



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

MASSEY COMMUNITY BOARD

I hereby give notice that a Meeting of the Massey Community Board will be held on:-

DATE: Thursday, 5 June 2008 **TIME:** 7.00 pm

VENUE: Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere

to consider the business as set out herein and to take any necessary action connected therewith.

28 May 2008

Desiree Tukutama
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8815

MEMBERSHIP:

Mr JG Riddell (Chairman)
Mr AE Davies, JP (Deputy Chairman)
Mr JC Carrodus
Cr MFP Chan, JP
Ms JA Fletcher
Mr MJ Neeson

(Quorum 4 members)

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(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE MASSEY COMMUNITY BOARD TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON THURSDAY, 5 JUNE 2008
COMMENCING AT 7.00 PM**

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1 DECLARATION BY MEMBER

In accordance with the provisions under Clause 14 of Schedule 7, as read with Section 54(2), of the Local Government Act 2002, Members elected to Massey Community Board are required to make and sign the Declaration. To ensure complete compliance with the Act, Councillors appointed to respective Community Boards are required to make and sign the Declaration in the same prescribed form.

Declaration will be made as follows:

“I, Warren William Flaunty, declare that I will faithfully and impartially, and according to the best of my skill and judgement, execute and perform, in the best interests of the Massey Community, the powers, authorities and duties vested in, or imposed upon, me as a Member of the Massey Community Board by virtue of the Local Government Act 2002, the Local Government Official Information and Meetings Act 1987, or any other Act.”

_____  _____  _____  _____

2 APOLOGIES

_____  _____  _____  _____

3 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 7 May 2008

RECOMMENDATION

That the minutes of the Meeting of the Massey Community Board held on Wednesday, 7 May 2008, as circulated, and that they be taken as read and now be confirmed.

_____  _____  _____  _____

4 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 Board 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 Board 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.

_____  _____  _____  _____

5 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.



6 PRESENTATIONS

Provision has been made on this Agenda for a representative from the New Zealand Police to update the Board on matters in the Massey Ward.



7 PUBLIC FORUM

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairman at the beginning of the meeting; and
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time;
- (iii) questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive Officer.



8 CHAIRMAN'S REPORT

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Chairman's Report.
2. **Agree** that the Massey Community Board further investigates options for funding a monthly prize for the resident from a 'Neat Street,' who maintains their fence graffiti-free and their berm mowed and litter-free.
3. **Approve** the nomination of Henderson Community Board member, Wayne Bainbridge, to represent all four Waitakere Community Boards at the 2008 Local Government New Zealand Conference.

The Long Term Community Council Plan 2006 - 2016 and draft Annual Plan 2008/2009 is now under way, and over the next few weeks will consume much of our time, both listening to the community, and deliberating and assisting the Council in their decision making. The process will decide on what and how the Council spends its money between July 2008 and June 2009 and how much you will pay in rates. If you can, come along and listen. This is the gutsy part of Council, and apart from the election is when the community sees the politics of local government exposed to the public.

In the meantime, the Keep Waitakere Beautiful's programme, "Trees for Babies" captures many peoples imaginations. Picasso Reserve was the scene of Massey Ward's "Trees for Babies" and proved to be very popular, with over 90 trees being planted by the mums and dads, grandfathers and grandmothers with the help of one week old babies to five year olds. The programme is a real family affair.

Another 'Neat Street' event took place over the weekend in Brougham Place in West Harbour. For those of you who have seen Afton Place in Ranui and Ceil Beat Place in West Harbour and the graffiti, the litter, the fences that were falling down in the streets, you would have wondered. Well I can assure you it is no more. The streets have seen dramatic drops in petty crime and graffiti. I would like to recommend that the Massey Community Board explores ways to fund a prize for the resident in one of those streets who keeps their fence graffiti-free, their berm mowed and property litter-free. The prize does not need to be much - perhaps a meat pack once a month. We could ask the Neighbourhood Support Group or a similar organisation to be the judge.

When we talk about cleaning up neighbourhoods people are also talking about ridding their neighbourhood of crime. On Thursday, 22 May 2008, I attended the Whenuapai Resident and Ratepayers meeting, and they talked about establishing Community Patrols. These are currently operating on Herald Island, organised by Raywen Patterson, who does the job on a completely voluntary basis. Breaking the crime figures down, in round terms the number of incidents reported to the police from the Herald Island/Whenuapai area over the past couple of months would total 20, compared with around 500 for the entire Massey Ward. Wouldn't it be nice if we could get down to a figure of 20 for the whole of the Massey Ward.

Gillian Watson, the Chairperson of the Whenuapai Residents & Ratepayers Association for the past four years, has stepped down from this position, on Thursday, 22 May 2008. Our thanks go out to her for her work over the past four years in her capacity as the Chairperson of the Whenuapai Residents & Ratepayers Association.

The Community Board Chairmen consulted over a representative from the four Community Boards to attend the Local Government New Zealand conference. Wayne Bainbridge, the Deputy Chairman of the Henderson Community Board has been selected to attend and the Massey Community Board are requested to endorse this selection.

After tonight's meeting the Community Board will once again have two Council members. At the Wednesday, 30 April 2008 Council meeting, Councillor Flaunty was appointed to take the place of Councillor Cooper who resigned in November 2007 as one of the two Council representatives on the Board. I would like to congratulate Councillor Flaunty who I am sure will become a full and active member of the Board.

Finally, I would like to thank Waitakere Community Board member Christine Shepherd for her work in bringing together the Community Boards "Unsung Hero's Awards." On Friday, 27 June 2008 is the awards night and we will know by then who the five awardees are from the Massey Ward. I am looking forward to learning who the winners are.

JG Riddell
CHAIRMAN



9 **COMMITTEE SECRETARY'S REPORT**

RECOMMENDATION


It is recommended that Massey Community Board resolve to:



Receive the Committee Secretary's Report for the Massey Community Board dated 5 June 2008.

	Issue	Comments	Reporting Council Officer
1.	Westpark Marina - Various Issues Community Board Requests 3 April 2002 Resolution No. 660/2002 10 November 2004 Resolution No. 1964/2004 Council 28 September 2005 Resolution No. 1825/2005	Trailer Parking The contract for the new boat trailer car park has been awarded to Sureway Civil Limited. The resource consent was issued on Monday, 5 May 2008 and a pre-start site meeting was held with the contractors and an engineer's representative. Residents were notified of the start date on Monday, 5 May 2008. The work has commenced and the expected completion date for the project is Thursday, 19 June 2008. Dredging Update Westpark Marina Limited is continuing to undertake dredging and advise that they are near completion of this financial years programme in accordance with their agreement with the Council.	Fraser Henderson ☎ 836 8000 Ext: 8286
2.	Herald Island Wharf Public Toilet Officer's Report	All consents have been approved, tenders evaluated and a contract awarded. Physical works commenced in mid May and are scheduled to be completed by mid-July 2008.	Ian Lamont ☎ 836 8000 Ext: 8303
3.	Triangle Park Playground Upgrade Officer's Report	Consents are still currently being processed due to unexpected delays. Physical works will commence once consents have been granted.	Tracey Hamilton ☎ 836 8000 Ext: 8969
4.	Riverpark Reserve Footbridge Minor Upgrade Works Officer's Report	Physical works commenced in May 2008 and are scheduled to be completed in late June 2008. The bridge will be closed during construction with an alternative access provided through the new development at Lincoln Garden Close.	Ian Lamont ☎ 836 8000 Ext: 8303
5.	Realm Esplanade Footbridge Upgrade Officer's Report	The Realm Esplanade Footbridge upgrade has been deferred until late 2008. Higher than expected construction costs have precluded this project being completed this financial year.	Ian Lamont ☎ 836 8000 Ext: 8303

	Issue	Comments	Reporting Council Officer
6.	Sunline Park Footbridge Upgrade Officer's Report	Physical works on the Sunline Footbridge Upgrade, commenced in mid-April and are scheduled to be completed in mid-June 2008.	Ian Lamont ☎ 836 8000 Ext: 8303
7.	Rush Creek Reserve Footbridge Minor Upgrade Officer's Report	Physical works on the Rush Creek Reserve Footbridge minor upgrade commenced in late May and are scheduled to be completed by mid-June 2008.	Ian Lamont ☎ 836 8000 Ext: 8303
8.	Community Board Minor Park Projects 2007/2008 Officer's Report	<p>Herald Island Domain - Steps</p> <p>Physical works on the Herald Island Domain steps commenced in mid May and are scheduled to be completed in early June 2008.</p> <p>Gallony Park - Additional Play Facilities and Picnic Table</p> <p>Physical works on the additional play facilities and picnic table at Gallony Park, commenced in mid May and are scheduled to be completed in early June 2008.</p>	Katharine Slack ☎ 836 8000 Ext: 8779
9.	Possum and Rat Control Programme Officer's Report	<p>Possum and rat control was undertaken during late April and May in the following parks: Taitapu Park, Lowtherhurst Reserve, Colwill Esplanade, Spargo Reserve, Claverdon Reserve, Wickstead Strand, Realm Esplanade, Moire Park, Manutewhau Walk and Reserve, Katrina Reserve and West Harbour Esplanade. Trapping is the preferred method to control these animal pests.</p> <p>Numbers caught to date:</p> <p>Taitapu Park – 11 possums & 4 rats Lowtherhurst Reserve – 12 possums & 4 rats Colwill Esplanade – 15 possums & 14 rats Spargo Reserve – 1 possum & 4 rats Claverdon Reserve – 4 possums & 2 rats Wickstead Strand – 1 possum & 8 rats Realm Esplanade – 8 possums & 14 rats Moire Park – 11 possum & 21 rats Manutewhau Walk – not complete Manutewhau Reserve – not complete Katrina Reserve – 1 rat West Harbour Esplanade – not complete</p>	Helen Biffin ☎ 836 8000 Ext: 8758

	Issue	Comments	Reporting Council Officer
10.	<p>Re-vegetation Programme for 2008 Officer's Report</p>	<p>Weed control and native re-vegetation planting will be carried out in the following parks and reserves:</p> <ul style="list-style-type: none"> • Sunline Park; • Riverpark Reserve; • Armada Reserve; • Lagoon Way Reserve; • Don Buck Corner; • Zita Maria Park. <p>Weed control and site preparation commenced in late May 2008.</p>	<p>Helen Biffin ☎ 836 8000 Ext: 8758</p>
11.	<p>Rat Bait and Weed Overgrowth, Don Buck Road, Massey</p> <p>Public Forum 7 May 2008</p> <p>Resolution No. 711/2008</p> <p>Officer's Report</p>	<p>The rat, vermin and weed overgrowth problems in Don Buck as mentioned in the Public Forum, 7 May 2008 is in private ownership and not owned by Council. The overgrowth matter has now been referred to Field Services. Council's authority regarding the rat and vermin issues are limited only to the city's reserves and parks.</p> <p>Rat trapping was carried out on the nights of 15 & 16 May 2008 in the Reserve behind 30 to 38 Don Buck Rd. Nothing was caught during this period and the traps were removed on 17 May 2008. Bait stations were laid in the week beginning 19 May 2008 and will remain in place for one month or until no bait is taken.</p> <p>Waitakere City Council no longer provides rat bait to residents. This had resulted from an incident which occurred, where rat bait that was left by a contractor for use by a resident, was accidentally consumed by the residents dog. As a result, the dog became gravely ill. Council made the decision at this point, to stop supplying bait to residents as the health and safety risk was too great.</p>	<p>Helen Biffin ☎ 836 8000 Ext: 8758</p>

	Issue	Comments	Reporting Council Officer
12.	<p>Notice of Motion Recommendation to Council</p> <p>16 April 2008</p> <p>Officer's Report</p>	<p>The Massey Community Board Notice of Motion regarding the request for a Massey Community Board Member to be represented on the NorSGA Urban Development Committee was recommended to the Council (Various) meeting held on Wednesday, 16 April 2008.</p> <p>The Council resolved:</p> <p><i>"1. Receive the notice of motion from the Massey Community Board.</i></p> <p><i>2. Agree that the Chief Executive Officer be instructed to consider the implications of the notice of motion from the Massey Community Board and that it be included in the current review of the Delegations to Committees and Community Boards."</i></p> <p style="text-align: right;">622/2008</p>	<p>Desiree Tukutama</p> <p> 836 8000</p> <p>Ext: 8815</p>

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Marina View Drive, West Harbour - New Bus Stand Restriction	<p>July 2007</p> <p>Resolution No. 2048/2007</p>	2 July 2008	<p>Tony Miguel</p> <p> 836 8000</p> <p>Ext: 8294</p>
<p>Project Twin Streams</p> <p>Four Monthly Progress Report</p>	<p>1 August 2005</p> <p>Resolution No. 1445/2005</p> <p>Last updated 4 February 2008</p>	3 September 2008	<p>Tony Miguel</p> <p> 836 8000</p> <p>Ext: 8294</p>

Report prepared by: Desiree Tukutama, Committee Secretary.



10 **DON BUCK ROAD, MASSEY - BUS STOP AND NO STOPPING AT ALL TIMES PARKING RESTRICTION**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for a bus stop parking restriction on Don Buck Road, Massey.

Currently a bus stop operates in this location, however there are also No Stopping At All Times lines running through the bus stop.

This report therefore resolves to rescind the existing No Stopping At All Times lines in this location and re-resolve the bus stop restriction.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Don Buck Road, Massey - Bus Stop and No Stopping At All Times Parking Restriction report:
2. **Approve** that in relation to **DON BUCK ROAD, MASSEY**:
 - (a) all existing parking restrictions or limitations currently applicable to outside **27 DON BUCK ROAD**, 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.
 - (b) and 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) on the east kerb line of **DON BUCK ROAD** outside property number 27 the **BUS STOP** 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 bus stop restriction.

BACKGROUND

1. Currently there is a bus stop outside number 27 Don Buck Road. This bus stop has been in place for some years and recently it was brought to Council's attention that there is No Stopping At All Times lines running through this bus stop.
2. This report therefore requests that the No Stopping At All Times lines running through this bus stop be removed and the bus stop remain in its existing location.

DECISION MAKING

Issues

3. Bus stops allow continuity of the public transport service and also maintain the Council and regional standard of an average of a 400 metre spacing between bus stops. This area is residential and the location of the bus stop is outside 27 Don Buck Road.
- A1 4. The location of the proposed change is indicated at page A1.

Consideration of Community Views

5. The bus stop restriction is recommended to allow continuity for public transport users. The removal of the No Stopping At All Times lines will clearly define this location as a bus stop.

STRATEGIC CONTEXT

6. Council's Integrated Transport and Communication platform 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.
7. Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

CONSULTATION

8. Consultation was carried out initially with the property occupiers of number 21 Don Buck Road as it was thought that this may be a better site for the bus stop. The occupiers of 21 Don Buck Road responded to the consultation advising they were opposed to the proposal.
9. The reason given was that as the bus stop had been in its existing location for some years and worked well, they advised they couldn't see any advantage of moving the bus stop. It was therefore decided to have the bus stop remain in its current location and have the no stopping lines removed.

RESOURCES

10. The No Stopping At All Times lines that currently run through the bus stop can be removed under the Annual Plan road marking/removal 2007/2008 maintenance budgets.

IMPLEMENTATION ISSUES

11. There are no implementation issues.

Report prepared by: Jane Harris, Transport Technician.



11 **ORIEL AVENUE, WEST HARBOUR - NEW KEA CROSSING AND BUS STOP RELOCATION**

EXECUTIVE SUMMARY

The purpose of this report is to seek the Massey Community Board's approval for a new kea crossing on Oriel Avenue, opposite West Harbour School and the relocation of two bus stops.

Council officers are consulting with adjacent residents directly affected during May 2008 and have taken into consideration the safest option for the local community, school children, residents and other road users.

Two options have been identified; to put in the new kea crossing and associated no stopping at all times parking restrictions, and relocate two bus stops, or have the area remain as it is.

RECOMMENDATIONS

It is recommended that the Massey Community Board resolve to:

1. **Receive** the Oriel Avenue, West Harbour – New Kea Crossing and Bus Stop Relocation report.
2. **Approve** that in relation to Oriel Avenue:
 - (a) and 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 restrictions now be resolved to be specified and imposed, namely,
 - (i) a new **KEA CROSSING** be put in place on **ORIEL AVENUE**, outside West Harbour School.
 - (ii) on the north kerb line of **ORIEL AVENUE** starting at a point approximately 10 metres west of the western boundary of property number 72 and extending east for a distance of approximately 17 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iii) on the north kerb line of **ORIEL AVENUE** starting at a point approximately 17 metres east of the eastern boundary of property number 72 and extending east for a distance of approximately 25 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (iv) on the south kerb line of **ORIEL AVENUE** starting at a point approximately 10 metres west of the eastern boundary of property number 115 and extending west for a distance of approximately 11 metres the **NO STOPPING AT ALL TIMES** parking restriction be put in place.
 - (v) on the north kerb line of **ORIEL AVENUE** starting at a point approximately 25 metres west of the western boundary of property number 76 and extending west for a distance of approximately 20 metres the **BUS STOP** parking restriction be put in place.
 - (vi) on the south kerb line of **ORIEL AVENUE** starting at a point approximately 22 metres west of the western boundary of property number 115 and extending west for a distance of approximately 17 metres the **BUS STOP** 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 Kea Crossing, bus stop restriction and parking limitation and restrictions.

BACKGROUND

1. A request has been received by Marina View School for a formal crossing facility on Oriel Avenue due to safety concerns regarding pupils crossing the road at this location.

DECISION MAKING

Issues

2. Marina View School staff have concerns regarding the safety of its pupils and have requested a formal crossing facility be installed. The number of school children and the volume of traffic observed justify a kea crossing facility and the school has confirmed they will patrol the facility.
3. A search of the Land Transport New Zealand database shows that in the past five years there have been no reported pedestrian accidents in the vicinity. The Land Transport New Zealand database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred
4. In order to provide adequate sight-lines between pedestrians and drivers, some no stopping at all times parking restrictions are required in addition to the relocation of two existing bus stops.
- A2 5. The location of the proposed changes are indicated on the attachment at page A2.

Options Identified

6. Two options have been identified; to install a new kea crossing and associated no stopping at all times parking restriction, and relocate two bus stops, or have the area remain as it is.

Consideration of Community Views

7. The installation of a kea crossing and associated no stopping at all times parking restriction, and the relocation of two bus stops will ensure Oriel Avenue is safe for the community and children from West Harbour School to cross the road.

Preferred Option

8. The preferred option is to install the kea crossing and associated no stopping at all times parking restriction, and relocate two bus stops for safety reasons.

STRATEGIC CONTEXT

9. Council's Integrated Transport and Communication platform 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.
10. Providing a dedicated kea crossing and no stopping at all times parking restriction would enable a safer environment for school children.

11. Correctly marked and sign posted bus stops are desirable to both notify public transport users of the pick up and drop off locations for bus services and to keep these locations clear of other vehicles.

CONSULTATION

12. Adjacent residents are currently being consulted in May 2008 and as yet no adverse responses have been received. Any feedback received will be tabled at the meeting.

RESOURCES

13. The new kea crossing, no stopping at all times parking restriction and relocation of two bus stops can be implemented under the Annual Plan 2008/2009 Minor Safety budget.

IMPLEMENTATION ISSUES

14. There are no implementation issues.

Report prepared by: Kong Jin Png, Senior Transport Engineer, Transport Assets.



12 SCHOOL TRAVEL PLAN PROGRAMME - MASSEY WEST CLUSTER PROPOSED INFRASTRUCTURE

GLOSSARY

Auckland Regional Transport Authority	(ARTA)
Long Term Council Community Plan	(LTCCP)
Land Transport Management Act	(LTMA)
Land Transport New Zealand	(LTNZ)
Kilometres per hour	(km / h)

EXECUTIVE SUMMARY

The purpose of this report is to advise the Massey Community Board of the proposed road safety infrastructure measures identified by the Massey West Cluster School Travel Plan process. The report lists the location and purpose of the various road safety measures.

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the School Travel Plan Programme - Massey West Cluster Proposed Infrastructure report.

BACKGROUND

1. The Auckland Regional Transport Authority (ARTA), in partnership with the Auckland region's city and district councils, is rolling out the 'TravelWise to School' Travel Plan programme. The vision of the TravelWise programme is to:

"Make school journeys active, social, safe and sustainable."

2. The long term regional programme goal is to:

“Reduce car trips to school across the region by 9 per cent over a 10-year period (2004 - 2014) by increasing the use of active, social, safe and sustainable travel choices including walking, cycling and public transport.”
3. The Council has been involved in the TravelWise programme since 2003 and has completed and implemented Travel Plans at Fruitvale and Henderson South Schools, the Lincoln-Rathgar cluster of schools (three secondary, one intermediate and two primary schools) and the Rutherford cluster (secondary, primary, Kura Kaupapa and Kohanga Reo). The Te Atatu South cluster has launched its Travel Plan and is in the implementation phase. Infrastructure for these schools is due in late 2008.
4. In 2007, six schools in the Massey West area joined the programme and an enthusiastic working group is developing the action plan for this cluster. The school communities were surveyed to establish both current and preferred modes of travel to school, and to document road safety issues in the area.

DECISION MAKING

Issues

5. The Council has a regional commitment to progress TravelWise School Travel Plans within Waitakere City. The benefits of working with groups of schools have been demonstrated by the successful Safe Routes to School Programme trialled in the Kelston area from 1998 to 2003. This project introduced many road safety initiatives and increased community awareness of road safety issues. The implementation phases of the Lincoln-Rathgar cluster and the Rutherford cluster are also showing the benefits of a combined approach to road safety improvements around the school community.
6. The Travel Plan programme requires commitment from all parties: the schools, ARTA, Council and the community. In May 2007, the Massey Community Board agreed to give its support to the development of the Massey West Cluster School Travel Plan, through the following resolution:

“That the Massey Community Board agrees to support development of the Massey West Cluster School Travel Plan.”

807/2007

- A3-A4
7. The proposed infrastructure improvements for the Massey West Cluster School Travel Plan are shown at pages A3 to A4. Further infrastructure measures may be recommended as a result of further school and community consultation.
 - a. **Improve safety at Don Buck School zebra crossing**
Investigate feasibility of signalised pedestrian crossing. Install high skid resistant surface on the approach to the crossing.
 - b. **Improve safety at zebra crossing between Massey Primary School and Massey High School**
Investigate feasibility of signalised pedestrian crossing. Install high skid resistant surface on the approach to the crossing.
 - c. **Improve safety at zebra crossing on Waimumu Road**
Install central traffic islands to slow traffic and enhance visibility of crossing. Widen standing area on south side of crossing. Install high skid resistant surface on the approach to the crossing.

- d. Improve safety at zebra crossing on Triangle Road**
Widen the standing platform and pram crossing. Install high skid resistant surface on the approach to the crossing.
- e. Improve visibility at pedestrian islands near Massey High School**
Set power pole further back from road. Trim vegetation back and keep maintained. Reconstruct pram crossing.
- f. Improve safety at intersection of Royal Road - Westgate Drive - Vadam Place**
Investigate feasibility of installing a Kea Crossing on Westgate Drive as a short term measure before intersection at Royal Road-Westgate Drive-Vadam Place is signalised. Liaise with developer to ensure needs of students are considered in design and phasing of traffic signals at this intersection.
- g. Improve safety at Moire Road - Royal Road intersection**
Tighten curve for left turn from Royal Road to Moire Road to help slow traffic. Investigate changes to signal phasing to improve pedestrian safety.
- h. Improve safety at Lincoln Park Avenue - Waimumu Road intersection**
Narrow the intersection and construct a splitter island to provide a safer crossing point.
- i. Improve safety at Lilburn Crescent - Timandra Place intersection**
Construct a splitter island to provide a safer crossing point and to discourage U-turns in the intersection.
- j. Improve safety at Doone Place - Triangle Road intersection**
Construct a splitter island to provide a safer crossing point. Install a Give Way control on Doone Place.
- k. Improve footpath at Anich Road traffic island**
Construct new footpath with pram crossings on traffic island at the intersection of Anich Road and Zita Maria Drive.
- l. Improve footpath at Huruhuru roundabout and bridge**
Install new footpath at the northeast corner of the roundabout. Paint white lines along kerb edges of Huruhuru Bridge to improve visual separation of footpath and road.
- m. Improve footpath on Don Buck Road near Massey High School**
Provide more space for student pedestrians by constructing a wider (up to two metre) footpath from Massey High School entrance to existing zebra crossing near 311 Don Buck Road (south west side).
- n. Improve pedestrian safety on Don Buck Road near Massey Primary School**
Investigate options to encourage pedestrians to use upper walkway on west side of Don Buck Road outside Massey Primary School.
- o. Upgrade walkways**
Upgrade walkways between Waimumu Road and Sarajevo Place and Skyla Place, and between Royal Road and Cedar Heights Avenue.

- p. Improve pedestrian safety at Red Hills Road**
Investigate feasibility of installing a Kea Crossing on Red Hills Road for Massey Primary.
- q. Introduce 40 km / h speed zones**
Where possible, introduce 40 km / h speed zones around schools. These speed zones would be restricted to time periods before and after school.
- r. Investigate right-turn restrictions on to Don Buck Road**
Investigate and implement (where appropriate) right turn restrictions on to Don Buck Road from Don Buck Primary School car park, Massey Primary School car park and Jezero Drive (new road next to Don Buck Primary School).

Options Identified

8. Continuing the School Travel Plan programme was the only option considered.

Consideration of Community Views

9. School Travel Plans are developed and implemented as a partnership between the school, ARTA and the Council. The wider school community is involved in developing the Travel Plan. The implementation of road safety infrastructure arising from Travel Plan priorities will be subject to consultation with residents as appropriate.

STRATEGIC CONTEXT

10. The Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communication 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. School travel plans are a travel demand management initiative. Travel demand management sits within a national, regional and local context.

National context

11. The Land Transport Management Act (LTMA) objectives are to:
- Assist economic development;
 - Assist safety and personal security;
 - Improve access and mobility;
 - Protect and promote public health;
 - Ensure environmental sustainability.

Regional Strategy

12. The Auckland Regional Land Transport Strategy (2005) is required to take into account the way it contributes to the LTMA objectives listed above. In relation to travel demand management, the following Auckland Regional Land Transport Strategy initiatives are relevant:

'Work with schools to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel for trips to and from school' (Chapter 7, 3.3.3)

'Ensure that transport services and infrastructure development support travel planning initiatives' (Chapter 7, 3.3.5)

13. The Auckland Regional Road Safety Plan 2004 to 2010 Goal 3 is:

'Pedestrian deaths and injuries within the Auckland Region decline from the five year average (1998 - 2002)'

Council Strategy

14. The Council's Integrated Transport strategic platform includes an objective to "Promote the use of sustainable transport options." School Travel Plans support the Council's *First Call for Children* priority by improving road safety. A focused travel demand management programme for the Council is yet to be developed and considered in the Long Term Council Community Plan.

CONSULTATION

15. Schools and the community were involved in developing the list of proposed infrastructure measures.

RESOURCES

16. School Travel Plans are developed jointly by the school community, ARTA and the Council. ARTA provides a School Travel Plan Coordinator to work with the schools and the Council employs a TravelWise Coordinator to coordinate all Council involvement. Input is also required from Project Services, Transport Assets Traffic Engineers and Road Safety Coordinators. Under Land Transport New Zealand's (LTNZ) Community Focused Land Transport Activities funding will be available for coordination activities.
17. The Long Term Council Community Plan 2006-2016 has allocated a budget of \$840,000 to School Travel Plan infrastructure for the 2008/2009 financial year and a further \$859,000 for the 2009/2010 financial year. This includes a 53% subsidy from LTNZ. Infrastructure priorities arising from the Travel Plan will be partially funded from the 2009/2010 budget with the balance funded in the following year 2010/2011. The total cost for the Massey West Cluster of schools is within the LTCCP budget.

IMPLEMENTATION ISSUES

18. Careful coordination will be required to ensure that any physical works for the schools will not be contrary to other developments underway or planned for this area. There is opportunity for this project to work with other schools on the Travel Plan programme.

Report prepared by: Jill Stoker, TravelWise Coordinator, Transport Assets.



13 **MASSEY MATTERS PROJECT UPDATE AND STRATEGIC DIRECTION FOR 2008 - 2009**

EXECUTIVE SUMMARY

This report updates the Community Board on progress with the Massey Matters Project and presents the general strategic direction for the project for the 2008 - 2009 year.

RECOMMENDATIONS

1. **Receive** the Massey Matters Update Report.
2. **Approve** the strategic direction for the Massey Matters Project for the 2008-2009 period.

BACKGROUND

1. The Massey Matters Project was formally initiated by the Council in March 2006. The broad aim of the project is for the council to work alongside the local community and other partners to develop a programme for long term, community driven, sustainable neighbourhood renewal and development in the Massey area. Given the size of Massey and the complexity of the project, this project has been initiated with a ten year timeframe.
2. There are two key platforms within the project:
 - Building and strengthening community activity, networks and sense of local identity and pride;
 - Improving the way Massey looks and feels and functions – eg. public transport, walking and cycling connections, shops, community services and facilities, parks and recreation opportunities, the natural environment, more local jobs etc.
3. In effect, Massey Matters has become something of an umbrella ‘brand’ for a range of community building projects happening across Massey at different levels and places (eg. within neighbourhoods, schools, communities of interest, marae, etc). Massey Matters is not an entity that ‘does’ or controls things. Rather, the role of the project is to promote, network, broker, catalyse and assist Massey focused discussions and projects. Decision making and ownership, lies with individual projects and project teams.
4. The 2006 Massey Community Inquiry asked local leaders to identify positive changes that could be expected in five years time if the Massey Matters project was successful. Key areas of visible changes indicated include:
 - Lots of local festivals and concerts;
 - Stories of positive changes in Massey;
 - More working and talking together;
 - Positive vibes compared to 5 years ago;
 - More people staying in Massey for work and play;
 - More club membership and participation;
 - Migrants have meeting places of their own;
 - Improved public transport and connectivity within Massey;
 - A strong Massey identity;
 - A strong community “hub”;
 - A place known for its unique art and design.

5. Sitting alongside the Massey Matters vision, these medium term 'change' indicators have become key platforms in the development of the Massey Matters Project framework that was approved by the City Development Committee in October 2006:

2. *That the Framework for the "Building Community in Massey" Project as presented in the Agenda report be approved.*

1978/2006

6. Massey Matters is ambitious, innovative and based as much on energy and opportunity as careful pre-planning. For this reason, collaboration, flexibility and responsiveness are key project principles, enabling the project to adapt and respond to change in an ongoing way.

DECISION MAKING

7. Over the last year, there has been a growing interest and involvement in Massey Matters from within Massey itself eg. many key leaders within Maori, Pacific, local schools, sports clubs, churches and local community organisations are now engaged. 2007 saw more collaborative 'talking' and working eg. emergence of new Massey Combined Christian Churches group who are working together on local community projects. Strong support for Massey Matters within Council also resulted in new local government initiatives being based in Massey eg. Vector power box painting, School Travel Plan cluster in Massey West.

A5-A15

8. What follows below are some of the major Massey Matters achievements from the last twelve months:

- Continuation of a bimonthly community forum process, with a core group of around 30 people regularly attending forums and regular email communication to a database of around 350 individuals and organisations. Massey Matters has now created a vehicle for Massey to talk and work together.
- The second "Te Raa Mokopuna Day" was collaboratively organized and held on 29 March 2008 at Moire Park. The event attracted between 2000-3000 locals and was strongly supported by those attending, see the attachment at pages A5 to A6 for the email feedback received from local residents. The event is highly rated by stallholders and activity runners, with commitment from all those participating to help grow and strengthen the 2009 event which will be held on 28 March 2009.
- The Massey Matters Fund established and well supported, with around \$50,000 invested in 36 community projects for 2007 and 2008. For the 2008 funding round, two representatives from the Massey Community Board (Members Fletcher and Carrodus) joined elected Massey Matters community representatives to jointly make decisions on what was funded (see the attachment at page A7 for Community Projects Fund recipients). This process was very successful and will likely be repeated again for the 2009 funding round.
- The Mayor's Strategic Briefing for Massey Matters in April 2007 was attended by 60+ people and involved both Council and community speakers. This has had a positive impact on the wider profile of the project both within the City and nationally. Tangible follow ups included a new Pacific adult literacy programme in West Harbour based at Leataata o Tupulaga Preschool. Rather than a large scale briefing for 2008, a small number of philanthropic and government funding agencies have been invited to a 'strengthening relationships' workshop to be held on May 30th at the Massey Rugby Club. A verbal update on outcomes from this session will be provided at tonight's meeting.

- Formation of Active Massey and Active West Harbour - intersectoral action led by Sport Waitakere to get people in Massey more active.
- Massey Matters Community newsletter developed and delivered (August and December 2007, March 2008) to 8500 homes and businesses in Massey. Community organisations and local residents are main contributors of stories and content, with some business sponsorship also now included in the funding mix to help make the publication more sustainable.
- New part time community development positions to strengthen community engagement and action - a Tatou West Harbour Community Coordinator from August 2007 and a Massey Matters Community Development Coordinator from April 2008.
- In collaboration with Violence Free Waitakere, development of the quarterly "Massey Marvels" community awards. These awards are aimed at recognising the small yet critical things that local people do to support others and help make Massey an even better place to live. Some background on the recipients of the inaugural awards presented at Te Raa Mokopuna Day by Massey's local Member of Parliament Hon. Chris Carter (Minister of Education, Minister Responsible for the Education Review Office and Minister for Ethnic Affairs), are attached at pages A8 to A15.
- Establishment of West Harbour Sustainable Neighbourhood Project (Tatou West Harbour) within the Massey Matters umbrella including:
 - Strong leadership and participation from the West Harbour school and from local health, education and community organisations.
 - Local housing and sustainability research completed and a grant received from the Auckland Regional Council to undertake a low impact design storm water project in the area.
 - Ministry of Social Development resource for a new school/ community liaison worker based at the school.
 - Draft action plan and local priorities developed for ongoing community discussion.
 - Successful 'street talk' engagement process initiated resulting in positive neighbourhood interaction and follow up action eg. residents joining neighbourhood support, participation in "Neat Street" clean ups alongside Keep Waitakere Beautiful, Tag out Trust and Neighbourhood Support. A major community clean up of the Manutewhau walkway is also planned for mid June.

Massey Matters: Strategic Direction for 2008-2009

A16-A19

9. In February 2008, Massey Matters undertook an annual review of what has been achieved and where the project might head to for the next two years. A discussion paper was presented (attached at pages A16 to A19) on achievements and challenges highlighted three key areas for discussion and decision making:
- Timing and process around project governance;
 - Identification of priority areas and projects for 2008 and 2009;
 - Ongoing processes to support Massey Matters.

A20-A23

10. A copy of the forum notes are attached at pages A20 to A23. In summary, the group supported the general direction of Massey Matters and acknowledged the contribution that the project was making within the community. Recognising that Massey Matters is still in its establishment phase, the group indicated a desire for Massey Matters to remain 'organic' for the next twelve months rather than develop new formal governance structures at this point. It was felt that efforts would be better focusing on developing collaborative action in a few key areas and developing ways to engage local residents at a neighbourhood level.
11. Four new priority areas for Massey Matters were identified at the February Review Forum and confirmed at the Massey Matters April community forum held at Massey High School. New priority areas are:
 1. Early childhood education;
 2. Family violence prevention;
 3. Activities for youth;
 4. Connecting residents in the streets where they live.
12. These priorities join with Te Raa Mokopuna Day, Active Massey, the Massey Matters fund and Tatou West Harbour to form the core ongoing work programme for Massey Matters as seen below:



13. The next step to advance new priority areas is the creation of project teams. In the early childhood education and family violence areas, network meetings have already been initiated to bring interested agencies and service providers together. Preliminary discussions are now underway to work out the best strategies for developing discussion and action in the youth activities and connecting resident's areas also.
14. Another key outcome from the April 2008 Community Forum was the decision to establish a community based advisory group for the project. The advisory group was seen as an important new mechanism to guide and support the work of Massey Matters project staff. This group will not be a decision making group, with all major decisions continuing to be made by the wider Massey Matters community forum process.

A24-A25

15. In effect, the advisory group will act as a kind of 'transitional' governance body for Massey Matters. The intention is for the group to meet bimonthly, with the group comprising no more than 10 people. On the advice of an initial report prepared by Project Consultant Tony Mayow (attached at pages A24 to A25) and approved by the April Massey Matters Community Forum, membership will be formed by a process of self nomination and shoulder tapping, with previously elected community representatives Craig Harris, Gayleen Maurice and Barbara Guy, joining with Council's representative Tony Rea to form the initial nucleus of the group. A terms of reference for the Advisory Group is currently being drafted and will be brought to the Community Board for endorsement, along with names of additional Advisory Group members once they are mandated by the upcoming Massey Matters Community Forum on 12 June 2008.

Tatou West Harbour: Strategic Direction for 2008-2009

16. An agency based stakeholders group continues to meet to support the West Harbour sustainable neighbourhood project on a bi-monthly basis. Key areas of focus and discussion for Tatou West Harbour moving forward include:
- Parenting programmes and support for families;
 - Clean up of the Manutewhau Stream and Walkway;
 - Creation of a 'community hub' or base for community support services;
 - Liveable Streets: including local parks and walkways, rain gardens to improve storm water quality, strengthened neighbourhood support and street based 'clean up' initiatives;
 - Community safety; including road safety issues outside West Harbour School and the Moire Road Community Hall and Leataata Preschool at 91 Moire Road;
 - Activities for young people, including local recreation opportunities and employment pathways for young adults/school leavers in this area;
 - Sustainable households; working in collaboration with the Sustainable Homes programme led by Eco Matters Environment Trust;
 - Identifying and supporting local leadership.

Issues

17. While both Massey Matters and Tatou West Harbour continue to build alliances and networks at both grass roots and interagency levels, ongoing effort is still required to strengthen coordination and integration of Massey based issues, work programmes and initiatives across Council. Linking to the strategic directions for 2008-2009 noted above, key areas for further Council and Community Board consideration and discussion include:
- Leisure, recreation and parks planning, playground upgrades, revegetation and maintenance programmes;
 - Sustainable transport planning and connectivity between Massey West and East; including pedestrian access to Westgate during the upcoming 3 ½ year construction period at the end of State Highway 16;
 - Community facilities planning, including upgrading of the Moire Road Hall and planning for an additional community house on the Massey East side;
 - Community safety; including family violence, youth, drug and alcohol issues, and crime and injury prevention through environmental design;
 - Events and communications support, including establishment of a community radio station.

18. Further reports will be brought back to the Community Board on progress and planning around the above issues.

Consideration of Community Views

19. Massey Matters and Tatou West Harbour are strongly linked into their local communities, with discussion on direction setting and implementation planning ongoing.

STRATEGIC CONTEXT

20. Massey Matters is a flagship sustainable development project for the Council. It is providing major new opportunities for leading edge, community based sustainable suburban development thinking and doing. This project can be clearly linked to all Waitakere City's community outcomes and impacts on all nine of Council's strategic platforms. In 2007/2008, however, there have been three platforms where alignment has initially been strongest:

- a) Strong communities: supporting the health and wellbeing of the city's residents, building community pride and local identity.
- b) Active democracy: people feeling that they can make a difference, resulting in high levels of community participation and respect for each other.
- c) Urban and rural villages: ensuring people have choices in housing, transport, employment and recreation in their neighbourhoods and in the City's town centres.

21. As noted earlier, Massey Matters is committed to supporting and enhancing the ability of the various communities in Massey to create their own pathways to sustainable development. This is reflective of Agenda 21 which promotes community participation, involvement and ownership in both local issues and solutions. It is also consistent with the intent of the new Local Government Act (2002) which actively seeks to enhance local community participation in decision making.

CONSULTATION

22. Massey Matters and Tatou West Harbour involve a wide range of residents and stakeholders who live, work or care about Massey and its future development. Massey Matters is based on the principles of collaboration, partnership and community empowerment, with stakeholder views and discussion forming the basis for the ongoing strategic development of the project.
23. Consultation meetings with both Te Kawerau a Maki and Ngati Whatua were held earlier in 2008 with both iwi supportive of the general project direction.

RESOURCES

24. Council has signalled a significant commitment to the Massey Matters Project with ten year funding included in the Long Term Council Community Plan 2006-2016. A total of \$146,000 is committed in the draft Annual Plan 2008/2009, with funding broadly directed to the following activities:
- Community development coordination;
 - Strategic project leadership;
 - Contribution to 'Active Massey' - a core partnership with Sport Waitakere and other stakeholders;
 - Community forums;

- Local events and projects such as the Massey Matters Community Newsletter;
 - An annual \$25,000 Massey Matters Community Projects Fund;
 - Evaluation.
25. Council's long term funding commitment has been key in attracting other external resources into Massey.

IMPLEMENTATION ISSUES

26. Massey Matters project staff will continue to work with Council, local residents and other stakeholders to implement the strategic direction for Massey Matters moving forward. In terms of Council based services, facilities and programmes, the July meeting of Council's Massey Matters internal integration team will focus on forward planning and potential work programme alignment in preparation for Council's draft Annual Plan 2009 - 2010.

Report prepared by: Tony Rea, Group Manager: Social and Cultural Strategy and Megan Courtney: Massey Matters Project Leader.



14 RAMP SIGNALLING

GLOSSARY

Transit New Zealand	(Transit)
High Occupancy Vehicles	(HOVs)
Massey Community Board	(the Board)
Partnering Charter	(the Charter)

EXECUTIVE SUMMARY

Transit New Zealand (Transit) is implementing ramp signalling on nearly all motorway on-ramps on the Auckland urban motorway network as one of a range of transportation systems management measures to make best use of the existing motorway network. Ramp signals operate at morning and evening peak times and at other times when traffic on the motorway is heavy. At other times, they are switched off.

Ramp signals are traffic lights on motorway on-ramps which filter the flow of traffic on to the motorway in order to best match the capacity of the motorway with the volume of traffic entering the motorway. Without ramp signalling, bottlenecks occur at motorway on-ramps where the volume of traffic entering the motorway is beyond the capacity of the motorway to accept it. This causes flow breakdown on the through motorway lanes. Ramp signals allow the motorway to operate to its maximum capacity and significantly delays the onset of, and shortens the duration of, motorway flow breakdown. The trade-off for this is that there are often longer queues on motorway on-ramps and connecting arterial roads. This makes the provision of adequate ramp storage of vital importance in order to avoid degrading the operation of the connecting arterial roads. This is a significant area of concern for the Council.

Implementation of ramp signalling on the Southern Motorway is well advanced and work is now underway on Northwestern Motorway on-ramps in Auckland City. Implementation of ramp signalling is due to get underway in Waitakere from June 2008. The specific indicative timings for the whole Northwestern Motorway are as follows:

Newton Road Westbound	April 2008
St Lukes Road Westbound	April 2008
Waterview Westbound	June 2008
Patiki Road Westbound	June 2008
Te Atatu Road Westbound	June 2008
Lincoln Road Westbound	July 2008
Royal Road Eastbound	July 2008
Lincoln Road Eastbound	July 2008
Waterview eastbound	August 2008
Te Atatu Road Eastbound	September 2008
Rosebank Road Eastbound	September 2008
St Lukes Road Eastbound	October 2008

This report is for the Massey Community Board's information only as the implementation of the project is the responsibility of Transit.

RECOMMENDATION

It is recommended that the Massey Community Board resolve to:

Receive the Ramp Signalling report.

BACKGROUND

1. Transit has presented previously to Council committees on the ramp signalling project. The most recent was to the City Development Committee at its meeting on 7 June 2007, where the concept design for ramp signalling was presented and the Council's expectations were conveyed to Transit. This report is to update the Board on the detailed design of ramp signalling. Transit officers will make a presentation to the Board on ramp signalling at the meeting and will be available to answer questions from Elected Members.
2. Transit is proceeding with the implementation of ramp signalling on motorway on-ramps within Waitakere. Work is currently underway on Northwestern Motorway on-ramps in Auckland City at Newton Road and St Lukes Road.
3. The ramp signalling project in Waitakere includes Royal Road, Lincoln Road and Te Atatu Road interchanges. Ramp signalling of the Hobsonville Road, Trig Road, Brigham Creek Road and Buckley Avenue interchanges will take place in conjunction with the opening of the Upper Harbour Motorway section to the Upper Harbour Bridge and the Northwestern Motorway extension in 2012.
4. The currently substandard Royal Road on-ramp will be considerably upgraded to provide more merging room and additional vehicle storage.
5. The eastbound on-ramp at Lincoln Road will include a ramp signal bypass for buses, high-occupancy vehicles (HOVs) and trucks. For buses, this will tie in to the existing section of bus lane on the Northwestern Motorway leading up to the Henderson Creek Bridge. The HOVs ramp signal bypass will be for vehicles with two or more occupants. The westbound off ramp will remain largely unchanged.

6. The eastbound on-ramp at Te Atatu Road will include a right-hand turn lane from Te Atatu South which will be a ramp signal bypass for buses, HOVs and trucks. This will mean that buses, car poolers and trucks can avoid using the congested spiral loop on-ramp.
7. The westbound off-ramp at Te Atatu Road will be converted from a give way control to a full double left-turn signalised intersection for traffic heading to Te Atatu South. A bus bypass will be retained for buses heading to Te Atatu South.
8. The current situation where the Northwestern Motorway westbound drops from three to two lanes just west of the Waterview Interchange will cease, with three continuous through lanes from the Auckland Central Business District to Te Atatu Road. The current westbound on-ramp will convert from going into its own lane into a standard merge. The existing westbound bus lane will be extended back to the Waterview on-ramp. This provides a considerable benefit to the significant number of buses which enter the motorway at this point. This will require a minor relocation of the Northwestern Cycleway at this point.
9. In a report to the City Development Committee's meeting on 7 June 2007, a set of expectations for the operation of ramp signals in Waitakere were listed. These were that:
 - (a) The scheme for the North-western 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. 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.
 - (b) 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.
 - (c) 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).
 - (d) The ramp signals project needs to align with the Council's plans for Te Atatu, Lincoln and Hobsonville Road corridors.
 - (e) The ramp signals project will identify the need to upgrade Te Atatu and Lincoln interchanges.
 - (f) Operation of the ramp signals will be coordinated with the Council's management of the local roading 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.
 - (g) Transit New Zealand will mitigate adverse impacts on local roads which are caused by the ramp signals.
 - (h) 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.
 - (i) 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.

- (j) Transit New Zealand will adequately enforce the priority bus and high occupancy vehicle access at the on-ramps.
 - (k) Priority access for buses and high occupancy vehicles will be marketed to encourage a change of mode out of a single occupant vehicle.
 - (l) Ramp signals will be reinstated after an upgrade of an interchange.
 - (m) 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.
 - (n) The public are kept informed before and during the introduction/operation of the ramp signals so that there is understanding of how to safely use the ramp signals and the priority access.
10. The City Development Committee resolved as follows at that meeting:

“1. That the State Highways Update report be received.

2. That the expectations in relation to the proposed Northwestern ramp signals project as set out in this report be approved.

3. That the Chief Executive Officer be requested to write to Transit New Zealand confirming the City Development Committee’s expectations in relation to the proposed Northwestern ramp signals project.”

975/2007

A26-A28

11. The letter from the CEO setting out the Council's expectations is attached at pages A26 to A27 and Transit's reply to this letter is attached at page A28.

A29

12. The Council at its meeting on 10 October 2007 delegated authority to enter into an agreement with Transit for the Auckland Motorway Ramp Signals Project. A copy of the Partnering Charter (the Charter) is attached at page A29. The Council resolution was as follows:

“1. That the Auckland Motorway Ramp Signals report be received

2. That the Group Manager: Asset Management be delegated authority to enter into an Agreement with Transit New Zealand for the Auckland Motorway Ramp Signals project.”

3623/2007

DECISION MAKING

13. The ramp signalling project is the responsibility of Transit. However, Transit has entered into a Charter with the territorial authorities, including Waitakere, whose roads connect to the motorway network. The Council's participation in the Charter was approved by the City Development Committee at its meeting on 2 August 2005. The Charter gives the Council some influence on the design and operation of ramp signals in Waitakere.

Issues

14. Officers believe that most of the Council's expectations in regard to the ramp signalling project have been met, at least in part. While there are still a number of outstanding issues, detailed below, Transit has clearly signalled its strong desire to work in partnership with the Council to work through these issues. The Council has a positive working relationship with the Transit and is confident that these issues can be worked through.

15. The primary concern of the Council is the possible impact of ramp signals on the operation of leading roads for which the Council is responsible. The approaches to all motorway on-ramps are severely congested in the morning peak and at Lincoln Road for substantial parts of the day from Monday to Saturday. The Council has carried out surveys to monitor the traffic queues on the approaches to motorway interchanges in Waitakere to gain an understanding of the current situation. The same survey will be repeated after the ramp signals have been operating for some time. The Charter, and its associated operating protocols, includes a provision that the operation of ramp signals should not worsen existing queues on motorway approaches. In the event that the Council's monitoring demonstrates a worsening in on-ramp queuing, there is a process in place with Transit to resolve this issue. This includes the possibility of switching off individual ramp signals until any issue is resolved.
16. The signalisation of the left hand turn at the Te Atatu westbound off-ramp will significantly reduce queues waiting to exit the motorway heading to Te Atatu South. It will also retain a bus bypass for buses heading to Te Atatu South, controlled by a bus priority signal. Transit plans to use sensors located back on the motorway mainline to detect queues. This will trigger a signal phase to help clear traffic off the motorway. While this will reduce the traffic queue on the motorway, it may well increase the amount of traffic southbound on Te Atatu Road, which is already congested at peak periods. In particular, this could put additional pressure on the Te Atatu South roundabout at the intersection of Te Atatu Road, Edmonton Road and Flanshaw Road. It is important that the operation of these traffic signals strikes the right balance between clearing motorway queues; matching the capacity of Te Atatu Road southbound to receive and clear traffic off the motorway; and maintaining access to and from Te Atatu Peninsula.
17. The inclusion of buses in the right turn ramp signal bypass at Te Atatu Road on to the Northwestern Motorway is to be welcomed. However, how buses will access this on-ramp while still serving the bus stops on Te Atatu Road between Edmonton Road and Royal View Road will require discussions between the Council, Transit, the Auckland Regional Transport Authority and the bus operators. This may require modifications to existing bus operating practices to maximise the benefit to buses of this facility.
18. The Council believes that it is not enough simply to provide bus and HOVs bypasses but that an active effort should be made to market them. This is so that the ramp signal project achieves a travel demand management outcome of encouraging people to use more sustainable modes of transport. This was included in the list of expectations provided to Transit. And achieving this would require a partnership approach between Transit, the Council, the Auckland Regional Transport Authority and bus operators.
19. The retention of the existing layout of the Lincoln Road westbound off-ramp does not address the serious safety issues caused by weaving traffic in the short distance between the off-ramp and the Central Park Drive/Triangle Road intersection.
20. The ramp signal project will assist with optimising the capacity and throughput of the Northwestern motorway. However, it does not avoid, nor delay, the need to upgrade the interchanges at Te Atatu Road and Lincoln Road.

21. A number of ramp signals already implemented, or in the process of being implemented, such as those at Grafton Road to the Southern Motorway, Mt Wellington Highway northbound and South-eastern Highway northbound, include freight priority allowing trucks to bypass the ramp signal queue. While this is primarily due to a desire for trucks not to lose momentum on steep uphill ramps, it is a strong positive signal of prioritising commercial over private vehicle movements. Transit plans to include the ability for trucks to use the ramp signal bypasses on the Northwestern Motorway at Lincoln Road and Te Atatu Road eastbound on-ramps. How these truck bypasses can be integrated with the Council's roading network leading up to these interchanges will be considered in the Council's current Waitakere Freight Study.

Consideration of Community Views

22. Transit has carried out public consultation on its travel demand management project, of which ramp signalling is an element. This has taken place through open houses, newspaper advertising and printed material. However, designs for the Northwestern Motorway ramp signals have yet to be made publicly available.
23. The Council has a role in this project as a stakeholder and advocate for Waitakere residents and the Charter and operating protocols recognises the Council's role as a stakeholder.

STRATEGIC CONTEXT

24. The ramp signalling project will have some positive influence on the "Integrated Transport and Communications" and some potential influence on the "Strong Innovative Economy" strategic platforms. Making best use of existing transport infrastructure; giving priority to buses at key on-ramps; and the likely reduction in crashes near on-ramps will help deliver on the "Integrated Transport and Communications" platform while the future possibility of freight bypasses could contribute to the "Strong Innovative Economy" platform.
25. Localised increases in air pollution and carbon dioxide emissions around motorway on-ramps should be counterbalanced by commensurate reductions in air pollution on carbon dioxide emissions on the motorway corridor. Taken together with the positive impact of bus and HOVs bypasses at Lincoln Road and Te Atatu Road, this should lead to a small positive contribution to the "Sustainable Energy and Clean Air" platform.

CONSULTATION

26. Consultation on the ramp signalling project and requirements for consultation with Maori needed for this project is the responsibility of Transit.

RESOURCES

27. As the ramp signalling project is being delivered by Transit, no other resources other than staff time, and the costs of monitoring, are required.

IMPLEMENTATION ISSUES

28. The implementation of this project is the responsibility of Transit.

Report prepared by: Darren Davis, Senior Strategic Advisor: Transport.



15 BOARD MEMBERS' REPORTS

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Auckland Region and Far North Community Board Association Executive Committee	John Riddell
City Safety Action Group	Michael Neeson John Carrodus (alternate)
Keep Waitakere Beautiful Trust	John Riddell Judith Fletcher (alternate)
Massey Community House Committee	Judith Fletcher
Massey West Cluster School Travel Plan	JC Carrodus JA Fletcher JG Riddell (Alternate)
Ranui Community Centre Committee	Judith Fletcher
Steering Group on Lincoln / Rathgar Joint Safer Routes and School Travel Plan	Judith Fletcher Michael Neeson (alternate)
Waitakere Road Safety Steering Group	Michael Neeson John Riddell (alternate)
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Judith Fletcher John Carrodus (alternate)
Community Sports Fund Allocation Subcommittee	John Carrodus Allen Davies (alternate)
Long Term Council Community Plan and Annual Plan Special Committee	John Riddell Allen Davies
Street Events Subcommittee - Massey Ward	Allen Davies

