

History of roading projects development

The proposed roading projects discussed within this report are identified within the Long Term council Community Plan 2006 – 2016. The following timeline gives an overview of the consideration of the proposed roading projects.

- City Development Committee received report on the Edmonton Road project in August 2006;
- City Development Committee received report on the Henderson Great North Road Streetscape project in September 2006;
- The Henderson Business Association was consulted in November 2006;
- Public information sheets sent out in the Waitakere City Newsletter in December 2006;
- Councillor workshop on proposed roading projects held in February 2007;
- A Public open Day was held March 2007;
- A meeting with emergency Services and Transport providers (bus etc) in March 2007; and
- Report seeking approval of detailed designs for roading projects went to April 2007 City Development Committee.

Proposed Principle development timetable

1. Henderson City Centre transport Development Principles to be considered at a special meeting of the City Development Committee 18 May 2007. This meeting will review principles, review how the proposed roading projects meets these principles, review the main street and Alderman Drive projects and seek agreement to take the projects to tender and construction.
2. New Lynn Transport Development Principles are to be reviewed in light of changes since their adoption. The City Development Committee to consider these in late June 2007 subject to draft concept planning being completed. The purpose is to note existing and additional principles, review how the project meets the principles, review the latest concept for the project and be clear about what aspects of ONTRACK's design that the Council wants to influence. Note that final concept plans will not be ready until mid – June and another meeting may be needed to get sign off on these. BECA et al will undertake construction drawings after this.
3. Te Atatu Road Corridor. Work to date on this project has identified options for facilitating traffic movement and providing a High Occupancy Vehicle (HOV) and bus lane. This has thrown up questions as to how the mid / long term land use on this corridor is likely to develop and how to interface with road management. Staff will undertake further work on this. It is suggested that a workshop with Councillors on the Te Atatu project be held in August 2007.
4. Lincoln Road Corridor. MWH consultants are being briefed is to prepare options for Lincoln Road corridor. The programme for this work is yet to be finalised. Officer guidance has been given to MWH consultants on the transport requirements. However, similar to Te Atatu Road corridor, it is suggested that officers undertake further work to identify the mid / long term land use on this corridor. It is suggested that a workshop with Councillors on the Lincoln Road corridor project be deferred until after Te Atatu Road corridor workshop.

AI

Strategic Context

Draft Growth Management Strategy August 2006

As Waitakere's population is growing quickly and this trend is not expected to change significantly over the next 50 years a Growth Management Strategy is required. This strategy provides a framework for accommodating projected population increases whilst maximising local employment opportunities in a way that ensures that the city remains a great place to work, live and play well into the future.

The Strategy considers how growth should best take place to support positive outcomes within a broad range of environmental issues including quality urban design, natural resource availability and climate change as well as essential infrastructural requirements in the areas of transport, water, energy, communications and social infrastructure.

The strategy is structured in two parts, so that those interested in city-wide issues can focus on Part I and those interested in how the specific areas may develop in the future can focus on Part II.

The Strategy also ensures that growth is planned for and management in a coordinated way and prioritised with other social and physical infrastructure providers to maintain future opportunities.

Waitakere City Transport Strategy

This is a suggested summary of the Waitakere City Transport Strategy 2006-2016 for inclusion in the Strategic Context section of an agenda report on New Lynn and Henderson transport projects.

The Waitakere City Transport Strategy 2006-2016 was adopted in September 2006. The strategic direction for transport and the transport programme were developed together. The strategic direction is closely aligned with the Auckland Regional Land Transport Strategy 2005.

Waitakere City 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 single-occupancy vehicle use to more sustainable modes of travel. That shift is necessary to enhance the quality of life in our City, to create dynamic town centres and liveable communities, and to protect the natural environment. To cope with expected growth, without a corresponding increase in vehicles on the road, Waitakere City needs to make the transition to a more compact city which maximises the benefits of the rail line and its three main town centres.

The strategy to achieve the City's transport vision is to reduce congestion in parts of the network and to encourage more people to walk, cycle, use passenger transport and car pool. The flow of goods and people is vital to the economy and the functioning of the City. Sustainable solutions are required in order to achieve the City and lifestyle that people want. The strategy aims to provide benefits both in the short and long term.

A2

The lowering of the rail line through New Lynn and establishment of a transport interchange was identified in the Waitakere City Transport Strategy as a key project which is required to deliver on the strategic goals of the city, including transport goals.

Improvements in passenger transport and walk and cycle ways provide people with better travel choices and provide improved access for those who don't have a car.

Traffic congestion is proposed to be addressed by targeted investment in transport infrastructure and a range of measures to manage the demand for travel:

- Increase road connections in town centres and disconnected neighbourhoods; improve the traffic flow at selected intersections and connections to the state highway network.
- Make significant improvements in passenger transport, walk and cycle ways and incorporate these elements, as appropriate, in road improvements.
- Encourage alternatives to single-occupant vehicle use.
- Implement a range of measures to manage the demand for travel, instead of building more roads or wider roads to meet projected demand.

The strategy directs that new road connections would be done to generate new business, to improve connectivity in town centres and to improve the flow of goods and people. An upgrade of arterial roads is required to enable bus priority measures or cycle lanes and to increase the traffic efficiency of the network.

A3

Henderson Transport Projects – Evaluation against draft principles

Henderson Mainstreet key changes:

- Edmonton / Edsel / Great North road intersection.
 - Provide bus / cycle advance on Great North into main street from New Lynn end. Add bus advance lane and alter left turn to Edsel.
 - Provide cycle advance at signals.
- Henderson Valley / Great North / Alderman intersection – provide cycle advance at intersections.
- Railside / Ratanui intersection –
 - Change Great North Road from 1 x left turn only lane, 1 x straight through lane & 1 x right turn lane into 1 x left and straight through lane, 1 x straight through lane & 1 x right turn lane (i.e. additional straight through lane).
 - Put in bus transponder to facilitate buses from Railside into Ratanui and right turning into Great North.
 - Alter pedestrian crossing on Lincoln Road side of Railside / Ratanui intersection so it is a one stage crossing instead of 2 stage.
 - Replace 11 angled with 5 parallel parking spaces on Lincoln Road side of Railside / Great north intersection to create 1 additional traffic lane and help clear other side of intersection in Great North road. Note that some of the intersection delay arises from the new bus only signal phase. Great North road between Railside and the formal mid block pedestrian crossing goes from 1 plus 2 lanes to 2 plus 2 lanes.

Alderman / Edmonton / Trading key changes:

- Existing roundabout at Alderman / Edmonton to be changed into a signalised intersection with:
 - New Trading Place bridge link added, including footpath / cycle.
 - Signalised pedestrian crossings.
 - On road cycle lanes on Edmonton road side of intersection.
 - Temporary Edmonton Road / Takapu Road access arrangements.
 - Land take to accommodate widened intersection – double left turn from Alderman into Edmonton and additional land at Edmonton / Trading side of intersection.
- Alderman Drive between Edmonton Road and Sel Peacock / Westwave.
 - Widen portion of road on Falls hotel side to accommodate double left turn lanes.
 - Widen bridge and portion of road by Winemaker's statue to accommodate double left lanes opposite Pak n Save (4.6m increasing to 10m width).
 - Increase from 3 to 4 lanes (5 in parts).
- Alderman / Sel Peacock / Westwave intersection and lane configuration to be changed from roundabout to signalised intersection with signalised pedestrian crossings.

A4

Overarching Principles for Henderson:	Officer Comments
I. Henderson should support intensive services / retail, employment and residential activities.	Both projects seek to do this in different ways. The Alderman / Edmonton project seeks to take through traffic out of the town centre and also to provide new access via the Trading Place bridge. This facilitates a more pedestrian friendly town centre and allows road space in the centre to be more focused on pedestrians, buses and cyclists than would other wise be the case.
J. Henderson should provide for quality high density, mixed-use land development.	Both projects seek to facilitate this by providing a bypass with increased traffic capacity; providing a new access to the centre (Trading Place); and improving the conditions for buses. These changes help to accommodate more activity in and around Henderson.
K. Henderson should optimise the role of passenger transport, cycling and walking, and provide adequately for commercial and private vehicles so that land use goals are supported, recognising the transit oriented development rail and bus investments.	<p>The town centre work improves the access of buses to and from the centre; it also generally improves pedestrian access (some exception between Railside / Henderson Valley Road).</p> <p>Additional provision for cyclists at major intersections.</p> <p>Where intersections and lanes are widened on the by pass route, pedestrian crossings have been signalled to maintain safety.</p> <p>Response to vehicle pressures through intersection redesigns and additional lanes.</p>
L. Henderson needs to develop and maintain a high level of amenity in its natural environment, built environment, and streetscapes.	<p>The town centre work generally retains amenity standards.</p> <p>The by pass work arguably reduces amenity by providing wider road environment with increased traffic capacity (especially at intersections), but this needs to be considered in the context of role as a by pass, and part of a classified Regional Arterial Route.</p> <p>Trading Place bridge will be designed as an art work / entry to centre and should reactivate Trading Place, improving its amenity significantly.</p>
M. Establishing new road and / or pedestrian links is promoted where these support intensification and	The new link to Trading Place conforms with this principle.

A5

help spread the traffic load and / or facilitate walking and cycling.	
N. Good road, walk and cycle connections and bypass roads are supported to achieve the town centre functions.	The main street and Edmonton / Alderman projects are part of an integrated package with the former enhancing the pedestrian environment through smoothing traffic flow with speed constraint and the latter supporting diversion of through traffic from the main street.
O. A transport interchange should provide easy integration of train, bus walking, cycle, car drop off and taxis; and appropriate safe access to the interchange should be provided by each mode.	<p>The main street project focuses on improving the effectiveness of the Railside / Great North intersection in its role of providing access for buses and pedestrians to the transport interchange in Railside Ave.</p> <p>The 2 stage pedestrian crossing is replaced with a 1 stage crossing; capacity for right turning buses is increased with bus only phasing; throughput of vehicles is maintained by associated intersection changes.</p>
P. The town centre should be easy to navigate through an attractive way-finding signage system.	Town centre way finding is not affected. Signage of the by pass is important to optimise use by through traffic.

Henderson Main Street	Officer Comments
Specific principles:	
e) Transport should support the land uses. The interface between buildings and roads is important – the amenity and walkability of the street environment needs to be maintained as well as an adequate provision for vehicles.	<p>The town centre has an exceptionally good pedestrian safety record stemming from the design having frequent formal crossing points, the central island refuge, and 25km /hr traffic speed control platforms. With the following exceptions all existing facilities are retained.</p> <p>The proposals change conditions for pedestrians at Ratanui / Railside intersection by making the signalised crossing a single stage crossing (the triangular island is removed).</p> <p>The proposals take half the Railside / Henderson Valley block of Great North road from 1 plus 2 lanes (each side of central refuge) to 2 plus 2 lanes. This will affect pedestrian crossing on one side of the mid-block crossing.</p>
f) The main streets need to be busy liveable places where activity on the side walks is	The main street will generally have excellent pedestrian crossing options. The street amenity for pedestrians / cafes will not be affected except

A6

<p>encouraged, where negative traffic effects are avoided and where there are frequent, safe places to cross the streets.</p>	<p>adjacent to area where parking reduced (note this is the main restaurant part of the centre). Vehicle emissions are expected to be reduced through smoother traffic flow.</p>
<p>g) On street parking is important to support main street retail and should be kept where width and provision for all modes allow. Off street parking should be to the back of buildings. Centrally located parking should be short stay, with longer stay parking on the periphery.</p>	<p>There will be a loss of 7 kerbside spaces just west of Railside Ave on Great North road where the angled parking is changed to parallel parking (at ½ hr parking this equates to about 112 visitor parking opportunities / day). This is being done to better manage the movement of traffic through the Railside / Ratanui / Great North road intersection, and is in part a response to the need to facilitate bus movement to / from the Railside Ave transport interchange, and to mitigate the queuing of traffic in main street busy periods. An additional 3 spaces are being removed near Catherine square which equate to 48 visitor parking opportunities / day.</p>
<p>h) The movement of pedestrians and cyclists through the street is important, but the speed of movement of buses and private vehicles through the street is less important.</p>	<p>The movement of pedestrians on the main street is maintained. Cycle advance options are provided on the edges of the main street (Great North Road). A bus priority signal is to be installed to facilitate bus movement across and along the main street. This helps support the bus / rail interchange.</p>

<p>Alderman / Edmonton</p> <p>Specific principles:</p>	<p>Officer Comments</p>
<p>(i) This section of road is an important part of the town centre by pass and helps the centre to function.</p>	<p>As Henderson grows, demand to travel on the by pass grows. The proposals respond to this by increasing the vehicle carrying capacity of the by pass, signalling pedestrian crossings and adding cycle lanes at key points.</p>
<p>(j) Road investment decisions should be made with reference to future development of the route from SH16 / Lincoln Road interchange, Lincoln – Sel Peacock – Alderman – Edmonton – Te Atatu – SH16 / Te Atatu interchange; plus access requirements to Henderson Valley and to Central Park Drive.</p>	<p>Provision is made for more traffic movements taking into account these linkages and calculated provision for growth has been part of the design. It is possible that the roundabout at the intersection of Ratanui / Alderman will be signalled at a later date to facilitate movement into Henderson Valley Road and to improve the safety of pedestrian crossing.</p>

A7

<p>(k) Road investment should recognise that this area of road has an important walking, cycling and amenity role, including the rail to Falls hotel and leisure complex route. The Walking and Cycle Strategy includes on and off road routes affected by this area of road and designs should support the strategy.</p>	<p>Alderman Drive provides for better pedestrian crossings and provision has been made for cycle lanes and priorities in the movement between Edmonton Road and the town centre via the bridge to Trading Place. Alterations are made to footpaths to accommodate lane changes.</p> <p>Additional design of walk / cycle routes off road, associated with the Twin Streams project is to be undertaken.</p>
<p>(l) Road investment should recognise that this area of road needs to adequately facilitate vehicle access from the region to Henderson centre and to the employment land nearby.</p>	<p>Strong provision for traffic movement between Henderson and Edmonton Road and Central Park Drive.</p> <p>Note that the LTCCP also provides for a link between McLeod Road and Takapu Road. This will enable Takapu Road to become a 'left in / left out' road at Edmonton Road intersection, enhancing safety and efficiency there through simplification and elimination of conflicts.</p>
<p>(m) Road investment should recognise that this area of road forms part of an important bus route to and from Henderson.</p>	<p>Bus services run from Ratanui to Sel Peacock via Alderman – no services currently use the Great North Road section between Rainside Ave and Swanson Road.</p> <p>One bus service currently runs from Ratanui to Edmonton via Alderman.</p>
<p>(n) The Trading Place – Edmonton link contributes to revitalising that area, helps spread the traffic, provides a direct link to the car park building, and facilitates walking and cycling.</p>	<p>Extension of Edmonton Road to Trading Place provides opportunity to revitalise that area and creates new business addresses. It provides improved traffic and cycle connections to the car park building and the main street. It spreads traffic by creating a new major approach to the town centre.</p>
<p>(o) Road widths, including intersections, should be as narrow as practical to balance the requirements of pedestrians, cyclists and vehicles.</p>	<p>The proposed road investments have sought to balance the needs of all modes, and the lane widths selected are the minimum necessary for safety and functionality. The various lanes widths can be explained at the workshop.</p>
<p>(p) All of the roads leading into Henderson should provide safe cycle and walk environments and convenient crossing points.</p>	<p>Provision for pedestrians and cyclists is generally improved through signalised crossings and cycle priorities. The cycle way along the Henderson Creek has grade separated town centre access (under Alderman Drive to / from the Pioneer Park), and the on road cycle route along Edmonton Road is also extended into Trading Place with advance cycle</p>

A8

	<p>box facilitation at the Alderman Drive intersection. These are the only two routes in the Walking and Cycle Strategy that relate to the main street and by pass routes.</p>
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

A9