

Section 5: Policies and Transport Programme

This section outlines the Council's transport policies and transport programme for Waitakere.

Transport policies

There are a number of policies in the Auckland Regional Land Transport Strategy 2005 which apply to local authorities. These form an important part of transport policy in Waitakere and are outlined in Appendix 3.

Waitakere City Council policies also reflect its eco city approach and the local requirements of Waitakere, including:

- The Council's District Plan.
- The Council's proposed District Plan changes, including developments in the northwest of the city and New Lynn.
- Policies contained in strategic and implementation documents (refer to Appendix 4).
- Existing and planned transport corridors and modes of transport (outlined in section 6.)

Specific transport policies for Waitakere include:

Compact urban form

The Council supports intensive development around the main town centres, rail and ferry stations and along transport corridors. This will help to create vibrant centres, improve access to key services and support passenger transport. Community facilities (including schools, health centres, retail centres, libraries and council offices) and essential services should be located where there is safe and easy access by passenger transport, walking and cycling.

New development needs to be appropriate for the location and use. It is desirable that new development and transport

are integrated. Appropriate provision of transport modes and mitigation of adverse effects on the transport system need to be considered in order to achieve sustainable outcomes for the city.

Supporting economic development

The Council will encourage growth that provides local jobs, leisure and shopping facilities and concentrates housing and employment in areas with good passenger transport and walk and cycle routes. The efficiency of the existing road network will be improved and some new road connections will be provided to address congestion which directly and significantly affects economic development in Waitakere.

It is essential that growth in the local economy can be supported by the local transport network, with appropriate routes for trucks and goods vehicles. New developments that generate substantial freight movements should be located with access to the state highway network and away from town centres and residential areas. A civilian airport at Whenuapai, with appropriate transport connections, would provide significant local employment and achieves significant congestion relief.

Working with key stakeholders

The Council will continue to carry out effective consultation with key stakeholders including the local community and special interest groups. It will work collaboratively with key transport agencies including Transit New Zealand, Auckland Regional Transport Authority, ONTRACK, Auckland Regional Council, Land Transport New Zealand, transport providers and neighbouring Territorial Authorities.

Smart development

Smart development of the city means doing it right the first time. The Council will ensure that it works with utility

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providers to coordinate works in the road corridor and ensure that disruption to users is minimised.

Reducing adverse environmental effects of transport

The Council is developing a Greenhouse and Energy Action plan. This identifies that transport accounts for 44% of the city's greenhouse gas emissions. The Action Plan identifies a number of projects to reduce greenhouse gas emissions that the Council will undertake or advocate for, including higher standards for vehicle efficiency and environmental performance and the introduction of carbon neutral fuels.

Waitakere City Council will advocate for the introduction of noise emission and vibration standards in the Auckland region and support the Auckland Regional Council in its efforts to reduce vehicle emissions. The Council will ensure that all new roads in Waitakere are designed to mitigate water contamination from the roading network.

Develop quality infrastructure supporting passenger transport, walking, cycling and carpooling

The Council will work with providers to ensure that station precincts are designed to meet the needs of users and have a high standard of safety, access and appropriate facilities such as lighting, toilets, bike lockers, signage, walkways, drop-offs and park and rides.

It will continue to plan and develop bus priority measures with a focus on key strategic corridors. The Council will upgrade infrastructure at bus stops including signs, timetable holders, shelters, lighting, and provide high-quality access. High Occupancy Vehicle (HOV) lanes will be proposed on selected arterial roads.

Support and promote alternatives to single occupancy car use

The Council will continue to work with ARTA to increase the promotion and awareness of passenger transport services, walking and cycling. The Council will encourage mall operators and other major retail providers to assess

options for reducing car dependency such as a dedicated 'shopper bus' and parking restrictions. The Council will assist schools with the implementation of school travel plans which encourage sustainable travel to school and reduce traffic congestion at peak times

The Council as a leader

The Council will contribute to the city's transport objectives through its own practices. Examples include location of its offices in Henderson next to a passenger transport interchange and implementing a workplace travel plan to encourage sustainable travel by employees and visitors. The Council will share its learnings with other organisations.

Parking

A range of measures will be required to respond to demand for parking, particularly in the main town centres. These include restricted time parking, improved passenger transport, park and ride facilities, paid parking in the Council's off-street car parks and in car park buildings. The Council is committed to reducing the effects of traffic and there needs to be a limit on provision of parking to achieve this. Road users need to bear the costs of travel, including parking. The Council has direct control over parking on the roads and Council-owned parking areas. The following strategies are to be developed over the next 10 years:

- **Limit supply** – The Council is proposing changes to the District Plan to help manage parking to better achieve the Council's strategic goals: for example, the Council proposed no minimum requirements for on-site parking for residential developments at New Lynn.
- **Manage on-street parking** – Some changes in on-street parking may be required through regulatory measures, to enable bus priority lanes to be introduced and also to ensure adequate turnover of parking in busy town centres. Consideration will be given to on-street paid parking, but this is not part of the budgeted programme 2006–2016.
- **Off-street parking** – The Council intends to extend charging for off-street parking in Council-owned parking areas in town centres in order to upgrade the security, create a market for paid parking and to influence travel choices.
- **Park and ride** – Park and ride areas are required near to selected rail, bus and ferry stations. Park and ride facilities provide a connection to the passenger transport system, which is particularly important for those in rural areas. Park and ride areas should be developed with a high standard of safety and security.

Transport funding, congestion charges and tolls

The Council's policy is to ensure that development contributions and financial contributions are obtained and used to fund the growth requirements of the transport



Glen Eden Rail Station and park and ride

system. This is to ensure that development costs are funded in a manner that is fair and equitable to current and future residents, while supporting the Council's eco city approach.

Congestion charging options in the Auckland region can be an effective tool in reducing congestion and raising revenue.

The Council recognises that there are a number of issues relating to congestion charges and tolls. The Council is yet to adopt a policy position regarding congestion charges but is encouraging government to consider legislation which enables congestion charges. The Council would seek to ensure that congestion charges and tolling:

- Are equitable across Auckland and New Zealand.
- Are equitable across all social groups and not discriminating against those with least choice.
- Provide any surplus revenue to fund passenger transport and travel demand management as well as physical infrastructure.
- Manage travel behaviour (to reduce congestion) as well as provide revenue.
- Are able to favour or discriminate in favour of genuine goods and business traffic.
- Do not overload local roads (or if they do, use revenue to fund improvements to local roads).
- Reduce overall road traffic.
- Are offset by a reduction in petrol tax or road user charges over time.
- Support Waitakere's economic and land use strategies.

A high-quality passenger transport network is a prerequisite for the introduction of congestion charges.

The Council will continue to advocate for legislation which taxes vehicle pollution into the air or stormwater system according to vehicle type – a 'polluter pays' system. Road users need to be aware of, and pay for, the true cost of their transport decisions.

Safety and accessibility

Well-designed, inclusive and accessible communities and transport systems not only benefit vulnerable users, including the elderly, children, disabled people, people with English as a second language and those with least choice - they achieve better solutions for everyone. Accessibility issues need to be integrated into the approach and working practices of transport policy makers, planners and infrastructure and service providers. This approach is reflected in the work Waitakere City Council has undertaken investigating safety and access by design. This has three components which influence access for local residents -

Barrier Free, Universal Design; Crime Prevention through Environmental Design; and Injury Prevention through Environmental Design.

Safety and accessibility needs to be considered in the planning of all transport options and for the whole of the journey. The accessible journey covers all the steps needed for a person to get from their home to their destination and return, including reading information to plan the journey, and all the different transport modes, interchanges and streetscapes. If one link is inadequate, the whole journey may be impossible. For example, a bus that is accessible to wheel chairs and push chairs, needs to be supported by quality footpaths and road crossing systems. Passenger transport stops and access ways should be well lit and free from 'tagging' and vandalism. This will assist with an improved perception of personal safety.

Responsibility for roading

The Local Government (Auckland) Amendment Act 2004 allows territorial authorities to delegate roading functions to the Auckland Regional Transport Authority any time after June 2007. The Waitakere City Council's current policy is that it does not wish to delegate its roading functions.

Transport Programme 2006–2016

The Council's budgeted transport programme for the 10-year period 2006 – 2016 is attached in Appendix 1. The ten year programme is reviewed every three years and the annual programme each year. This identifies the key infrastructure costs and timing in the Council's transport programme. New programmes introduced into the Transport Programme 2006 – 2016 include:

- Bus priority measures on selected arterial roads;
- Development of 30% of the cycle way network across the city by 2016;
- A travel demand management programme which includes travel plans for schools, workplaces and promotes sustainable travel choices, particularly at peak times;
- A park and ride programme in relation to rail, bus and ferry stations and terminals;
- Integrated transport at new growth areas in the northwest.

The cost of the 10-year transport capital expenditure programme (excluding renewals) is \$368 million to be funded out of rates, user charges, development contributions, and regional and central government funding. The net cost of the 10-year transport capital expenditure programme (excluding renewals) after central and regional government funding is \$207 million.

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The increase in the cost of the capital expenditure programme between the draft and final strategies was due to the inclusion of all transport related unsubsidised transport projects and also an adjustment for inflation.

In developing the Council's Transport Programme 2006–2016, the focus has been on:

- Identifying projects and coordinating the timing of those projects.
- Setting the size of the programme to an affordable level and a programme which fits with the Council's strategic direction for transport.
- Prioritising projects based on the following order:
 1. Maintenance and renewals
 2. Safety
 3. Travel demand management – land use, integrated transport projects, working from home, local trips, travel plans, car pooling, passenger transport, preparation for congestion charging, traffic management, promotion and communication of sustainable travel choices.
 4. Walking and cycling
 5. Passenger transport
 6. Roads – new roads in subdivisions and growth areas, connectivity, some arterial improvement.

Projects have also been included where there is external funding in addition to Land Transport New Zealand subsidies (i.e. development contributions, user pays).

Significant Projects

The following are large-expenditure items that significantly affect the total transport spend:

Whau Crossing bridge – A detailed investigation of the benefits and feasibility of constructing a crossing of the Whau River between Rosebank Peninsula and Te Atatu South/Glendene is proposed to be done jointly with Transit New Zealand and the Auckland City Council. It is believed that the crossing would help to improve flows on the North Western Motorway, Great North Road and Ash/Rata Street, and help relieve the Te Atatu motorway interchange providing better access to business areas in the city, notably Glen Eden and Henderson. The investigation will also need to consider alternative sources of funding such as tolls and private-sector partnerships. Only the cost of the investigation has been included in the 10-year budgeted programme.

New Lynn Transit Orientated Design – The double tracking of the Western Rail line at New Lynn is fundamental to improve transport and to revitalise the New Lynn town

centre. Placing the rail corridor below street level will allow the town centre to grow and integrate a range of uses across the corridor at ground level. The project includes redevelopment of bus facilities, additional road and pedestrian connections and some urban redevelopment of properties near the rail corridor. This will improve the level of north-south access and also allow pedestrians, buses and cyclists to get from one side to the other more safely.

Cycle and walk way along rail line - This walk and cycle way would provide safer, direct access to train stations and town centres along the rail line. It would also provide important links to schools, communities and workplaces. Only a portion of the cost of the walk and cycle way has been included in the 10-year budgeted programme.

Principles for prioritising transport in Waitakere

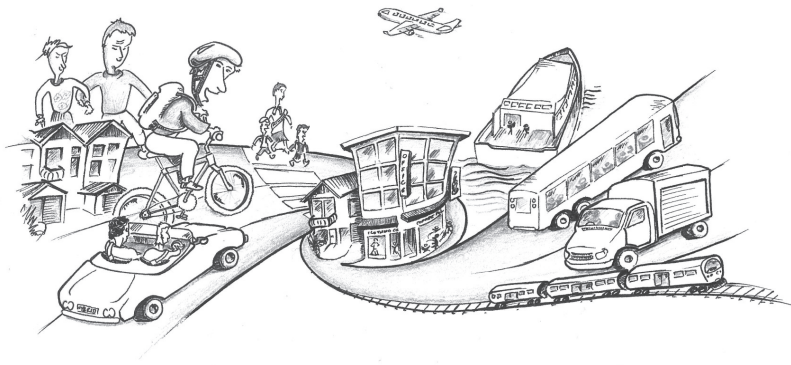
Assessment criteria is being developed in relation to new transport projects to reflect the contribution to the objectives of this transport strategy. Criteria for prioritisation of a transport project or programme should involve an assessment of economic, environmental, social and cultural impacts including, for example:

- How does the project contribute to employment or economic development within Waitakere?
- How does the project contribute to sustainable travel? For example, does it contribute to a shift away from single-occupant vehicle travel and long trips?
- How does the project contribute to safety?
- How does the project contribute to social capital and address social needs?

Prioritisation criteria set by funding agencies will affect the timing of projects in the 10-year programme.



Footpath improvements, Glen Eden



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Roads and State Highways

Making the most of our existing roading network is the main priority for the Council's roading investment. The Council will advocate for, plan, and construct new roads only when they are essential in order to better integrate the transport network.

Completion of the State Highway 18 Upper Harbour motorway and the State Highway 16 extension are vital to economic development and for local jobs at Westgate and Hobsonville. The completion of State Highway 18 Upper Harbour motorway is expected to significantly alleviate congestion on Hobsonville Road and will provide better access between Westgate and Albany. Surrounding areas will enjoy a reduced travelling distance to access employment and facilities, with the added benefit of reducing traffic volumes elsewhere on the network.

The Council plans to investigate construction of another crossing of the Whau River between Rosebank Peninsula



Lincoln Road off-ramp

and Te Atatu South/Glendene. A second crossing would help to improve flows on the North Western Motorway, Great North Road and Ash/ Rata Street, and would help to alleviate congestion the Te Atatu motorway interchange, providing better access to business areas in Waitakere, notably Glen Eden and Henderson.

The Council will consider road widening on strategic local roads to improve the flow of buses and high-occupancy vehicles or to add a cycle lane. Generally, road widening that is mainly for improving private vehicular traffic will not be undertaken. Exceptions to this may be in the context of safety, town centre development, connectivity, and when there is a considerable improvement to the entire route, i.e. more than localised benefits are achieved.

The Council will examine the impact of parking, deliveries, property access and conflicting movements at intersections. Solutions that improve general operation and provision for buses within the road carriageway and reserve will generally be sought.

Freight Movement Strategy and Business Location Strategy

The Council will develop and implement a Business Location Strategy and a Freight Movement Strategy. Some of the general principles of these strategies will include:

- Goods-based businesses are encouraged to locate in areas with good access to the state highway network (for access to the port, airport, etc.);
- People-based businesses are encouraged to locate along the rail line and at locations with good passenger transport services;
- Preferred routes for freight will be developed in conjunction with freight operators and local businesses,

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taking into account impacts on residential neighbourhoods, congested areas and efficiency requirements;

- Freight movement is encouraged outside peak hours;
- Local freight on rail is not planned in Waitakere over the next 10 years.

Passenger Transport

The city's strategy for passenger transport is to further develop, and increase the patronage of, all modes of passenger transport. Recently, the Council's focus has been the development of the rail network. This focus will continue to ensure that we complete the planned infrastructure and services upgrade of the Western Rail Corridor. The Council is also committed to optimising bus and ferry services with improvements to infrastructure, priority measures, service quality and real-time information. There needs to be better integration of passenger transport services and modes. People need to be encouraged to use passenger transport not only in the peak times when there is pressure on the roading network, but also during the day as part of everyday travel. This is important for quality of life and the financial viability of passenger transport services.

Rail

The Council will continue to advocate strongly for upgrade to services and infrastructure on the Western Rail Corridor.



Ranui Rail Station

It is vital that the Auckland region achieves the goal of an excellent rail passenger service and overcomes funding difficulties to achieve this.

The completion of double tracking of the Western Rail Corridor remains a high priority. This is fundamental to increasing frequency, and increased service results in increased patronage.

New trains will be needed in the future. However, a decision about whether the Auckland region continues with diesel or switches to electric trains must be made first. The Council will continue to advocate for electrification of the rail corridor. The benefits of electrification include reducing long-term impacts on the environment, supporting intensification along the rail corridor and around stations, and stimulating passenger growth.

The major stations and passenger interchanges are Henderson and New Lynn. Upgrading the stations from New Lynn to Waitakere and the precincts surrounding our rail stations is a priority. People want access to be easy, attractive, comfortable and safe.

The Council plans for the New Lynn station include redeveloping the bus station, lowering the rail line through New Lynn and removing the roundabout intersection across the rail line. The Council believes this will provide the best prospect for the future vitality and sustainability of New Lynn as a major town centre.

Buses

Waitakere City Council's focus is on developing bus-related infrastructure (bus stops, signs, timetable holders, shelter, lighting, etc) and working with ARTA to improve services, service quality and frequency. Waitakere City Council will also work with Transit NZ regarding bus or high-occupancy vehicle lanes along the state highways.

Buses are an integral part of the passenger transport system. Bus priority measures give special treatment to buses so that their trips are faster and more reliable.

Bus priority measures include:

- Bus and high-occupancy vehicle (HOV) lanes during peak periods of the day.
- Bus advance signals (e.g. traffic lights, ramp signals).
- Bus advance lanes.
- Clearways.
- Traffic improvements that directly benefit buses such as free left-hand turns.

Consultation on proposed bus priority measures on specific routes will be required. Proposed locations of bus priority measures are along State Highways 16 and 18, along key arterial roads (Te Atatu, Lincoln, Great North and Hobsonville Roads) and around interchanges at New Lynn, Henderson and Westgate.

The benefits of bus priority measures include:

- reliable bus trips at peak times;
- fewer delays and quicker trips for buses at peak times;
- more services and increased patronage;
- fewer single-occupant vehicle trips at peak times;
- a shift to passenger transport, walking and cycling;
- more car pooling on HOV lanes.

Bus Services

ARTA is responsible for contracting services and periodically reviews bus services. Waitakere City Council will work with ARTA to ensure that any review of bus services best takes account of the needs of the city and its residents. The Council has identified some key changes required to bus services:

Long-haul and local trips: Bus services need to service travel within Waitakere (local services) as well as trips outside the city (express services).

Support town centre development: Bus services need to improve access to, through and from the key town centres, growth and employment centres. Interchanges are proposed to be established at New Lynn, Henderson, Westgate and Hobsonville Village.

Bus and rail integration: People need to be able to easily and safely connect between buses and trains, especially at

New Lynn and Henderson. This can be achieved by bus feeder services, adjusting bus schedules to integrate with rail, and by optimising the use of the upgraded interchanges to cater for all possible connections between bus and rail.

Bus priority measures: Where bus priority measures are introduced, increased frequency of services is required to increase patronage and take advantage of faster and more reliable trips.

New services: New bus services should be introduced in conjunction with, rather than after, new residential and commercial development. As the northern growth areas develop, new services should be introduced to encourage passenger transport use. The Western Heights, Central Park Drive, Massey, Westgate and West Harbour areas among others, need improved services.

Regional and national issues: The Council supports regional and national moves to reduce emissions from buses and use cleaner fuels. Other issues will be supported such as regional priorities for buses, review of fares, integrated ticketing, real-time information systems, low floors and cycle racks on buses.

Ferry

The Council wishes to maximise the potential of ferries by improving the precinct areas surrounding terminals, including signage, shelter, lighting, walking access and park and ride facilities. The Council will work with ARTA and operators to further develop services at West Harbour and establish new services at Hobsonville and Te Atatu.



Lincoln Road bus advance lane



West Harbour ferry service, Westpark Marina

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Walking and Cycling

The Waitakere City Walking and Cycling Strategy was adopted in 2003. The purpose of this document is to promote the healthy benefits of walking and cycling and reduce the negative impacts of motor vehicles by:

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

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 safer cycle network also needs to be established, with dedicated cycle ways, cycle lanes and signage.

In order to encourage more walking, town centres need to be safe and well designed so that there is high amenity for people to sit and move about. Similarly for cycling, it is important that conducive cycling conditions are established throughout Waitakere through good design of roads, management of traffic and provision for cyclists.

In order to further support the passenger transport network it is important to improve pedestrian access to bus stops, train stations and ferry berths. Improvement in local footpaths to local employment, schools, shops and parks will also assist in encouraging short trips on foot.

While exact details and timing of some routes have changed since 2003, the Walking and Cycling strategy's objectives remain valid.

Travel Demand Management

Travel Demand Management (TDM) seeks to reduce people's need for travel and to influence their choice of travel mode. TDM provides attractive transport alternatives, information and appropriate city form and land use. It is expected that people will minimise long and frequent trips in single-occupant vehicles.

The Council's strategy for TDM is to encourage walking and cycling, car pooling, working from home, travelling outside peak periods and use of passenger transport. This requires smart planning of the city form and land use, transport infrastructure and communicating and promoting more sustainable travel choices.

TDM measures include:

- A focus on appropriate business location and complementary land use.

- Reduce the need for travel and the distance travelled through land use intensification at town centres, transport nodes and along the rail corridor.
- Support the application for extension of the Metropolitan Urban Limit in the northwest to provide local jobs and to establish sustainable transport solutions at Westgate, Hobsonville and Hobsonville Village.
- Continue to advocate vigorously for Whenuapai Airport to operate with commercial services (i.e. maximise employment, minimise residential).
- Plan with developers for local services and facilities that meet needs of local catchment.
- Advocate for quality community facilities in Waitakere.
- Implement a Business Location and Freight strategy.
- Promote and facilitate Internet and broadband services.
- Travel plans for schools, tertiary organisations, workplaces and communities.
- Encourage work from home and flexible work hours.
- Implement the policies of the Waitakere City Walking and Cycling Strategy 2003.
- Advocate for introduction of congestion charges and pricing controls (parking and road pricing).
- Seek to improve and promote passenger transport as an alternative to the motor vehicle.
- Encourage formal and informal car pooling arrangements managed by participants or private sector.



Shared path, Henderson Creek

- Ensure footpaths are maintained and renewed to quality standards which encourage use by people with a range of abilities and for a variety of uses.
- Communicate travel demand management plans to the public.

Energy Efficiency and Environmentally Friendly Technologies

Waitakere eco city has the opportunity to play an important role in the support, use and introduction of energy efficient, clean fuel and environmentally friendly technologies. This can be at a number of levels including advocacy, information provision and, where appropriate, trial and introduction of technologies. Many opportunities are small, low cost and require an innovative approach. Current examples include:-

- Promote Waitakere for pilot projects that demonstrate eco commitment (e.g. solar-powered lights, fuel-efficient vehicles and alternative fuels).
- Advocate regionally and nationally for emission controls, catalytic converters, fuel standards.

The Council is currently developing a Waitakere Greenhouse and Energy Action Plan which will further detail projects relating to transport related greenhouse gas reduction. The Council will investigate and implement as appropriate, future opportunities to support new technologies and solutions.



Modern train, Perth

Transport Corridors

Rail Corridor – There will be very high train use within Waitakere and connecting with Auckland; but it is not expected that rail will be grade separated (except at New Lynn) by 2016. The Council expects completion of the double tracking of the rail line, with electrified new trains operating every 10 minutes at peak periods. High-density housing and businesses around stations provides a destination and source for trips by passenger transport, walking and cycling. Frequent bus services connecting to train stations are expected. Increases in residential, retail, commercial and office buildings at New Lynn and Henderson are expected to result in high rail usage as these town centres become established as key destination and employment centres.

Increased train services may result in increased traffic queues at peak times at level crossings.

State Highway Corridors

State Highway 16 – State Highway 16 will continue to carry high volumes of traffic including more buses. These buses (including express services) will increasingly use bus shoulder lanes at peak times. There will be a new interchange and connection to State Highway 18 by 2012, and an extension past Westgate is expected by approximately 2013. The Council anticipates ongoing congestion at arterial connections and at on-ramps in the morning peak, and off-ramps in the afternoon peak. Waitakere urgently requires an upgrade of Lincoln Road and Te Atatu Road interchanges. Ramp signalling at on-ramps should enable priority to buses and high-occupancy vehicles. A cycle way alongside State Highway 16 is an important part of the regional cycle network.

State Highway 18 – State Highway 18 will improve essential economic linkages with North Shore and Rodney as well as with economic centres in Waitakere. When State Highway 18 is completed (expected by 2012), high volumes of traffic will be diverted from Hobsonville Road to State Highway 18. There will be a walk and cycle way from Buckley Ave to the Upper Harbour Bridge and from 2016, more buses (including express services) using bus shoulder lanes. State Highway 18 provides access to Westgate and to Whenuapai Airport.

Arterial Road Corridors

Like the arteries of the human body, arterial roads are the lifeblood of the city, enabling people to move about, business to operate successfully, deliveries to be made and for the city to prosper. Arterial roads have to cater for a wide variety of needs such as supporting residential

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and business intensification; providing access to homes, jobs and shops; and enabling people and goods to move efficiently across the city and region as well as within the area. It is the Council's role to strike the best possible balance between all of these competing needs, recognising that many parties including pedestrians, cyclists, bus passengers, delivery vehicle and truck drivers, private motorists, and adjoining businesses and homes have a stake in achieving this balance. Overly favouring one need, such as speed for through traffic, can upset the delicate balance in the corridor and prejudice the interests of others whose stake in the corridor is equally as important.

Therefore, the Council will consider all these needs in respect of each road corridor to strike the best possible balance between the multiple competing needs. The Council will consider Te Atatu Road first, taking into account input from community and stakeholders. Decisions regarding this corridor will help guide the Council in relation to its planning for other road corridors.

Access to State Highway 20 – Significant traffic is expected to be generated along Clark Street to Wolverton and Tiverton Roads from the completion of the Mt Roskill extension to the Maioro Street interchange in 2009 until completion of State Highway 20 Waterview connection. Rata Street will continue to experience high volumes of traffic and provide access to State Highway 20 and Auckland City. Planning will need to be coordinated with Auckland City Council.

Te Atatu Road – Te Atatu Road will continue to experience high volumes of traffic at peak times. Options for a bus and high-occupancy vehicle lane northbound between Edmonton Road and the Northwestern motorway will be investigated in 2006/07. This investigation will also include the ramp signals that Transit NZ proposes to ration access, provide bus priority and improve pedestrian safety.

Great North Road – Great North Road will continue to experience high volumes of traffic at peak times. It is also an identified growth corridor which runs through Henderson and New Lynn town centres. Options for bus advance lanes and signal pre-emption will be proposed to improve bus operation and encourage use of passenger transport.

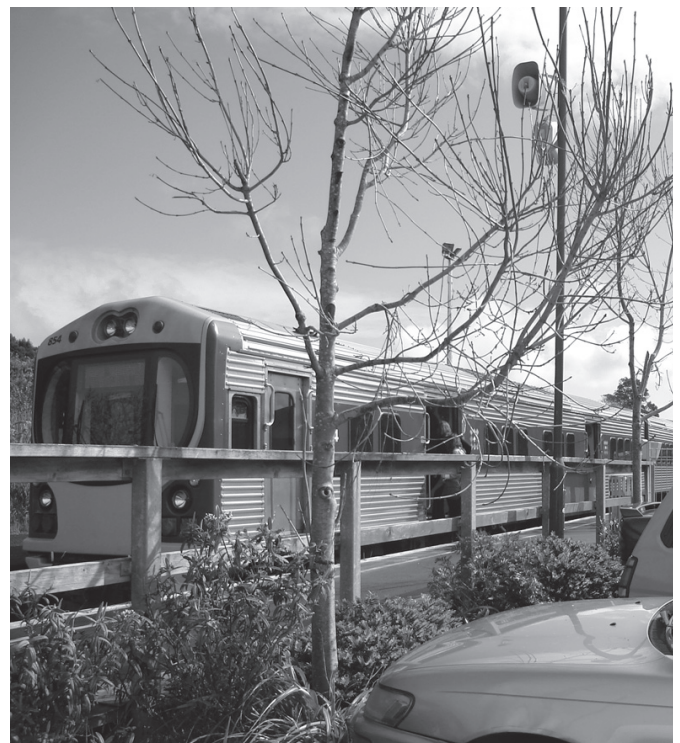
Lincoln Road – Lincoln Road will continue to experience high volumes of traffic at peak times. Lincoln Road serves a multitude of needs including motorway access; through traffic; local traffic and access to adjoining business and residences. It is identified as a growth corridor for the city and part of a quality transit route. At present, there is significant conflict between the local access and through-

traffic functions of the route which need to be worked on in order for it to work more effectively for all users. Options for bus lanes; high-occupancy vehicle lanes; bus priority measures; as well as for improved access management and overall corridor management will be investigated.

Hobsonville Road – The Council will seek transfer of control of Hobsonville Road from Transit NZ. Very high volumes of traffic need to be reduced after State Highway 18 is operational. Options for bus priority measures will be investigated, as will an on-road cycle lane. Planning for neighbourhood centres along Hobsonville Road will provide density to support increased bus services. Slower speeds will be required to address safety issues and to allow controlled access to either side of Hobsonville Road.

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

Proposed Whau Bridge crossing – A joint study with Auckland City Council and Transit NZ is required into the feasibility of a connection to Rosebank Peninsula from Waitakere. This may provide an alternative connector and relieve pressure on Rata Street, Te Atatu Road and New Lynn. Options for bus and cycle routes will be considered. Funding options including tolls will be explored.



Swanson Rail Station and park and ride