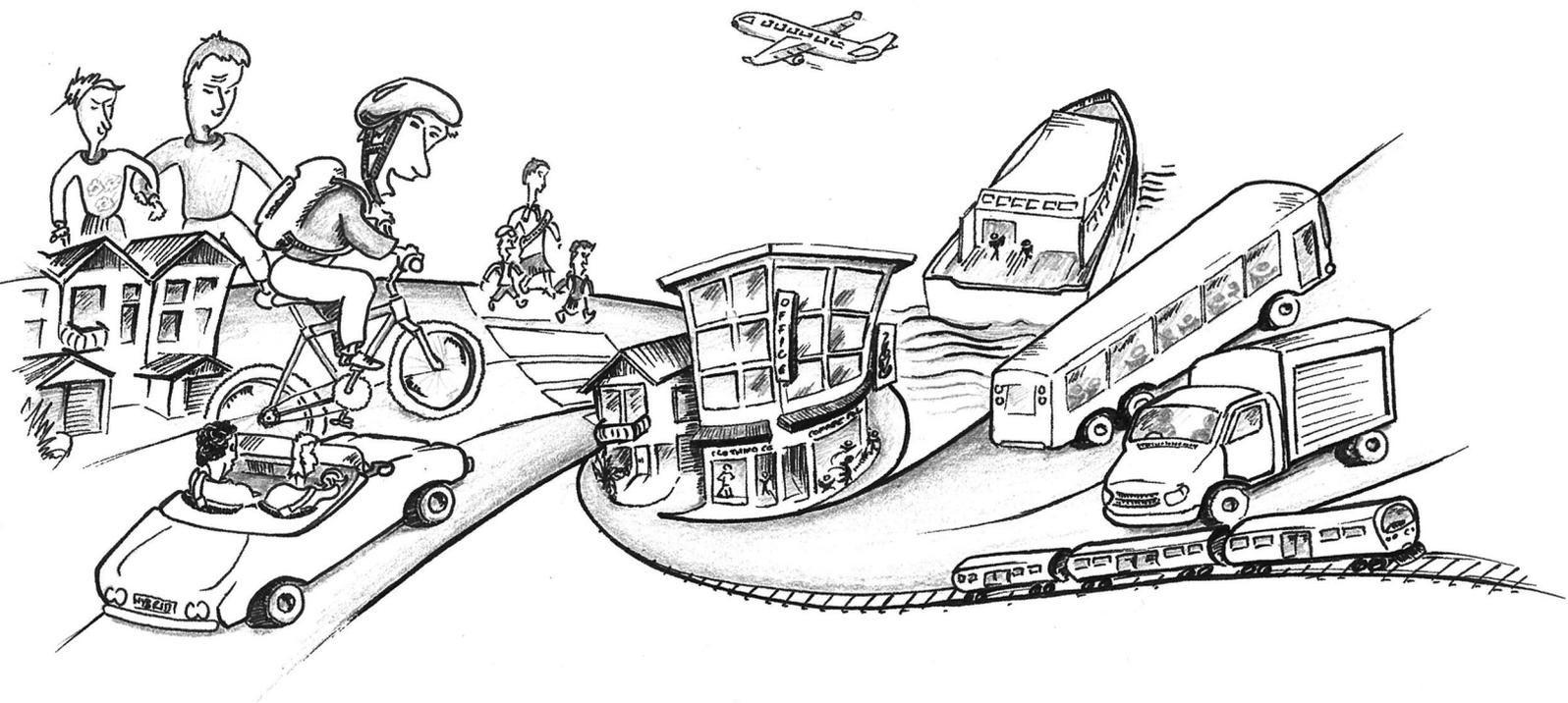




Waitakere City Council
Te Taiāo o Waitakere

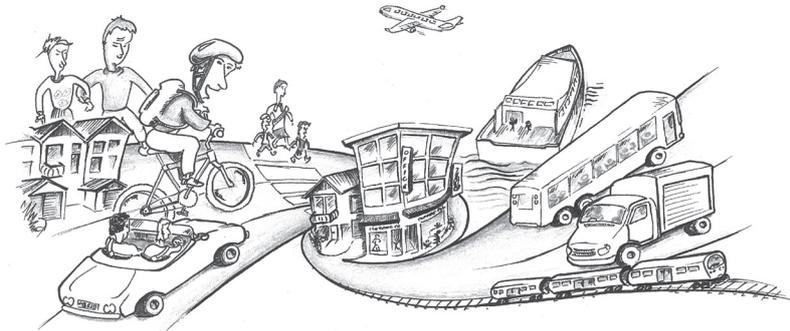


SUMMARY

Way to go

Waitakere City Transport Strategy 2006-2016





Waitakere City Transport 2006-2016 Summary

This document is a summary of the Waitakere City Transport Strategy and budgeted 10-year transport programme. The full strategy and budget are available online at www.waitakere.govt.nz or can be posted upon request by phoning Waitakere City Council on 09 839 0400.

Vision

Waitakere City Council's vision for transport is:

"A sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere City being 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 City 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 City being 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.

The Foundations of the Transport Strategy

The foundations of the Waitakere City Transport Strategy 2006-2016 are:

i) 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.

ii) 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.

iii) 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

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 traffic flow at selected intersections and 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 or 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 alternatives to driving a car include:

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

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 other 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 City's transport programme has a greater likelihood of receiving funding from Land Transport New Zealand.

The Objectives of the Transport Strategy

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

1. Enables Waitakere City to achieve desired social, economic, environmental and cultural benefits for both current and future communities;
2. Facilitates and promotes more sustainable modes of travel;
3. Supports implementation of the Auckland Regional Land Transport Strategy and Regional Growth Strategy 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 Transport Strategy

The desired outcomes of this strategy are that:

- a) People have safe, effective, integrated and sustainable travel choice options;
- b) There is less traffic and more mobility through innovative travel demand management;
- c) There is more opportunity to live, work and play locally;
- d) Land use is integrated with transport and both are mutually supportive;
- e) Business and industry travel location needs are met in a sustainable way;

- f) People have more choices that enable them to participate in society;
- g) The environment and human health is protected;
- h) There is a reduction in non-renewable energy use for transport in Waitakere City; and
- i) People work in a collaborative and innovative manner to maximise these outcomes.

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.

The transport programme for Waitakere City focuses 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 services in Waitakere City.
- 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.

Significant new features of the programme are:

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

The Waitakere City Transport Strategy 2006–2016 is based on the Auckland Regional Land Transport Strategy 2005 and incorporates Waitakere City policies and objectives.

Context

Concentrated growth builds compact cities. Compact cities are more sustainable because they are more efficient in their use of land, transport and infrastructure. Living in a compact city makes it easier for communities to access a range of employment, community and recreational opportunities with less travel.

At present, Waitakere City's population is growing by about 1.7% each year and its volume of traffic is increasing by about 3% annually. This level of increase is not sustainable in terms of the effects on the economy, the natural environment, or communities. Significant improvements in the transport system and changes in travel choices will be necessary to support and manage Waitakere City's projected population and business growth.

The Auckland Regional Growth Strategy, adopted by all Councils in the region in 1999, defined a metropolitan urban limit to help constrain urban sprawl. It also set targets for concentrating growth over the next 50 years in Waitakere City's three main town centres. Waitakere City's District Plan is required to incorporate the Auckland Regional Growth Strategy's concepts.

In addition, the Auckland Regional Land Transport Strategy 2005 sets the direction and funding priorities for roads, passenger transport and travel demand management in the Auckland region. Waitakere City needs a balance of investment in state highways, passenger transport and walk and cycle ways to meet current and future travel demands.

Historically, Waitakere City has been characterised by low-density development. The City's urban strategy aims to achieve quality high-density development in and around the New Lynn, Henderson and Westgate town centres, and along other major transport corridors such as Lincoln Road. A compact city encourages the use of passenger transport and relies less on private cars. This in turn contributes to more energy-efficient transport, reduced air emissions, and fewer vehicle pollutants in our waterways.

Key Transport Issues for Waitakere City

Key transport issues for Waitakere City are:

Growth

The population of Waitakere City is growing at approximately 1.7% annually and is forecast to grow to around 235,000 people by the year 2016. Strategies for coping with this growth need to be implemented now.

Cost

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

Location of employment

Because approximately 56% of our workforce travels outside Waitakere City to work, the transport system needs to support local jobs as well as provide for access to employment opportunities outside the City.

Dependence on the motor vehicle

In 2001, 74% of Waitakere City 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 City'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.

Car ownership per person in the Auckland region is increasing rather than decreasing. 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. This dependence on the motor vehicle highlights the need for improved transport options.

Increasing 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.

Movement of goods and services

It is vital that the transport system enables efficient movement of goods and services to encourage 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 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 City, including the northwest and beyond the metropolitan area. The transport system is required to provide for a range of mobility needs.

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 City 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 City'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 253 deaths each year in the Auckland region due to air pollution from motor vehicles; 1,500 tonnes of carbon dioxide is emitted each morning from traffic in the region. Subject to the effects of increases in oil prices and the introduction of road pricing,

it is projected that CO₂ 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 City roads since 2000.

Innovation and opportunities

As an eco city, Waitakere City 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 Transport Strategy and will be investigated and implemented as appropriate.

Transport Policies

The policies set out in the Auckland Regional Land Transport Strategy 2005 form an important part of transport policy in Waitakere City. Additional policies are required to reflect the Council's approach to the issues and the local requirements of Waitakere City. Auckland Regional Land Transport Strategy 2005 policies can be found in Appendix 3 of the Waitakere City Transport Strategy 2006-2016.

Additional policy requirements include:

- Intensive development around the main town centres, rail and ferry stations and along transport corridors.
- The Council will encourage growth that provides local jobs, leisure and shopping facilities and concentrates housing and employment in areas with good passenger transport, walk and cycle routes.
- 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.
- The Council is encouraging government to consider legislation which enables congestion charges in the Auckland region as a mechanism to reduce congestion.
- A high-quality passenger transport network is a prerequisite for the introduction of congestion charges

- Bus priority measures including high-occupancy vehicle lanes on selected arterial roads.
- Proposed parking charges in some of the Council's off-street car parks at Henderson, New Lynn and Westgate.
- Advocating for Whenuapai airport to operate commercially, with appropriate transport connections.
- Lobbying for legislation which regulates or taxes vehicle pollution into the air or the stormwater system.
- Community road safety plans need to be developed and implemented in order to achieve road safety targets. Safety and accessibility needs to be considered in the planning of all transport options and for the whole of the journey.
- The Council will support, use and introduce energy efficient, clean fuel and environmentally friendly technologies.

Role of Modes

Roads and State Highways

Completion of the state highways in Waitakere City and connectivity with the local road network are important to enable access between communities and destinations for work and leisure. The City's strategy is to make the most of the existing network and provide for traffic, passenger transport, walking and cycling. These travel modes need to be appropriate for the type of road and surrounding land use. It is important to strike the best possible balance between the multiple competing needs in arterial road corridors.

Passenger transport

Passenger transport is an efficient and environmentally friendly means of travel. The City's strategy is to increase the patronage of train, bus and ferry services. 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

Completion of double tracking of the western rail corridor and upgrade of stations and services is essential for achieving passenger transport, growth and employment objectives. This includes lowering the rail line at New Lynn, electrification of the rail network, and new rolling stock.

Buses

The City's strategy is to upgrade bus stop infrastructure, establish effective bus interchanges and to work with

Auckland Regional Transport Authority (ARTA) for improved routes, service quality and frequency. Bus priority and HAV measures are proposed on key arterial roads to encourage use of buses and car pooling.

Ferry

Ferry services currently operate at West Harbour and should extend to Hobsonville and Te Atatu. To support these services, the Council needs to improve the areas surrounding the ferry berths and provide parking facilities as appropriate.

Walking and cycling

The City's strategy is to promote the health benefits of walking and cycling and to reduce the negative impacts of motor vehicles. A safer cycle network needs to be established including provision for short trips, to work, school and for recreation.

Conclusion

Transport is a vital issue for people, the environment and the economy. Waitakere City needs to focus its investment in passenger transport, walking and cycling infrastructure. The strategic approach is to manage demand for travel rather than continuing to build roads to cope with expected growth in Waitakere City.

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, car pooling, shorter trips, fewer trips, travelling outside peak hours and working from home.

The key features of the Waitakere City Transport Strategy are:

- 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 City.
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