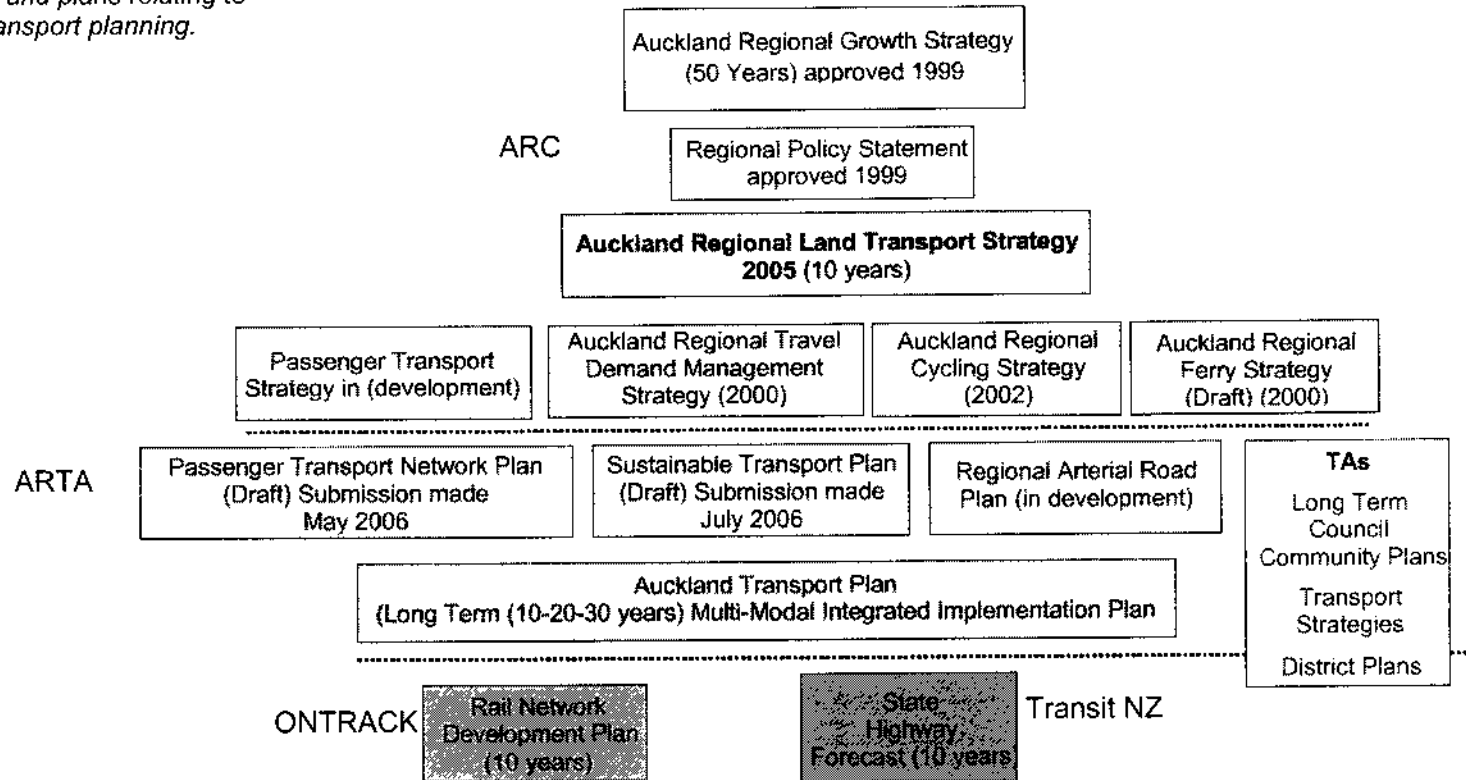


The following diagram sets out the various strategies and plans relating to Auckland's transport planning.

**Related Transport Strategies and Plans**

AI



Source: Adapted from ARTA

6 July 2006

**Attention: Draft Sustainable Transport Plan Consultation**

Auckland Regional Transport Authority

Private Bag 92 – 236

Auckland

To Whom It May Concern:

This letter is a submission on the draft Sustainable Transport Plan June 2006 – 2016. Waitakere City Council appreciates the opportunity to provide feedback to the Auckland Regional Transport Authority (ARTA) on the draft Plan.

The aim of the draft Sustainable Transport Plan (the draft Plan) to divert 20,000 car trips each morning peak to walking, cycling and passenger transport is strongly supported by this Council. The draft Plan espouses very strong support and leadership for school travel plans, workplace travel plans, town centre transport plans and for improvements to walking and cycling networks. Waitakere City Council will continue to collaborate with ARTA in sustainable transport and travel demand management initiatives, and supports the strengthened status that these activities receive in the draft Sustainable Transport Plan. The Council also supports the intention to focus initially on people who are most likely to change their travel behaviour.

The Council strongly urges ARTA to broaden the draft Plan to encompass the sustainable transport initiatives in accordance with the Auckland Regional Land Transport Strategy 2005 (RLTS). The following are comments which elaborate on this and address specific aspects of the draft Plan.

**Feedback on the draft Sustainable Transport Plan June 2006 – 2016**

**School Travel Plans**

School travel plans are developing successfully in Waitakere City and this Council advocates for ARTA training and providing sufficient TravelWise planners to work with Councils and schools, and giving TravelWise planners the necessary tools and support to make the process effective and efficient.

## **School and the school community**

The draft Sustainable Transport Plan notes that it is parents, not schools, who are responsible for child safety on the journey to and from school in urban areas. It should be noted that this issue is not as clear as the draft Plan states. Many schools believe that it is the moral obligation of the school to ensure the safety of their students not only at school, but also on the journey to and from school. The provision for school road safety teams is one example of the commitment to student safety on the journey to and from school that many schools view as being a joint responsibility of parents and schools. Councils also have a responsibility for Safer Routes programmes which usually include student travel.

## **Community Travel Plans for Developing/ Redeveloping/ Regenerating areas**

While Waitakere City congratulates ARTA for its ground-breaking approach to town centre transport plans, we see this as being more appropriate for existing fully urbanised areas. We believe the Plan needs to consider a different approach for developing greenfields areas and for the regeneration of brownfields areas within the existing urban fabric. Examples of such areas would be Flat Bush, Westgate/ Massey North, Hobsonville Peninsula and the Mt Wellington Quarry redevelopment. Here a community travel plan would focus on changing travel choices as a community develops or redevelops. The development, redevelopment or regeneration of an area, when integrated with appropriate passenger transport and other sustainable modes investment would provide new residents with ready-made sustainable transport choices. This, when combined with personalised marketing and other elements of a community travel plan, could make a significant difference to travel choices at a time when people are most open to making those choices.

Waitakere City Council is particularly interested in seeing such an approach in the redevelopment of the Hobsonville Airbase. The vision of the Hobsonville Land Company which is developing the Hobsonville Airbase as a mixed-use community is for a 50 percent reduction in trip making compared to comparable communities. This is part of the commitment to this development being a demonstration project for sustainable cities development.

Some of this trip-making reduction will be achieved through having a dense street network; local shops and services; abundant provision of attractive open-space, and facilitating passenger transport, walking and cycling. However sustainable communities in Auckland cannot hope to achieve such an ambitious trip-reduction target without a strong

partnership with ARTA. Waitakere City Council and the Hobsonville Land Company seek such a partnership with ARTA to enable the Hobsonville Airbase community to be a role model for sustainable development and sustainable transport.

School and workplace travel plans, community travel plans and town centre transport plans require a whole-of-ARTA and whole-of-TA approach; the draft Plan should clearly reflect this approach. The Hobsonville Airbase development would require this approach throughout development, and would include such elements as providing bus and ferry services at the outset of development and participation in a community travel plan. This would be linked to Waitakere City Council and Hobsonville Land Company provision for open space, walking and cycling facilities and high quality infrastructure for bus and ferry services.

The core of town centre town centre transport plans should be the proper integration of transport services with land use and other sustainable modes of transport.

### **Walking Network**

Waitakere City Council is satisfied with the 18 'high priority' town centres as set out in the draft Plan. Waitakere City Council strongly supports New Lynn and Lincoln Road/Henderson being included in the high priority list. Waitakere City Council encourages ARTA to support the implementation of walking improvements and town centre transport plans in these high priority areas. Council recognises that transport projects and other town centres, for example Westgate, may also receive high priority ranking as they may meet the criteria for high priority in due course. The draft Plan should clearly indicate that the high priority list is not exclusive.

### **Cycling Network**

Waitakere City Council accepts that cycling investment should be focused on constructing the proposed regionally significant cycle routes and linking key destinations to these routes. However important local links identified by Councils should continue to be viewed as regionally significant when they connect to town centres and key destinations. The draft Plan should indicate encouragement for this in other cities in the region.

## **New Initiatives**

The draft Sustainable Transport Plan provides for strong leadership by ARTA in the areas of walking, cycling, school and workplace travel plans and town centre transport plans but does not provide enough scope for new initiatives and innovations that may arise in forthcoming years. ARTA is in a position to take more than a 'monitoring role' if original or leading edge sustainable initiatives emerge and appear relevant to the Auckland region. Provision should be made in the draft Plan for regional funding that supports the introduction of innovative travel demand management (TDM) initiatives appropriate to the Auckland region. For example, RLTS policy 3.3.6 - Support technology improvements which reduce the need to travel.

Of particular note is the omission of the draft Plan to provide for sustainable transport initiatives relating to the introduction of more fuel efficient vehicles and alternative fuels. ARTA is identified in the RLTS as the organisation responsible for implementing the policy of encouraging individuals, business, institutions, and government to opt for less energy intensive transport, such as public transport, walking and cycling (RLTS policy 1.7.9) and as one of the organisations responsible for the policy of encouraging more energy efficient vehicle procurement and management practices in the region (RLTS policy 1.7.10).

## **Marketing and promotion**

ARTA is well placed to lead a movement away from single occupancy car use and actively promote and encourage the benefits of more sustainable transport modes. There is precedent for ARTA to conduct marketing and promotional campaigns in the region, for example, catch a bus and train campaigns and regional cycle maps produced by ARTA and provided to Councils for distribution.

The draft Sustainability Transport Plan makes provision for ARTA to market and promote walking, cycling, workplace travel plans and town centre transport plans. Waitakere City Council supports ARTA taking a leadership role in marketing and to promote activities and initiatives specifically targeted at sustainable transport and TDM measures in the Auckland region. The Council is concerned about the statement on page 13 that , "One activity not included in this plan is the mass marketing of various programmes such as walking, cycling..." It is unclear which aspects of marketing and promotion ARTA is committing to. The RLTS policy indicates ARTA's responsibility to provide good access to quality information about transport choices, public transport services, walking and cycling (RLTS

policy 3.3.7) and to develop and implement education programmes to increase the awareness of transport impacts and choice (RLST policy 3.3.8). As a minimum, ARTA should be carrying out a coordination role in relation to promotions of walking and cycling and passenger transport in the region.

If mass campaigns are targeted and specific, they can be a useful informative tool to provide the public with information about new initiatives aimed at influencing travel behaviour. For example, providing rideshare software to TravelWise workplaces is a good start to encouraging more sustainable use of private vehicles, however there is also opportunity for ARTA to promote the concept and tools of ridesharing to the wider public including organisations that do not have a workplace travel plan strategy but may want to provide the option of ridesharing to their staff.

All marketing and promotion of sustainable transport initiatives in the Auckland region should be coordinated by ARTA including those activities being undertaken or overseen by Land Transport New Zealand, territorial authorities and other transport organisations.

### **Travel demand management objectives**

The draft Sustainable Transport Plan does not focus on all travel demand management objectives; a broader focus would offer a wider context for sustainable travel. The draft Plan is heavily concentrated on the RLTS objective of influencing travel choices (school travel plans, workplace travel plans and town centre transport plans) and to a lesser extent the objective of providing for travel choice (improving walking and cycling networks). Waitakere City Council submits that the draft Plan should indicate ARTA's role in relation to improving walking, cycling and public transport networks through the policies outlined in sections 4.2, 4.3 and 4.4 (RLTS policy 3.2.1).

The draft Plan needs to identify land use development as an effective travel demand strategy, and specify responsibility to ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular travel (RLTS policy 3.1). The draft Plan should detail the requirement of specified organisations to design transport connections within high density centres and corridors to give priority to supporting pedestrians, cyclists and public transport and to enable improved urban amenity and land use integration, rather than to provide for the free flow of vehicle traffic (RLTS policy 3.1.6). For example, the draft Plan can encourage buildings at train stations to be open facing to the station.

There is minimal direction in the draft Plan to forward the TDM objective of reducing the need to travel. Waitakere City Council would like to see stronger linkages with this objective and associated relevant planning documents.

### **Teleworking**

Waitakere City Council supports teleworking as a strong TDM measure. Working from home can enable people to change their travel behaviour and travel outside of peak hours or reduce the need for them to travel at all. Advances in technology are one factor of working remotely; support and encouragement for the trend is another important component of teleworking. ARTA and TAs are listed as the two organisations charged with implementing the RLTS policy of encouraging households and businesses to take advantage of improvements to communications technology, by removing barriers to working from home and supporting teleworking initiatives (RLTS policy 3.3.2) and also listed as the organisations responsible for supporting technology improvements that encourage ridesharing, teleworking and flexible hours (RLTS policy 3.3.7).

Waitakere City Council believes ARTA is the appropriate organisation to sponsor and lead initiatives in this important TDM measure, including facilitating private sector interest, and investment in teleworking.

### **Passenger Transport Network Plan**

Improving passenger transport choices is a key component of the Auckland Passenger Transport Network Plan (PTNP). Passenger transport (PT) is a superior mode of sustainable transport and therefore stronger links to the PTNP in the Sustainable Transport Plan are needed.

### **Increased cost of road projects**

The draft Plan does not indicate if the amplified cost of roading projects will impact on funding for travel demand management initiatives. The draft Plan should clearly signify that the increased costs of road development will not erode the \$420 million allocated to TDM in the RLTS over the next ten years.

## **RLTS Objectives and Policies**

The draft Plan needs to implement other appropriate objectives and policies in the RLTS, in particular:

- 1.7.2 Support measures that reduce the need to travel by individuals, business, institutions and government.
- 1.7.3 Encourage and facilitate the introduction of eco-efficient vehicles in the Auckland fleet.
- 1.7.8 Support the use and development of less energy intensive options to reduce the need to use vehicles to move people and goods around the region.
- 1.7.9 Encourage individuals, business, institutions, and government to opt for less energy intensive transport such as public transport, walking, cycling and rail freight.
- 1.7.10 Encourage more energy efficient vehicle procurement and management practices in the region.
- 3.1.6 Design transport connections within high density centres and corridors to give priority to supporting pedestrians, cyclists and public transport and to enable improved urban amenity and land use integration, rather than to provide for the free flow of vehicle traffic.
- 3.2.2 Encourage households and businesses to take advantage of improvements to communications technology, by removing barriers to working from home and supporting teleworking initiatives.
- 3.3.6 Support technology improvements which reduce the need to travel.
- 3.3.7 Support technology improvements that encourage ridesharing, teleworking and flexible hours.
- 3.3.8 Ensure that there is good access to quality information about transport choices, public transport services, walking and cycling.
- 3.3.9 Develop and implement education programmes to increase the awareness of transport impacts and choices.
- 3.3.10 Develop and implement promotional activities to encourage safe and environmentally friendly transport.

Waitakere City Council would also like to see the draft Plan provide a 'step-by-step' plan to illustrate the way ARTA and Territorial Authorities (TAs) may implement these policies. The draft Plan needs to identify TAs roles in relation to walking, cycling and passenger

transport. The draft Plan needs to clearly portray that it is not just a sustainable transport plan for ARTA but for the entire region.

### **Conclusion**

The proposed mix of activities has a focus on school and workplace travel plans, community transport plans and walking and cycling. Waitakere City Council absolutely supports these sustainable transport initiatives but would also like the draft Plan to include other travel demand management and sustainable transport objectives and initiatives.

Waitakere City Council thanks ARTA for the opportunity to provide feedback on the draft Sustainable Transport Plan June 2006 – 2016. We would appreciate being informed of the outcome of this submission, including a response to specific issues that have been raised.

Yours sincerely

Councillor Penny Hulse  
Chairperson – City Development Committee

A1 (appendix). Pros and Cons of manual verses aerial spraying.

	<b>Manual</b>	<b>Aerial</b>	<b>comments</b>
<b>Environmental</b>	<p><b>Pro:</b> Chemical is restricted to target plant</p> <p><b>Con:</b> Chemicals are used at quite high concentrations and there is the possibility of human error. Damage to other plants gaining access to willows</p>	<p><b>Pro:</b> Glyphosate only; no use of the more toxic Escort. Less spray used overall.</p> <p><b>Con:</b> Possibility of non-target plants being killed.</p>	Aerial Spraying would be restricted to areas where the canopy is thick.
<b>Efficacy</b>	<p><b>Pro:</b> Method has proven 90-95% in the past.</p> <p><b>Con:</b> Effectiveness figures do not relate to wetlands of this size. Expect stems to be missed when working in wetland conditions, thus effectiveness likely to drop.</p>	<p><b>Pro:</b> Proven effectiveness in the Waikato on willows. Good success with other plant pests in the Auckland region</p> <p><b>Con:</b> Larger trees may not be killed.</p>	Either method will require follow up treatment for at least 2 years after final treatment.
<b>Cost</b>	\$300,000 over 15 years	\$50,000 over 3 years	These figures do not include other aerial spray costs such as, monitoring, consultation and some replanting which may be necessary if native under story is killed.
<b>Public acceptance</b>	<p><b>Pro:</b> Method was agreed to during consultation.</p> <p><b>Con:</b> Visible progress is hard to see, project moving slowly.</p>	<p><b>Pro:</b> There are people who can speak to landowners in support of method from experience. Probable acceptance by Forest and Bird and D.O.C.</p> <p><b>Con:</b> Public concern over human and environmental health could be high.</p>	This could be the biggest barrier to aerial spraying.

### Taieri Trust <sup>1</sup>

The ideas behind the formation of the TAIERI Alliance for Information Exchange and River Improvement (TAIERI Trust) started with the research by Dr Margot Parkes in the late 1990's. Her doctorate drew links between social, physical and environmental health. In 1999-2000, Dr Parkes held community meetings throughout the catchment and then brought everyone together in a cross-catchment meeting. This enabled participants to discuss the river and its associated issues in a holistic, integrated manner. Community members valued this forum and wanted opportunities to meet together in the future. Key local people were identified to represent the catchment communities within the newly developing TAIERI Trust.

Broadening the participation in the Trust began with the University of Otago. The Taieri is fortunate that its close proximity to the University has meant it is one of the most studied rivers within New Zealand. In the past, research has been conducted with very little interaction with, or even reporting to, the local community. The community saw real advantage in more dialogue with university researchers and initiated a formalised partnership. The TAIERI Trust successfully gained funding through the Ministry for the Environment's Sustainable Management Fund and has formed a partnership with the New Zealand Landcare Trust.

The community-based structure of the Trust includes seven Trustees, five of whom are landowners representing different geographic areas of the catchment and two are university professors. This structure allows the catchment communities to have a voice and to participate fully in all decision-making and for an ongoing relationship between independent researchers and the community. The overall structure forms the basis of a highly independent project fostering a non-threatening environment for information dissemination and project planning and implementation.

Beyond the Trustees is the Management Group. These people also attend all monthly Trust meetings and assist in developing work plans and responding to issues. The Science, Humanities, and Commerce Departments of the University of Otago, landowners, iwi, the New Zealand Fish and Game Council, the Otago Regional Council, the Department of Conservation, and various community boards/committees are represented. The Trust employs a full time co-ordinator a role that is essential to the sustainability of the project of this nature.

### Marlborough Regional Development Trust <sup>2</sup>

The Marlborough Regional Development Trust was created in 1999 as the Marlborough Economic Development Trust, changing Economic to Regional in 2003 to signal its broad focus on community issues. The MRDT is a community based charitable trust that aims, in simple terms to enhance the individual and collective health and wealth of Marlburians. The MRDT optimises the use of resources through building collaborative partnerships that have come to be referred to outside of the region as "The Marlborough Model". It has planned building networks and developed the relationships clusters model that has been written up in the economic development literature.

The MRDT is part funded by the Marlborough District Council (about 45%) and derives the rest of its funds from a broad variety of sources. It was the first development agency in New Zealand to receive strategic planning funding under the New Zealand Trade and Enterprise (then Industry NZ) Regional Partnerships Programme, the first to receive capability building funding, amongst the first two to receive a Major Regional Initiative grant (\$2,000,000), and the first (and one of only two) to receive a second MRI grant.

<sup>1</sup> [www.maf.govt.nz/mafnet/publications/rmupdate/rm14/rm14-05.htm](http://www.maf.govt.nz/mafnet/publications/rmupdate/rm14/rm14-05.htm)

<sup>2</sup> [www.mrdt.co.nz/mrdt/](http://www.mrdt.co.nz/mrdt/)

The Marlborough Regional Development Trust normally has seven board members of whom four are selected by an Appointments Committee comprised of representatives of a variety of local organisations, and three by the Marlborough District Council. A distinguishing feature of this Board is that the terms of the Trust Deed make it clear that members do not represent other organisations, and that the appointing bodies do not have the right to direct their appointees. This has proven to be a powerful factor in the MRDT's success.

### **The Upper Parramatta River Catchment Trust <sup>3</sup>**

Following representations from Councils in the in the upper Parramatta River catchment in New South Wales, and comments received on a discussion paper on the desirability of setting up an organisation to address the serious flooding, the Government decided to establish the Upper Parramatta River Catchment Trust. The Trust was constituted by proclamation on 5 April 1989, in pursuance of Section 6(1) of the Water Supply Authorities Act, 1987, and comes within the administration of the Minister for Land and Water Conservation. The Trust had an initial term of 10 years with a review to occur after 5 years.

The Trust's mission is *"improve the social, economic and environmental well-being of the catchment community by providing protection from flooding and trunk drainage surcharge, and enhancing streams and stream banks, through the development of high technical standards, community support and co-operation with other agencies."*

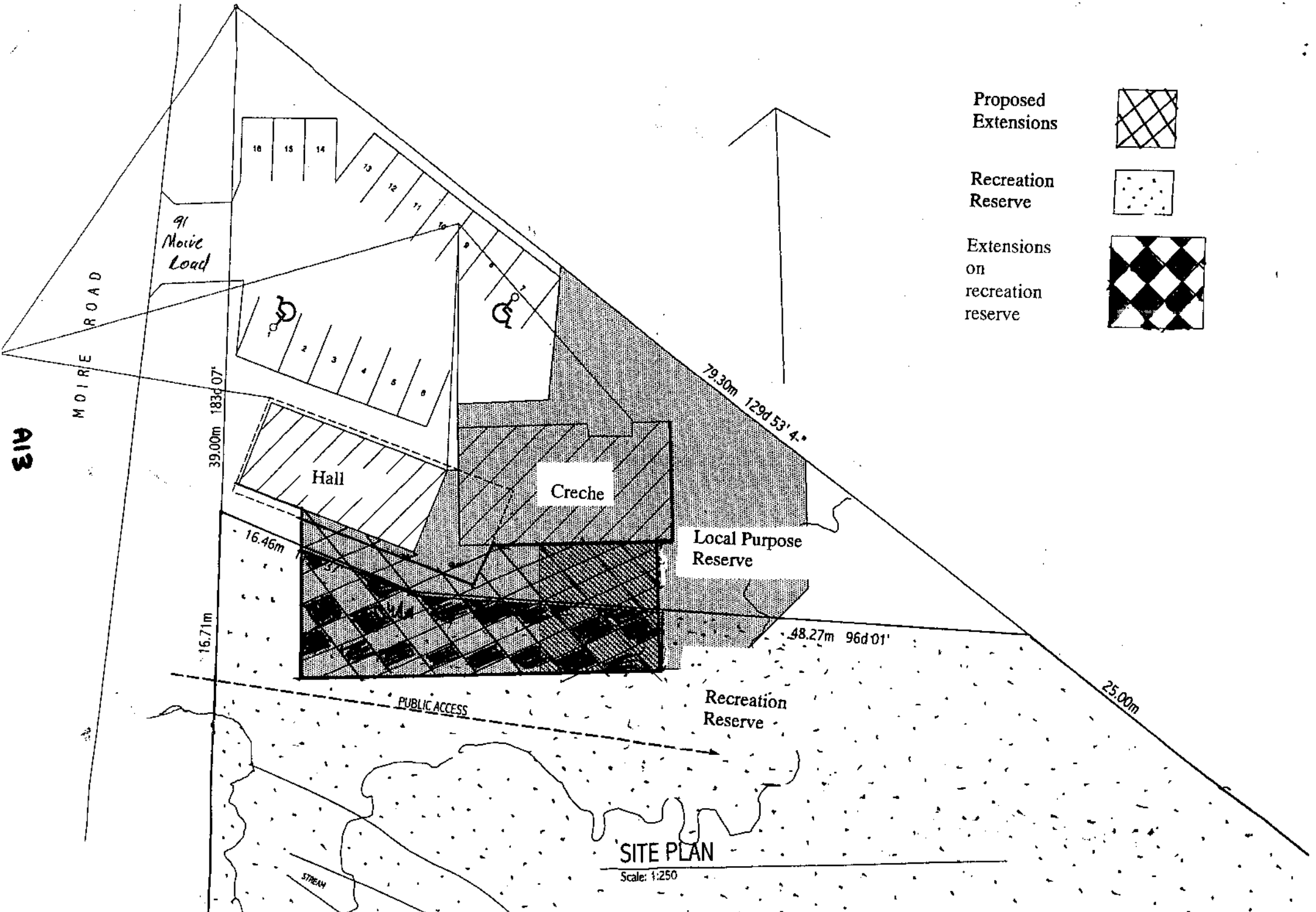
The Upper Parramatta River Catchment includes parts of the cities of Blacktown, Holroyd and Parramatta, and the Shire of Baulkham Hills. It covers 110 square kilometres, is located near the centre of the Sydney metropolitan area and has a population of more than 220,000. It is bounded by Prospect Reservoir to the southwest, Blacktown to the northwest, Castle Hill to the north and Carlingford to the east.

The Trust is funded through income from a river management service charge on all rateable properties in the catchment. Sydney Water bills and collects the river management service charge for the Trust. This is the most cost efficient method as Sydney Water already bills and collects its own charges from property owners within the catchment and includes the Trust service charges on its accounts.

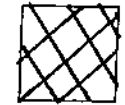
There are 10 members of the Board. Three Councils appoint two members each, and the four Ministers of Environment; Infrastructure and Planning; Natural Resources; and Land and Water Conservation appoint one member each.

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<sup>3</sup> [www.uprct.nsw.gov.au/index.htm](http://www.uprct.nsw.gov.au/index.htm)



Proposed Extensions



Recreation Reserve



Extensions on recreation reserve



**SITE PLAN**

Scale: 1:250

A13

