

- From the high level analysis undertaken based on the government's five objectives from transport option deliverability, feasibility and effectiveness, we believe that the most appropriate option to take forward for a more detailed analysis would be an overpass. An overpass would provide benefits of:
  - reducing severance;
  - improved accessibility by reducing walk times by approximately 9 minutes;
  - encouraging walking and cycling, hence less reliance on the private car; and
  - improved safety

### **Recommendations**

It is recommended that a Project Feasibility Report (PFR) be undertaken to further investigate the overpass option.

Ms K Cuthbert, Road Safety Co-ordinator for the Waitakere City Council attended the inquest and provided information on the response of the Local Authority to this death and other injury accidents on State Highways in its area.

The local authority has been active in mounting a road safety public education campaign concerning pedestrian use of motorways, concentrating on the local schools. Waitakere City Councillor Mr E Gilmour has been closely involved.

Ms Cuthbert and Constable Bevin reported that Transit NZ had erected a 2 metre high security fence on the eastern side of the motorway to make entry by pedestrians (and children in particular) extremely difficult. I applaud this action.

There remains the question of whether additional action is required.

**Having read the reports and heard the evidence I conclude that the provision of an overpass bridge, designed with user requirements as paramount considerations, will add to community safety and amenity.** It will also enable action to prevent use of the drain under the motorway as an alternative crossing.

The police investigation concludes that there are no suspicious circumstances surrounding the death, and no other person bears any responsibility for it.

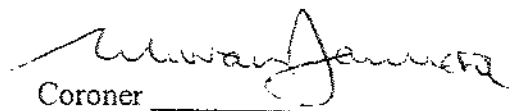
AIR

**Findings:**

I find that:

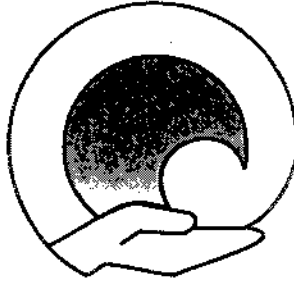
**Guile Vegas JACKSON**, late of 15 Rena Place, West Harbour, Waitakere City, student, aged 12 years, died on 20 October 2004 on State Highway 16 (North Western Motorway) at Westgate, of injuries he suffered when he was struck by a car as he attempted to cross the motorway.

Dated at Auckland 16 May 2005

  
Coroner \_\_\_\_\_

**In Attendance:**

A13



**SAFE  
WAITAKERE**

Refer: Carolynne Stone: Safe Waitakere  
Ref: PQ Ph 836 8000  
Civic Centre, Waipareira Ave, Henderson  
Email carolynne.stone@waitakere.govt.nz

20 May 2005

The Chairperson  
Massey Community Board  
Waitakere City Council

Dear Andrew

### **WESTGATE MOTORWAY PEDESTRIAN OVERBRIDGE**

The Safe Waitakere Injury Prevention Board has asked me to write to you to confirm our support for the construction of a pedestrian overbridge across the motorway at Westgate.

The tragic death of a 12 year old boy on the motorway last October has resulted in the re-examination of the case to construct a pedestrian overbridge. As the Chief Executive has stated, *safety is not negotiable*.

In response to the fatality, Transit NZ commissioned an independent report that reviewed the current situation, and identified safer potential options for improvement. The MWH Report, published in December 2004 concluded that current and future pedestrian desire lines between the west and east of SH 16 are not accommodated with existing pedestrian facilities. The report recommends that a Project Feasibility Report be undertaken to further investigate the overpass option which would include details of preferred location for an overpass, the most suitable type of overpass, economic and risk analysis, and details of any land constraints and resource management issues.

In December 2004, Michael Mills, Safe Waitakere Team Leader, and Kitch Cuthbert, Road Safety Coordinator, wrote to the Massey Community Board expressly supporting the proposal to construct a pedestrian overbridge, from both a crime prevention perspective (from matters arising in Rush Creek), and from a Road Safety perspective. Kitch Cuthbert and Cr Ewen Gilmour also undertook a road safety campaign in the local schools.

On 16 May Dr Murray Jamieson, Coroner, released his findings into the fatality. He states that whilst taking a shortcut home from Westgate Shopping Centre, the boy ran out onto the North Western Motorway into the path of a westbound van. Dr Jamieson reiterated the findings of the Transit NZ (MWH) Report and states:

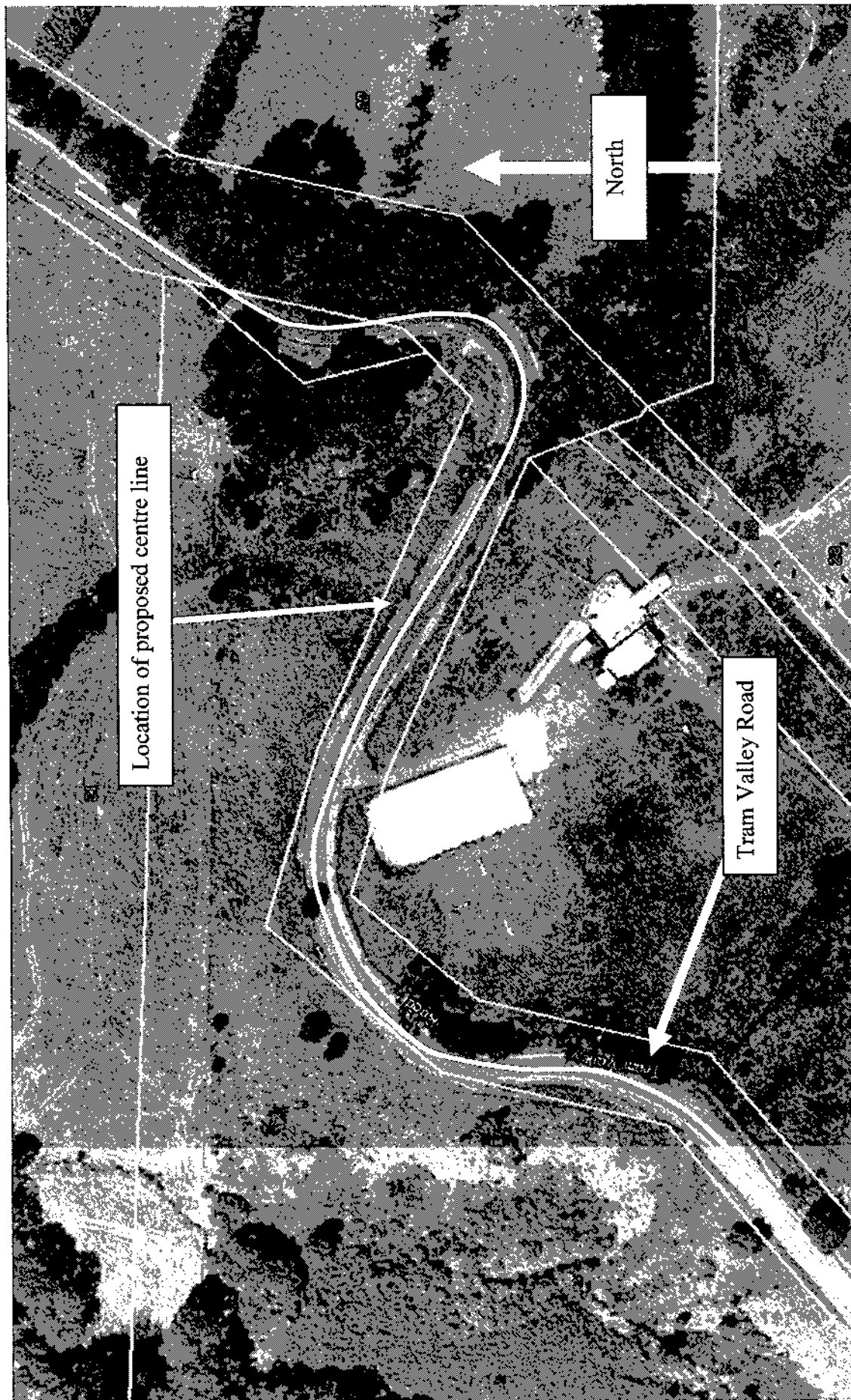
"Having read the reports and heard the evidence I conclude that the provision of an overpass bridge, designed with user requirements as paramount considerations, will add to community safety and amenity. It will also enable action to prevent use of the drain under the motorway as an alternative crossing"

It is the view of the Safe Waitakere Injury Prevention Board that every effort should be made to generate support and funding for the construction of a pedestrian overbridge at the earliest opportunity. We urge the Massey Community Board to actively support this project.

Yours sincerely

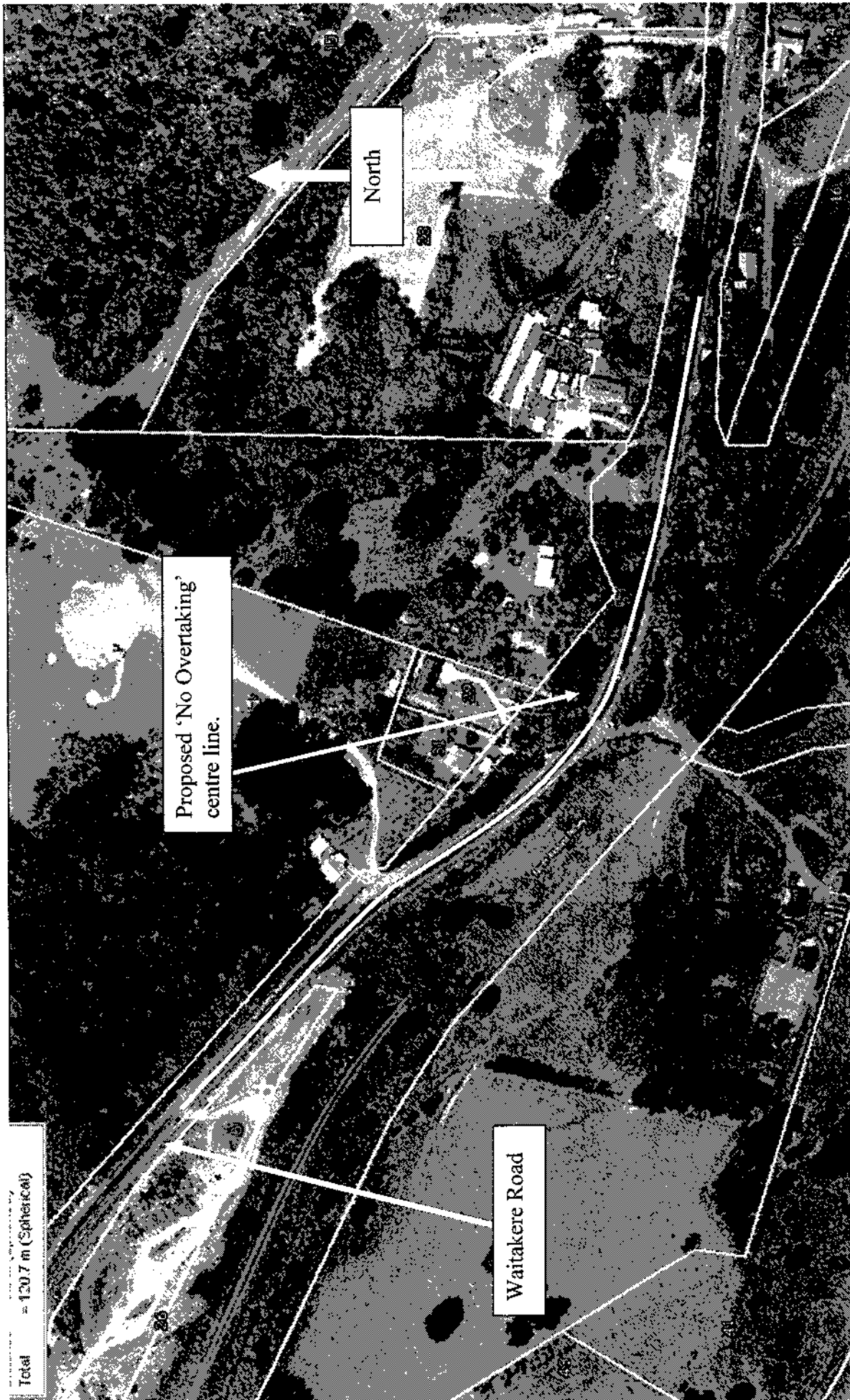
Carolynne Stone  
Chairperson  
Safe Waitakere Injury Prevention Board

A14



A15

1000000



Total = 120.7 m (Spheroidal)

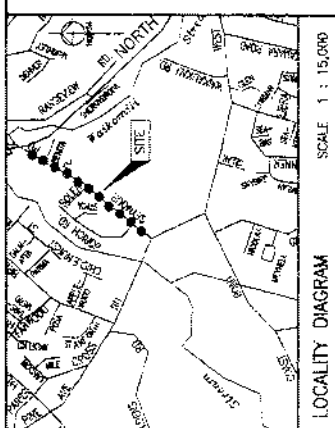
North

Proposed 'No Overtaking'  
centre line.

Waitakere Road

A16

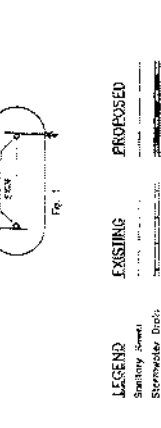
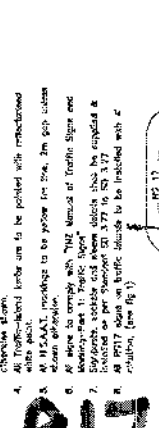
00079



LOCALITY DIAGRAM SCALE 1:15,000

- NOTES:**
1. Levels at bank of Toronto at 107.1M. Refer to.
  2. Adopted 1988 Datum (M.S.L.).
  3. Coordinate boundaries & underground services are from City of Toronto.
  4. All work to comply with Ontario City Council's Code of Practice for City Infrastructure and Land Development.
  5. The Contractor is responsible for physically verifying the lines and location of the existing services before commencing work.
  6. On design, Note 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

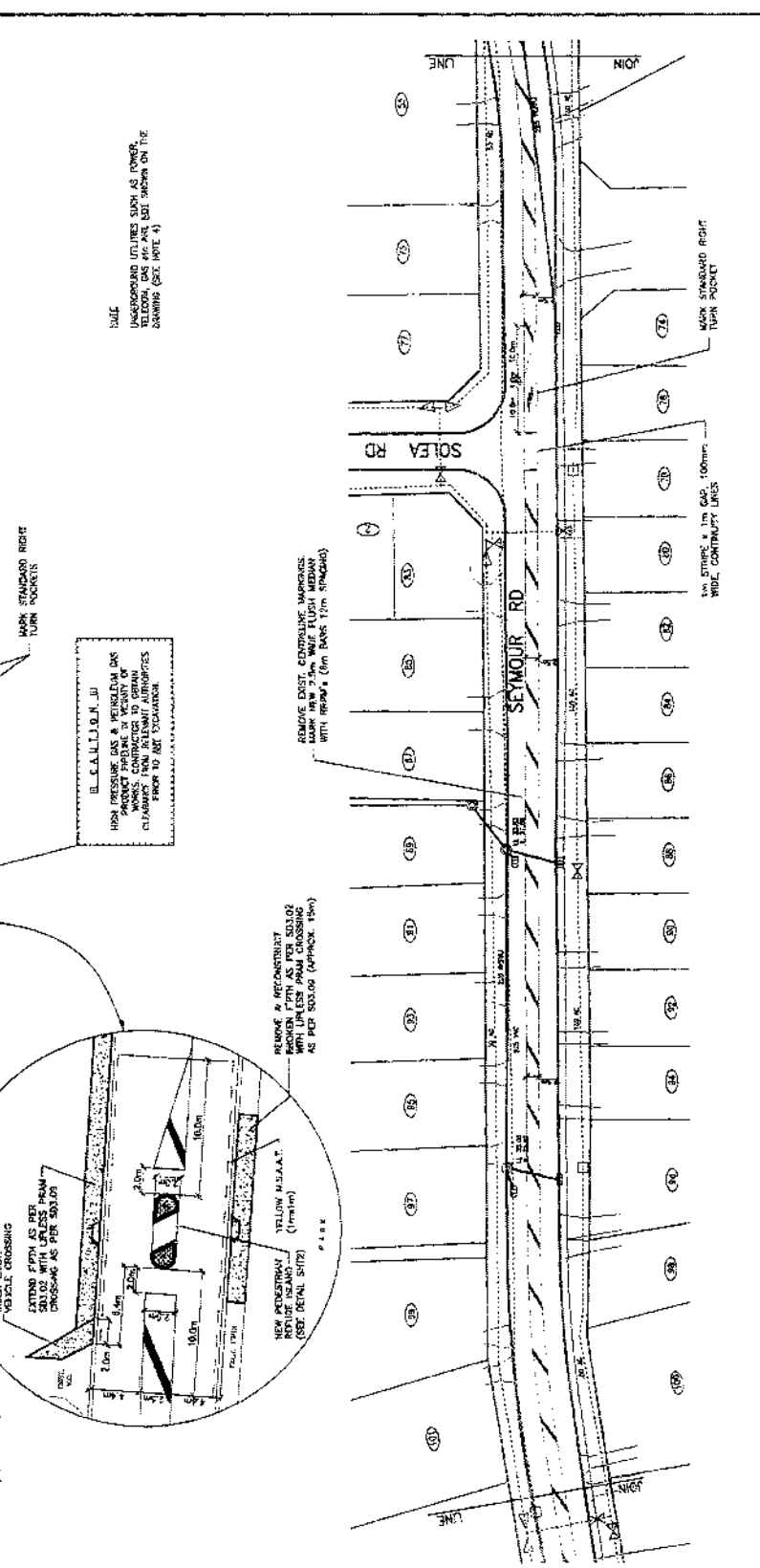
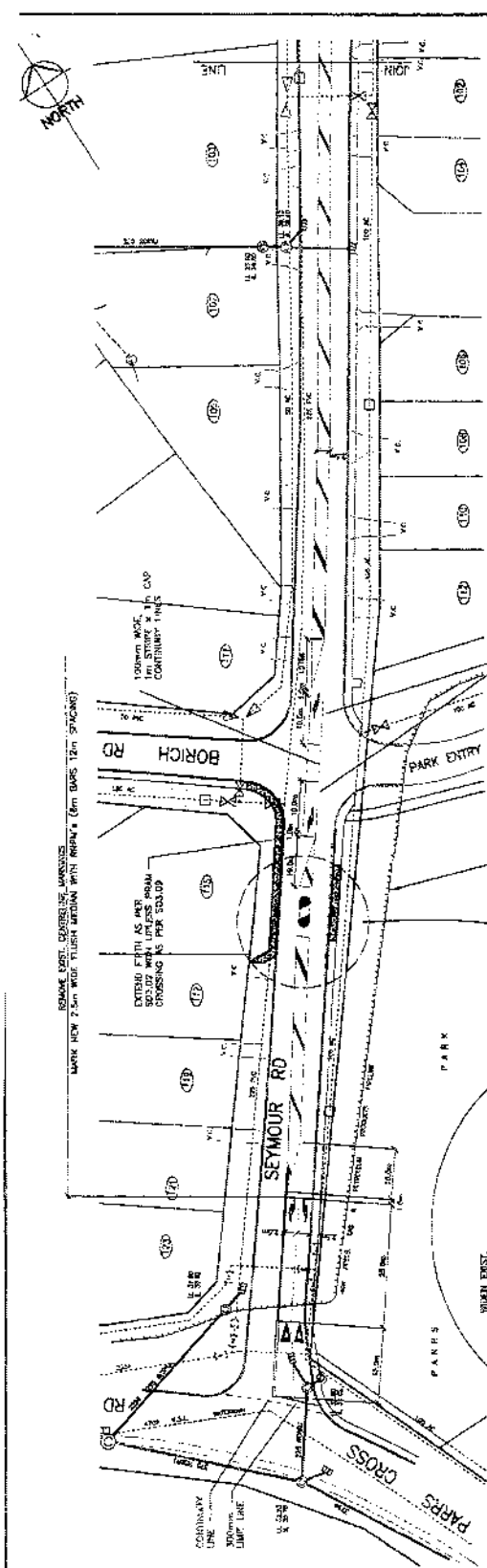
- RECOMMENDING NOTES**
1. All road work to comply with LESA (I.N.Z.) Manual of Traffic Signs & Markings - Part 2: Markings, unless otherwise indicated.
  2. All existing markings to be removed where they conflict with new markings. Where required, existing markings shall be replaced with new markings.
  3. All existing markings to be replaced with new markings.
  4. All existing markings to be replaced with new markings.
  5. All existing markings to be replaced with new markings.
  6. All existing markings to be replaced with new markings.
  7. All existing markings to be replaced with new markings.
  8. All existing markings to be replaced with new markings.
  9. All existing markings to be replaced with new markings.
  10. All existing markings to be replaced with new markings.



**LEGEND**

EXISTING	PROPOSED
Sanitary Sewer	Sanitary Sewer
Sewerwater Duct	Sewerwater Duct
Watermain	Watermain
Stormwater Duct	Stormwater Duct
Electric	Electric
Telephone	Telephone
Clear Comm.	Clear Comm.
Power Cable	Power Cable
Telephone	Telephone
Gas Main	Gas Main
Water	Water

DATE	BY	REVISION
3/95		
3/15		
3/15		



**WAITAKERE CITY COUNCIL**

**SEYMOUR ROAD**

**PROPOSED FLUSH MEDIAN PLAN**

ORIGINAL SCALE 1:500

SHEET DRAWING NO. 14798

CONTRACT NO. TA04551

REVISION

1 14798

2 TA04551

SCALE 1:500

DATE 1/17/15

DESIGNED: [Signature]

DRAWN: [Signature]

CHECKED: [Signature]

DATE 3/15

DATE 3/15

DATE 3/15

A17

00084



## ATTACHMENT A

### KUMEU-KAIPARA CATCHMENT OVERVIEW

#### Description of the Kumeu-Kaipara Catchment

##### Kumeu-Kaipara Catchment Management Plan overview

- The catchment covers approximately 28,000 hectares or 280 km<sup>2</sup> and is one of the larger catchments within the Auckland Region.
- It extends from the upstream reaches of the Kumeu River in the Waitakere Ranges in the south to the point where the Kaipara River joins with the Kaukapakapa River in the north.
- The Kaipara and Kumeu Rivers comprise a single river system, with the upper reach of the main Kaipara River (above the confluence of the Waikoukou and Whakaramu Streams, near Waimauku) being known as the Kumeu River.
- Drainage occurs northwards from the Waitakere Ranges and Riverhead Forest areas into the southern end of the Kaipara Harbour.

#### Topography

- Topography varies from the relatively steep Waitakere Ranges at a maximum elevation of over 200 metres above sea level to less than 20 metres in the tidal flats areas of the Kaipara River.
- The Kumeu River has an extremely flat gradient over much of its length (over the 60 kilometre length of river downstream from Taupaki the channel falls just 40 metres).

#### Future Development Potential

- The catchment has been recognised by Council and the Auckland Regional Growth Strategy as a prime area for accommodating future growth.
- The Structure Plan indicates that the population of the catchment is expected to grow to more than 5% annually.
- Potential future development areas are mapped out in the Structure Plan.
- The Kumeu/ Huapai/ Waimakau structure plan has the following elements:
  - The maintenance of a linear town centre in Kumeu/ Huapai
  - The concentration of residential expansion in Huapai with residential development for the next 10-15 years to be north of SH16 (Huapai North) and thereafter south of the Highway and the future by-pass (Huapai South).

#### Flooding

- Recent flooding has occurred in the following areas:
  - Anzac Valley
  - Taupaki
  - Kumeu
  - Huapai
  - Waimauku
  - Rewiti
  - Ararimu Valley
  - Ohirangi.

A19

## Stormwater Drainage System

- Stormwater is generally not treated in the catchment.
- Potential sources of stormwater contamination include:
  - Stormwater runoff from unprotected earthworks or bare land
  - Runoff or spills from high risk commercial and industrial premises e.g. service stations
  - Runoff from roads and traffic areas
  - Spillage or inappropriate disposal of oil or chemicals
  - Leakage of septic tank effluent
  - Drainage of swimming pool water into the stormwater system.
- While there is some limited reticulation in the existing settlements, stormwater drainage is primarily via open drains to tributaries which in turn discharge into the Kumeu or Kaipara Rivers.

## Stream Health

- An ecological assessment found that the catchment has generally been heavily modified, resulting in relatively poor quality, lowland stream habitat, characterised by:
  - high water temperatures
  - nutrient enrichment
  - sedimentation
  - turbid water
  - animal, plant and fish pest species
  - dams and weirs.
- Only a few headwater streams have native forest cover including the upper reaches of Te Kura, Waitoki and Mangakura Streams.
- Elsewhere many lengths of bush or scrub along stream banks provide a useful shading and habitat function. The best examples are probably the Ararimu Stream and the forested reaches of the Wharauoa Stream.

## Historical and Cultural Heritage Areas

- The catchment contains approximately 200 known archaeological and heritage sites including middens, pa, stonework, mills, buildings and botanical heritage sites.
- The vast majority of these are located in a broad band along the western coastal strip, remote from the main river system.
- As the majority of the area has not been thoroughly surveyed, the existence of further sites and features of cultural heritage is likely.

A20

# PLAN SHOWING KUMEU KAIPARA CATCHMENT



RODNEY DISTRICT COUNCIL

WAITAKERE CITY

## LEGEND

- CATCHMENT BOUNDARY  
AREA: 277.6 HA
- AREA WITHIN RODNEY DISTRICT  
266.5 HA
- AREA WITHIN WAITAKER CITY  
11.1 HA



A21

00067

