

## **MASSEY COMMUNITY BOARD TRANSPORT STRATEGY AND PRIORITISATION OF TRANSPORT PROJECTS WORKSHOP – MEETING NOTES**

A workshop was held on Wednesday 22 March 2006.

Present were Andrew Good, Graeme Barnard, Gayleen Maurice, John Riddell

- Footpath construction funding and allocation formula. Footpaths on both sides may not be justified
- Funding of combined footpaths and cycleways
- Investigate cycleways for Project Twin Streams in Massey and connections
- Investigate the possibility of a law change to allow bikes to be ridden on berms and footpaths
- Walking and running track in Totara Road along Whenuapai Air Base, different standard for footpaths in rural areas (minor works)
- Finish off small links in residential areas in the Massey ward
- Shuttle services for events and to provide an alternative to car travel to work and shop
- Bus service connections to Westgate
- Planning for freight movements and provided linkages between business to be addressed in Council's Freight Strategy
- Don Buck Road / Royal Road intersection will need to be addressed in 5 years (2010/11)
- The Massey Community Board wishes to provide detailed input to Massey North / Hobsonville / Westgate planning
- Improve parking for Hobsonville Primary School
- Lobby Transit NZ to provide traffic lights in Hobsonville Road and express concern about delays to SH18 (deviation)
- Footpath allocation increased to \$1.5m p.a. and split more fairly

- Footpath priorities to be determined, priority to urban areas, link to schools, amenities. Alternatively, spend \$0.5m in 2006/07 and develop programme for next 10 years
- Investigate Pooks Road / Metcalfe Road / Munro Road intersections, work in with Ranui Action Project, schools and the Community Board
- Construct a throat island intersection of Kauri Road and the Herald Island causeway
- Review timing of Swanson / Universal, Swanson / Larnoch intersections
- Intersection Brigham Creek / Trig Road needs lighting (could be a problem for RNZAF)
- Support programme for Don Buck / Royal Road (design 2006/07, build 2007/08)
- Keeling Road / Henderson Valley Road intersection, right turn for trucks
- The meeting also supported suggestions sent by email from Alan Davies, as follows
- Support for a traffic bridge across the motorway between Massey North and Massey East. However, the location between Rush Creek Drive and Holmes Drive is the wrong place. It should run between Oriel Avenue in West Harbour and join onto Westgate Drive in Massey North just behind the Westgate Shopping Centre.

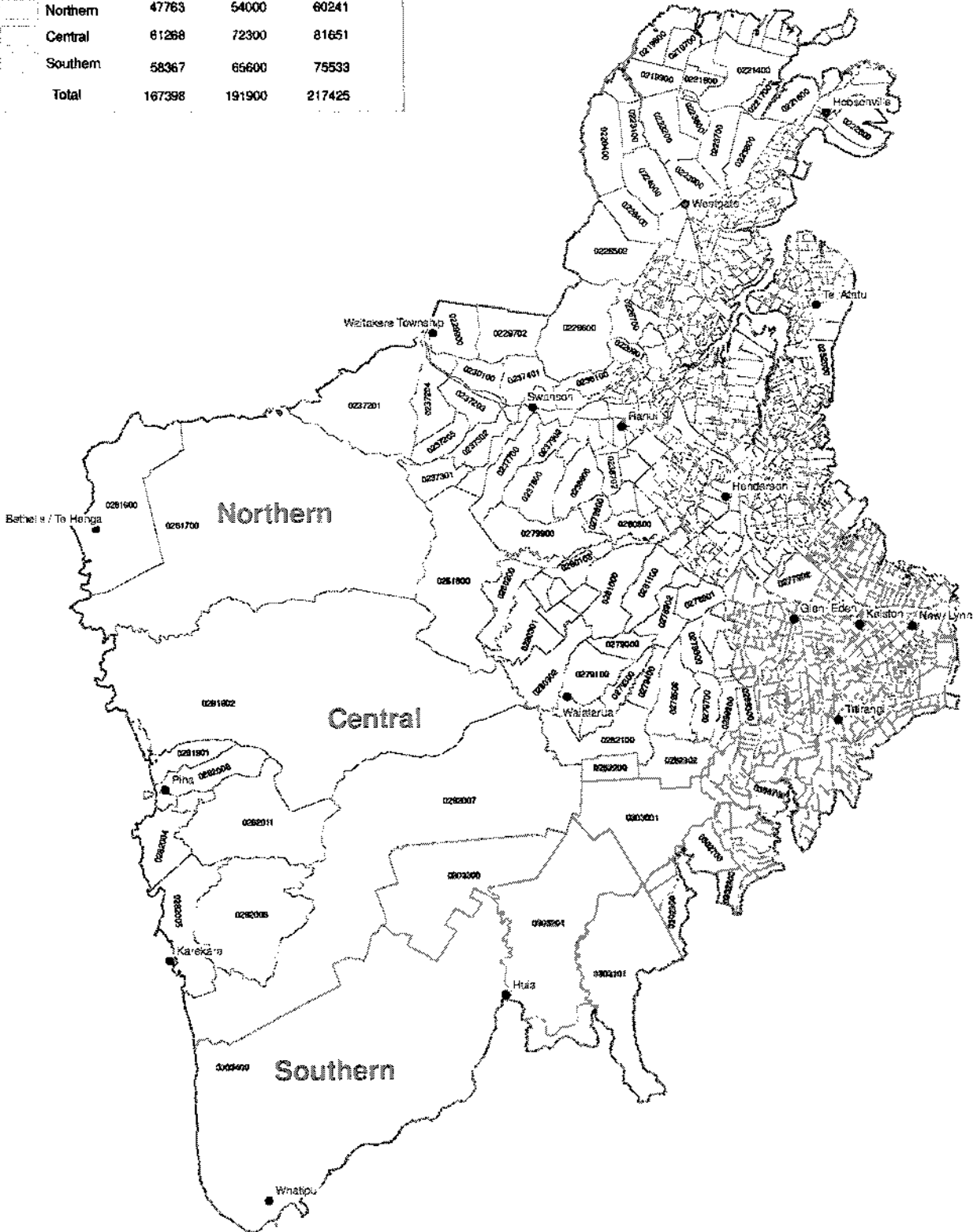
The reasons for this, Oriel Avenue is the main bus route through to West Harbour and Massey East and is the main traffic route for many in West harbour and Massey East to access the Westgate Shopping Centre, this would be a more direct route than that shown on the map.

- Also although a new transport centre is indicated in the proposed new commercial centre on the northern side of Hobsonville Road there will still be a need for public transport to still pass through the existing Westgate Shopping Centre and when the new Motorway interchange is built a bridge closer to the shopping centre would be the better substitute access route.
- Support for joining several existing cul-de-sacs as indicated, access across the Manetewhau Stream between Allington Road and West Harbour Drive.
- Provide a link between Colwill Road Massey East and Wharf Road Te Atatu.

- Support for the extension of Central Park Drive through to Te Atatu Road and would like to also see that it continues down McLeod Road to a bridge across the Whau River to the Rosebank Peninsula.
- Give consideration to providing a connection between Redwood Drive and Huru Huru Road giving another link from Massey East across the motorway. To also improve this link, Cedar Heights Avenue could be extended to join Royal Road at the intersection with Moire Road. The Badminton Association could then have its access off this extension rather than Royal Road and it would allow the back of the building to be opened up for parking.

**Legend**

	Pop2001	Pop2005	Pop2011
Northern	47763	54000	60241
Central	81268	72300	81651
Southern	58367	65600	75533
<b>Total</b>	<b>167398</b>	<b>191900</b>	<b>217425</b>



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Date: 29/03/06

**Waitakere City Electoral Representation Ward Boundary Review**

**Defining the Community of Interest Based on  
Integrated Land Use, Transportation and Landscapes**

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## THE LINCOLN-RATHGAR TRAVELWISE PLAN

### **Background**

The Safer Routes and School Travel Project in the Lincoln-Rathgar area is an integrated programme combining both Safer Routes, funded by Land Transport New Zealand, and School Travel Plans, implemented by the Auckland Regional Transport Authority (ARTA) across the Auckland region.

The primary aim of the Safer Routes project is to reduce injury and improve the safety of cyclists and pedestrians in areas where they are at high risk of injury. The School Travel Plan programme aims to reduce congestion around the school gate and make the roads around schools safer for students. Schools work with their communities, their local Council and the Auckland Regional Transport Authority (ARTA) to develop a travel plan that meets their needs.

A report was developed in October 2005 as a result of a consultation process undertaken in the Lincoln-Rathgar area on school travel patterns and road safety concerns, especially for pedestrians and cyclists.

### **Safety concerns**

In summary, the key areas of concern for pedestrians and cyclists, and those travelling to and from school are:

- High traffic speeds
- High traffic volume and congested roads
- The need for safer crossings for both pedestrians and cyclists on busy roads
- Unsafe driver behaviour such as: running the red light, exiting and entering driveways, pulling in and out of parking bays, failing to give way to pedestrians and cyclists.

### **Current travel pattern**

- The car is the most popular mode of transport for both students and staff. The average proportion of car trips to school is 51%.
- Walking is the second most common mode of transport at 31%.
- 15% of the student and staff population use public transport.
- 34% of parents return home after driving children to school.
- 2% of all those surveyed bike to school, 27% of primary students and 37% of older students would prefer to cycle.