

RA Remuneration Authority

Chief Executive
21 DEC 2005

652925

20 December 2005

D. Gifford

To: ~~Mayors~~
Chief Executives of Territorial & Unitary Authorities

TERRITORIAL & UNITARY AUTHORITIES - 2006/07 INDICATIVE POOL

The enclosed tables set out the pool totals and Mayoral gross salaries for 2006/07.

Would you please consider and, using the attached return, advise the Authority by no later than **1 April 2006** your recommendations for distribution of the net pool amongst elected members of your council and any community boards.

The Authority also needs to receive confirmation of details of any vehicle currently allocated to the Mayor. It is important that at any time there is a change in the vehicle allocated that the Authority be advised immediately in order that appropriate adjustments, up or down, can be made to the Mayor's actual remuneration.

In calculating the new pool the Authority has increased the base line figures in the model used by 10% and the points steps by 2%.

Your assistance in meeting the above deadline will be essential if we are to have a determination gazetted before 1 July 2006 when the new salary rates would be effective.

Where councils have yet to supply the 2004/05 financial data we requested earlier, their 2003/04 data have been used and adjustments will be made to their figures at a later date.

David Oughton
David Oughton
Chairman

[Handwritten notes and stamps]

AL

Remuneration Authority

The Council has resolved to recommend the following remuneration for councillors for the 2006-2007 year to 30 June 2007 for consideration by the Remuneration Authority.

<u>Position</u>	<u>Annual Salary</u>	<u>No.</u>	<u>Total annual salaries</u>
Total salaries			\$

Meeting Fees: If recommended please supply:

(a) recommended rate payable

\$

(b) the total notional annualised amount set aside for such meetings

\$

(c) applicable rules for eligibility (if not otherwise specified in the Council's expenses/allowances rules as authorised by the Remuneration Authority).

The recommendations above were resolved by the Council on _____

Unanimously; or

With dissent

(Where there was any dissent, details of that dissent are attached.)

Signed: _____ Mayor

Date: _____

MAYORAL VEHICLE

Councils decide whether or not a car is to be supplied and on what basis.
The determinant is what is most cost effective for Council and ratepayers.

Please use this form to confirm or reconfirm car provision details.

Car supplied:		YES/NO
If Yes, <u>confirm</u>	Model	_____
	Year	_____
	Cost (incl. GST)	\$ _____
Use of car:	Private use	YES/NO
	If yes, confirm % private use	_____ %
	Mayoral use only	YES/NO

N.B. Mayoral use only means that the car can be used by other officers,
can be driven home and garaged by Mayor but does not permit any
private use.

Car value deduction calculation:

If value of car = \$38,000 incl. GST
% of private use = 6%

$\$38,000 \times 47\% \times 6\% = \underline{\$1,071.6}$ This is the amount to be deducted from the
Mayor's salary.

N.B. Where full private use is indicated the maximum deduction is now set
at 20%.

A3

COMMUNITY BOARD

N.B. USE A SEPARATE SHEET FOR EACH COMMUNITY BOARD

The recommended salaries for the Chair and members of the Community Board for consideration by the Remuneration Authority are:

<u>Position</u>	<u>Annual Salary</u>	<u>No.</u>	<u>Total annual salaries</u>
Total annual salaries			\$
50% charged to indicative pool			\$

COUNCIL

This recommendation was agreed to by the Council

Unanimously; or

With dissent

Details of dissent attached

Mayor: _____

Date: _____

COMMUNITY BOARD

This recommendation was agreed to by the Board

Unanimously; or

With dissent

Details of dissent attached

Chair: _____

Date: _____

A4

COUNCIL

EXPENSES/ALLOWANCE POLICY

EITHER - Council's rules, approved by the Remuneration Authority are re-confirmed

OR

CHANGE/S PROPOSED

Council recommends, for the Authority's approval, the following change/s to existing approved rules:

OR Council's rules **IF DIFFERENT FROM THOSE ALREADY SUBMITTED** are attached for approval (on letterhead please).

Signed: _____ Mayor

Date: _____

REMUNERATION AUTHORITY - FUNDING FORMULAE AND FACTORS

District / City Council	--Population Calc--		---Expenses Calc---		--Gross Assets Calc--		---Rate of Change Calc---		Change Factor
	Population 2004/05	Funding Weighting	Expenses (000)'s data entry	Funding Weighting	Assets (000)'s data entry	Funding Weighting	Population 1999/00	% of Change	
District / City Council									
Auckland City	425,400	10.87%	420,310	10.96%	5,066,570	11.53%	385,100	10.46%	104.2%
Christchurch City	366,030	9.10%	306,871	8.00%	4,791,929	9.11%	333,390	6.79%	100.5%
Manukau City	332,900	8.51%	283,045	7.38%	3,109,181	5.91%	293,100	13.58%	107.3%
Wellington City	185,100	4.73%	278,042	7.20%	2,858,213	5.43%	169,800	9.01%	102.8%
North Shore City	212,200	5.42%	175,925	4.59%	2,823,926	4.98%	192,200	10.41%	104.2%
Waikare City	181,900	4.90%	152,893	3.98%	1,489,697	2.83%	174,000	10.29%	104.0%
Dunedin City	122,400	3.13%	134,987	3.52%	2,156,006	4.10%	119,400	2.51%	100.0%
Hamilton City	131,400	3.36%	109,010	2.84%	1,101,995	2.09%	118,900	10.51%	104.3%
Hutt City	100,500	2.57%	93,316	2.43%	734,389	1.40%	99,300	1.21%	100.0%
Tauranga City	103,900	2.65%	82,487	2.15%	1,434,105	2.76%	91,500	13.44%	107.2%
New Plymouth District	68,200	1.77%	73,551	1.92%	1,470,818	2.80%	68,700	0.73%	100.0%
Palmerston North City	78,400	2.00%	88,840	1.80%	828,826	1.58%	75,300	4.12%	100.0%
Rodney District	89,100	2.28%	86,607	2.31%	1,255,431	2.39%	76,800	16.02%	108.8%
Hastings District	71,400	1.82%	63,547	1.66%	998,875	1.89%	69,200	3.18%	100.0%
Whangarei District	72,800	1.88%	78,122	2.04%	906,749	1.72%	70,100	3.85%	100.0%
Rotorua District	67,600	1.73%	67,201	1.75%	616,660	1.17%	67,000	0.90%	100.0%
Far North District	57,800	1.46%	61,268	1.60%	915,422	1.74%	56,400	2.48%	100.0%
Napier City	56,400	1.44%	49,133	1.28%	892,172	1.70%	55,200	2.17%	100.0%
Southern District	29,300	0.75%	45,282	1.18%	974,432	1.95%	28,700	-1.35%	101.3%
Franklin District	57,400	1.47%	43,503	1.13%	609,409	1.16%	62,800	8.71%	102.5%
Invercargill City	51,300	1.31%	44,783	1.17%	505,791	0.96%	50,000	2.60%	100.0%
Porirua City	50,500	1.29%	41,980	1.09%	373,316	0.71%	48,200	2.64%	100.0%
Kapiti Coast District	47,000	1.20%	32,869	0.86%	406,467	0.77%	42,800	9.81%	103.6%
Wairarapa District	43,300	1.11%	44,856	1.17%	659,717	1.05%	45,000	-3.78%	103.8%
Timaru District	43,000	1.10%	40,212	1.05%	512,090	0.97%	42,800	0.47%	100.0%
Waipa District	42,100	1.08%	35,599	0.93%	570,381	1.08%	41,200	2.18%	100.0%
Waikato District	42,500	1.09%	36,221	1.00%	604,489	1.15%	41,200	3.16%	100.0%
Taupo District	33,900	0.87%	41,119	1.07%	622,563	1.58%	32,600	3.99%	100.0%
Thames-Coromandel District	26,700	0.68%	42,081	1.10%	411,565	0.78%	25,900	3.08%	100.0%
Western Bay of Plenty	42,200	1.08%	59,028	1.54%	608,108	1.16%	38,900	8.48%	102.2%
Queenstown-Lakes District	23,500	0.60%	38,388	1.03%	533,171	1.01%	16,750	40.30%	134.0%
Waimakariri District	42,100	1.08%	29,948	0.78%	508,630	0.97%	37,100	13.48%	107.2%
Whakatane District	33,900	0.87%	39,402	1.03%	355,840	0.68%	34,100	-0.59%	100.6%
South Taranaki District	27,300	0.70%	31,018	0.81%	404,378	0.77%	28,700	-4.88%	104.9%
Selwyn District	31,600	0.81%	29,204	0.76%	540,387	1.03%	27,600	14.49%	108.2%
Papakura District	43,700	1.12%	23,133	0.60%	343,741	0.65%	42,100	3.80%	100.0%
Matamala - Piako District	30,300	0.77%	27,998	0.73%	374,118	0.71%	30,300	0.00%	100.0%
Upper Hutt City	37,900	0.97%	30,322	0.79%	315,650	0.60%	37,700	0.53%	100.7%
Manawatu District	28,300	0.72%	38,616	1.01%	374,117	0.71%	28,500	-0.70%	100.0%
Taranaki District	17,600	0.45%	25,774	0.67%	613,074	1.17%	18,650	-5.63%	105.8%
Ashburton District	26,900	0.69%	20,227	0.53%	398,397	0.75%	25,900	3.66%	100.0%
Waikato District	19,850	0.51%	26,939	0.70%	406,747	0.77%	20,700	-4.11%	104.1%
Horowhenua District	30,500	0.78%	21,450	0.56%	263,769	0.50%	30,700	-0.65%	100.7%

A6

REMUNERATION AUTHORITY - FUNDING FORMULAE AND FACTORS

District / City Council	---Population Calc---		---Expenses Calc---		---Gross Assets Calc---		---Rate of Change Calc---		Change Factor
	Population 2004/05	Funding Weighting	Expenses (000)'s data entry	Funding Weighting	Assets (000)'s data entry	Funding Weighting	Population 1999/00	% of Change	
District / City Council	23,300	0.60%	21,113	0.55%	375,909	0.71%	23,200	0.43%	100.0%
Masterton District	15,100	0.39%	13,175	0.34%	398,492	0.76%	14,850	1.68%	100.0%
Central Otago District	16,750	0.43%	21,424	0.56%	316,537	0.60%	17,450	-4.01%	104.6%
Hauraki District	14,500	0.37%	27,753	0.72%	430,782	0.82%	15,800	-7.59%	107.6%
Rangitikei District	17,200	0.44%	24,325	0.63%	664,009	1.26%	17,750	-3.10%	103.1%
Clutha District	13,150	0.34%	20,328	0.53%	261,131	0.50%	15,550	-15.43%	115.4%
Ruapehu District	18,050	0.46%	27,914	0.73%	281,397	0.55%	17,950	0.55%	100.0%
Kaipara District	22,800	0.58%	18,380	0.48%	215,244	0.41%	24,700	-7.89%	107.7%
South Waikato District	13,150	0.34%	16,569	0.43%	524,754	1.00%	13,150	0.00%	100.0%
Central Hawkes Bay	7,870	0.20%	10,872	0.28%	214,202	0.41%	7,990	-1.50%	101.5%
Westland District	10,850	0.28%	16,570	0.43%	229,562	0.44%	9,970	8.83%	102.6%
Hurunui District	9,510	0.25%	13,156	0.34%	252,915	0.49%	9,810	-2.04%	102.0%
Waikato District	9,570	0.24%	15,537	0.41%	188,662	0.38%	10,050	-4.78%	104.8%
Buller District	13,100	0.33%	14,584	0.38%	198,155	0.36%	13,400	-2.24%	102.2%
Grey District	12,350	0.32%	11,667	0.30%	236,252	0.45%	12,900	-3.52%	103.5%
Gore District	7,020	0.18%	10,132	0.28%	158,903	0.37%	7,330	-4.23%	104.2%
Waimate District	8,410	0.21%	14,920	0.39%	149,115	0.28%	9,530	-11.75%	111.8%
Waioa District	-	-	-	0.00%	-	0.00%	-	-	-
Banks Peninsula District	8,900	0.22%	10,632	0.28%	173,508	0.33%	8,980	-2.11%	102.1%
South Waierapa District	9,460	0.24%	9,933	0.26%	147,747	0.28%	9,700	-2.47%	102.5%
Horoehanga District	9,530	0.24%	7,726	0.20%	113,625	0.22%	9,670	-1.45%	101.4%
Opoitiki District	8,610	0.22%	9,145	0.24%	140,941	0.27%	9,260	-7.02%	107.0%
Stratford District	3,730	0.10%	7,523	0.20%	98,848	0.19%	3,880	-3.87%	103.9%
Mackenzie District	7,160	0.18%	6,311	0.16%	88,853	0.17%	6,830	4.83%	100.0%
Carden District	8,620	0.17%	6,500	0.17%	45,898	0.09%	7,460	-11.26%	111.3%
Kawerau District	-	-	-	-	-	-	-	-	-
TOTALS	3,913,770	100.00%	3,834,411	100.00%	52,618,913	100.00%	3,683,360	6.26%	

A7

REMUNERATION AUTHORITY - FUNDING FORMULAE AND FACTORS - SUMMARY

District / City Council	Population	Expenses	Assets	Change Factor	Total Points	Indicative Pool	Mayor's Salary
Auckland City	425,400	283,146	153,418	104.21%	898,247	1,566,355	157,233
Christchurch City	356,030	206,727	121,183	100.54%	687,602	1,529,250	151,330
Manukau City	332,900	190,576	78,628	107.32%	646,306	1,496,774	150,025
Wellington City	185,100	185,958	72,281	102.76%	455,555	1,268,671	141,571
North Shore City	212,200	118,514	66,357	104.15%	413,550	1,206,124	139,250
Waikareka City	191,900	102,998	37,673	104.03%	345,960	1,078,343	132,151
Dunedin City	122,400	90,915	54,523	100.00%	267,838	907,631	119,354
Hamilton City	131,400	73,438	27,868	104.26%	242,612	848,674	114,053
Hutt City	100,500	62,863	18,571	100.00%	181,935	696,536	100,621
Tauranga City	103,800	55,568	36,773	107.19%	210,238	768,447	107,251
New Plymouth District	69,200	49,548	37,196	100.00%	155,944	610,079	94,470
Palmerston North City	78,400	46,375	20,960	100.00%	145,735	580,047	92,055
Rodney District	89,100	59,691	31,749	109.76%	198,161	734,267	104,461
Hastings District	71,400	42,809	25,210	100.00%	139,419	561,468	90,560
Whangarei District	72,800	52,628	22,931	100.00%	148,358	587,765	92,675
Rotorua District	67,600	45,271	15,600	100.00%	128,470	529,261	87,969
Far North District	57,800	41,274	23,175	100.00%	122,249	510,960	86,497
Napier City	56,400	33,099	22,562	100.00%	112,061	480,990	84,086
Southeast District	29,300	30,481	24,642	101.35%	85,571	396,338	76,383
Franklin District	57,400	29,310	15,411	102.46%	104,630	459,129	82,327
Invercargill City	51,300	30,169	12,791	100.00%	94,259	425,097	79,121
Porirua City	50,500	28,267	9,441	100.00%	88,208	405,066	77,214
Kapiti Coast District	47,000	22,143	10,279	103.56%	82,247	385,338	75,335
Wanganui District	43,300	30,218	14,003	103.78%	90,827	413,738	78,039
Timaru District	43,000	27,089	12,950	100.00%	83,039	387,960	75,585
Waipa District	42,100	23,982	14,424	100.00%	80,505	379,573	74,786
Waikato District	42,500	25,748	15,287	100.00%	83,535	389,600	75,741
Taupo District	33,900	27,700	20,802	100.00%	82,402	385,850	75,384
Thames-Coromandel District	26,700	26,348	10,408	100.00%	65,456	329,761	70,043
Western Bay of Plenty	42,200	39,765	15,378	102.23%	99,512	442,482	80,777
Queenstown-Lakes District	23,500	26,541	13,483	134.04%	85,150	394,945	76,250
Waimakariri District	42,100	20,175	12,868	107.22%	80,589	379,783	74,806
Whakatane District	33,900	26,544	8,999	100.59%	69,850	344,303	71,428
South Taranaki District	27,300	20,896	10,226	104.88%	61,272	315,911	68,724
Selwyn District	31,800	19,674	13,666	108.24%	70,289	345,756	71,566
Papakura District	43,700	15,584	8,693	100.00%	67,977	338,103	70,837
Mairangi - Piko District	30,300	18,841	9,461	100.00%	58,602	307,074	67,883
Upper Hutt City	37,900	20,427	7,982	100.00%	66,309	332,584	70,312
Manawatu District	28,300	26,014	9,461	100.70%	64,223	325,678	69,654
Taranaki District	17,600	17,363	15,504	105.63%	53,308	289,552	66,214
Ashburton District	26,900	13,628	10,024	100.00%	50,551	280,354	65,273
Waikato District	19,850	18,148	10,286	104.11%	50,267	279,369	65,138
Horowhenua District	30,500	14,450	6,670	100.65%	51,957	285,079	65,788
Masterion District	23,300	14,223	9,505	100.00%	47,029	268,142	63,599
Central Otago District	15,100	8,875	10,077	100.00%	34,053	223,140	57,431
Haurangi District	16,750	14,432	8,005	104.01%	40,759	246,398	60,519
Rangitikei District	14,600	18,696	10,894	107.59%	47,546	289,935	63,845
Clutha District	17,200	15,387	16,792	103.10%	51,940	285,023	65,783
Ruapahu District	13,150	13,694	8,604	115.43%	38,610	238,945	59,598
Kaipara District	18,050	18,805	7,369	100.00%	44,224	258,412	62,266
South Waikato District	22,800	12,382	5,443	107.69%	43,750	256,770	62,041
Central Hawkes Bay	13,150	11,162	13,271	100.00%	37,582	235,380	59,109
Westland District	7,870	7,324	5,417	101.50%	20,921	177,597	51,189
Hurunui District	10,850	11,230	5,805	102.57%	28,602	204,237	54,841
Waikato District	9,610	8,863	6,396	102.04%	25,376	193,047	53,307
Buller District	9,570	10,467	5,024	104.78%	26,258	196,105	53,726
Grey District	13,100	9,825	5,011	102.24%	26,561	204,096	54,821
Gore District	12,350	7,860	6,025	103.52%	27,157	199,225	54,154
Waimate District	7,020	6,826	4,979	104.23%	19,621	173,090	50,572
Wairoa District	8,410	10,051	3,771	111.75%	24,845	191,206	53,055
Banks Peninsula District	-	-	-	0.00%	-	-	-
South Wairarapa District	8,800	7,162	4,388	102.11%	20,780	177,110	51,123
Otago District	9,460	6,691	3,736	102.47%	20,380	175,722	50,932
Ooatiki District	9,530	5,205	2,873	101.45%	17,863	156,689	49,635
Stratford District	8,610	6,161	3,564	107.02%	19,622	173,093	50,572
Mackenzie District	3,730	5,068	2,520	103.87%	11,755	141,770	45,486
Carterton District	7,160	4,251	2,247	100.00%	13,659	149,536	46,779
Kawerau District	6,620	4,446	1,161	111.26%	13,604	149,311	46,741
TOTALS	3,913,770	2,583,088	1,330,682		8,075,272	30,022,041	5,191,446

A8

DISTRICT/CITY COUNCILS

Variables

	Points
Weightings	
Population	50.0%
Expenses	33.0%
Assets Gross	17.0%
	100%
	3,913,770
	2,583,088
	1,330,682
	7,827,540

X and Y for Change Factor

Change factor weighting for larger than	100%
Change factor weighting for negatives	100%

Indicative Pool - Points to remuneration

Points	Rate	Max
Flat Base		
18,360	4.080	93,808
51,000	3.468	74,909
103,836	3.310	176,868
207,672	2.942	351,750
311,508	2.416	857,202
415,344	2.416	908,109
519,180	1.891	1,104,472
623,016	1.471	1,257,227
726,852	1.119	1,373,414
830,688	0.786	1,455,072
934,524	0.681	1,525,822
1,038,360	0.525	1,580,367
	0.525	1,634,912

Mayor's Salary - Points to remuneration

Points	Rate	Max
Flat Base		
18,360	0.679	37,500
51,000	0.475	12,472
103,836	0.315	24,241
207,672	0.237	40,894
311,508	0.210	65,466
415,344	0.105	87,284
519,180	0.053	98,193
623,016	0.042	103,700
726,852	0.032	108,043
830,688	0.032	111,326
934,524	0.020	114,609
1,038,360	0.020	116,728
	0.020	118,846

Revised Elected Members Remuneration 2006

Total Remuneration Pool **1,078,343**

Mayor's Salary **132,151**

Details	Number	Current Salary	Percentage Increase	Change	Revised Salary	Total	Total from Pool
Council							
Mayor	1	126,457	(Fixed)	5,694	132,151	132,151	132,151
Deputy Mayor	1	69,551	5.0836910%	3,536	73,087	73,087	73,087
Standing Committees							
Chair City Development	1	66,390	5.0836910%	3,375	69,765	69,765	69,765
Chair Planning & Regulatory	1	66,390	5.0836910%	3,375	69,765	69,765	69,765
Chair Finance & Op Performance	1	66,390	5.0836910%	3,375	69,765	69,765	69,765
Committees							
Chair Hearings	1	56,431	5.0836910%	2,869	59,300	59,300	59,300
Minor Committees							
Chair Projects Special	1	56,431	5.0836910%	2,869	59,300	59,300	59,300
Chair Arts Special	1	56,431	5.0836910%	2,869	59,300	59,300	59,300
Chair Emergency Services		0			0	0	0
Chair Performance Review		0			0	0	0
Chair Tenders		0			0	0	0
Chair LTCCP & Annual Plan		0			0	0	0
Other Councillors	7	45,689	5.0836910%	2,323	48,012	336,082	336,082
Massey Community Board							
Chair	1	21,498	5.0836910%	1,093	22,591	22,591	11,295
Members	5	11,065	5.0836910%	563	11,628	58,138	29,069
Waitakere Community Board							

A10

Revised Elected Members Remuneration 2006

Total Remuneration Pool **1,078,343**

Mayor's Salary **132,151**

Chair	1	21,498	5.0836910%	1,093	22,591	22,591	11,295
Members	5	11,065	5.0836910%	563	11,628	58,138	29,069

Henderson Community Board

Chair	1	21,498	5.0836910%	1,093	22,591	22,591	11,295
Members	4	11,065	5.0836910%	563	11,628	46,510	23,255

New Lynn Community Board

Chair	1	21,498	5.0836910%	1,093	22,591	22,591	11,295
Members	4	11,065	5.0836910%	563	11,628	46,510	23,255

Total from Pool **1,228,173** **1,078,343**

All

Draft Waitakere City Transport Strategy 2006 - 2016

Executive Summary

Waitakere City is making the transition to a more sustainable urban form which maximises the benefits of the rail line and the three main town centres. A shift away from single occupancy vehicle travel to more sustainable methods of travel is a key requirement for a high quality of life, functioning town centres and neighbourhoods and a protected natural environment. This strategy is based on the Auckland Regional Land Transport Strategy 2005 and incorporates Waitakere City policies and objectives. This strategy includes a costed ten year transport programme which proposes how the Council will deliver the strategy.

Key Issues:

The following are key transport issues that have been identified in relation to Waitakere City:

- Health and environmental effects – Health and quality of life in terms of air quality and water quality – 253 deaths each year in the Auckland region are due to air pollution from motor vehicles; 1,500 tonnes of carbon dioxide is emitted each morning from traffic in the Auckland region; The region expects CO2 emissions to increase by 20% by 2016.
- Integration of land use and transport – High growth is required in the three main town centres to support passenger transport and restrict low density sprawl.
- Traffic congestion (mainly at peak times) - Congestion results in delays, time away from family and society, costs for business (estimated at one billion dollars a year for the Auckland region) and increased air emissions. The region expects traffic volumes to increase by 22% by 2016.
- Cost - Improvements to the transport system in Waitakere City must be affordable and the costs must be borne appropriately by ratepayers, users, developers, regional government and central government.
- Oil - Oil prices are expected to rapidly increase over the next 10 years and there are risks regarding security of supply. All infrastructure projects are likely to increase in cost. A deferral of a project will likely result in increased project costs in real terms. Fuel use for transport in the region is expected to increase by 26% by 2016.
- Approximately 56% of work force travels outside Waitakere City to work – The transport system needs to support local jobs and access to jobs outside Waitakere City.

- Insufficient density means more travel and inefficient for passenger transport – Significant investment is being made in rail. Waitakere City has been preparing for the upgrade of rail services particularly in relation to the town centres on the rail line. Increased growth in those town centres and increased rail trips are required. The region expects passenger trips to increase from 7% to 11% of morning peak trips in the region by 2016.
- Social isolation – Travel choice is limited in some areas, including the northwest and beyond the metropolitan area.
- Movement of goods and services – It is vital that the transport system enables efficient movement of goods and services in a growing local economy. The transport system needs to provide for more local activity in the long term.

Context:

There are important links between transport and other issues such as economic development, social cohesion, quality of life and quality of the environment. Transport is essential for economic activity for its residents and businesses. Transport is vital for people to get to work, access goods and services and participate in society. The integration of transport in the town centres is vital for their economic growth. The transport system impacts on peoples' safety, health, time and cost.

Transport is a significant consumer of energy and the dependence on the motor vehicle has brought a wide range of health and environmental problems. The negative impacts of transport include noise, air pollution and greenhouse gases, contaminated water runoff and transport-related wastes. The Council's role is to reduce these impacts in a manner that reflects and delivers on the community outcomes for Waitakere City. This is particularly significant in the context of increasing demand for energy and dwindling worldwide supplies of fossil fuels.

Waitakere City's population is growing by about 2% each year and the volume of traffic is increasing by about 3% each year. This is not sustainable in terms of the economy, the natural environment and the effects on communities.

Significant improvements in the transport system in Waitakere City and changes in travel choices are required in order to manage City growth in population and business. The City is in the process of catching up on investment in state highways, passenger transport (particularly rail) and cycle ways to meet current demands. This will provide some capacity to deal with existing demand and some future demand. In

order to manage City growth, significant improvements are needed in transport infrastructure, integration of transport with land use and a range of measures to manage the demand for travel and a shift to more sustainable modes of travel.

Historically, Waitakere City has been characterised by low density development and some concentration along the rail line. The city's urban strategy envisages intensification of urban development particularly in and around the three town centres of New Lynn, Henderson and Massey North/Westgate but also along other major transport corridors such as Lincoln Road.

The Auckland Regional Growth Strategy, adopted by all Councils in the region in 1999, requires such an approach to growth. The Regional Growth Strategy defined a metropolitan urban limit for the region in an attempt to constrain the urban sprawl and set targets for concentration of growth in growth nodes (the three main town centres) over the next 50 years. The Local Government Auckland Amendment Act requires that regional and city resource management plans incorporate the growth concepts of the Regional Growth Strategy.

The basic premise of this strategy is that compact cities are more sustainable because they are more efficient in the use of land, transport and infrastructure. Living in a compact city makes it easier for communities to access a range of employment, community and recreational opportunities with less travel.

Compact cities also support the development and improvement of passenger transport systems and so rely less on private cars to access these opportunities. This in turn contributes to more energy efficient transport, reduced air emissions and less vehicle pollutants in our waterways from stormwater run off. Consequently there is less pressure for sprawl and creating large distances for people to travel.

The Auckland Regional Land Transport Strategy sets the direction and funding priorities for roads, passenger transport and travel demand management in the Auckland region. This requires a balance of funding for state highways, roads, passenger transport, travel demand management, walking and cycling.

Vision:

“A sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere City being an eco city.”

Objectives:

Develop a sustainable, integrated transport system that:

- 1. Enables Waitakere City to achieve desired social, economic, environmental and cultural benefits for both current and future communities;***
- 2. Facilitates and promotes more sustainable travel modes;***
- 3. Supports implementation of the Auckland Regional Land Transport Strategy and Regional Growth Strategy in a collaborative manner;***
- 4. Integrates land use and transport;***
- 5. Facilitates and under-pins development of town centres and supports employment growth.***

Desired Outcomes:

- a) People have safe, effective, integrated and sustainable travel choice options;***
- b) Less traffic and more mobility through innovative travel demand management ;***
- c) Opportunity to live, work and play locally;***
- d) Land use is integrated with transport and both are mutually supportive;***
- e) Business and industry travel location needs are met in a sustainable way;***
- f) People have choices that enable them to participate in society;***
- g) Environment and human health is protected;***
- h) Reduced non-renewable energy use for transport in Waitakere City;***
- i) People work in a collaborative and innovative manner to maximise these outcomes.***

Strategic Options:

Three strategic options be developed, which are based on:

- the Auckland Regional Land Transport Strategy 2005;
- the community outcomes for Waitakere City; and
- the vision and objectives for transport in Waitakere City.

The following elements are common to each of the strategic options:

- Consistent with the Auckland Regional Land Transport Strategy direction and policies;
- Maintenance, renewals and safety programmes;

A15

- Travel demand management programme;
- Basic walking and cycling programme;
- Passenger transport programme;
- Basic roading programme;
- Provision for growth in the northwest assuming the MUL shift is approved.
- Provision for transport connections with Whenuapai airport on the basis that it is operational by 2016.

The following is a description of three strategic options, an indicative transport programme cost and expected outcomes:

Strategic Option 1 – “Better mobility, Less traffic”

The aim is to reduce the number of vehicle kilometres travelled per resident and to actively encourage people to walk, cycle, use passenger transport, car pool, travel less often and more locally. Traffic congestion in the short term would be permitted in the short term in order to make a shift towards sustainable travel. This approach requires provision of alternative modes of travel and advocating for a regional congestion charge. This option aims to reduce traffic in selected arterial roads where bus/HOV lanes would take up an existing lane of traffic. A significant shift towards more sustainable forms of transport would be necessary in order for people to get to where they want to go.

This is a low investment in roading in order to substantially invest in passenger transport and establish a travel demand management programme. High cost projects are excluded from the programme, for example: road widening to increase capacity, most new road connections, New Lynn undergrounding, Whau Crossing bridge and half the cycle network.

The direct cost of the ten year transport programme is approximately \$205 million to be funded out of rates, user charges, development contributions, regional and central government funding. This represents approximately a 10% increase in the current transport investment.

The expected outcomes of this option are likely to be:

- Reduction in the number of vehicle kilometres travelled per resident (currently 4,352 kilometres per resident per annum).
- Significant increase in passenger transport (more than 50% increase in

- passenger transport trips to work at peak times), passenger in a vehicle, walking and cycling and working from home.
- Moderate increase in vehicles on the roading network by 2016.
 - Congestion remains an issue and higher than at current levels assuming the shift to sustainable modes of travel.

Strategic Option 2 – “Better mobility, Managed traffic”

The aim is to maintain the number of vehicle kilometres travelled per resident and to actively encourage people to walk, cycle, use passenger transport, car pool, travel less often and more locally. Traffic congestion will be addressed by a moderate shift away from single occupant vehicle travel and some improvements on arterials and in town centres. This approach requires provision of alternative modes of travel and advocating for a regional congestion charge. This option aims to maintain current levels of traffic on selected arterial roads with options for bus/HOV lanes and some road widening. A moderate shift towards more sustainable forms of transport would be sought, with proposed congestion pricing expected to result in a significant shift.

This option comprises a substantial investment in passenger transport and a medium investment in roading focused on town centre connections and arterial improvements. A travel demand management programme would also be established. This option includes the New Lynn undergrounding project. Some high cost projects are excluded from the programme, for example: road widening to increase capacity, Whau Crossing bridge and half the cycle network.

The total cost of the ten year transport programme is approximately \$300 million to be funded out of rates, user charges, development contributions, regional and central government funding. This represents approximately a 60% increase in the current transport investment.

The expected outcomes of this option are likely to be:

- Maintain the number of vehicle kilometres travelled per resident (currently 4,352 kilometres per resident per annum).
- Moderate shift to passenger transport (up to 50% increase in passenger transport trips to work at peak times), passenger in a vehicle, walking and cycling and working from home.
- Moderate increase in vehicles on the roading network by 2016.
- Congestion remains an issue and at current levels assuming the shift to

sustainable modes of travel.

Strategic Option 3 – “Better mobility, Less Congestion / More road capacity”.

The aim is to reduce congestion in parts of the road network and to actively encourage people to walk, cycle, use passenger transport, car pool, travel less often and more locally. Traffic congestion will be addressed by increasing road connections in town centres and disconnected neighbourhoods, addressing congestion at selected intersections and increasing traffic flow on the arterial road network. This approach requires the provision of alternative modes of travel. In order to prevent the build up of congestion again it would be necessary to advocate for a regional congestion charge. This option aims to increase the traffic capacity on arterial roads with options for bus/HOV lanes and some road widening. A moderate shift towards more sustainable forms of transport would be sought, with proposed congestion pricing expected to result in a significant shift.

This option is expected to ease congestion (except during construction) at key parts of the roading network for a limited period of time until traffic builds up again. The uptake of passenger transport and other sustainable transport options is likely to be limited or deferred. This option may provide increased capacity of the roading network. This is expected to result in more traffic, better provision for bus/HOV lanes, and would benefit economic development with improved access to the state highway network. Further incentives such as road pricing would be required for significant numbers of people to shift to more sustainable forms of transport.

This is a full programme with investment in all modes, increasing the capacity of the road network. It is a high cost programme with investment in PT, roads and TDM. The total cost of the ten year transport programme is approximately \$370 million to be funded out of rates, user charges, development contributions, regional and central government funding. This represents approximately a 100% increase in the current transport investment.

The expected outcomes of this option are likely to be:

- Slight increase in the number of vehicle kilometres travelled per resident (currently 4,352 kilometres per resident per annum).
- Moderate shift to passenger transport (up to 40% increase in passenger transport trips to work at peak times), passenger in a vehicle, walking and

cycling and working from home.

- Moderate increase in vehicles on the roading network by 2016.
- Slight reduction in congestion on the arterials assuming the shift to sustainable modes of travel.
- Increased capacity of arterial roads.

The following are suggested to be considered by the Council in adopting a preferred strategic option:

- Close alignment with the vision, objectives and policies of the Auckland Regional Land Transport Strategy 2005.
- Stronger likelihood of receiving priority for funding from Land Transport New Zealand because of that alignment.
- The strategy's vision, objectives and policies are most likely to deliver on the outcomes identified by the community, particularly in relation to economic development, health and the environment.
- This is a balanced and sustainable strategy that aims to get the best out of the existing roading network, build new links where essential and get more people using passenger transport, walking, cycling, ride sharing, choosing to travel at a different time or not at all.
- This is an affordable strategy which provides benefits in the short and long term.
- This signals the need for sustainable transport decisions now.

Policies:

The policies set out in the Auckland Regional land Transport Strategy 2005 form the basis of this strategy. These policies are included as an appendix to the strategy.

Additional policies are required to reflect the Council's approach and the local requirements of Waitakere City, for example:

- Role of each mode in Waitakere City – set out in a section below.
- Role of transport corridors in Waitakere City - set out in a section below.
- The Council's proposed District Plan changes, including the proposed developments in the northwest.
- Road pricing in the region is required in order to reduce single occupant vehicle travel at peak times and to secure a reliable revenue source from road users.
- High occupancy vehicle lanes on selected arterial roads.

- Proposed parking charges in the Council's off-street car parks at Henderson, New Lynn and Westgate
- Advocate for transport connections with Whenuapai airport on the basis that it is operational by 2016.
- Advocate for central government legislation which taxes vehicle pollution into the air or stormwater system – "polluter pays".
- Building a new road connection will involve effective consultation and opportunity to consider alternatives and input into concept and will incorporate appropriate requirements for safety, walking, cycling, buses and freight.

Priorities:

Assessment criteria are being developed in relation to new transport projects to reflect the strategic option that is preferred by the Council. Criteria for prioritisation of a transport project or programme may include, for example:

- Contribution to local jobs – MUL shift, 3 town centres, Whenuapai airport, work from home or close to home.
- Sustainable travel – Shift away from single occupant vehicle travel and long trips. Need sustainable travel modes and shorter trips. Preferably not at peak times.
- Goods and services - To encourage economic development within Waitakere City, roads need to enable flow of goods and services and get people to work.
- Safety – Intersection treatment may be required to address pedestrian and vehicle safety.
- Social cohesion - Aim is to use the existing road space, with some connections and improvements and roads in new growth areas.

Role of modes:

Roads:

Roads provide for a variety of travel by cars, trucks, buses, cyclists and pedestrians parking, stormwater and a range of utility services. State highways and arterials provide for high volumes of traffic, particularly at peak times. Priority needs to given to buses, access to work and education and connections for goods and services.

Council's strategic priority for roading investment is maintaining the safety and use of the existing network. As a general rule, road widening or road connections will not

be undertaken only to improve private vehicular traffic. Consideration would be given in the context of safety, a town centre development, connectivity of neighbourhoods, improvement to the entire route (not just a local benefit), improvements to passenger transport, walking and cycling.

Development contributions provide an important funding source for new roads (as well as passenger transport, walking and cycling) in new developments.

Rail:

Rail will provide rapid high usage passenger transport within and outside Waitakere City. Other modes of transport will feed into the rail line, such as integrated bus services and park and ride facilities.

Rail services are expected to be of high quality with at least a train every 10 minutes at peak times. It is likely that rail services will result in some congestion at peak times for traffic crossing the rail line, with plans for grade separation developed over the next ten years.

Rail is core to the growth of town centres along the Western line. The major stations are Henderson and New Lynn, which are passenger transport interchanges. The upgrade of stations from New Lynn to Swanson is a priority. Planning for New Lynn station needs to be integrated with planning for New Lynn town centre. Plans include under-grounding of the rail line through New Lynn, removal of the awkward roundabout intersection with the rail line and a new bus interchange. The Council is vigorously pursuing the opportunity to grade separate the rail line at New Lynn; in our view this offers the best prospect for the future vitality and sustainability of New Lynn as a major town centre. Attracting and holding business activity, jobs and medium to high density residential development are essential to the Regional Growth Strategy and Waitakere City's economic development strategy.

Buses:

Bus services provide the broader connections with residential and commercial locations. Buses will always be an important part of the passenger transport system; the majority of people in Waitakere do not live within walking distance of a rail station and for them the bus will remain the most accessible form of passenger transport.

The Council aims to provide much more focus on developing bus related

infrastructure and to collaborate with ARTA for improved services, service quality and frequency. A key priority is proper bus stop signs and where appropriate bus timetable information and shelter.

Bus interchanges need to be established or upgraded at Henderson, New Lynn and Westgate.

Bus priority measures along key corridors are required to ensure bus services are more reliable and faster. Options of bus lanes and high occupancy vehicles lanes are being assessed. Transit NZ is proposing to establish bus shoulder lanes along State Highways in Waitakere City. Coordination with neighbouring territorial authorities is required.

Bus priority measures include the following:

- Bus lane / HOV lane
- Bus advance signal eg traffic light, ramp meter
- Bus advance lane
- Clearway
- Non-indented bus stop which holds up the flow of traffic
- Bylaw that vehicles must yield to a bus which signals to change lane or enter a lane

Note: There will be specific consultation on bus lanes/HOV lanes on specific routes prior to introduction.

The Council also proposes to 'future proof' priority measures for a rapid bus route linking Henderson and a future town centre at Westgate via Lincoln Road and the motorway.

Ferry:

Ferries represent a niche passenger transport market. Ferries may provide an important alternative to the motor vehicle. Successful ferry services have the majority of users as walk-up from the local catchment. The Council will focus on West Harbour and Hobsonville, with supporting infrastructure.

Consideration of a service at Te Atatu South is also being considered.

Walking and Cycling:

Walking is a fundamental component of almost every trip. Walking contributes to maintaining active and healthy lives. A town centre or neighbourhood centre which has a good walking environment enriches the quality of life of its residents and provides social, economic and environmental benefits.

Waitakere City's Walking and Cycling Strategy aims to promote the health and fitness benefits of walking and cycling and reduce the negative impacts of motor vehicles by:

- a. Increasing the proportion of short trips made by walking or cycling to major destinations (town centres, schools, bus and rail stations).
- b. Increasing the number of walking and cycling trips made for leisure.
- c. Supporting commuting by walking or cycling.

This requires the establishment of a network of routes for walking and cycling which connect to major destinations. The footpath network provides an important walking network. A safe cycle network also needs to be established, with dedicated cycleways, cycle lanes and sign-posted routes. The strategy aims to connect people with the town centres, schools, bus and rail stations and also the green network.

Travel Demand Management:

Travel Demand Management (TDM) seeks to reduce the need for travel, especially as a single occupant of a vehicle, by providing attractive alternatives and appropriate city form and land use. This is part of a regional programme which seeks to influence people's travel choices. Based on attractive alternatives and information, it is expected that people will minimise long trips and frequent trips as a single occupant of a vehicle.

TDM aims to encourage use of passenger transport, walking cycling, ride sharing, working from home, and travelling outside peak periods. This requires smart planning of the city form, land use, transport infrastructure and communicating/promoting more sustainable travel choices.

- Focus on complementary land use and transport policies that support goals of intensification and transport;
- Reduce need and distance travelled through land use intensification;
- Focus on New Lynn, Henderson and Westgate;
- Business Location and Freight strategy are developed;
- Implement Waitakere City's Walking and Cycling Strategy;

- Develop and promote alternatives to car through travel plans and other initiatives;
- Introduce pricing controls (parking and advocate for congestion pricing);
- Communicate plans so people understand the nature of the problem and that each and every one of us is part of the solution;
- Pilot projects that demonstrate sustainable approach to transport, for example, solar powered lights, education regarding fuel efficient vehicles, public support for alternative fuels;
- Advocate regionally and nationally for emission controls, catalytic converters, fuel standards, etc.

Transport Corridors

Rail Corridor – The rail corridor will provide for a rapid passenger transport service within Waitakere City and to Auckland City. The rail line is expected to be double tracked to Swanson, electrified, grade separated at New Lynn, with a cycleway alongside. The rail corridor is identified for high residential growth, with high density catchments up to 800 metres around each station accessible by walking and cycling. The corridor is required to be free of weeds and graffiti.

State Highway 16 – Volumes of traffic are expected to increase, particularly if extra lanes are provided. The following are expected along SH16: more buses (including express services) using bus shoulder lanes at peak times; walk and cycle way; congestion problems at on ramps in am and off ramps in pm and arterial connections; new interchange and connection to State Highway 18 by 2009; extension past Westgate is expected by 2014. An upgrade of Lincoln and Te Atatu interchanges is required to address current congestion problems.

State Highway 18 – State Highway 18 will improve essential economic linkages with North Shore and Rodney as well as economic centres in Waitakere City. Upon completion, it is expected that there will be high diversion of traffic from Hobsonville Road to SH 18, more buses (including express services) using bus shoulder lanes at peak times, and a walk and cycle way alongside. SH 18 provides direct access to Westgate and to Whenuapai airport.

Access to State Highway 20 – From the completion of SH 20 Mt Roskill extension to the Maioro Street interchange in 2009, until completion of the SH 20 Avondale extension, significant traffic is expected to be generated along Clark Street to

Wolverton and Tiverton Roads.

Great North Road – This corridor is expected to move high volumes of traffic. Options for bus advance lanes and signal pre-emption will be proposed.

Lincoln Road – This corridor is expected to move high volumes of traffic. There is currently poor integration with land use (competing purposes with schools, residential, retail, access to motorway, hospital, etc). Options for bus/HOV lane and signal pre-emption will be proposed.

Te Atatu Road – This corridor is expected to move high volumes of traffic. Options for HOV lane (using an existing lane) and traffic signals at Edmonton Road will be proposed.

Hobsonville Road – Council will seek transfer of control of Hobsonville Road from Transit NZ. High volumes of traffic need to be reduced after State Highway 18 is operational. Options for bus/HOV lane and cycleway will be proposed. Planning for neighbourhood centres along Hobsonville Road aims to provide the density to justify more bus services, slower speeds and addressing connections and safety issues.

Proposed Whenuapai airport – Road access to the Whenuapai airport needs to be protected to enable high volumes of traffic connecting with the proposed regional airport.

Proposed Whau Bridge Crossing – A joint study is required into the feasibility of a connection to Rosebank Peninsula; may provide an alternative connector and relieve pressure on Rata Street, Te Atatu Road and New Lynn; options for bus and cycle route will be considered.

Key Issues for Consultation:

Key issues for consultation include:

- Strategic options for transport in Waitakere City (including the cost to the Council under each option).
- Allocation of funding to each mode of transport (taking into account the feedback from the public consultation. on service levels).
- Significant high cost projects – particularly New Lynn undergrounding, cycle way along rail line, and the Whau bridge crossing.

A25

- The ten year programme in relation to the Council's preferred strategic option for transport, with an indicative description of the programmes for the other two strategic options for transport.
- Required changes in travel decisions by residents to more sustainable modes of travel.
- Proposed road improvements or connections.
- Proposed road corridors where bus priority measures are proposed to be introduced. (Note there will be specific consultation on bus lanes or high occupancy vehicle lanes on specific road corridors prior to introduction).
- Proposed formal and informal arrangements for car pooling.
- Proposed park and ride programme.
- Proposed cycle ways programme.
- Proposed parking charges in the Council's off-street car parks at Henderson, New Lynn and Westgate.
- The Council's advocacy position in relation to road pricing, tolling, public-private partnerships and 'polluter-pays'.
- Provision for goods and services vehicles.

Conclusion:

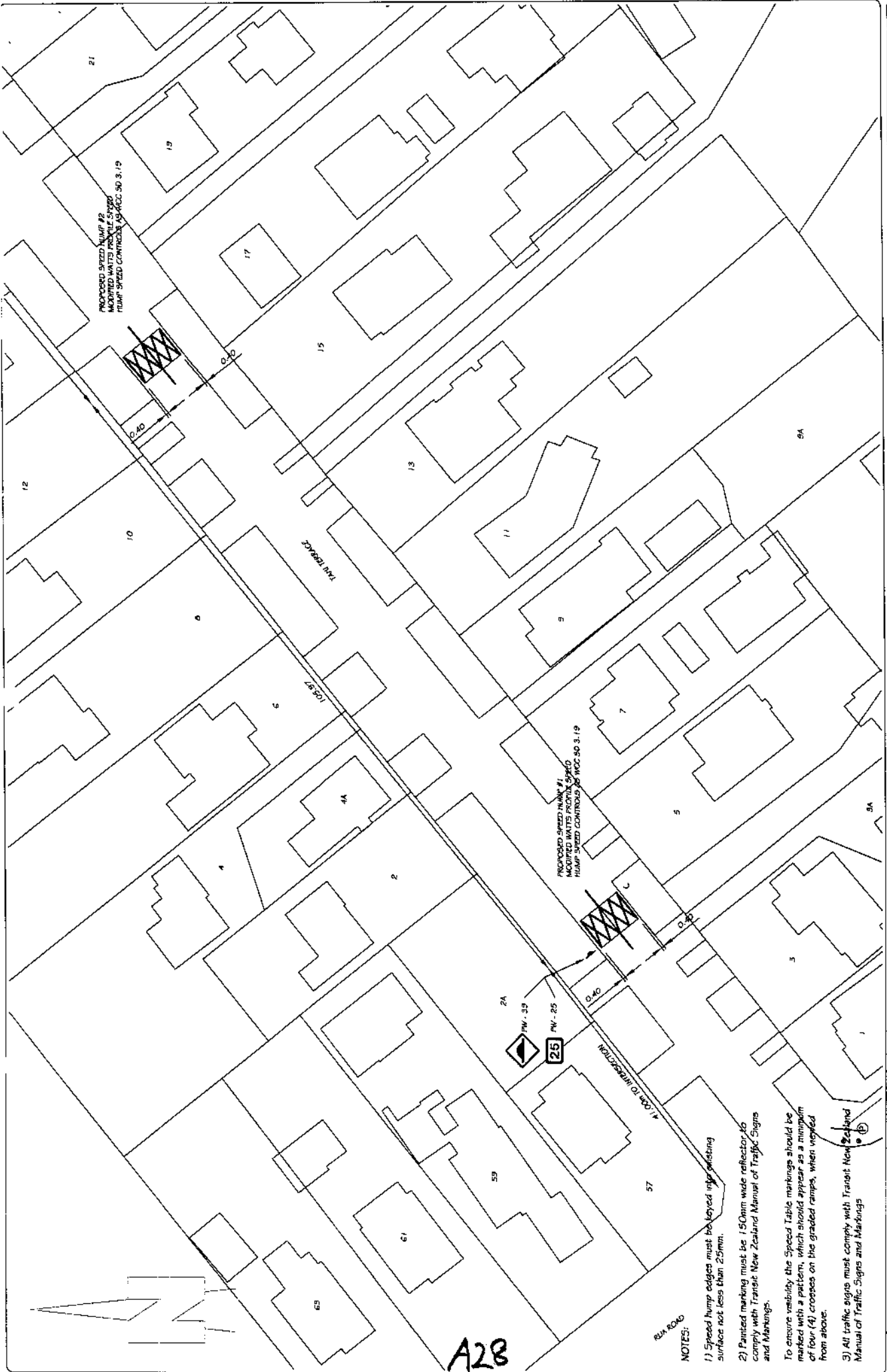
This strategy is an affordable and sustainable approach that aims to get the best out of the existing roading network and encourage greater use of sustainable alternatives - using passenger transport, walking, cycling, ride sharing, choosing to travel at a different time or not at all.

The key features of the Waitakere City Transport strategy are:

- Commitment to the essentials – maintenance of existing transport assets, safety, existing commitments, and operation of traffic systems.
- A balance of investment in roads, footpaths, passenger transport infrastructure, walking and cycling initiatives, and travel demand management measures.
- A commitment to integration between different modes of transport, with rail providing the backbone of passenger transport in Waitakere City.
- Planning for integration of transport and land use (i.e. the developments in the city are in the right places and have appropriate roads, footpaths, cycle way, access to passenger transport/state highway network AND transport initiatives are appropriate for the type of activity/development in the vicinity)
- The implementation of transport projects is smart, cost effective and planned

so that they directly contribute to the type of City that people want to live in, as reflected in the community outcomes.

This strategy has guided the 10 year transport programme that is included in the draft Long Term Council Community Plan. Public feedback on the strategy and the 10 year programme is sought before a final strategy and 10 year programme can be adopted.



A28

NOTES:

- 1) Speed hump edges must be keyed into existing surface not less than 25mm.
- 2) Painted marking must be 150mm wide reflector to comply with Transit New Zealand Manual of Traffic Signs and Markings.
- 3) To ensure visibility the Speed Table markings should be marked with a pattern, which should appear as a minimum of four (4) crosses on the graded ramps, when viewed from above.
- 3) All traffic signs must comply with Transit New Zealand Manual of Traffic Signs and Markings

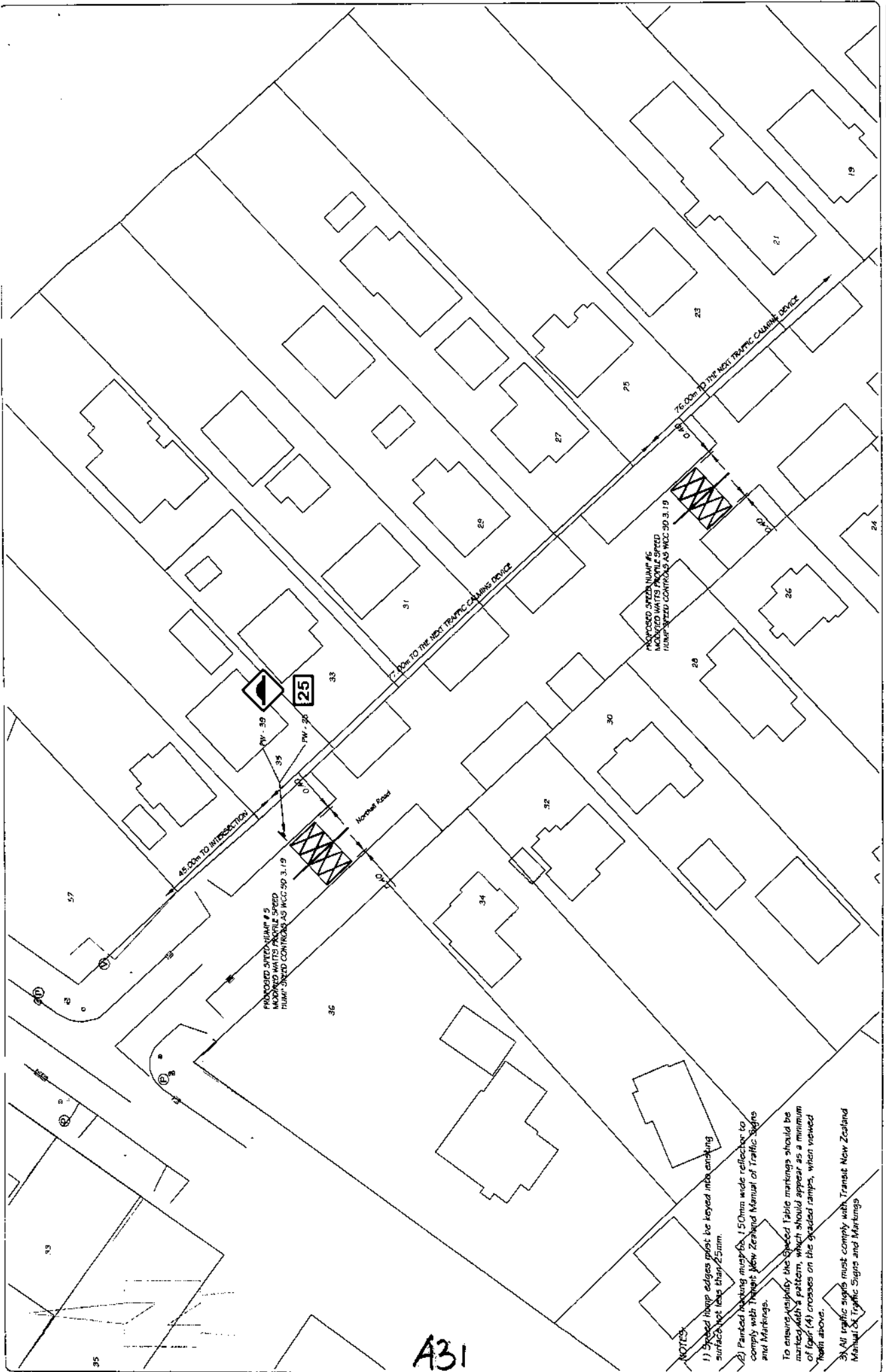
ISSUE	REVISION	DATE	DESIGNED	DATE	DATE	DATE
A	WCC DESIGN	28/10/03	CS	28/10/03	CS	28/10/03
B	WCC DESIGN	01/12/04	DRWHN	01/12/04	CS	28/10/06
C	WCC DESIGN	19/12/06	CHECKED	19/12/06	PN	
			APPROVED			

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AUCKLAND NEW ZEALAND

Waitakere City Council
Te Kaiti o Waitakere

TA05 046A FRUITVALE ROAD SAFETY IMPROVEMENTS
TAHI TERRACE TRAFFIC CALMING
SITE PLAN - 1 OF 3

AT SCALE	AS SCALE	AS SCALE	DATE
1:500	1:500	1:500	7/198A
DRAWN BY: FRUITVALE #1 SITE PLAN.DWG			REVISION: C



ISSUE	REVISION	DRAWN	DATE	DESIGNED	DATE	CHECKED	DATE	APPROVED	DATE
A	WCC DESIGN	CS	28/10/08	CS	28/10/08	CS	28/10/08		
B	WCC DESIGN	CS	31/12/08	CS	31/12/08	CS	31/12/08		
C	WCC DESIGN	CS	19/12/09	CS	19/12/09	CS	19/12/09		

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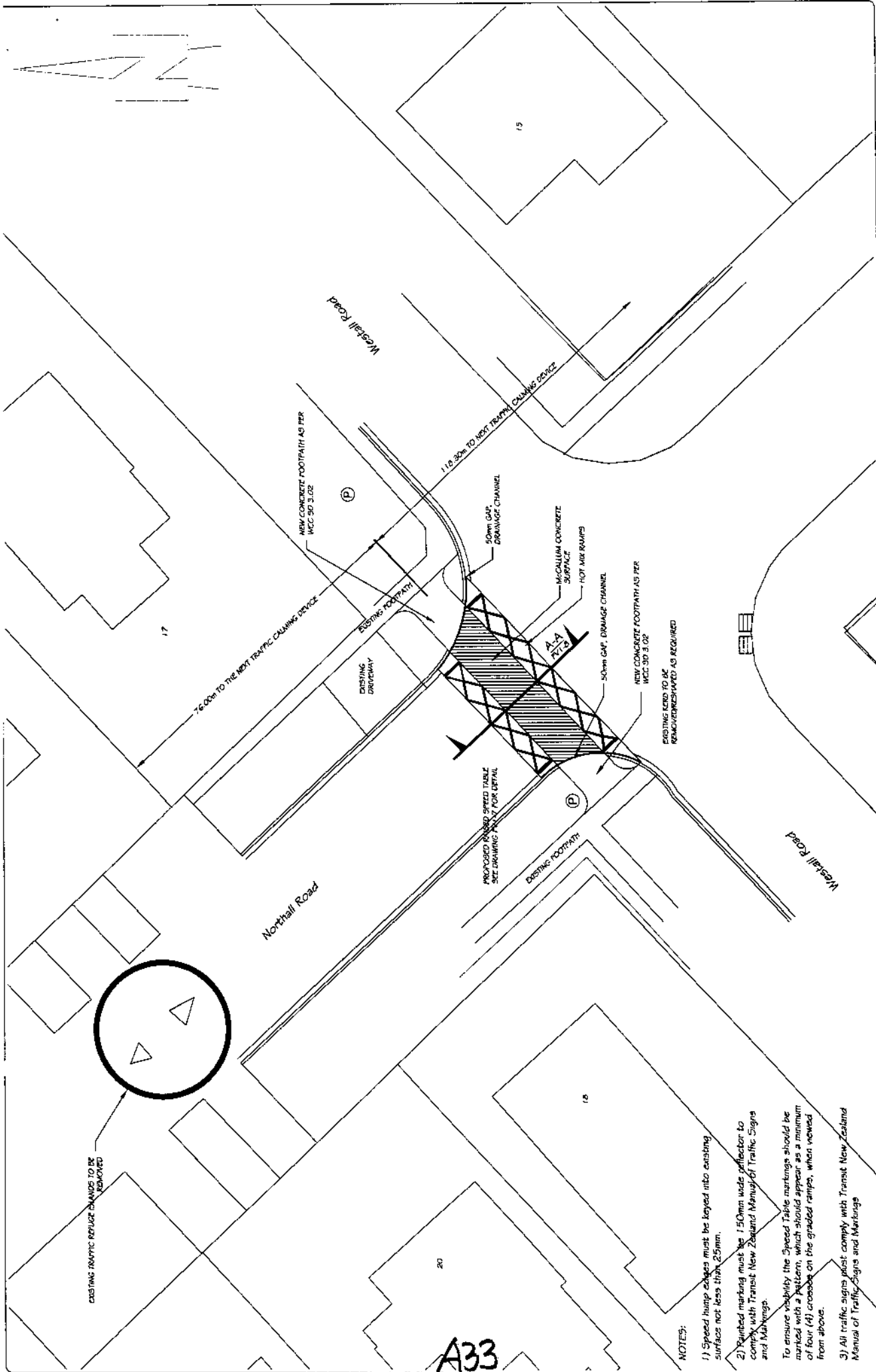
Waitakere City Council
14-14141414 P. Waitakere

TA05 046A FRUITVALE ROAD SAFETY IMPROVEMENTS
NORTHALL ROAD TRAFFIC CALMING
SITE PLAN - 1 OF 3

A1 SCALE 1:200
A2 SCALE AS SHOWN
DATE 19/12/09
DRAWN BY FV1-4
PROJECT NO. 7198A
REGION C

NOTES

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- Painted markings must be 150mm wide reflective to comply with Transit New Zealand Manual of Traffic Signs and Markings.
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- All traffic signs must comply with Transit New Zealand Manual of Traffic Signs and Markings.



NOTES:

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To ensure visibility the Speed Table markings should be marked with a pattern, which should appear as a minimum of four (4) crosses on the graded ramps, when viewed from above.
- 3) All traffic signs must comply with Transit New Zealand Manual of Traffic Signs and Markings

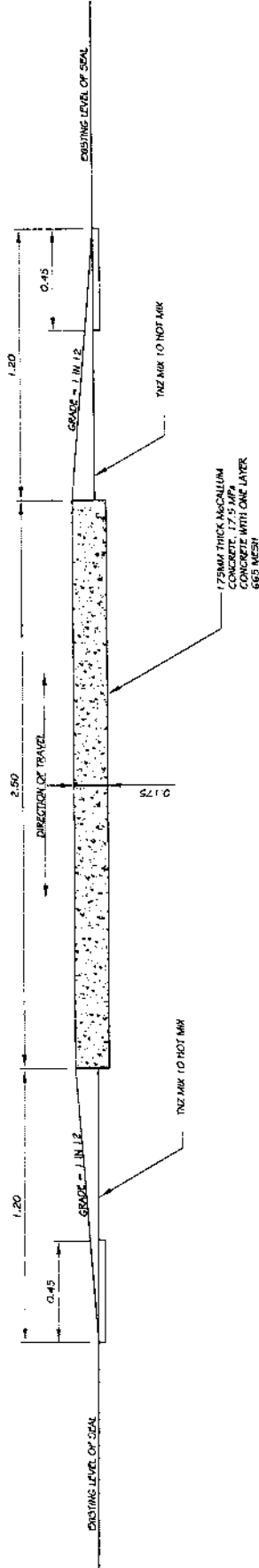
ISSUE	PROVISION	DRAWN	DATE	DESIGNED	CS	DATE	DATE
A	WCC DESIGN	CS	28/12/03	CS	CS	28/12/03	28/12/03
B	WCC DESIGN	CS	01/12/03	CS	CS	18/12/03	18/12/03
				CHECKED	PB		
				APPROVED			

SYNERGINE		SYNERGINE GROUP LTD PO BOX 6000 SYMONDS ST AUCKLAND NEW ZEALAND	
Waitakere City Council i.e. Taitua & Walters		SYNERGINE GROUP LTD PO BOX 6000 SYMONDS ST AUCKLAND NEW ZEALAND	

TA05 046A FRUITVALE ROAD SAFTY IMPROVEMENTS	AT SCALE	AS SCALE	JOB NO.
NORTHALL ROAD TRAFFIC CALMING	1:200	1:200	7198A
SITE PLAN - 3 OF 3	DATE OF ISSUE	DATE OF ISSUE	REVISION
			B

- NOTES:
- 1) Speed Table must be carefully constructed to match a full size template to the above dimensions.
 - 2) Table feather edge must not enter the channel of the kerb & channel.
 - 3) Table edges must be keyed into existing surfaces not less than 25mm.
 - 4) Tables centre portion of McCallum Concrete to be keyed into existing surface no less than 50mm.
 - 5) Painted marking must be 150mm wide reflector to apply with Transit New Zealand Manual of Traffic Signs and Markings.

To ensure visibility the Speed Table markings should be marked with a pattern, which should appear as a minimum of four (4) crosses on the graded ramps, when viewed from above.



TYPICAL CROSS SECTION OF A RAISED SPEED TABLE



A35

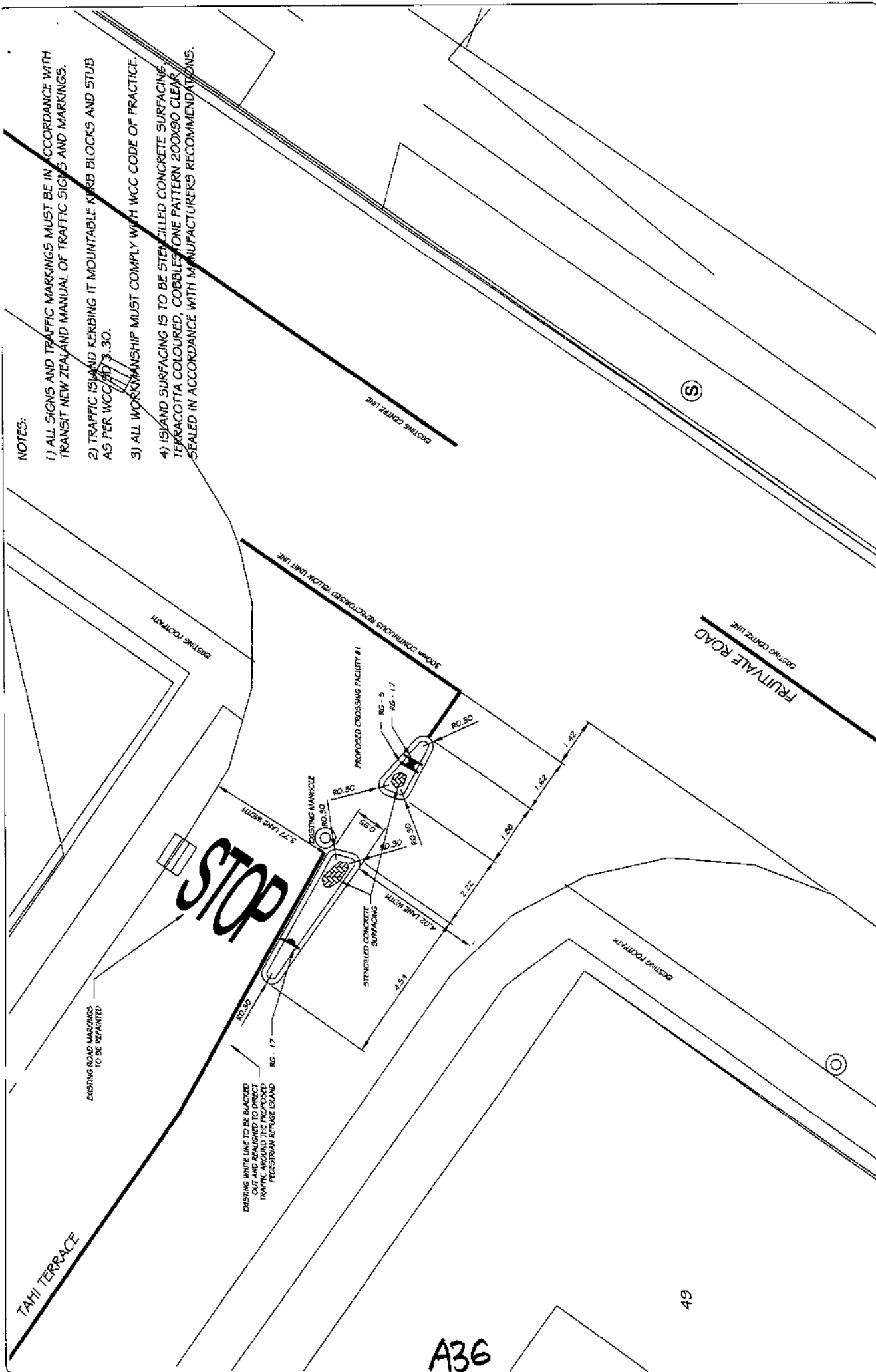
ISSUE	REVISION	DRAWN	DATE	DESIGNED	DATE	DATE	DATE
A	WCD DESIGN	CS	28/10/08	PH	28/10/08	CS	28/10/08
				CS		PH	
				PH			

SYNERGINE	SYNERGINE GROUP LTD PO BOX 8000 SYMONDS ST AUCKLAND NEW ZEALAND
Waiakere City Council PO. Box 9, Hillside	

TA05 046A FRUITVALE ROAD SAFETY IMPROVEMENTS	AS SCALE 1:20	AS NO. 7198A
PROPOSED RAISED SPEED TABLE	CD PROJECT	
TYPICAL CROSS SECTION	FRUITVALE #1 SITE PLANS DWG	
	CHASER NO.	
	FV1-8	
	REVISION	A

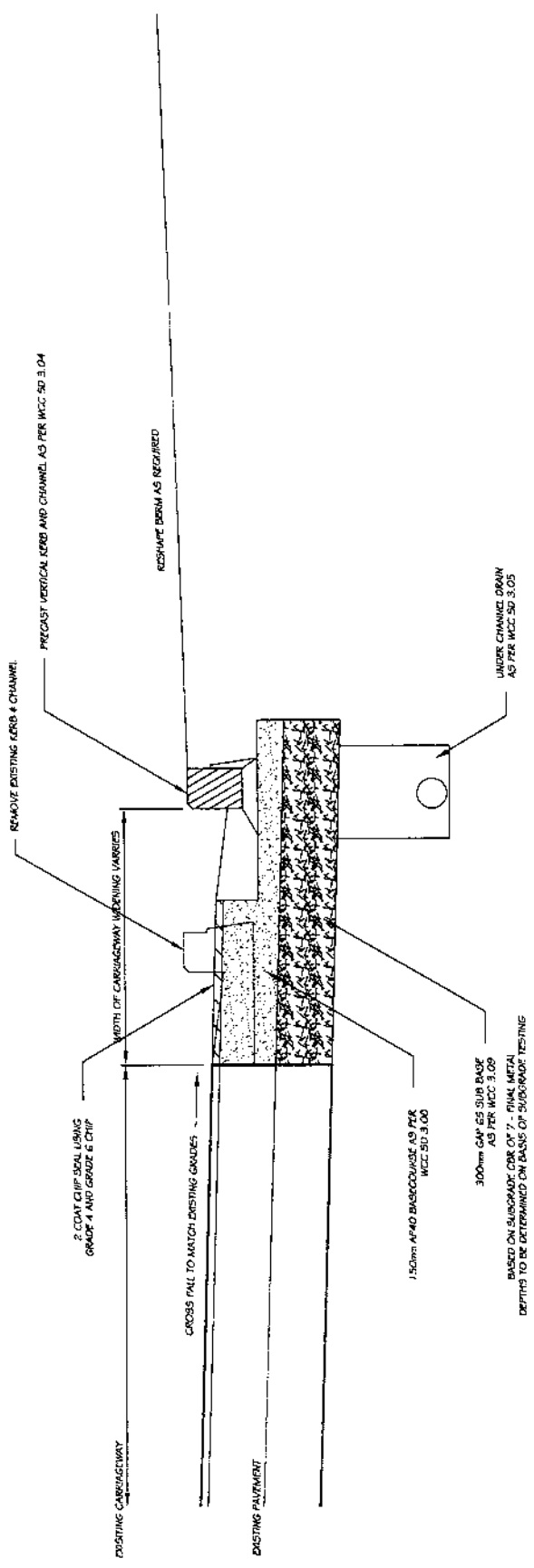
NOTES:

- 1) ALL SIGNS AND TRAFFIC MARKINGS MUST BE IN ACCORDANCE WITH TRANSIT NEW ZEALAND MANUAL OF TRAFFIC SIGNS AND MARKINGS.
- 2) TRAFFIC ISLAND KERBING IT MOUNTABLE KERB BLOCKS AND STUB AS PER WCC 2013.30.
- 3) ALL WORKMANSHIP MUST COMPLY WITH WCC CODE OF PRACTICE.
- 4) ISLAND SURFACING IS TO BE STENCILLED CONCRETE SURFACING TERRACOTTA COLOURED, COBBLES ONE PATTERN 200X90 CLEAR SEALED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



ISSUE	REVISION	DRAWN	DATE	DESIGNED	CS	DATE	DATE
A	WCC DESIGN	CS	28/10/05	CS	CS	28/10/05	28/10/05
B	WCC DESIGN	CS	09/12/05	DRWNN	CS	28/10/05	28/10/05
C	WCC DESIGN	CS	19/12/05	CHECKED			
				APPROVED			

SYNERGINE	SYNERGINE GROUP LTD PO BOX 8000 SYMONDS ST AUCKLAND NEW ZEALAND
Waitakere City Council	PO BOX 1002 01, HEATHCOTE
TA05 046A FRUITVALE ROAD SAFTY IMPROVEMENTS	
CROSSING FACILITIES IN TAHI TERRACE	
SITE PLAN	
DATE	28/10/05
SCALE	1:100
PROJECT NO.	7188A
REVISION	FV2-1
REVISION	C

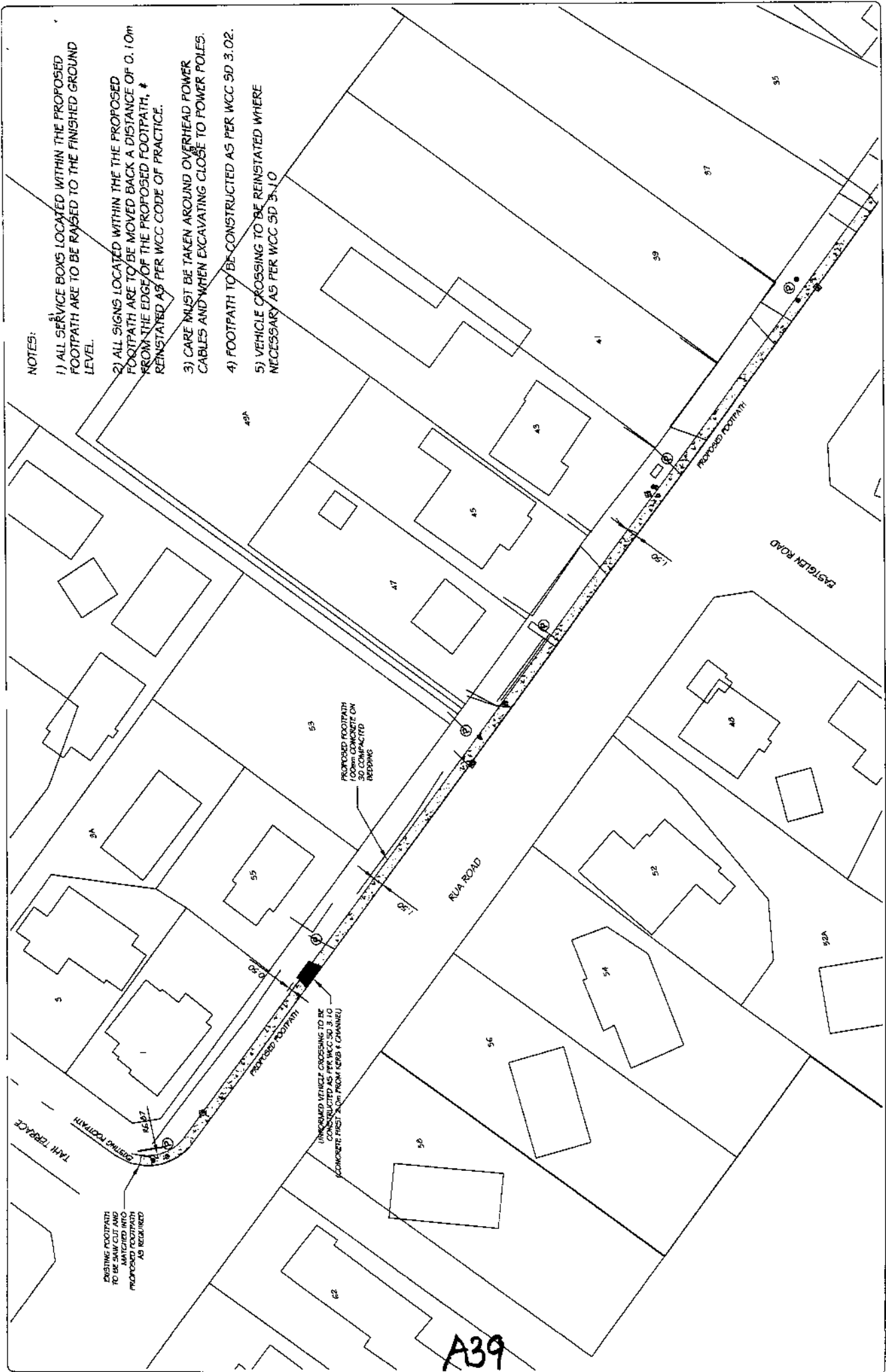


AA
AV2-2
TYPICAL CROSS SECTION OF CARRIAGE WAY EXTENSION

- NOTES:
- 1) SAW CUT EXISTING SEAL MINIMUM 100mm FROM EXISTING KERB AND CHANNEL AS REQUIRED
 - 2) EXCAVATED MATERIAL TO BE CARTED OFF SITE
 - 3) EXISTING UNDER CHANNEL DRAINAGE CAN BE LEFT IN PLACE

A38

ISSUE NO.	REVISION	DATE	DESIGNED	DATE	DATE	DATE	DATE
A		29/10/09	CS	26/10/09	CS	26/10/09	CS
			DRAWN		CHECKED		APPROVED
SYNERGINE				SYNERGINE GROUP LTD PO BOX 8000 SYMONDS ST AUCKLAND NEW ZEALAND			
Waiakere City Council Te Kaitiaki o Waikaiti				TA05 046A FRUITVALE ROAD SAFETY IMPROVEMENTS CROSSING FACILITIES IN NORTHHALL ROAD TYPICAL CROSS SECTION			
FRUITVALE SITE PLAN OVER				JOB NO. 7198A			
DRAWING NO. FV2-3				AS SCALE 1:20			
OWNER NO.				REVISED			
				A			



NOTES:

- 1) ALL SERVICE BOXES LOCATED WITHIN THE PROPOSED FOOTPATH ARE TO BE RAISED TO THE FINISHED GROUND LEVEL.
- 2) ALL SIGNS LOCATED WITHIN THE PROPOSED FOOTPATH ARE TO BE MOVED BACK A DISTANCE OF 0.10m FROM THE EDGE OF THE PROPOSED FOOTPATH, & REINSTATED AS PER WCC CODE OF PRACTICE.
- 3) CARE MUST BE TAKEN AROUND OVERHEAD POWER CABLES AND WHEN EXCAVATING CLOSE TO POWER POLES.
- 4) FOOTPATH TO BE CONSTRUCTED AS PER WCC SD 3.02.
- 5) VEHICLE CROSSING TO BE REINSTATED WHERE NECESSARY AS PER WCC SD 3.1.0

ISSUE	REVISION	DRAWN	DATE	DESIGNED	DATE	DATE	DATE
A		CS	27/10/05	CS	27/10/05	CS	27/10/05
				CHKD	PH		
				APPROVED			

SYNERGINE
SYNERGINE GROUP LTD
PO BOX 8000 SYMONDS ST
AUCKLAND NEW ZEALAND

Waitakere City Council
Te Titau o Waitakere

TA05 046A FRUITVALE ROAD SAFETY IMPROVEMENTS
FOOTPATH ALONG RUA ROAD
SITE PLAN - 1 OF 2

JOB NO. 7198A
AS SCALE 1:500
DWG ARCHITECT
FRUITVALE SITE PLAN/DWG
CHANGING NO. FV3-1
REVISION A

A39

NOTES:

- 1) ALL SERVICE BOXES LOCATED WITHIN THE PROPOSED FOOTPATH ARE TO BE RAISED TO THE FINISHED GROUND LEVEL.
- 2) ALL SIGNS LOCATED WITHIN THE PROPOSED FOOTPATH ARE TO BE MOVED BACK A DISTANCE OF 0.10m FROM THE EDGE OF THE PROPOSED FOOTPATH, & REINSTATED AS PER WCC CODE OF PRACTICE.
- 3) CARE MUST BE TAKEN AROUND OVERHEAD POWER CABLES AND WHEN EXCAVATING CLOSE TO POWER POLES.
- 4) FOOTPATH TO BE CONSTRUCTED AS PER WCC SD 3.02.
- 5) VEHICLE CROSSING TO BE REINSTATED WHERE NECESSARY AS PER WCC SD 3.10

