



Waitakere City Council  
Te Taiao o Waitakere

## NOTICE OF MEETING

# NORSGA URBAN DEVELOPMENT COMMITTEE

I hereby give notice that a meeting of the NorSGA Urban Development Committee will be held on:-

**DATE:** Monday, 14 September 2009 **TIME:** 9.30 am

**MEETING ROOM:** Council Chamber

**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.

9 September 2009

Desiree Tukutama  
**COMMITTEE SECRETARY**

Telephone (09) 836 8000 extn 8815

### MEMBERSHIP:

Councillors	LA	Cooper, JP (Chairman)	
	PA	Hulse (Deputy Chairman)	
	DQ	Battersby, QSM, JP	
	MFP	Chan, JP	
	RP	Dallow, QPM, JP	
	WW	Flaunty, QSM, JP	
	VS	Neeson, JP	
Councillor	P	Walbran	Auckland Regional Council
	(TBA)		NZRPG Management Limited
	Mr S	Bignell	Hobsonville Land Company Limited
	Mr M	Spearman	North West Waitakere Networking Group
	Mr W	McDonald	New Zealand Transport Agency
Observer	Mr P	Clark	Auckland Regional Transport Authority
			Mr I Midgley (alternate)
			TBA (alternate)

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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(Meeting Room could be subject to change)

(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 NORSGA URBAN DEVELOPMENT COMMITTEE  
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL,  
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON  
MONDAY, 14 SEPTEMBER 2009, COMMENCING AT 9.30 AM**

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**1 APOLOGIES**



**2 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 Committee 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 Committee 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.



**3 REGISTER OF INTEREST**

**Reported as at 14 September 2009**

	<b>Name</b>	<b>Organisational Position</b>	<b>Other - e.g.: Land Holdings (Physical Address)</b>
1.	Cr Linda Cooper	Trustee - Waitakere Licensing Trust	Not Applicable
2.	Cr Derek Battersby	Trustee-Portage Licensing Trust Director WATS Board	Not Applicable
3.	Cr Peter Chan	Not Applicable	Not Applicable
4.	Cr Ross Dallow	Not Applicable	Not Applicable
5.	Cr Warren Flaunty	President - Waitakere Licensing Trust Elected Member - Waitemata District Health Board Director: Westgate Pharmacy Limited	Not Applicable

	Name	Organisational Position	Other - e.g.: Land Holdings (Physical Address)
6.	Cr Penny Hulse	Director - EECA	Not Applicable
7.	Cr Vanessa Neeson	Chairman: TLA Electoral College President: Village Green Quilters Director: BK&VS Neeson Limited	26 Wiseley Road, Hobsonville 5B Westergrove Road, West Harbour
8.	Cr Paul Walbran	Chairman Strategy and Planning Committee, Auckland Regional Council Director: Auckland Regional Holdings Director: Sea+City Projects Limited	Not Applicable
9.	Sean Bignell	Chief Executive Hobsonville Land Company Limited	Not Applicable
10.	Murray Spearman	CEO Waitakere Licensing Trust West Auckland Trust Services	3 Cellar Court, Westgate 118 Hobsonville Road, Hobsonville
11.	Ian Midgley	Not Applicable	Precinct C Massey North Precinct A Massey North (part of) 19-21-35 State Highway 16 575 Don Buck Rd, Massey
12.	Wayne McDonald	Not Applicable	Not Applicable



#### 4 **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.



## 5 CONFIRMATION OF MINUTES

Meeting Minutes - Monday, 13 July 2009

It is recommended that the NorSGA Urban Development Committee resolve to:

**Receive** the minutes of the meeting of the NorSGA Urban Development Committee held on Monday, 13 July 2009, as circulated, and that they be taken as read and now be confirmed.

## NORSGA FORUM

A1-A3

A discussion record of the NorSGA Forum held on Thursday, 20 August 2009 is circulated with the agenda at pages A1 to A3 for information only.



## 6 PRESENTATIONS

### A PROJECT OVERVIEW

Graeme Campbell, Director: Strategic Planning will present an update on the Project Overview to the NorSGA Urban Development Committee.

### B NEW ZEALAND TRANSPORT AGENCY

Provision has been made for the New Zealand Transport Agency to provide an update to the NorSGA Urban Development Committee.

### C AUCKLAND REGIONAL COUNCIL

Provision has been made for the Auckland Regional Council to provide an update to the NorSGA Urban Development Committee.

### D AUCKLAND REGIONAL TRANSPORT AUTHORITY

Provision has been made for the Auckland Regional Transport Authority to provide an update to the NorSGA Urban Development Committee.

### E MEMBERS REPORTS

Provision has been made in the agenda for Committee Members from the New Zealand Retail Property Group Management Limited Hobsonville Land Company Limited and the North West Waitakere Networking Group to provide an informal update on matters related to the planning and development of the NorSGA development.

### F DISTRICT PLAN CHANGES/APPEALS

Eryn Shields, Principal Planner, will update the Committee on the status of appeals lodged in relation to proposed District Plan Changes 13-15.

### G RESOURCE CONSENTS IN THE NORSGA AREA

Micheal Campbell, Group Manager: Consents will provide a verbal update on resource consents in the NorSGA area.

## H INFRASTRUCTURE FUNDING AGREEMENTS

Denis Sheard, Manager: Legal Services/General Counsel will provide a verbal update on Infrastructure Funding Agreements for the NorSGA area.

## I COMMUNICATIONS PLAN LIAISON GROUP

Fiona Cunningham, Public Affairs, will provide a verbal update on the progress of the Communications Plan Liaison Group.



## 7 NORTH-WEST WAITAKERE BUS SERVICE REVIEW

### **GLOSSARY**

NorSGA Urban Development Committee	(the Committee)
Auckland Regional Transport Authority	(ARTA)
Auckland Regional Council	(ARC)
Passenger Transport Network Plan	(PTNP)
Central Business District	(CBD)

### **EXECUTIVE SUMMARY**

The purpose of this report is to advise the NorSGA Urban Development Committee (the Committee) of the Auckland Regional Transport Authority's (ARTA) review of bus services in the north-west of Waitakere, currently in the public consultation phase, and bring a number of issues to the Committee's attention. ARTA staff will make a presentation to the Committee at the meeting and will be available to answer any questions. The key issues relating to the areas covered by the Committee include:

- The proposed elimination of bus services in Whenuapai and Herald Island;
- The proposal to introduce bus service into the Hobsonville Point area at the outset of development, linked to the Hobsonville ferry service;
- The limited level of bus service being provided at the outset of development of NorSGA; and
- The proposed introduction of bus service along the whole length of Hobsonville Road.

### **RECOMMENDATION**

It is recommended that the NorSGA Urban Development Committee resolve to:

**Receive** the North-west Waitakere Bus Service Review report.

### **BACKGROUND**

1. The current bus network in the north-west of Waitakere has improved over the years from a complex network of un-numbered bus services providing low frequency, non-clock face services, running long, circuitous routes providing a reasonable level of penetration but focussed on the Auckland Central Business District (CBD) as the key destination. These services were operated by Whenuapai Bus Company under comprehensive service level agreements with the then Auckland Regional Authority.

2. After the deregulation of public transport in 1989, the existing services were re-tendered as is by the Auckland Regional Council (ARC) in 1991. The level of network complexity was such that every single trip in the Massey, Hobsonville and Whenuapai areas had to be tendered individually as there was no discernible pattern of routes through these areas.
3. Since 1991, there have been a series of “holding” reviews. The network has been gradually improved with the introduction of clock-face timetables (where buses always leave at the same times past the hour), and improved service frequencies.
4. In August 2003, the ARC implemented redesigned bus services in Waitakere in conjunction with the opening of the Britomart Transport Centre. This review was another interim “holding” review that tweaked the existing bus services on short contracts and provided the following service improvements:
  - Improved hourly Sunday service frequencies on some major routes (but not in Massey or West Harbour which retain two to three-hourly Sunday services);
  - A rationalised route structure in the Massey area;
  - Improved services between Waitakere and the North Shore, including the introduction of Sunday services for the first time; and
  - Improved access to Westgate for bus services in the north-west of the City.
5. ARTA, which took over the passenger transport functions of the ARC in December 2004, proposed in early 2005 to undertake a comprehensive review of bus services within Waitakere for implementation from late 2006 to early 2007. Originally the implementation was for 1 July 2006 when the short contracts that came into force in August 2003 were due to expire.
6. The Waitakere bus services review was first reported to the City Development Committee on its meeting on 3 March 2005. In that report, a series of principles, summarised below, were endorsed by the City Development Committee. These principles were provided to ARTA at the outset of the review process.
  - **Bus/Rail Integration:** Waitakere would like to see the opportunity maximised for customers to connect between buses and trains, especially at New Lynn and Henderson.
  - **Catering for New Development:** New bus services should be introduced in conjunction with, rather than significantly later than, new residential and commercial development.
  - **Supporting Town Centre Development:** The bus services review needs to support ongoing efforts to improve public transport access to, through and from the key town centres of Westgate, Henderson and New Lynn.
  - **Waitakere Central Transport Centre:** Changes in bus services should be introduced at the same time as the opening of the Waitakere Central Transport Centre and the completion of double-tracking to Henderson.
  - **Long Haul and Local Trips:** The bus services review should consider the appropriateness of express routes for long haul trips and local routes and connections for local trips.
  - **Bus Priority Measures:** Along routes where bus priority measures are introduced, increased frequency of services is required to take advantage of faster and more reliable trips in order to increase patronage.

7. In 2006, ARTA released the Passenger Transport Network Plan (PTNP) which was designed to implement the “high passenger transport” element in the 2005 Auckland Regional Land Transport Strategy and provides ARTA’s planned pathway to upgrade the region’s passenger transport system to double system patronage to 100 million rides per annum in 2016. The Waitakere bus services review, of which the review of services in the north-west of Waitakere is the first stage, is a key tool to move towards implementation of the PTNP in Waitakere.
8. In the last four-and-a-half years, the bus services review has been very significantly delayed, due to work programme pressures and competing priorities at ARTA. Significant work on the review has only occurred in the last year in an iterative process with Council officers, allowing the Council to have a significant influence in shaping the proposed bus service structure.
9. In the meantime, the Council has invested significant effort in formalising the previous network of informal bus stops in the Massey and West Harbour areas. A large number of these stops were resolved by the Massey Community Board at its meeting in March 2006. Since then, effort has gone into closing gaps in bus stop coverage so that there are bus stops roughly every 400 metres on bus routes. In addition, bus shelter installation has been rolled out in these areas. The Council is currently working with ARTA to provide real-time information signs for the two bus stops in the existing Westgate Shopping Centre.
- A4-A5 10. ARTA wrote to the Council on 16 April 2009 providing an update on the Waitakere bus service review and proposing a staged approach to the implementation of service improvements and a two-stage process for implementing the review. This letter is attached at pages A4 to A5. Due to budgetary constraints, initial bus service improvements will need to be within existing budgets, which limits the opportunity for significant improvements in service frequencies. However, ARTA has committed to the “implementation of a base network of services that are aligned to the PTNP, with a progressive increase in frequency and hours of operation to PTNP standards as future operational expenditure becomes available.”
11. ARTA officers have since advised that the two-stage review process outlined in the letter has been modified with the removal of parts of Te Atatu, Te Atatu Peninsula, Ranui and Swanson from the first stage of the process. The modified approach has enabled ARTA to focus on services in Massey, West Harbour and Hobsonville which have been identified as the Council’s first priority for service improvements. It is possible this option will enable implementation to take place as early as November 2009 when the latest contract extensions expire.
12. Currently, bus services operate from most parts of the City direct to downtown Auckland without the requirement to transfer, admittedly with slow, circuitous and infrequent services. This service structure was appropriate when the rail network was severely run-down. However, the capacity of rail – along with rail patronage itself – has doubled over the last three years and enormous public-sector investment is going into developing the urban rail network as the region’s passenger transport spine. ARTA is planning to have 10-minute peak train services across the core urban rail network from late 2010 to maximise the Government’s significant investment in revitalising Auckland urban rail. However, as the NorSGA area will only be served by bus and ferry services, some direct service to the Auckland CBD will be retained at all times.
- A6-A13 13. ARTA has now completed the public consultation phase for the implementation of reviewed services in the northwest of Waitakere. The consultation brochure is attached at pages A6 to A13. ARTA staff will make a presentation at the meeting about the proposed new bus network and will be available to answer questions from the Committee.

## DECISION MAKING

14. Responsibility for the planning and funding of urban passenger transport in the Auckland region is the responsibility of ARTA. The Council has a role in providing supporting on-road infrastructure, including bus stops and interchanges, bus shelters and information infrastructure at bus stops. In addition, the Council has an advocacy role and is a valuable source of local knowledge about travel patterns and destinations for our residents.

## Issues

### Services on Hobsonville Road

15. An earlier iteration of the review provided for the introduction of high-frequency bus services on Hobsonville Road between Waitakere and the North Shore, providing support for Council's plans for the Hobsonville corridor. However, the recent abolition of the planned regional fuel levy by the Government, combined with reduced levels of income from Auckland Regional Holdings, means that the fundable level of bus service in the NorSGA area is not significantly changed from the current generally hourly service levels. However, ARTA is planning to resume operating bus services on the full length of Hobsonville Road after a break of many years.
16. The revised bus route being proposed by ARTA between Waitakere and North Shore is significantly improved from the current circuitous service. It will travel via the Westgate Drive Extension (once it is vested in the Council and opened), Hobsonville Road and will travel via the Northern Busway from the Constellation Station to the Smales Farm Station before travelling to Takapuna. Officers expect that this will deliver significantly improved service reliability and will strengthen the public transport connection between Waitakere and North Shore cities.
17. ARTA has expressed the desire for improvements to pedestrian access across Hobsonville Road where there are bus stops. There are currently no signalised intersections east of the current temporary signalised roundabout at the Hobsonville Road motorway interchange, apart from at Hobsonville Primary School. Traffic flows will remain high on Hobsonville Road until the remainder of the Upper Harbour Motorway opens in early 2012. There are few safe gaps for pedestrians to cross Hobsonville Road safely, especially at peak times. For pedestrians with reduced mobility, the situation is even worse. As Hobsonville Road is a State Highway and not a Council road, there are limited options to address this issue prior to 2012 when the road is likely to be vested in the Auckland Council. It is proposed that Council officers advocate with the New Zealand Transport Agency for interim pedestrian improvements on Hobsonville Road around bus stops.

### Hobsonville Ferry and Hobsonville Point

18. ARTA advises that the Hobsonville ferry service is planned to be implemented in the 2010/2011 financial year. Previously, the funding of bus services to the Hobsonville Point area was unresolved as ARTA stated that it did not have the funding to provide services to newly developing areas at the outset of development. ARTA's view was that developers should fund such services until such time that ARTA is in a position to take these over and fund them itself. As the result of a Memorandum of Understanding signed between ARTA and the Hobsonville Land Company, ARTA has since agreed to provide a bus service, initially hourly, linking the Hobsonville Airbase to Hobsonville Village, Westgate and Henderson, as soon as development gets underway. This service will be integrated with the ferry service, once it is operating.

### **Supporting Town Centre Development**

19. The Council is planning for a bus interchange in the heart of the new Westgate Town Centre that will provide excellent public transport accessibility. ARTA has also undertaken to extend bus services currently serving the existing Westgate centre to the planned bus interchange in the new Westgate Town Centre as soon as the bus interchange is completed and there is some development within the new centre. Council officers consider that the initial level of service being offered to Westgate is disappointing and is not sufficient to encourage a significant modal shift to buses. However, as noted above, ARTA has committed to improving service levels as soon as its financial resources allow.

### **Long Haul and Local Trips**

20. The bus services review focuses on shorter, more direct bus services feeding rail at Henderson, with about half the services continuing to the Auckland CBD. There will be a timed-transfer on a single ticket for passengers on trips terminating in Henderson who wish to continue towards the Auckland CBD. This reflects the reality that most trips in this area outside of peak times have either Westgate or the Henderson CBD as their origin or destination.
21. In peak periods, direct express bus services to the Auckland CBD will be retained. This reflects the reality that most trips in peak times are focussed on the Auckland CBD. In addition, local service to Henderson and Westgate will operate half-hourly at peak times.

### **Bus Priority Measures**

22. The Council's planned upgrade of Hobsonville Road includes bus advance areas on the approaches to the future signalised intersections and there are a number of bus priority measures planned for the new Westgate Town Centre. This will be of significant benefit to ARTA's future plan for high-frequency bus services linking the North Shore with Westgate, Henderson and New Lynn.

### **Services in Whenuapai and Herald Island**

23. There are trade-offs in any service redesign. In Waitakere's case, this involves the removal of some expensive-to-operate and poorly patronised services outside the Metropolitan Urban Limit to Whenuapai and Herald Island. ARTA is proposing to reallocate these service resources to bus services in socially and transport deprived parts of the city such as Massey, which will get some improvement to service. ARTA has undertaken to look at resuming services to Whenuapai in the event of a commercial airport being opened there. ARTA has been requested to support community based travel initiatives, such as community hitching posts, to provide an alternative to bus services in areas where bus services are withdrawn.

### **Integrated Ticketing**

24. ARTA introduced a paper-based integrated ticket on the North Shore in conjunction with the opening of the Northern Busway in February 2008. This was an interim measure until a smart-card based integrated ticketing system could be introduced region-wide. The timing for the implementation of regional integrated ticketing appears to be sliding owing to the range and complexity of issues around its implementation. ARTA advises that the newly proposed version of Phase One of the integrated ticketing project will not require the same amount of integrated ticketing which in turn reduces the chance of further delays to implementation.

25. Council officers believe that for the new service structure to maximise patronage, as many barriers to entry to public transport need to be eliminated prior to its implementation. To this end, Council officers believe that, as a minimum, a paper-based integrated ticket is required to be in place in advance of the new service structure so that passengers can transfer between bus and train without having to pay a second fare. ARTA has indicated that it is "looking to develop an integrated ticket to be implemented in conjunction with the proposed network changes." This would have included the possibility of a combined bus-rail ticket for people from the Massey area to be able to transfer to trains at Henderson without the need to buy a second ticket from the implementation date of the reviewed services.
26. A key concern for the Council has been ARTA's exclusion of ferries from its plans to provide integrated ticketing. ARTA plans to continue to charge fixed point-to-point fares on ferries rather than have integrated fares between ferries and connecting public transport services, such as the planned bus service between the Hobsonville ferry wharf and Westgate. Council officers believe that there is no justification for excluding one mode of public transport from the full benefits of integrated ticketing, namely the ability to pay a single integrated fare for a point-to-point journey, irrespective of the number of modes or transfers required to complete this journey.
27. ARTA now advises that the reduced scope of the first stage of the bus service review, and the fact that it needs to be carried out within existing resources, means that a paper-based integrated ticket now cannot be introduced with the first stage of the Waitakere bus service review. This may now need to wait until the implementation of the integrated fares element of the integrated ticketing project.

### **Fare Zones**

28. The Government has announced that it is planning to review elements of the Public Transport Management Act 2008, which has significant potential to impact on previously planned changes to public transport procurement and contracting arrangements. Owing to this, ARTA plans to retain the existing stage-based fare structure in the short term. Longer-term, ARTA still plans to introduce a simpler zone-based fare structure which, in conjunction with the introduction of integrated fares and later integrated ticketing, will significantly enhance the attractiveness of public transport.
29. A particular issue for the area of the service review is the anomaly created by having a fare stage boundary at the Massey West shops and at Makora Road. This fare stage boundary means that it costs the same or more to travel from Westgate (\$7.50 adults, \$4.30 concession) to the Auckland CBD, a distance of 17 kilometres, as it does from Papakura (train \$6.30 adult; \$3.80 concession; bus \$7.50 adult, \$4.30 concession) to the Auckland CBD, a distance of 31 kilometres. It also means that anyone in Massey south of the Massey West shops needs to pay a two-stage fare (\$3.20 adult, \$1.80 concession) to access their nearest major town centre at Westgate. The stage fare system was introduced in the early 1980s on the fundamental premise that people would have access to their nearest major centre for a one-stage fare. Council officers believe that the fare stage boundary at Massey West is an unnecessary barrier to travel and an undue burden in an area which has pockets of significant social deprivation. It also is a significant anomaly in the current regional fare system. Council officers believe that moving the fare stage boundary from Massey West to Westgate would resolve this issue.
30. ARTA has advised that this issue cannot realistically be addressed at this stage as they are negotiating the service changes with the incumbent operator within existing resources. If the fare stage boundary were shifted, the operator would no doubt want compensation for reduced farebox revenue, therefore increasing the cost to ARTA and decreasing the level of bus service that could be provided.

## STRATEGIC CONTEXT

31. The implementation of reviewed bus services in the north-west Waitakere would contribute to the achievement of the following strategic outcomes.
  - a. **Social Strategy:** Build strong, resilient communities and develop community leadership, and Develop Waitakere's community infrastructure and assets.
  - b. **Environment Strategy:** Low carbon city encouraging planting of more trees and creating alternatives to fossil fuel use.
  - c. **Transport Strategy:** Make significant improvements in passenger transport, walk and cycle ways and incorporate these elements, as appropriate, in road improvements, Encourage alternatives to single-occupant vehicle use and Implement a range of measures to manage the demand for travel, instead of building more roads or wider roads to meet predicted demand.
  - d. **Growth Management Strategy:** A dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all.

## CONSULTATION

32. The proposed position set out in this report follows on from previous Council resolutions which strongly support a much improved bus system. Internal consultation has taken place as part of the bus services review process.
33. A workshop on the bus services review was held with Councillors and Community Board Members in November 2008.
34. Any consultation needed with Maori was the responsibility of ARTA. The Council offered the use of Waitakere's processes for consultation with Tangata Whenua.
35. ARTA has completed a wide-ranging public consultation process including displays, public open days, notices at bus stops, posters on buses and media advertising. ARTA also worked closely with the Massey Matters project to engage closely with the community. ARTA also participated in the Te Raa Mokopuna day in Moire Park which was very well attended and gained a great deal of useful feedback from public transport customers which was fed into the service review process.

## RESOURCES

36. No resources apart from staff time are required, apart from the use of existing operational budgets to fund any bus stop changes required as a result of changes to bus services resulting from the bus service review.

## IMPLEMENTATION ISSUES

37. Any implementation issues would be the subject of reports to the relevant Community Boards or committee of the Council at that time. This is likely to involve a report to the relevant Community Boards requesting the resolution of new bus stops and revoking the resolution of some other bus stops to match the new bus service structure. This will be able to be managed within existing operational budgets.

## AUCKLAND COUNCIL TRANSITION ISSUES

38. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

**Report prepared by:** Darren Davis, Principal Advisor: Transport.



## 8 NOTICE OF REQUIREMENT FOR A DESIGNATION: HOBSONVILLE ROAD WIDENING

### GLOSSARY

Long Term Council Community Plan 2009 -2019	(LTCCP)
New Zealand Transport Agency	(NZTA)
Notice of Requirement for a Designation	(NOR)
The Resource Management Act 1991	(the Act)

### EXECUTIVE SUMMARY

The purpose of this report is to advise the NorSGA Urban Development Committee of the Notice of Requirement for a Designation (NOR) which enables the Council to widen portions of Hobsonville Road, Hobsonville. The NOR will enable the Resource Management Act 1991 statutory process to occur. The widening of Hobsonville Road is necessary to enable better integration of car and non-car travel, and the development of adjacent land in this area of Waitakere.

### RECOMMENDATION

It is recommended that the NorSGA Urban Development Committee resolve to:

**Receive** the Notice of Requirement for a Designation: Hobsonville Road Widening report.

### BACKGROUND

1. Hobsonville Road is currently a Strategic Arterial Route in the Council roading hierarchy, and is administered by the New Zealand Transport Agency (NZTA) as State Highway 18. While it currently carries a high volume of traffic, that traffic is largely commuter traffic between North Shore City and Waitakere utilising the Upper Harbour Bridge.
2. Following the extension of the North Western Motorway to join Upper Harbour Drive, coupled with the land developments envisaged along Hobsonville Road and at the Hobsonville Airbase, it is expected that the function of Hobsonville Road will change. While the daily volume of traffic is likely to decrease, the spread of traffic throughout the day is likely to be more even with the Hobsonville area becoming more of a destination rather than thoroughfare. The road widening will enable the Council to construct an improved lay out for the road carriageways, bus stops, pedestrian footpaths, cycleways and re-aligned intersections.

3. A designation is a provision in a district plan that gives effect to a NOR (the formal proposal to carry out a public work or project) made by a requiring authority. In this instance, Council is the requiring authority that proposes to widen Hobsonville Road. A designation enables the requiring authority to undertake the necessary public works (in this instance widening a road to provide for cycleways, bus stops, and pedestrian access ways and improving the alignment of the road). The works arising from the NOR are included in the Long Term Council Community Plan (LTCCP). It should be noted that once in place, Council can withdraw a designation at any time if it considers the public work to be unnecessary, too expensive or unable to be completed.

## DECISION MAKING

### Issues

A14-A79

4. Council has identified the need to widen portions of Hobsonville Road to enable the construction of an improved lay out for the road carriageways, bus stops, footpaths, cycleways and re-aligned intersections. While the majority of the existing road can accommodate the revised road layout, the road does need to be widened in some places. Where this widening traverses private property, a NOR is the appropriate statutory tool to provide the certainty Council requires to complete detailed design of the realigned road and intersections. The NOR and the maps that identify the general location of the NOR are attached at pages A14 to A79. The specific aerial photographs detail the extent of the designation (including areas of private land that are required) will be provided to the Planning and Regulatory Committee at its meeting.
5. Hobsonville Road is currently administered as a State Highway by NZTA. It is expected that following completion of the new State Highway 18 Motorway, that NZTA will relinquish its administrative control of Hobsonville Road. Council will then become the road controlling authority, and be responsible for maintenance and any improvements to the road. A designation enabling those works to occur along Hobsonville Road will assist Council to undertake the required works now and into the future.
6. A designation has an interim effect from the time that the Council publicly notifies it. The interim effect protects the land from other activities that may hinder or prevent the work that the designation seeks to achieve. However, lodging a NOR does not give the requiring authority (Council) any rights to undertake work immediately. Works are able to occur once the requiring authority has obtained a subsequent approval to an Outline Plan of Works under section 176A of the Resource Management Act 1991 (the Act).

### Options Identified

A30-A32

7. Council is somewhat limited in terms of planning options available to it other than the NOR. Section 168A of the Act, does, however, require that Council as the requiring authority must consider alternatives if it does not have an interest in the land. The consideration of the alternative planning processes is provided in the NOR attached at pages A30 to A32.

### Consideration of Community Views

8. The community (both affected land owners and other interested parties) will have the opportunity to make a submission on the NOR. This process will provide sufficient opportunity for community input, and no additional consultation process is required. The Council has held open days during August 2009 to inform the community about the forthcoming designation.

### Preferred Option

9. It is recommended that the Council progress the NOR to provide the certainty that in the future it has the ability to undertake works along Hobsonville Road.

### STRATEGIC CONTEXT

10. The Best of the West - Waitakere's Ten Year Plan contains six strategies. The NOR will be consistent with the Council's Strategies for Environment, Growth Management and Transport.
11. The NOR will enable Council to undertake future alterations to improve the functionality of Hobsonville Road. Alterations could range from widening of the existing carriageway, construction of pedestrian footpaths, construction of dedicated cycleways, construction of future road connections to Hobsonville Road and adjustment to several existing intersections along Hobsonville Road. This aligns with the Environment Strategy approach of retrofitting the City, the Growth Management Strategy approach of coordinating urban expansion, and the Transport Strategy approach of integrating land use and transport and providing better passenger transport infrastructure.
12. The NOR will provide certainty, to both Council and existing and future landowners in the area, about the functionality and provisions for all transport modes along Hobsonville Road. The NOR will improve the functionality of the road so that it also aligns with the Quality Transit Network envisaged for the area by Auckland Regional Transport Authority.

### CONSULTATION

13. Following public notification, the submission process provides opportunities for the public to have a say on the proposed Notice of Requirement. This will include the opportunity for NZTA to make a submission. Council has already individually contacted all land owners offering the open days as an opportunity to explain the purpose of the designation. That included details about how each property will be affected (in terms of land being taken, if any), and advising land owners that they will have the opportunity to make a submission once the NOR is notified.

### RESOURCES

14. The costs associated with the implementation of the NOR (the statutory process of submissions and consideration of those submissions through to a decision) are able to be met within existing budgets. The costs of the works enabled by the NOR are identified in the Council's LTCCP.

### IMPLEMENTATION ISSUES

15. There are no issues involved in implementing the recommended decision.

### AUCKLAND COUNCIL TRANSITION ISSUES

16. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 imposes restrictions on Waitakere City Council's decision making capabilities in respect of Council expenditure in the Northern Strategic Growth Area. The NOR seeks to commence the implementation of some expenditure provided for in the Best of the West – Waitakere's Ten Year Plan. The NOR statutory process will commence the need to enter into contracts (land acquisition and physical works) that will impose obligations after 30 June 2011. This means that this report is subject to section 31(4)(i) of the Local Government (Tamaki Makaurau Reorganisation) Act 2009.

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