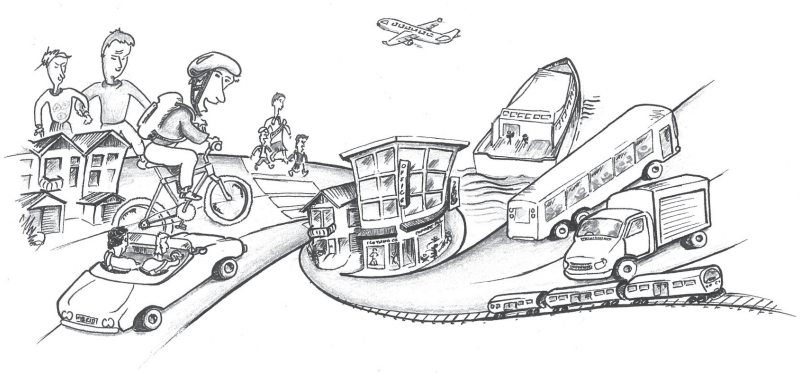


# Section 1: Introduction - Purpose and Context

## Purpose of this document

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.

This strategy provides direction and policy guidance to assist the Council and other transport organisations in decisions regarding transport projects.

The strategy will be reviewed every three years to align with the review of the Long Term Council Community Plan (LTCCP) and regional plans.

## Context

Waitakere is making the transition to a more sustainable urban form which maximises the benefits of the rail line and the three main town centres. A shift away from single-occupancy vehicle travel to more sustainable modes of travel is needed for a higher quality of life, better functioning town centres, liveable communities and to protect our natural environment. This strategy is based on the Auckland Regional Land Transport Strategy 2005 and incorporates Waitakere City Council policies and objectives. This strategy includes a costed 10-year transport programme which proposes how the Council will deliver the strategy.


*Buses on Great North Road, Henderson*

Waitakere's population is growing by about 1.7% each year and the volume of traffic is increasing by about 3% each year. This is not sustainable in terms of the economy, the natural environment and the effects on communities.

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

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

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

2004 requires that regional and city resource management plans incorporate the growth concepts of the Regional Growth Strategy.

The basic premise of this strategy is that compact cities are more sustainable because they make more efficient use of land, transport and infrastructure. Living in a compact city enables communities to access employment, social and recreational opportunities with less travel. Compact cities also support the development and improvement of passenger transport systems which results in less reliance on private cars. This in turn contributes to reduced air emissions and less vehicle pollutants. Compact cities result in less pressure for sprawl and reduce the need for people to travel long distances.

The Auckland Regional Land Transport Strategy 2005 sets the direction and funding priorities for transport in the Auckland region. This requires a balance of funding for state highways, roads, passenger transport, travel demand management, walking and cycling.

In order to manage growth, significant improvements are needed in transport infrastructure, integration of transport with land use and travel demand management. We also need a significant shift to more sustainable modes of travel. Waitakere is in the process of catching up on investment in state highways, passenger transport and cycle ways. This will provide some ability to deal with existing demand and some future demand. Increased central government funding is available where there is a matched local contribution (except for state highways and rail lines, which are 100% funded by central government).

Key legislation and national and regional strategies provide a policy and strategic framework against which


*Residential development adjacent rail, New Lynn*

*Cyclist taking bike onto train, Ranui Rail Station*

Waitakere City Council can prepare its transport strategy programme.

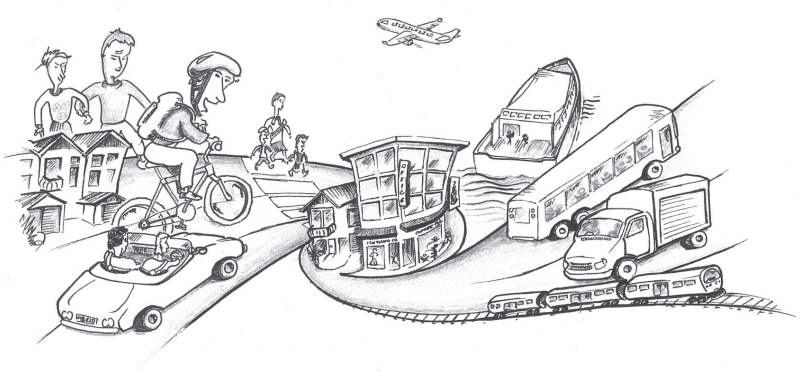
The Land Transport Management Act 2003 and the Local Government (Auckland) Amendment Act 2004 have significantly altered the planning, governance and funding of transport. New Zealand's vision for transport is an affordable, integrated, safe, responsive and sustainable transport system. The government's transport objectives guide Land Transport New Zealand's funding decisions in relation to transport projects.

New Zealand's five transport objectives are:

- Assist economic development;
- Assist safety and personal security;
- Improve access and mobility;
- Protect and promote public health;
- Ensure environmental sustainability.

The goal of the Auckland Regional Land Transport Strategy 2005 is a transport system which enhances the Auckland region as a great place to live, work and play. The objectives of the Auckland Regional Land Transport Strategy 2005 are the New Zealand transport objectives plus the objectives of 'Supporting the Auckland Regional Growth Strategy' and 'Achieving economic efficiency'.

The Auckland Regional Land Transport Strategy 2005 provides for a high investment in passenger transport, a medium investment in travel demand management (including walking and cycling) and significant investment in completing the state highway network and roading improvements. The Auckland Regional Transport Authority (ARTA) is required to prioritise the transport programme submitted by Waitakere City Council for funding and is guided by national and regional requirements.



# Section 2: Key Issues and Trends; Current Infrastructure and Services

## Setting the scene in Waitakere

Waitakere is a diverse city ranging from urbanised centres in the east to the sparsely populated and protected environment of the Waitakere Ranges and West Coast beaches. Waitakere may be characterised as young, fast-growing and ethnically diverse. It is the fifth largest city in New Zealand, similar to Wellington City in population.

## Key transport issues and trends

### Growth

The population of Waitakere as at March 2006 was 186,444, forecast to grow to around 235,000 people by the year 2016 (high growth scenario). To meet this growth the transport system needs to provide for around 4,000 more residents in Waitakere annually. In order to cater for forecast population growth and to bolster local employment, provision for approximately 2,000 more employees in Waitakere will need to be made each year. The existing transport system is inadequate to meet current and future demands.

### The cost of improvements to the transport system

The costs of improving the transport system in Waitakere are borne by users, developers, regional and central government and by ratepayers. Therefore, improvements have to be affordable and effective.

### Location of employment

Waitakere accounts for approximately 15% of Auckland's total population, but the city only generates around 8% of the region's income and jobs. Approximately 56% of our workforce travels outside Waitakere to work. As a result, average trip lengths for Waitakere residents are very high. About 25% of local jobs are filled by people who commute into Waitakere from other parts of the region. The transport system needs to support local jobs as well as provide for access to jobs outside of the city.

*Hobsonville Road*

### Dependence on the motor vehicle

Travel by motor vehicle is growing faster than the rate of increase in population growth. Low car-occupancy rates – an average of 1.2 persons per vehicle at peak times – exacerbates the problem of too much traffic on the roading network.

In 2001, 74% of Waitakere residents travelled to work in a motor vehicle. This was the second highest figure recorded for all the major New Zealand cities. In 2001, only 4% of Waitakere's workforce travelled to work by bus, 2% walked, 1% travelled by train, 1% by bicycle, 6% worked from home and around 11% did not work on census day (figure 3.2).

Car ownership per person in the Auckland region is increasing rather than decreasing as indicated in figure 3.1. Subject to the effects of increases in oil prices and the

introduction of road pricing, it is projected that, by 2016, 11% of trips at peak times in the Auckland region will be by passenger transport, up from 7% in 2001.

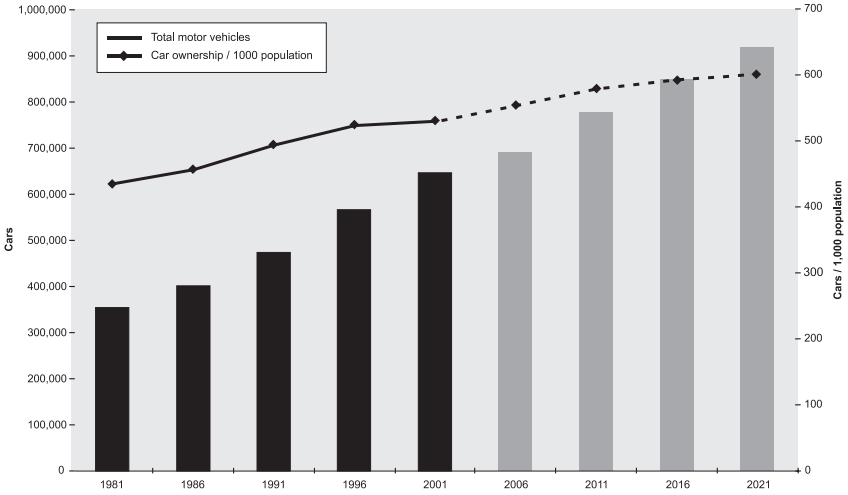



*Figure 3.1: Car Ownership (1981 - 2021)*
*Source: Auckland Regional Council (ART model), Statistics New Zealand.*

### Traffic congestion

The build-up of traffic, particularly on key arterials and on the motorway in the peak periods, results in travel delays, greater costs for business (estimated at one billion dollars a year for the Auckland region), negative impacts on the natural environment, and extra time away from family or the household. The most heavily trafficked arterial roads in Waitakere are sections of Te Atatu Road, Lincoln Road and Great North Road, which carry approximately 47,000, 45,000 and 32,000 vehicles per day respectively. The North Western Motorway (State Highway 16) between Te Atatu Road and Patiki Road now carries approximately 95,000 vehicles per day.

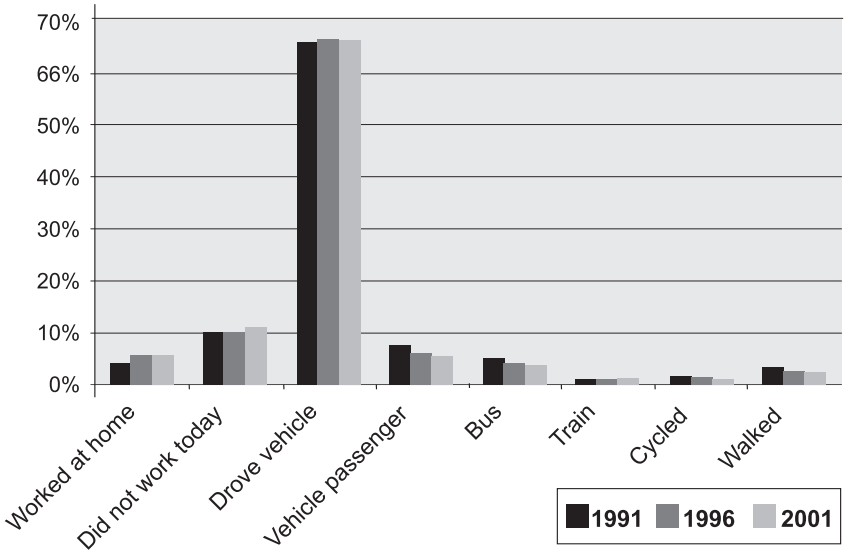



*Figure 3.2: Means of travel to work, Waitakere Residents*
*Source: Statistics New Zealand.*

### Lack of walking and cycling for short trips

Approximately 18% of all trips in the Auckland region are less than two kilometres during the morning peak: 64% of those are by car and many of these are to drop children off at school. Figures 3.3 and 3.4 indicate the length of trips and the mode taken for these trips in the morning peak.

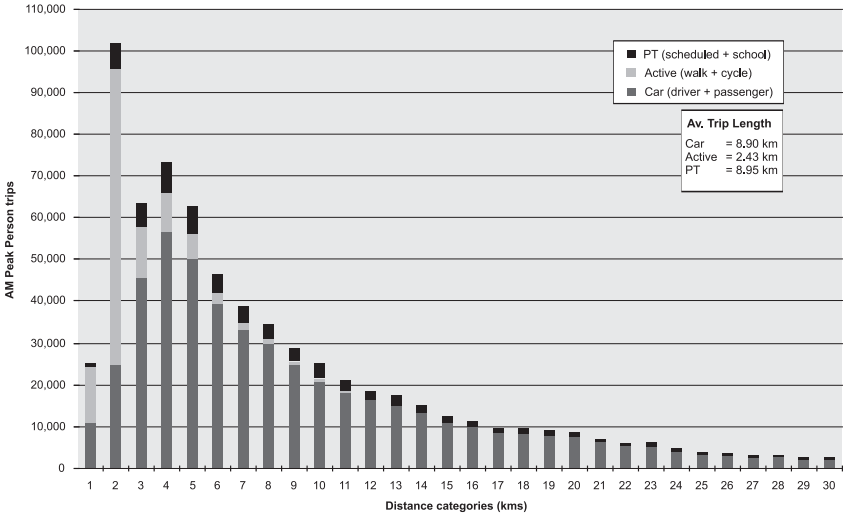



*Figure 3.3: Trip lengths by mode (2001 morning peak period. 07:00 - 09:00)*
*Source: Auckland Regional Council (ART model)*

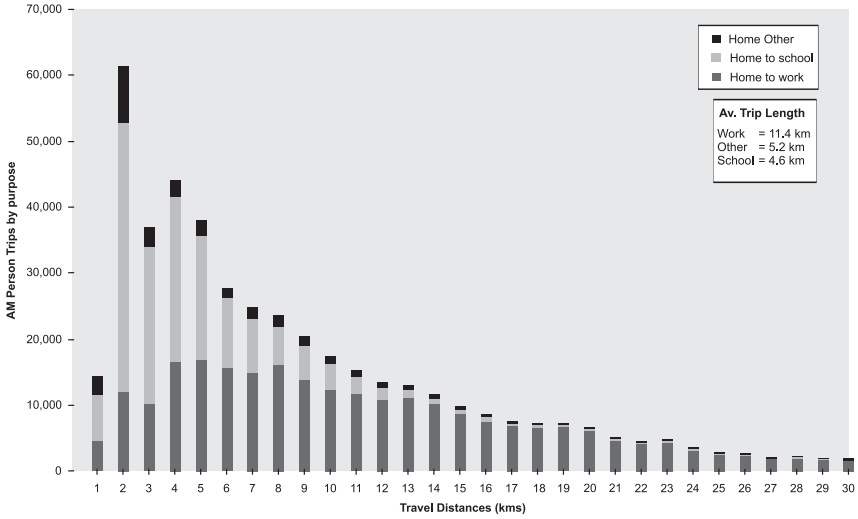



*Figure 3.4: Trip lengths by purpose (2001 morning peak period. 07:00 - 09:00)*
*Source: Auckland Regional Council (ART model)*

**Movement of goods and services**

It is vital that the transport system enables efficient movement of goods and services in a growing local economy. The transport system needs to allow for more local business activity in the future and better access to new motorways. Subject to the effects of increases in oil prices and the introduction of congestion charges, by 2016 it is projected that travel speeds between key business centres in the Auckland region will decrease by 5.6%.

**Access and social isolation**

Around 92% of Waitakere households have access to a car. However, around 25% of households do not have access to a car during the day; they may not own a car, or it is being used by a family member to commute. These households rely on taxis, walking, cycling and passenger transport to move about the city. Travel choice is limited in some parts of Waitakere, including the northwest and beyond the metropolitan area. The transport system is required to provide for a range of mobility needs.


*Low emission buses, Henderson town centre*

**Allocation of road space**

A key issue for Waitakere City Council is the allocation, use and priority of the road reserve. Competing demands for use of road space include vehicle traffic, passenger transport, pedestrians, cyclists and car parking. There are also impacts from the type of land use next to arterial roads and roads in town centres.

**Need for improved integration of land use and transport**

The historically low-density in Waitakere has resulted in long distances to travel and inefficient passenger transport. Inefficient bus services are often the result of an inadequate road network including a lack of linkages. High growth and development is required in Waitakere's three main town centres. This will support passenger transport and restrict low-density sprawl.

**The health and environmental effects of pollution from motor vehicles**

Pollution from motor vehicles severely reduces the quality of our air and water. There are approximately 250 deaths each year in the Auckland region due to air pollution from motor vehicles. Subject to the effects of increases in oil prices and the introduction of road pricing, it is projected that $CO_2$ emissions in the Auckland region will increase by 21% by 2016 and that discharges to water from transport will increase by 20%.

**Increasing oil prices**

Fuel use for transport in the Auckland region is expected to increase by 26% by 2016. There are significant risks regarding security of supply and increases in oil prices over the next 10 years.

**Safety**
There has been an increase in the number of crashes on Waitakere roads since 2000.

**Innovation and opportunities**
As an eco city, Waitakere City Council has been a leader in implementing and providing information on new technology. Current examples include solar-powered lighting and information on vehicle fuel efficiency. Future opportunities to support new technologies will arise over the period of this Transport Strategy and will be investigated and implemented as appropriate.

## Infrastructure and services at July 2006

Waitakere's transport infrastructure includes:

- The Western Rail Corridor – Tracks, signals, platforms and pedestrian bridges are managed by ONTRACK. Infrastructure on the platforms is managed by ARTA.
- State Highways and interchanges – managed by Transit New Zealand.
- The local roading network – managed by Waitakere City Council.
- The pedestrian and cycling network – managed by Waitakere City Council.
- Whenuapai airport – managed by the Ministry of Defence.
- Water access to two harbours.

Rail improvements have been the focus of Waitakere City Council's passenger transport advocacy over the past decade. The Western Rail Corridor links the main town centres of New Lynn, Glen Eden and Henderson (as well as Fruitvale, Sunnyvale, Sturges, Ranui, Swanson and Waitakere Village) with the Auckland central business district (CBD) and the remainder of the regional and national rail network.

Waitakere City Council has a role in relation to bus and rail interchanges and upgrading the precincts around the stations, including the provision of park and ride and drop-off facilities. The Council also has a key role in promoting and enabling increased population and employment densities around rail nodes.

The roading network is well developed, comprising motorways, urban arterials and other local roads. State Highway 18 Upper Harbour Corridor and the State Highway 16 Brigham Creek Extension are expected to be completed over the next five years.

The local road network is mostly complete, but:

- is straining to cope with demand at peak times;
- needs to be expanded for new growth areas;
- has many cul-de-sacs and unconnected communities;
- needs realignment in town centres.

The Council has completed studies of road corridors throughout the city which indicate decreases in performance of the road network in the future if the roading network remains unchanged. Most new local roads have been built and funded as part of new subdivisions.

Waitakere's bus services are mainly focused on trips to and from the Auckland CBD with limited ability to interchange with rail or ferry services or other bus services. Waitakere City Council's focus is on delivering bus related infrastructure (bus stops, signs, timetable holders, shelters, lighting) and working with ARTA and providers to improve bus services, service quality and frequency.

Waitakere's rail services operate every 37 minutes during the day and more frequently at peak times. The double tracking of the western rail line and new signalling should result in trains every 10 minutes at peak times.

People walking and cycling use the road and footpath network, walkways in parks and a limited length of dedicated walk and cycle ways. The Waitakere City Walking and Cycling Strategy was adopted in 2003.

The Ministry of Defence has transferred the Hobsonville Airbase to the Housing Corporation of New Zealand which is undertaking a sustainable development which includes sustainable transport solutions.

Whenuapai Airport is currently occupied by the Ministry of Defence and is expected to include commercial operations within the next ten years.

The Manukau and Waitemata harbours provide sea access for ferries. Ferry services operate at West Harbour on the Waitemata Harbour to and from the Auckland CBD.