

Waitakere: Way to go

The rising price of petrol is changing the way we live. Every household will query if there are better ways to get around, if they can be more mobile, but spend less time in traffic jams, and less money on travel.

Your City Council is facing the same queries, the same financial questions of affordability. We have resolved to



Mayor Bob Harvey and Deputy Mayor Carolynne Stone, Henderson Interchange - Waitakere Central.

change direction in our investment and management of transport. This strategy outlines those changes. It adds up to more choices for you.

Firstly, we're developing our town centres at New Lynn, Henderson and Westgate. These will be more than shopping centres; they will be 'down-town' places with jobs, high rise residential development, and economic activity. They will be attractive places to establish new businesses, new residences, and new places to work, shop and play.

Secondly, we will make these town centres easily accessible by foot, bike or passenger transport, so that you can leave the car at home. And the town centres will have frequent services to other destinations. Consider a rapid, comfortable, reliable train service to and from New Lynn or Henderson every ten minutes. Consider more than 10,000 jobs in Henderson, 10,000 in New Lynn, and exciting new developments at Westgate and Hobsonville Village. You won't have to leave the city to work!

New passenger services will take you to the city centre nodes and across the city and if you need to go further east there will be improvements to those routes as well. Within five years we will see a motorway connect Westgate to the North Shore; we will see the rail line double-tracked as far as Swanson with efficient, comfortable trains, much upgraded stations and safer park and ride facilities.

Road congestion will not be easily defeated, but we will invest in road improvements that will allow buses and high occupancy vehicles to get through – to sidestep the traffic queues.

We will look to give priority to goods vehicles too, to keep our centres as attractive, efficient and productive places to locate businesses and attract jobs.

WAITAKERE: WAY TO GO

We want to make it safer and easy for children to get to school by walking, cycling or passenger transport, so we support school travel plans. This is critical because 40% of peak hour trips are journeys to education. Carefully located new schools, the expansion of Unitec in Waitakere, and school travel plans will all assist families in making a choice other than using the car to get to school.

Our annual investment in transport will double over the next decade. It's not just more of the same. It's a new "way to go".

- students going to school more safely by walking school buses, cycling and passenger transport;
- living and working locally;
- using passenger transport or car pooling to get to work;
- vibrant town centres which are a focus for retail, business and activity;

- addressing congestion points and completing the State Highway network;
- upgrading footpaths and providing new cycle ways.

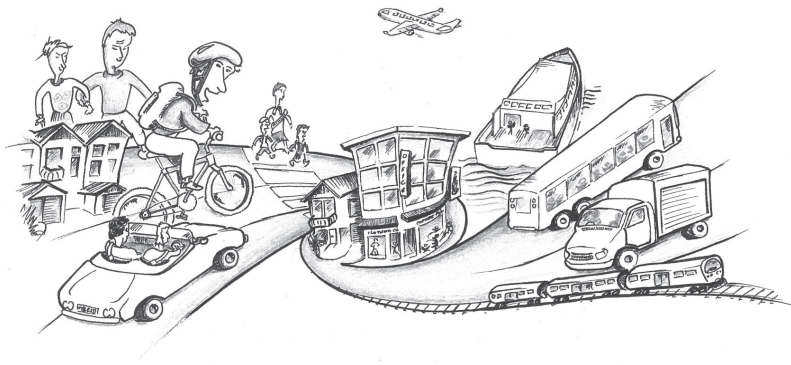
This provides more choice that will make getting about the city work for you. Please think about your travel choices and how together we can improve the productivity, liveability, and resilience of Waitakere City.



Bob Harvey
MAYOR, WAITAKERE CITY



Waitakere Central



Overview

This document sets out Waitakere City Council's strategic position and plans to develop a sustainable and integrated transport system for the city over the period 2006 to 2016.

The 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.'

This vision supports a change from single-occupancy vehicle use to more sustainable modes of travel. That shift is necessary to enhance the quality of life in our city, to create dynamic town centres and liveable communities, and to protect the natural environment. To cope with expected growth, without a corresponding increase in vehicles on the road, Waitakere needs to make the transition to a more compact city which maximises the benefits of the rail line and its three main town centres.

Aims

The Waitakere City Transport Strategy aims to develop a sustainable integrated transport system that:

- Contributes to Waitakere as an eco city;
- Provides attractive alternatives to the motor vehicle;
- Integrates land use and transport;
- Supports the development of the town centres and economic growth;
- Manages traffic and congestion.

Strategic Direction

The strategy to achieve the city's transport vision and objectives is to reduce congestion in parts of the network and to encourage 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.

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.



Walking school bus, Woodlands Park Primary

OVERVIEW

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/or 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.

Transport Programme

A costed 10-year transport programme proposes how the Council will implement the strategy. The transport programme emphasises passenger transport and investment in the three main town centres and the northwest growth area.

Key features of the programme are:

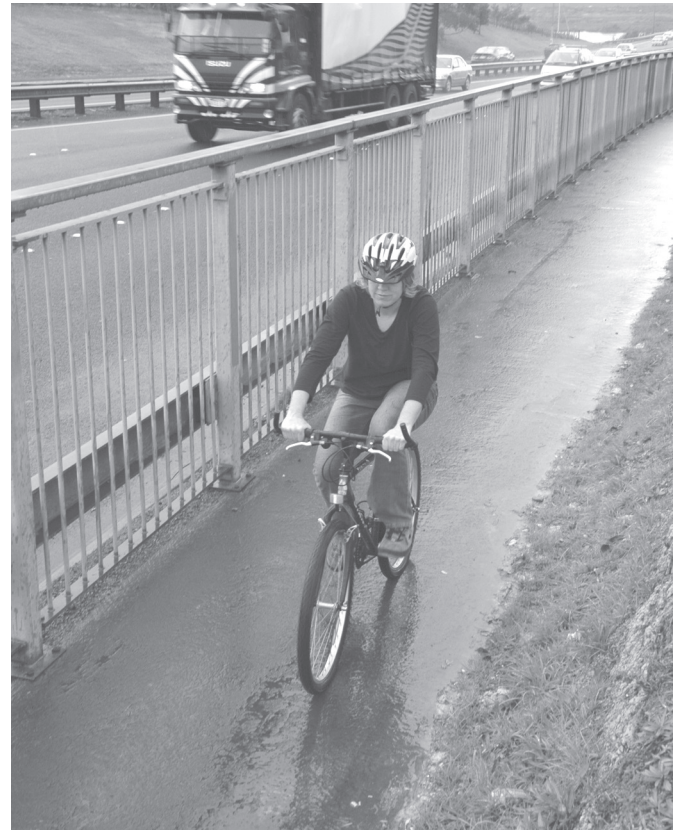
- Passenger transport improvements;
- Bus priority measures on state highways and key arterial roads;
- Cycle ways and footpath improvements;
- Travel demand measures.

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 – regular walking and cycling, passenger transport, fuel-efficient vehicles, ride sharing, shorter trips, fewer trips, travelling outside peak hours and working from home.



Bus advance lane, Westgate



Cycleway, North Western Motorway