this time.

DECISION MAKING

Issues

Monitoring and Feedback

9. Formal monitoring of all the car parks at the Park has been undertaken throughout the month of June 2009. This was undertaken twice daily during the week days. The monitoring revealed that on most days between the hours of 8am to 4pm there was no difficulty in finding a car park. The car park was at capacity during the early evening. The results of the monitoring are available on request.
10. Monitoring also revealed that the use of the Authorised Only - Permit Holder car parks used by staff are currently under-utilised. This is the case especially for the 21 car parks located at the northern end of the car park.
11. Feedback from the user groups and also Council staff that use West Wave has advised that parking is at capacity Monday to Friday between the hours of 5:00 pm to 7:00 pm, when there is a cross-over between school children and people using the facilities after work. Parking is also an issue when large events are on, or when there are multiple small events underway.

Proposed Changes to Car Park Allocations and Restrictions

A9-A10

12. The proposed changes to the car parking allocations and restrictions are shown on the map attached at page A9, and are also outlined in the table attached at page A10. The following changes listed below are numbered in order to coincide with the report recommendations.

No Stopping Lines outside West Wave entrance

16. It is proposed to change the current no stopping lines outside the West Wave entrance to a new P2 Loading Zone. This area is currently used illegally to drop-off and pick-up patrons of West Wave. Council's Parking Services Manager has recommended this change be implemented to legalise current usage and create improvement.

Mobility car parks time extension

17. It is proposed to change the time restriction from P120 to P180 for the eight mobility car parks located outside the entrance to West Wave. Feedback received from West Wave staff indicate that the current time of P120 is insufficient for mobility card holders who often need more time to complete tasks.

Reduction in mobility parking to create public parking

18. There are currently 13 mobility car parks on site. Monitoring recently undertaken reveals that the mobility car parks are currently under-utilised. It is therefore proposed to remove the four mobility car parks currently located outside the Bowling Club. The width of the mobility car parks is larger than standard car parks and consequently this will create an additional six P120 public car parks. Council are required to provide eight mobility car parks in accordance with the New Zealand Standard - NZS4121:2001 (Design for Access and Mobility- Building and Associated Facilities).

Child Care Centre

19. The Child Care Centre currently has 11 car parks for the centre staff only. The Child Care Centre is also used on the weekends for supervised parental child visits. The current parking restriction is proposed to be changed to public parking P180 before 7:30 am and after 6:00 pm Monday to Sunday. This allows public use of car parks when not in use by the centre staff.

Authorised permit holder parking at northern end of car park

20. There are currently 21 car parks at the northern end of the car park for permit holders. The current parking restriction is proposed to be changed to authorised parking permit holders only Monday to Friday 7:30 am to 6:00 pm and P180 public parking at all other times. This allows public use of car parks when not required by the permit holders. Monitoring recently undertaken has revealed that many of these car parks are empty during the weekday. There are also currently an additional 42 car parks behind West Wave for permit holder parking.
21. The permit system is currently controlled by the West Wave Manager. Permits have been issued to Council staff that work at West Wave and in IM. Permits have also been issued to Zeal staff who run the Youth Centre and Plunket staff. Following implementation of the changes proposed in this report a re-issue of permits will be undertaken by the West Wave Manager to appropriate staff to improve the effectiveness of the system.

New Mobility Car Park

22. It is proposed to provide an additional mobility car park outside the entrance to IM. There are currently no mobility parks on this side of the building. The proposed location is next to a path and has sufficient room for access. It is in good proximity to the Youth Centre, IM and the back entrance to West Wave. This mobility park will replace one of the six current P60 visitor car parks outside IM.

Youth Centre Staff/Zeal car parking

23. It is proposed to change the three P60 visitor car parks outside the Youth Centre to Youth Centre staff only car parks. Council has a legal requirement to provide car parks for Zeal staff (who manage the Youth Centre) in accordance with the Facility Management and Funding Agreement between Council and Zeal Education Trust. The Youth Centre staff will no longer be permit holders once the changes take effect.

New Loading Zone car park - Youth Centre staff only

24. To create additional car parks it is proposed to change the current no parking area which is being used illegally behind West Wave to a Loading Zone car park for Youth Centre staff only. The car park will be located outside the Youth Centre roller door. The fire exit area will still be designated as a No Parking area.

New Loading Zone car park- Recreation Centre staff only

25. To create additional car parks it is proposed to change the current no parking area which is being used illegally behind West Wave to a Loading Zone car park for Recreation Centre staff only. The car park will be located outside the Recreation Centre roller door. The fire exit area will still be designated as a No Parking area.

Reduction in permit holder parking to create public parking

26. In addition to the 21 permit holder car parks adjacent to the Child Care Centre there are currently also 42 car parks behind West Wave for permit holders. It is proposed to reduce the number of permit holder car parks behind West Wave and create 10 P120 public car parks at all times instead. Monitoring recently undertaken has revealed that while these car parks are well used the car parks were not full during the monitoring period. In addition the 21 car parks for permit holders by the Child Care Centre are available and underutilised by staff.

Authorised permit holder parking behind West Wave

27. It is proposed that the remaining 36 permit holder car parks behind West Wave be changed to authorised parking permit holders only Monday to Friday 7:30 am to 6:00 pm and P120 public parking at all other times. This allows public use of car parks when not required by the permit holders.
28. In summary, an additional 16 public car parks have been created and 57 of the authorised parking areas are more accessible for public use. Overall, the total number of car parks has increased from 381 to 385 by the creation of two additional loading zone car parks behind West Wave and two additional car parks created by changing mobility car parks to standard car parks.

Henderson Bowling Club

29. The Bowling Club currently has 15 car parks allocated for club use only. The Bowling Club currently has over 200 members and due to an historical agreement, club members have unrestricted parking in the public parking spaces when a valid Bowling Club permit is displayed (this is not the same permit as the Council staff permit). These Bowling Club parking permits are also given to Bowling Club visitors on event days. If the Bowling Club is having an event and it coincides with peak use of the Park or other events, then this results in a shortage of available car parks (the Bowling Club has unrestricted parking during this time). Council's lease with the Bowling Club is currently up for renewal and discussions regarding their current parking system will form part of the lease negotiations.

Alternative Car Parking

30. There is currently alternative free car parking available at the recently upgraded Tui Glen Reserve adjacent to the Park. While Tui Glen is being used by some patrons it is currently under-utilised. It is planned to promote the option of parking at Tui Glen, however some West Wave staff have advised they do not feel safe parking at Tui Glen even during the day and are concerned about vehicle theft etc. A Crime Prevention through Environmental Design (CPTED) assessment has been undertaken and revealed there are safety issues regarding access between the Park and Tui Glen.
31. Funding is provided in the Long Term Council Community Plan 2009-2019 (LTCCP 2009-2019) to re-locate the Tui Glen Footbridge in 2013/2014. This will improve the sightlines and linkages between Tui Glen and the Park.
32. There are also other alternative car parks within a few minutes walk from the Park. These are located at Falls Park car park and Alderman Drive car park. The cost is \$4 per day (six days). These car parks have security cameras and security lighting. Feedback received has indicated some people do not feel safe walking from the Park to these car parks at night.
33. To make further improvements it is planned to educate the user groups and the public about alternative parking options available and this will apply in particular when any events are being held. Signage will be installed at the Park advising patrons about alternative parking options.
34. There are currently no formal areas for motorbikes to park, however they park informally on the available paved or spare areas. There are currently no issues with this and it is proposed the status quo will remain.

Events

35. In order to improve parking during events it is proposed that as part of the event approval a Traffic Management Plan (TMP) will need to be submitted and approved. The TMP will need to show how parking will be managed during the event and how this will be communicated to the public or groups concerned. Better management of multiple events will need to be undertaken by West Wave and Council with consideration of the parking issues.

Traffic Flow

36. Buses will be advised they can drop off and pick up at the Park or Tui Glen, but they will not be able to remain parked at the Park as this causes congestion. Buses will need to move off-site and park at Tui Glen. For safety purposes speed humps will be installed to reduce the speed of the traffic flow. There are current issues with the traffic flow through the car park and a review of the traffic flow will be undertaken in the near future, however there are currently no funds available for car park reconfiguration.

CPTED Assessment

37. There are ongoing safety issues at the Park including reports of deviant behaviour, car break-ins, assaults and other issues including people living rough in the area. West Wave staff have advised they do not feel safe going to their cars at night.
38. A CPTED safety assessment of the Park car park was carried out in April 2009. A full copy of the report is available on request. The problem areas identified include the following:
- Lighting maintenance;
 - Vegetation maintenance;
 - Waste management;
 - Entrapment and concealment areas;
 - Traffic and pedestrian safety issues;
 - Safety of walkways;
 - Disability and Police parking; and
 - Vulnerable and hostile areas.
39. Some of the issues identified have already been addressed by Council officers including lighting maintenance and the clearance of vegetation. Funding is provided in the LTCCP 2009-2019 in the Annual Plan 2009/2010 for additional lighting and an assessment is currently underway. Funding is also included in the Annual Plan 2009/2010 for car park surface renewal works.

Options Identified

40. Two options have been identified:
- Install the new restrictions in response to provide a quality service to the patrons of the Park and for the efficient operation of Council business; or
 - Retain the status quo, where parking will continue to be a problem and impact further on the quality of service provided.

Consideration of Community Views

41. Patrons of the facilities at the Park have expressed their concern over the lack of available parking. Verbal consultation has been undertaken with all affected tenants of the buildings located at the Park and their needs have been considered in this report.

Preferred Option

42. The preferred option is to install the new parking restrictions. The proposed modifications improve the accessibility for patrons of the facilities at the Park.

STRATEGIC CONTEXT

43. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for City travel facilitated by integrated, environmentally responsible and innovative design, with a focus on meeting the essential needs of all, for access, communication and safety.
44. Parking restrictions can be applied to ensure efficient, safe movement on roads.
45. The provision of parking restriction objectives is to create vibrant, safe accessible spaces for people to live, work, play and that people are active, healthy and content.

CONSULTATION

46. Two workshops have been held with Henderson Community Board members to discuss the parking issues at the Park. Verbal consultation has been undertaken with all affected tenants of the buildings located at the Park. In addition Council officers in Leisure Services, Parking Services, Property Assets, IM and Planning and Regulatory have also provided input into this report.

RESOURCES

47. The new parking restrictions can be implemented under the Annual Plan 2009/2010 Parks Minor Works Programme.

IMPLEMENTATION ISSUES

48. The proposed changes will improve parking availability in the short term for patrons of the facilities in the park, but it will not cater for the anticipated continued growth in visitor numbers to the Park.

AUCKLAND COUNCIL TRANSITION ISSUES

49. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Katharine Slack, Team Leader- Parks Asset Planning.



11 **WAITAKERE CRICKET CLUB INCORPORATED APPROVAL OF CONCEPT DESIGN**

GLOSSARY

Waitakere Cricket Club Incorporated	(WCCI)
Te Atatu Association Football Club Incorporated	(TATAFC)
Te Atatu Peninsula Park Reserve Management Plan	(Management Plan)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee for one of two concept designs providing for the addition of a partial second storey and an increase to the kitchen and bar area of the Waitakere Cricket Club Incorporated (WCCI) clubrooms located on Te Atatu Peninsula Park.

Council Officers have met with members of the WCCI at the Parks Design Review meeting on 24 June 2009. At this meeting two concept designs were reviewed, one that includes an increase to the footprint of the building and one that does not. The reason for two designs is that the Te Atatu Peninsula Park Reserve Management Plan (Management Plan) specifically states that no increase to the footprint of buildings is allowed. It is the wish of the WCCI that Council approves the concept design that requires a building footprint increase.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Waitakere Cricket Club Incorporated Approval Of Concept Design report.
2. **Approve** the concept design of an addition to the Waitakere Cricket Club Incorporated building that does not include an increase to the footprint of the building, in accordance with Te Atatu Peninsula Park Reserve Management Plan.

BACKGROUND

1. In May 2008 WCCI met with Council officers to discuss their need for an extension to their building. The need for an extension was prompted by Cricket's governing body, Auckland Cricket, whose regulations have strict criteria around facility provision for premier league clubs, of which WCCI is one. Currently the WCCI clubrooms on Te Atatu Peninsula Park do not comply with these criteria.
2. The Management Plan for Te Atatu Peninsula Park states under 7.2, Objective 2, Policy 2.1: "Encourage shared leases/use of buildings where practicable". As a result of this directive a process was undertaken with the assistance of the consultant Faye Freeman to investigate the possibility of shared use/co-location or amalgamation of WCCI with the Te Atatu Association Football Club (TATAFC). This process was unsuccessful as there was not a strong desire from the WCCI and TATAFC to proceed at this stage with any form of shared use.
3. The Management Plan also states under Objective 1, Policy 1.7:
 - "to allow the existing sports clubs to develop their present building facilities";
 - "any new building work is to be limited to within the existing building footprints and subject to Council Parks Manager approval"; and to
 - "ensure there are no negative impacts on the Park or neighbouring properties or other users".

4. In May 2008 WCCI presented their plans for their additions to the WCCI clubrooms to a Parks Design Review Committee including an extension to the footprint of their building. The application was declined as no work had been undertaken to investigate the option of shared use of buildings on this park. After the unsuccessful attempt to encourage shared use, WCCI came back to the Parks Design Review Committee with the same request to build a partial second storey and to increase their kitchen and bar facilities, which included an increase in the building footprint.
5. As the directive is quite clear in the Management Plan that no increase to the footprint is allowed WCCI submitted two plans, one with and one without the footprint increase, with the hope that Council would approve the plan that included the increase to the footprint.

DECISION MAKING

6. There are two options as detailed below. The Infrastructure and Works Committee is asked to approve Option Two, which does not require a change to the Reserve Management Plan but satisfies the Auckland Cricket requirements.

Options Identified

7. The concept design submitted by WCCI includes a partial second storey to the building; the club refers to it as a "pop top". This is needed so that there will be a dedicated space for junior members of the club which is a requirement of premier club status. There will also be an office and a storeroom in the pop top.
8. The lower floor kitchen, bar and storeroom is inadequate for the number of members of the club and no more than two people can work in this space at one time. The increase of these facilities is seen by the WCCI Committee as critical to the effective functioning of the WCCI. It is this increase that extends the building outside the current footprint by 1.9 metres along 9.4 metres of the southern side of the building. The alternate plan, that does not include a footprint increase, takes away a store room to enlarge the kitchen and bar area and moves the front counters into the lounge space to further increase space.
9. The materials used will be in keeping with the current construction which is of a plaster finish.
10. There will be a requirement that detailed designs must be submitted to a further Parks Design Review meeting prior to final approval.

Option One

A11-A13

11. Option One, attached at pages A11 to A13, provides for the pop top and increases the size of the footprint by 1.9 metres along 9.4 metres of the southern side of the building to accommodate the increased kitchen and bar area. This is the preferred option by WCCI and although not a significant extension, has a small amount of negative effect on the sight lines of the playground sited behind the clubrooms.

Option Two

A14-A16

12. Option Two, attached at pages A14 to A16, provides for the pop top and increases the size of the kitchen/bar area but does not increase the footprint.

Assessment of Options

13. Both options deliver to the WCCI the necessary space that is required as a result of the need to comply with Auckland Cricket's requirements for premier club status. Not having an increase to the footprint does not compromise the total development.

Preferred Option

14. The preferred option is not to approve an increase to the building footprint, so that the proposal is in keeping with the adopted Management Plan, which has been through two rounds of public consultation. This option still enables WCCI to increase the size of the kitchen and bar.

STRATEGIC CONTEXT

15. Through the Strong Communities Community Outcome, the Council outlines its commitment to undertaking initiatives that will contribute to improving local leisure and recreation opportunities and choices.
16. Direct financial assistance to organisations providing facilities and activities to get people more active assists the Council's commitment to Toiora (Healthy Lifestyles) and the Strong Communities Community Outcome.
17. Improved leisure facilities support opportunities for residents to participate in sport and/or physical activity and will complement the initiatives being implemented through the Active Waitakere 'Move it Waitakere' Action Plan.

CONSULTATION

18. Community consultation was undertaken as part of the Management Plan process.

RESOURCES

19. Council officers from Leisure Services are involved in working with WCCI to develop the project and will be responsible for supporting the project through to completion. There are no financial implications to Council in regard to this project.
20. The WCCI has been fundraising for sometime for this project. Once the concept design has been approved by Council, the intention is to seek grants through community and gaming machine charitable trusts.

IMPLEMENTATION ISSUES

21. If the concept design is not agreed to it will delay the progress of the detailed design which may jeopardise the ability for WCCI to complete the building within the proposed timeframe. There is also the issue that failure to meet with the requirements of Auckland Cricket could jeopardise the premier club status of WCCI.

AUCKLAND COUNCIL TRANSITION ISSUES

22. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jan Brown, Senior Community Liaison Officer.



12 FINAL KEN MAUNDER PARK REDEVELOPMENT PLANS

GLOSSARY

Ken Maunder Park	(the Park)
Ken Maunder Park Community Trust	(the Trust)
Suburbs New Lynn Cricket Club and the Lynn Avon United Football Club	(the Clubs)
Indoor training facility, public toilet and changing rooms	(stage one)
Upgrade the existing cricket clubrooms	(stage two)
Funding and Access Agreement	(the Agreement)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee approval for the final plans for the Ken Maunder Park (the Park) redevelopment which includes the incorporation of new public toilets and changing rooms with the new indoor training facility.

The report also seeks approval to use the budget Parks Assets has in the Annual Plan 2009/2010 for the upgrade of the existing public toilets on the Park, to fund the Ken Maunder Park Community Trust (the Trust) to incorporate new public toilets and changing rooms into the indoor training facility.

Suburbs New Lynn Cricket Club and the Lynn Avon United Football Club (the Clubs) established the Trust to develop a new indoor training facility, public toilet and changing rooms (stage one) and upgrade the existing cricket clubrooms (stage two) at the Park. The Trust secured funding from Council's Leisure Facility Partnership Fund and other funding agencies and are now in a position to start building stage one.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Final Ken Maunder Park Redevelopment Plans report.
2. **Approve** the final Ken Maunder Park redevelopment design which includes the inclusion of public toilets and changing rooms along with a new Parks maintenance storage area within the indoor training facility.

3. **Agree** to fund the Ken Maunder Park Community Trust up to \$330,000 + GST from the Parks Assets 2009/2010 budget to develop new public toilets and changing rooms as part of the indoor training facility at Ken Maunder Park.

BACKGROUND

1. The Park is a Citywide park therefore jurisdiction for any development on the Park resides with the Infrastructure and Works Committee.
2. In 2006 the Clubs received \$250,000 + GST from Council's Leisure Facility Partnership Fund to develop an indoor training facility and to upgrade the Suburbs New Lynn Cricket Clubrooms on the park. Since then, the Clubs have been working with Council officers from Leisure Services and Parks Assets to develop a plan for the Park, which incorporates the new facility and a number of other improvements to make more accessible and appealing to the community.
3. Concept plans for the redevelopment of the Park were presented and approved by the Infrastructure and Works Committee at their December 2007 meeting, where it was resolved:

"2. That the Infrastructure and Works Committee approves the proposed plan for the redevelopment of Ken Maunder Park."

3868/2007

4. In April 2009 the Infrastructure and Works Committee approved the integration of the public toilets and changing rooms into the indoor training facility at the Park and resolved as follows:

The Infrastructure and Works Committee resolved to:

*"2. **Approve** the proposed public toilet and changing rooms at Ken Maunder Park be incorporated into the new indoor training facility at Ken Maunder Park."*

500/2009

DECISION MAKING

Issues

A17-A18

5. The Trust presented the final design to the Parks Design Review Committee in June 2009. The final designs incorporated minor changes from the concept plans submitted previously. A copy of the final Park redevelopment plan is attached at pages A17 to A18. The key changes are detailed below.

Public toilets and changing rooms

6. It was agreed with Parks Assets to include the public toilets and changing rooms as part of the indoor training facility as this will reduce the number of buildings on the Park and will provide maximum passive surveillance.
7. The public toilets and changing rooms will be developed in line with Council's specifications and will only be accessible from the outside. The Trust has incorporated an indoor toilet and changing area into the building which will be completely separate to the public ones including separate water and power meters.

8. The public toilets will be open between 7:00 am until 9:00 pm in summer months and between 7:00 am to 7:00 pm in winter months. No internal access is provided between the public toilets and the indoor training facility. Clubs who have booked the fields would be issued a key to unlock the changing rooms. The toilets and changing rooms are located at the front of the training facility and accessible directly from the Park and car park.
9. Originally it was anticipated that the indoor facility would share the public facilities and would therefore require a greater frequency of cleaning and the cost would be shared with the Trust. The Trust however have since decided to include an internal changing room and toilet so the majority of users for the indoor facility will use the internal facilities while the external facilities will primarily be used by other users of the Park. It is anticipated the cleaning and maintenance schedule for the external public toilets and changing rooms would be as per any other parks toilet facility and therefore Parks Assets would cover all costs for such work.

Parks Maintenance Storage

10. The Trust currently provide an area in the Suburbs New Lynn Cricket Clubrooms for the Parks maintenance contractors to store equipment used on the Park. With the planned development, that storage area will no longer exist and therefore the Trust is proposing to include a storage area within the new indoor training facility for this equipment to continue to be stored on the Park rather than offsite.

Budget and timeline

11. The Trust have the majority of funding necessary to go ahead with stage one and have lodged building consent. The Trust is planning on going out for tender in August 2009 and is looking to start construction of stage one in late 2009 for completion before winter 2010.
12. Stage two will proceed when funding is secured but in the meantime the Clubs continue to share the cricket clubrooms.
13. Parks Assets have planned for further improvements to the Park over the coming years in conjunction with this project. Below is a list of the planned improvements and the year funding has been budgeted for:
 - Sports field upgrade 2009/2010;
 - Park refurbishment 2010/2011; and
 - Car park upgrade and lighting 2011/2012.

Options Identified

14. Parks Assets have allocated \$330,000 + GST in the Annual Plan 2009/2010 for the upgrade of the public toilets and changing rooms. It is recommended that these funds be used to support the Trust in incorporating the public toilets and changing rooms into the indoor training facility. The Trust will be responsible for the project but Parks Assets will pay the Trust, using this budget, specifically for the public toilets and changing rooms.

15. As part of Council's Leisure Facility Partnership Funding the Trust will enter into a Funding and Access Agreement (the Agreement) with Council that outlines the conditions of the funding and in particular, the expected community use of the facilities. It is recommended that the Parks Assets funding, along with the conditions regarding the opening and closing time, ongoing maintenance and renewals, be included in this Agreement. This will confirm all details in one document and make it easier to monitor in the future. Council officers will work with the Trust to develop a payment schedule based on progress payment for work specifically undertaken on the public toilets and changing rooms. This payment schedule will be included in the Agreement.
16. The Trust have been provided with Parks Assets standard specifications for the public toilets and changing rooms and have incorporated these into the detailed plans that have been submitted for building consent. The Parks Design Review Committee have approved the final design of stage one with the following conditions:
 - The Trust is responsible for removing the existing public toilet and changing rooms;
 - The Trust is responsible for the landscaping, building lighting and paving around the indoor training facility;
 - Public toilet and changing rooms are designed to meet accessibility standards as per the Building Code; and
 - The Trust is to establish a project working group to oversee the development of stage one and must include a representative from the Parks Assets unit.

Preferred Option

17. It is recommended that up to \$330,000 + GST from Parks Assets 2009/2010 budget be used to fund the public toilets and changing rooms in the indoor training facility at the Park. A payment schedule will be developed which will see progress payments made to the Trust for work completed specifically on the public toilets and changing rooms. The payment schedule and funding conditions will be included as part of the Agreement. The Trust will manage the construction of stage one but a project working group which includes a representative from the Parks Asset unit will be set up to oversee the project to ensure Council has input into the project.

STRATEGIC CONTEXT

18. Through the Working Together community outcome Council looks to partner with organisations to efficiently utilise our time, people and resources. Partnerships with schools provide an ideal opportunity to share resources and maximise facilities to benefit the community.
19. New facilities create more opportunities for residents to participate in sport and or physical activity and will complement the initiatives being implemented through the Active Waitakere 'Move It Waitakere' Action Plan.

CONSULTATION

20. Parks Assets and Leisure Services have been involved in determining some preliminary criteria for the incorporation of the public toilet and changing rooms with the indoor training facility.

21. The Trust involved in the development of the indoor training facility has been consulted on the option of combining the public toilet facility into the indoor training building. Preliminary criteria around opening hours, accessibility and locking have also been discussed. The Trust is supportive of the incorporation of the public toilet facility with the indoor training building.

RESOURCES

22. Council has allocated \$250,000 + GST in the Leisure Facility Partnership Fund to the Trust for the development of stage one at the Park.
23. A further \$330,000 + GST has been allocated in the Annual Plan 2009/2010 for the upgrade of the public toilets and changing rooms at the Park. This includes all professional fees, consent fees, construction costs and the removal of the existing toilet block.
24. Council officers from Leisure Services and Parks Assets are involved with overseeing the developments on the Park and developing the Agreement.

IMPLEMENTATION ISSUES

25. There are no implementation issues relating to the recommendations.

AUCKLAND COUNCIL TRANSITION ISSUES

26. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

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