

12/05/2006

Option Two

Geospatial information from
Land Information New Zealand
Digital Cadastral Database DCDB
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A41

Scale = 1:1,620 @ A4

Services shown on public amenity land are not public drains unless used as through drains. While Council endeavours to provide accurate spatial data no guarantee as to the completeness and accuracy of the data shown on this plan can be given. All information, including levels and locations, are not of survey grade accuracy and should be verified on site. For enquiries about the information shown please phone the call centre (09) 839 2400





12/05/2008

Cadastral Information from
Land Information New Zealand
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Option Three

A42



Scale = 1:1,620 @ A4

Services shown on public amenity land are not public drains unless used as through drains. While Council endeavours to provide accurate spatial data no guarantee as to the completeness and accuracy of the data shown on this plan can be given. All information, including levels and locations, are not of survey grade accuracy and should be verified on site. For enquiries about the information shown please phone the call centre (09) 838 3660.





Waitakere City Council

Office of the Chief Executive, Harry O'Rourke, MNZM, JP, ANZ

13 August 2007

cc K. Wright

Rick van Barneveld
Chief Executive
Transit New Zealand
WELLINGTON

FILE COPY

Dear Rick

RAMP SIGNALS ON THE NORTHWESTERN MOTORWAY

I wish to extend the Council's appreciation to the Transit New Zealand officers who gave a presentation on proposed ramp signals at the Council's City Development Committee meeting on 7 June 2007. This letter outlines the Council's expectations in relation to the proposed ramp signals on the Northwestern motorway. I would appreciate you passing this on to Peter McCombs and his team for consideration in their planning for this project.

The scheme for the Northwestern Motorway should contribute to each of the goals in the Partnering Charter in order to be considered successful. It is important that the focus is not solely on managing efficiency of traffic movements. In order to achieve the travel demand management goal, the scheme should focus on achieving a change from single-occupant vehicle travel to bus and car pooling through priority access mechanisms. The scheme should not aim to increase the number of vehicles entering the motorway in the morning peak.

Transit New Zealand needs to manage any impacts of vehicles exiting the Motorway in the afternoon peak; for example, by improving the off-ramp at Te Atatu in 2008.

Transit New Zealand needs to monitor travel effects before and after introduction of the ramp signals, including impacts on change in travel behaviour (including travel by bus, car pooling, and duration of the peak period).

The ramp signals project needs to align with the Council's plans for Te Atatu, Lincoln and Hobsonville Road corridors.

The ramp signals project will identify the need to upgrade Te Atatu and Lincoln interchanges.

Operation of the ramp signals will be coordinated with the Council's management of the local road network. The ramp signals will be turned off, at the Council's request, if their operation does not meet the goals of the Partnering Charter.

Transit New Zealand will mitigate adverse impacts on local roads which are caused by the ramp signals.

Transit New Zealand will propose to install real time signs on local roads, in consultation with the Council regarding location, to ensure motorists are well informed and can make choices about their journey before commitment to travel by motor vehicle onto the Motorway.

Transit New Zealand will provide priority access for buses and high occupancy vehicles, particularly at Te Atatu, Lincoln and Westgate interchanges. Priority access should be able to be extended to freight where required.

Transit New Zealand will adequately enforce the priority bus and high occupancy vehicle access at the on-ramps.

A43

Priority access for buses and high occupancy vehicles will be marketed to encourage a change of mode out of a single occupant vehicle.

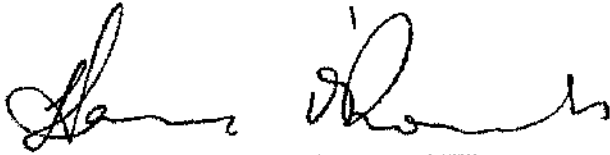
If ramp signals are affected by an upgrade of an interchange, the ramp signals will be reinstated after the upgrade work is completed.

Ramp signals can be used to manage flows from special events, such as at the Trusts Stadium, or at other times when motorway flows are badly disrupted.

The public are kept informed before and during the introduction/operation of the ramp signals so that there is an understanding of how to safely use the ramp signals and the priority access.

If you require clarification of any of these expectations, please do not hesitate to contact me or Kevin Wright, Manager Transport Strategy Ph (09) 836 8000 Ext 8419.

Yours sincerely



Harry O'Rourke, MNZM, JP, ANZIM
CHIEF EXECUTIVE OFFICER

A44

GE1-0005
00842
DB:JHT

17 September 2007

Mr Harry O'Rourke
Chief Executive Officer
Waitakere City Council
Waitakere Central
6 Henderson Valley Road
WAITAKERE

GC
cc Kevin W

Chief Executive's Office
RECEIVED
25 SEP 2007
Erin Campbell

WAITAKERE CITY COUNCIL

24 SEP 2007

711169

Dear Harry

RAMP SIGNALS ON THE NORTHWESTERN MOTORWAY

Thank you for your letter dated ¹³ August 2007 outlining Waitakere City Council's expectations regarding the planned installation of ramp signals on the Northwestern Motorway. I have also passed on to Peter McCombs your Council's appreciation of the information and briefings provided in relation to the project.

We, for our part, similarly wish to acknowledge the continued positive assistance we have received through the involvement of Kevin Wright and his team in the workshops and advance planning that is being given to this project, which is aimed at better management of travel demand across the transport network. We also share your enthusiasm for the gains to be made in shifting away from single occupant vehicle travel through the encouragement of car pooling and the provision of more public transport.

In response to the expectations your Council has in relation to the delivery and commissioning of this project on the Northwestern Motorway, I am pleased to be able to advise that with one potential exception, Transit expects to deliver with a 'yes' on all of the matters listed.

The exception relates to what can be delivered for priority access by buses and high occupancy vehicles within the future Westgate interchange. That work is currently beyond the scope of the present ramp signalling project, but will however be examined as part of the future design task for this facility. As you requested, the Te Atatu and Lincoln interchanges will have such facilities on each of their eastbound ramps. (I understand that the workshops, involving Council staff in the particular designs at each site, will get underway shortly.)

I look forward to seeing the positive collaboration between our respective teams continuing to underpin the ongoing success of this important travel demand initiative.

Yours sincerely

Rick van Barneveld

Rick van Barneveld
Chief Executive

Chief Executive	
Corporate Services	
City Services Roselle	
Consultancy Services	
ECO WATER	
Strategic Group	
Consent Services	
Field Services	

National Office

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A45

Partnership for Travel Demand Management

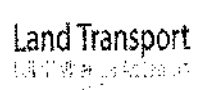
Partnering Charter

The participants vision is to actively influence travel patterns and manage corridor traffic conditions, using flow monitoring and control systems together with delivery of traveller information, to optimise the operation of the motorway and its supporting arterials

To achieve this vision, the participants seek to foster an environment conducive to working together in order to meet the objectives and to deliver the following goals:

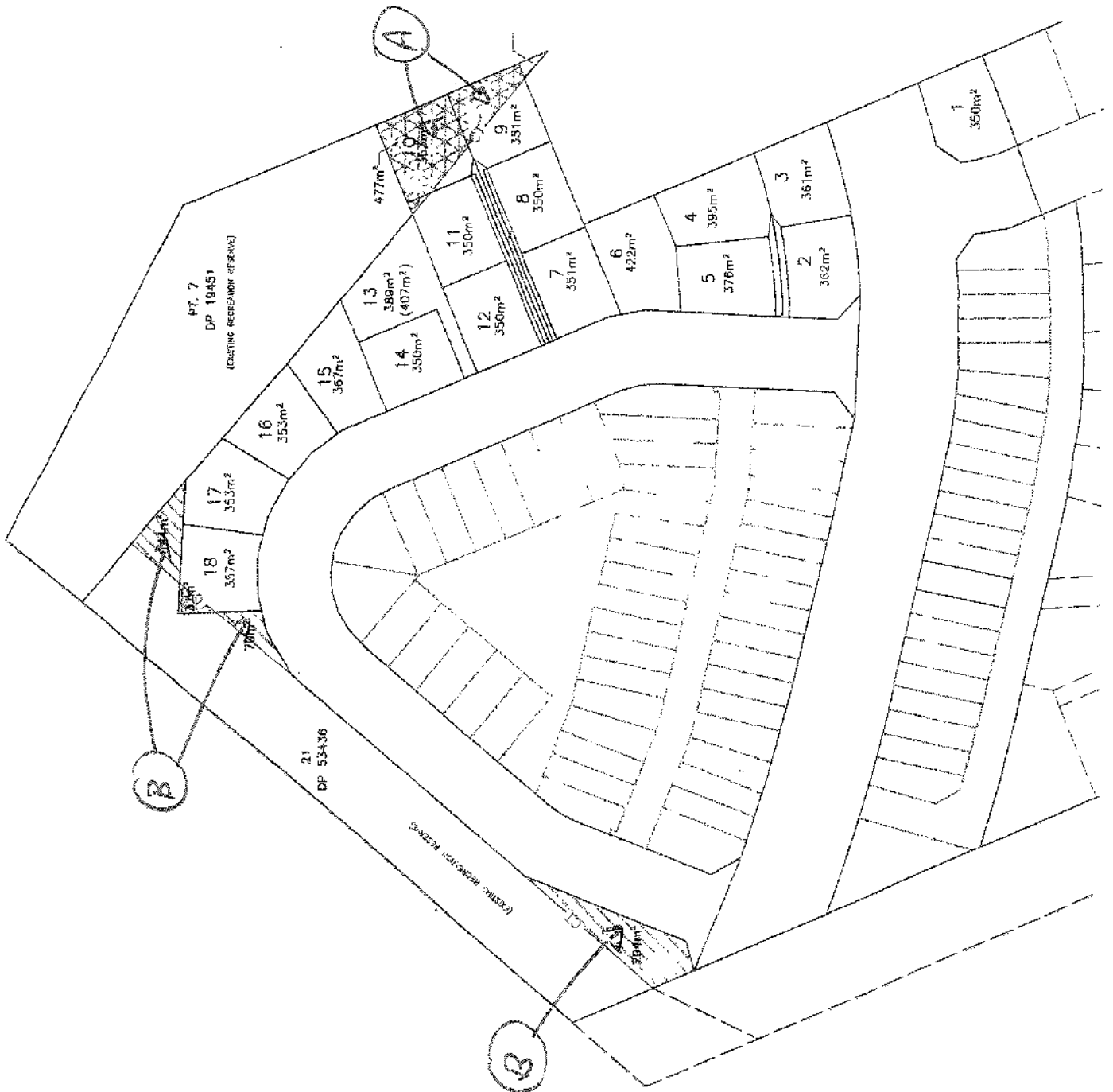
1. Achieve change in travel behaviour through travel demand management
2. Improve the motorway system interface with the local arterial network
3. Support the traffic demand management objectives of the Regional Growth Strategy, Regional Land Transport Strategy and Long Term Council Community Plans
4. Deliver reliable travel times within the motorway corridor
5. Actively manage the corridor so as to improve overall efficiency of travel
6. Improve operating safety
7. Improve the travel efficiency for priority vehicles such as public transport and freight
8. Ensure transport system users and operators are well informed
9. Manage the traffic effects of incidents
10. Develop a project that the public can understand
11. Undertake on-going monitoring of and responses to the project impacts
12. Establish and maintain commitments towards continuous improvement of project outcomes

Signatures:





A1



A47