

Section 3: Vision, Objectives, Desired Outcomes

Eco City – Outcomes and Priorities

Waitakere City Council has a long-established over-arching vision of being an eco city – a city which celebrates its people, has a sustainable economic base, honours its environment and builds on culture and heritage.

Waitakere’s Community Outcomes

Transport is an important contributor to a number of Community Outcomes as identified by the people of Waitakere. In 2005 the community of Waitakere identified the following transport outcomes to be achieved:

- Sustainable transport systems provide fast and effective movement of people, goods and services within, and in and out of, the city.
- The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban and village design.
- Passenger transport services are appealing, reduce car dependency and match local need.

The following transport priorities were also identified:

- Sustainable transport systems that prioritise meeting high needs and demand.
- Develop alternative options that reflect global trends.
- Develop walking and cycling opportunities.
- Ensure route planning involves public and community input and enables access to key places and services, e.g. health centres and hospitals, shops, civic and leisure centres, beaches, parks and schools.
- Improve the quality, accessibility and amount of passenger transport to best practice internationally (including added services, e.g. wireless access).
- Develop targeted travel planning initiatives, particularly for getting to school and work.

A number of other Community Outcomes also affect the function and nature of the transport system in Waitakere. These include a strong economy, strong communities and a sustainable environment.

Vision for Transport

The Council’s vision for transport in Waitakere is:

‘A sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city.’

The concepts of this vision are:

Sustainable – The transport system must serve existing and future generations, taking into account the economic, social, environmental and cultural effects. Our transport system must be resilient enough to cope with the future and change.



Great North Road, Henderson

SECTION 3: Vision, Objectives, Desired Outcomes

Multi-modal – This means travel by motor vehicle, train, bus, ferry, bicycle and on foot. A good transport system is safe, affordable, efficient and provides easy interchange from one mode to another.

Integrated with land use – This means higher density at transport centres and activity which supports an efficient and effective transport system. Well-designed transport infrastructure is functional and fits with the local surrounds. For example, a parking area could be used as a park and ride facility by day and for residential parking at night.

Eco city – This means working together for better social, economic and environmental outcomes for our children, our grandchildren and ourselves. This requires a compact urban form which enables the town centres and transport system to operate effectively and protects the rural aspect and natural character of the foothills and Waitakere Ranges.

The Objectives of the Waitakere City Transport Strategy

The objectives of the strategy are to develop a sustainable, integrated transport system that:

1. Enables Waitakere 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 2005 and the Auckland Regional Growth Strategy, 1999 in a collaborative manner;
4. Integrates land use and transport;
5. Facilitates and underpins development of town centres and supports employment growth.

The desired outcomes of the Waitakere City Transport Strategy

The desired outcomes for transport in Waitakere are:

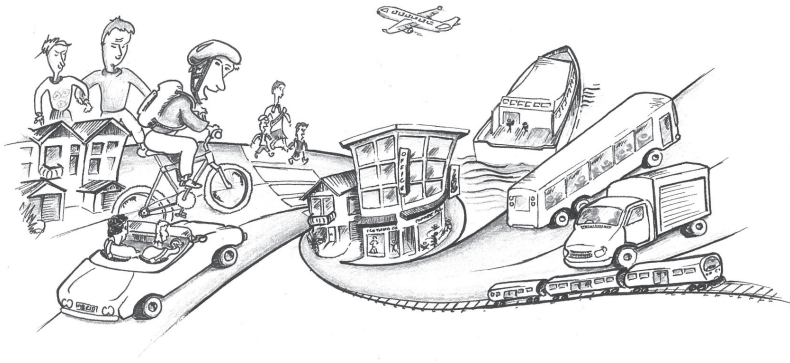
- a) People have safe, effective, integrated and sustainable travel choice options;
- b) Less traffic and more mobility through innovative travel demand management;
- c) Opportunity to live, work and play locally;
- d) Land use is integrated with transport and both are mutually supportive;
- e) Business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

'Less traffic' means fewer vehicles on the road. This is a different approach than reducing congestion.

'More mobility' means providing access to travel and choice of travel. Travel must be affordable, safe and easy to use so that people with a range of abilities can get to where they need to go.



Great North Road, Henderson



Section 4: Foundations of the Strategy, Strategic Direction

The foundations of this transport strategy are:

Supply - Investment in transport infrastructure. Significant investment in passenger transport, walk and cycle ways, state highways and selected roads is required to provide a multi-modal transport system for the movement of people, goods and services.

Demand - Travel demand management. A range of measures to reduce the need to travel long distances includes a compact urban form, appropriate land use, more local employment, promotion of attractive alternatives to the motor vehicle, a congestion charge in the Auckland region, school and workplace travel plans, and alternatives to travel such as communication through the Internet.

Holistic approach - Links with other strategies and community outcomes. Transport needs to contribute to outcomes for economic development, energy efficiency, the natural environment, stormwater management, health and social connectedness. A contribution to transport outcomes is also required from other activities such as housing, education, town centre development, economic development, land use planning in the District Plan, and social infrastructure.

Strategic Direction – Way to go!

The strategy to achieve the city's transport vision and objectives is to reduce congestion in parts of the network and to encourage more people to walk, cycle, use passenger transport and car pool. The flow of goods and people is vital to the economy and the functioning of the city. Sustainable solutions are required in order to achieve the city and lifestyle that people want. The strategy aims to provide benefits both in the short and long term.

Traffic congestion will be addressed by targeted investment in transport infrastructure and a range of measures to manage the demand for travel:

- Increase road connections in town centres and disconnected neighbourhoods; improve the flow at selected intersections and at connections to the state highway network.
- 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.
- Implement a range of measures to manage the demand for travel, instead of building more roads or wider roads to meet projected demand.

New road connections would be done to generate new business, to improve connectivity in town centres and to improve the flow of goods and people. An upgrade of arterial roads is required to enable bus priority measures, to encourage ride-sharing with HOV lane, to improve cycle access with cycle lanes and to increase the traffic efficiency of the network.

Improvements in passenger transport and walk and cycle ways provide people with better travel choices and provide improved access for those who don't have a car. Sustainable ways to reduce car use include:

- Walking
- Cycling
- Train, bus or ferry
- Car pooling
- Shorter trips
- Fewer trips
- Travel outside peak hours.

SECTION 4: Foundations of the Strategy, Strategic Direction

A range of travel demand management measures is required to encourage a significant shift of people away from driving a car. This requires smart planning of the city form and land use, more local employment, vital town centres to attract employment and make passenger transport more efficient, restrictions on parking, relieving pressure to travel at peak times (for example, congestion charges, working from home, school and workplace travel plans, and sustainable alternatives to driving a car).

The city needs to take advantage of opportunities for cleaner fuels, renewable energy solutions and environmentally friendly technologies. This is important to reduce the harmful impacts of transport on people's health and the environment.

This strategic direction is a balanced approach to investment in roads, passenger transport, walking and cycling, and travel demand management. The strategic direction is closely aligned with the Auckland Regional Land Transport Strategy 2005. Therefore, Waitakere's transport programme has a greater likelihood of receiving funding from Land Transport New Zealand.

The strategic direction requires the transport programme for Waitakere to focus on the following:

- Commitment to the essentials – safety, maintenance of existing transport assets, 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.
- Planning for integration of transport and land use. This requires growth to be in the right places, with good urban design and appropriate roads, footpaths, cycle ways, access to passenger transport and the state highway network.
- Ensuring that the implementation of transport projects is smart, cost effective and well planned so that they directly contribute to the type of city that people want to live and do business in.

Expected Outcomes

The following expected outcomes are based on the strategic direction and the budgeted programme:

- Most schools in Waitakere implementing travel plans – A 10% reduction in car trips to school is expected to be achieved.

- The Council (and other large organisations such as UNITEC and the hospital) would lead the way with workplace travel plans achieving a 12% reduction in single-occupancy car trips to and from work.
- More people walking and cycling – A 63% increase in the three main town centres is expected to be achieved.
- Train services are every ten minutes in the peak periods.
- Bus priority measures are in place on key arterial roads which result in faster and more reliable trips and greater bus patronage.
- A shift to passenger transport (approximately 50% increase in passenger transport trips to work at peak times).
- Congestion charging is introduced in the Auckland region by 2016, which is aimed at achieving a reduction in peak period trips by motor vehicle and providing a revenue source for passenger transport.
- ARTA will provide information on the availability of different modes of transport which will assist sustainable travel choices.
- At least 13% of Waitakere's population will be living in high-density centres and corridors.
- Road injury crashes per 10,000 people are expected to decline by 6%.
- Crashes, deaths and injuries involving pedestrians and cyclists decrease.
- A similar number of vehicle kilometres travelled per resident as in 2005 (4,352 kilometres per resident per annum in 2005).
- A slight increase in the number of vehicles on the roading network by 2016.
- A slight reduction in congestion on the arterials, assuming the shift to sustainable modes of travel.
- Increased efficiency of arterial roads.

These outcomes assume the introduction of congestion charging which is forecast to reduce congestion by 20-25% by 2016. If congestion charging is not introduced, then levels of traffic and congestion can be expected to be worse than as stated above.

The Waitakere City Council considers that it is important to have effective passenger transport alternatives in place in order to manage a shift in demand, anticipated to arise from increasing oil prices and congestion charging in the Auckland region.