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Transport and Roads

What we do

Transport Strategy

Strategic planning and decision making is a legislative requirement of the Local Government Act 2002. Planning for future growth needs to be done in a way that is sustainable, affordable and aligned with regional and national initiatives, policies and legislation.

The Transport Strategy section works with organisations such as the Auckland Regional Transport Authority (ARTA), the Auckland Regional Council (ARC) and Transit NZ to ensure that Waitakere City participates in national and regional policy and strategy programmes. These include input into reviews of bus services and state highway programmes.

Transport Strategy is also involved in land use development and area planning to ensure the integration of transport and land use. Examples are the integration of car/non car travel and development in the town centres and in new growth areas at Westgate/Hobsonville.

Transport Assets

The Transport Assets section manages the budget and oversees the implementation of transport programmes and projects. Transport Assets works with the Project Services team in planning for maintenance and renewal programmes together with the establishment of associated contracts and processes.

In addition, this section works in partnership with Land Transport NZ (LTNZ) and the Auckland Regional Transport Authority which provide funding in the form of subsidies. This section also works closely with the New Zealand Police and the



Special models are used in the assessment of optimal intersection designs through predicting the levels of traffic movement given the intersection layout, traffic controls and traffic volumes.



School children are regular users of public transport in Waitakere.

Land Transport Safety Authority regarding the safe design and safe use of roads and community safety.

Why we do it

The Council provides this service as part of its primary contribution to the following community outcomes:

Strong Economy – He tupuranga kaha ihi wana	Better transport for residents to travel to and from work
Sustainable and Integrated Transport – Kauneke Tauwhiro me te Whakaurunga Waka	Road network maintenance and development
	Road network safety
	Railway double tracking projects
	Railway undergrounding at New Lynn
	Alternative transport solutions and promotion
	Town centre development
	Lincoln Road and Te Atatu Road corridors
	Transport strategy implementation
	Park and rides
	Walking and cycling strategy implementation
Land use planning	State Highway 16 and 18 development projects
	New Lynn, Henderson, Fruitvale, Glen Eden and Sunnyvale railway stations precinct development
Sustainable Environment – Kauneke Tauwhiro Taiao	Better transport for residents to travel to and from work

Roading infrastructure represents a major investment for the community. The justification for asset ownership centres on consideration of the public versus private benefits, and local community needs versus the national community needs. The Local Government Act requires councils to manage assets prudently for the local community.

Managing impacts of council activities

Travel is a significant user of energy, a large contributor to pollution (air, noise and water) and is a cost in time and money for business and the community. The Council's role is to reduce these impacts in a manner that delivers on Community Outcomes for the city.

The Council is conscious that the rate of population growth, and the increase in vehicle kilometres travelled is not sustainable in terms of the economy, the natural environment and the effects on the community.

This requires a significant investment in walking and cycling, travel demand management, safety programmes and the promotion and feasibility of alternative transport solutions such as public transport, and working from home.

Fitting into regional initiatives

As a part of the greater Auckland Region, local projects must align with regional planning and initiatives and Waitakere City needs to ensure that regional documentation strengthens our strategic objectives. Regional strategy and policy documents include:

- Auckland Regional Plan: Air Land and Water
- Auckland Regional Growth Strategy 1999
- Auckland Regional Land Transport Strategy 2005
- Auckland Transport Plan
- Auckland Land Transport Programme
- Auckland Regional Cycling Strategy
- Travel Demand Management Strategy
- Passenger Travel Action Plan
- Passenger Transport Network Plan
- (Draft) Auckland Business Location Strategy
- (Draft) Regional Freight Strategy

Levels of service

In regard to the transport function, levels of service generally relate to travel efficiency, safety, comfort, convenience, cleanliness, amenity, and mode-choice. The levels of service need to meet the Land Transport New Zealand's (LTNZ) requirements where these are stipulated.

The levels of service are largely unchanged. However, some levels of service are expected to continue to fall, particularly where these are dependent on third party actions. An example of such a fall in level of service is the increase in travel times along city roads that are affected adversely by the North Western Motorway capacities.

On the other hand, the development of park and ride facilities has been planned for offering new services in the next 10 years to encourage greater use of buses and trains.

Our levels of service to Waitakere residents

Function	Level of Service Statement	How we will measure this	Future Targets	
			To be achieved by 2009	To be achieved by 2016
Customer Service	To respond quickly, respectfully and efficiently when contacted about issues and problems	There are no more than 5% of Requests for Service older than 30 days	95% per annum	95% per annum
Road Maintenance	Roads are maintained to a standard that is appropriate for their use, they are safe, comfortable to ride on, clean and tidy, with adequate signage and markings which enable easy navigation Sealed and unsealed roads are maintained to prevent hazards	Land Transport New Zealand audit of the Council's road maintenance programme to confirm an acceptable level of maintenance and to identify priorities for future maintenance Routine monthly inspection of the roading network to identify location of potholes, edge breaks, cracks, failed pavement layers along with database modelling	100% per annum Potholes or pavement failures which are hazards are repaired within 48 hours and other repairs are performed the next month. Reactive maintenance is also carried out upon requests through the Council's call centre	100% per annum This level of service is ongoing

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Transport and Roads *(continued)*

Function	Level of Service Statement	How we will measure this	Future Targets	
			To be achieved by 2009	To be achieved by 2016
Road condition rating	Road condition is maintained to an affordable level, while ensuring that there is no significant long term deterioration	Condition rating surveys of pavement and footpath condition. Measured as at percentage of the network rated as being in a very good to average condition, as defined in the International Infrastructure Asset Management Manual	95% of the road network per annum	95% of the road network per annum
Road Safety	Roads are designed for safe use for motorists, cyclists and pedestrians with low crash and injury rates	Completion of 33% of the Accident Investigation Study (AIS) programme per year as identified in the 3 yearly AIS study of 'blackspots'	100% completion of 33% of the study for each year	100% completion of 33% of the study for each year
Public Transport	To ensure that public transport is accessible, affordable and safe	More buses and trains into cities on a working day	Improvement achieved annually up to a target of 2,056 buses and 180 trains operating in the city by 30 June 2009	Improvement achieved annually up to a target of 3,221 buses and 312 trains by June 2016

Function	Level of Service Statement	How we will measure this	Future Targets	
			To be achieved by 2009	To be achieved by 2016
Traffic Congestion	Major routes are free of congestion and traffic is flowing	The levels of service are largely unchanged. However, some levels of service are expected to continue to fall, particularly where these are dependent on third party actions, but will continue to comply within the standards specified in the Highway Capacity Manual as disclosed in the Level of Service Table. An example of such a fall in level of service is the increase in travel times along city roads that are affected adversely by North Western Motorway capabilities	Less than 5% of non-complying travel per annum	Less than 5% of non-complying travel per annum

Maintenance and Operations

The emphasis is to maintain current service levels where possible within the constraints of construction cost increases and reduction in the number of traffic crashes and trauma. Recent Land Transport NZ statistics (2005) show that total expenditure per kilometre in Waitakere City is reasonably similar to most comparable road controlling authorities.

Proactive maintenance

Routine maintenance is in place for all of the assets, including pavements, kerb and channel, drainage, street lights, traffic signals, signs, road marking, bus shelters, guard rails, cycle ways, pedestrian crossings, retaining walls and bridges. Road sweeping and cesspit cleaning are also part of maintenance and required for efficient and safe traffic protection of road pavement as well as amenity. Routine maintenance is supplemented by response maintenance which is carried out for safety reasons.

Reactive maintenance

Response maintenance is either reported through monthly asset inspections or requests from customers (approximately 3,000 requests are received annually).

Quality assurance

In addition to internal technical inspections, bi-annual technical inspections by Land Transport NZ are carried out, and recommendations are followed up as a matter of urgency before the next audit.

The city is expected to continue to experience high growth in household numbers and business activity.

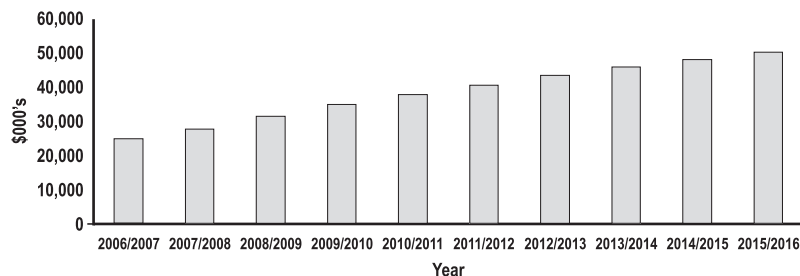
The cost of maintaining these additional roads requires an increase in the maintenance budget each year. This has been provided for.

Reseals

A major factor affecting the reseal programme is the cost of oil – a 10% shift in the price of oil will result in a corresponding reduction of 4 kms in the amount of resealing possible from a given budget. Over the past few years, the average oil price has significantly trended upwards.

The budgets were prepared on the basis of oil prices being \$60 a barrel (as detailed in the forecasting assumptions in Volume 3).

Transport and Roads Activity Costs



Asset information

The roading network of 775 kilometres is mostly sealed and urban in nature. It is classified according to the significance of each road in relation to traffic volume and the functions of through traffic and local access. These functions define the key design criteria safety, efficiency, and accessibility. There are six classifications:

Strategic arterials – form part of a national network of strategic importance and carry a very high proportion of through traffic. These account for over 11km of roads in Waitakere City, comprising State Highways 16 (including the North-Western Motorway) and 18. Volumes range from about 30,000 vehicles per day north of Royal Road interchange to 75,000 vehicles per day south of the Te Atatu Road interchange. These roads are owned and maintained by the Crown (through Transit NZ), not the Council.

Regional arterials – 29 kilometres carrying major traffic flows within the city and the Auckland region. High through traffic proportions and traffic speeds, volumes typically between 15,000 and 35,000 vehicles per day, with some up to 48,000. Examples include Great North Road, Te Atatu Road south of the motorway, Lincoln Road.

District arterials – 138 kilometres carrying traffic within the city. High proportion of through traffic and moderate speeds, volumes typically in the range of 5,000 to 32,000 vehicles per day (e.g. Don Buck Road, Glendale Road).

Collectors – 100 kilometres collecting traffic from local roads and distributing from arterial roads, also act as local main roads, supplementary to the primary network. Traffic volumes are typically in the range of 2,000 to 10,000 with some up to 23,000 vehicles per day (e.g. Wisely Road, Golf Road).

Local roads – 507 kilometres providing access to “the neighbourhood” with limited (if any) through traffic. Low speed with easy and safe movement by pedestrians and cyclists, typically less than 2,000 vehicles per day although traffic flow records show some roads carrying up to 21,500 vehicles per day.

Major Asset Category	Number
Roading network	775 kms
Vehicle crossings	44,353 (number)
Cycleways	6.0 kms
Footpaths	895 kms

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Transport and Roads *(continued)*

Major Asset Category	Number
Drainage Kerb and kerb and channel Cesspits Inlets	969 kms 8.880 (number) 560 (number)
Structures Bridges and culverts Retaining walls	89 (of which 18 are major) 25 kms (inc 1 km of fencing)
Lighting	11,412 lights
Traffic Controls	At 53 intersections
Public Car Parking Areas	52,579 m2 (approx 4,200 car park spaces)
Bus shelters *	208*

* In addition to the 208 council-installed bus shelters, there are 41 bus shelters installed and maintained by Adshell which recovers the costs from the advertising on the shelter.

Significant issues that affect transport assets

- The pace of development, population growth, and increased trip-making is placing significant demands on the transport system across the Auckland Region. There is significant traffic interaction with North Shore City, Auckland City and the motorway network. Various transport initiatives are underway or planned across the region, including road network improvements and investment in new public transport infrastructure.
- More localised factors, such as increased truck usage and infill housing developments, result in local capacity or safety problems and changes to public transport routes. These are addressed through local improvements to the road network.
- Traffic growth is averaging around 3% per annum. This is based on the Council's transport assets model using information provided by the Auckland Regional Council. This is being addressed through transportation planning and region-wide road capacity development programme.
- Public transport improvements – there is a region-wide focus on upgrading services and providing more options (e.g. ferry based).
- The social cost of crashes has been trending upwards, and while most are urban, rural crashes tend to be severe. A Safety Management System is being developed to complement efforts in road safety education and enforcement.
- Funding constraints which can restrict options that would otherwise minimise

- whole of life asset costs for maintenance and renewal programmes.
- Integration of town centre road patterns with town centre revitalisation and moves to neighbourhood revitalisation.
- Investment in road linkages initially in the Massey area.
- Topography is generally rolling, with some hill country in the Waitakere ranges to the west. Parts of the network are constructed on relatively weak "Waitemata clay" subgrade material.
- Many roads follow ridges with steep drops close to either or both sides, restraining the ability to undertake road widening or provide footpaths, and also being susceptible to land-slips.

The "balanced road investment" option (Volume 1 page 45) is designed to address these issues.

Future demand

Travel Demand Management must support other national, regional and local strategic objectives to:

- Improve public health by encouraging greater use of physically active travel modes such as walking and cycling.
- Improve energy efficiency and reducing green house gas emissions through increased use of public transport and car pooling.

The Council expects to manage travel demand incorporating the following:

Walking and cycling: Integrating better facilities for pedestrians and cyclists into the transport network to make it easier and safer particularly for short trips or providing safer walking environments around schools to reduce car use for trips to and from school.

Buses: Provide better bus services for Waitakere City including on road facilities such as bus lanes and signal pre-emption to prioritise bus movements, and ensuring shelters are clean and safe.

Rail: Providing improvements around rail stations and ferry terminals to make them more accessible and safe, providing park and ride facilities.

Land use planning: Promote employment opportunities within Waitakere City and reduce the need for commuting outside Waitakere to work.

Charge parking: Create a greater financial incentive for commuters to use public transport or car pool to reduce their parking costs.

New technologies: Defer the need (the costs and disruption caused) for road widening e.g. linking traffic lights, ramp metering and contra flow lanes.

Regional initiatives: Participation in the Government's study of road pricing which has the potential to significantly affect travel patterns

Minimisation: Where vehicle capacity is outweighed by other factors such as safety and environmental impact the Council will discourage vehicle demand by:

- Leaving some roads within the Waitakere Ranges unsealed in recognition that improved road surface would encourage increased visitor numbers and pressures on a fragile eco-system.
- Provision of slow streets treatment in local roads to improve safety and discourage use of those roads by through traffic.
- Road treatments in town centres that place priority on access and safety for pedestrians ahead of vehicle capacity and vehicle operating speeds

What we are planning for the future

Ongoing increases in travel demands cannot be met solely by increasing road capacity for private vehicles in the long term. Our strategy is to enhance other modes of transport, public transport, cycling and walking and this is reflected in the future works programme.

Any new transport construction work that is to be undertaken in the future must be affordable and achievable taking into consideration regional competition for resources. The following must also be considered:

- Population growth patterns.
- Increase in size of the asset base (and the flow on effect for maintenance).
- Trends in sustainability, passenger travel, and the need for an integrated regional and national approach.
- Fluctuations in the price of crude oil.
- Requirements and priorities of those organisations providing funding subsidies.

Proposed future works programme

Projects	Plan 06/07 \$000's	Plan 07/08 \$000's	Plan 08/09 \$000's
Traffic Facilities including street lights (subsidised)	3,300	3,727	3,994
Renewals including sealed roads, drainage, kerb and channel, slips and preventative maintenance (subsidised)	11,687	14,802	12,802

Projects	Plan 06/07 \$000's	Plan 07/08 \$000's	Plan 08/09 \$000's
Street Cleaning (non subsidised)	380	405	420
Footpath renewals including vehicle crossings (non subsidised)	812	834	887
Routine maintenance (subsidised)	2,323	2,566	2,815
Routine maintenance (non subsidised)	552	625	701
Operational data management	328	480	491

Funding the cost – who pays?

As the city grows, there will be increased demand for roads, drainage, street lighting and footpaths. These are funded by loans and developers contributions where appropriate. As new subdivisions come on stream, more funding will become available from Development Contributions. As in previous years, it is assumed that approximately \$1.1 million each year will be available from petrol taxes.

Activity costs are funded from general rates, subsidies from Land Transport NZ and petrol tax. Distribution benefits and the negative external effects of motor vehicle use suggest that the roading costs in the activity should be met mainly by the by road users. The Council has no legal means of recovering this cost directly from road users so rates are the only option.

New capital expenditure is funded from loan as this is considered to benefit both the current and future community. Renewals are funded from the proceeds from rating for depreciation as this funding is considered appropriate as depreciation reflects reduction in service potential and expenditure on renewals is to restore service potential. As some of the capital expenditure can be attributed to growth, a portion is funded from Development Contributions.

Improving facilities for pedestrians and cyclists is high on the Council's agenda.



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		Source of funding			
		Development Contributions *	Land Transport NZ subsidies	Loans	Rates
New subdivisions	Roads, footpaths, streetlights	100%			
Capital	Arterial roads	20%	42%	38%	
	New roads and upgrades	20%	42%	38%	
	New footpaths			100%	
	Streetlights		53%	47%	
	Cycleways and school travel plans		53%	47%	
	Passenger transport facilities e.g. bus priority measures, park and ride facilities		53%	47%	
	Traffic services e.g. crossings, road markings, signs and signals; safety		53%	47%	
Maintenance	Roads		43%		57%
	Footpaths				100%
	Streetlights		43%		57%
	Bus shelters		43%		57%
	Traffic services e.g. crossings, road markings, signs and signals; safety		43%		57%
	Car parks				100%
Upgrades	Footpaths			100%	
Capital or operational	Work requested by ratepayers – not programmed			100% (Capital)	100%(Opex)

*Note: The Development Contribution is a nominal rate as each contribution is subject to separate assessment relating to growth in traffic to be served by that project

Subsidies

Land Transport NZ

Land Transport NZ provides a subsidy for most of the works undertaken by Transport Assets.

Land Transport NZ will only fund projects that fall within specified classes. These classes include:

- Road maintenance
- Improvement and replacement of roads (renewals)
- Roading structure and maintenance
- Property purchase
- Preventative works
- Emergency works
- Professional services
- Construction work
- Minor safety works

For each capital project a benefit/cost ratio of 4 must be achieved to attract a Land Transport NZ Subsidy (usually 53% subsidy). Project priority for these is based on the following:

- Strategic importance
- Community needs
- Collaboration and co-ordinated projects for specific areas
- Land Transport Safety Authority Accident reports

Road Safety Trust

The Road Safety Trust, which operates nationally and is funded by the sale of personalised plates, is another key sponsor of road safety programmes.

Safety sponsorship

Sponsorship is a big part of the success of the road safety programmes in Waitakere City. The Land Transport Safety Authority (LTSA) continues to be the key sponsor through its contract with Council for Waitakere City's road safety co-ordination staff.

Auckland Regional Transport Authority financial assistance

The Auckland Regional Transport Authority provides up to a 53% subsidy for qualifying projects.



Children and parents respond favourably to road safety initiatives.

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Transport and Roads Activity Costs

Details	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
	Budget \$000's	Forecast \$000's	Forecast \$000's	Forecast \$000's	Forecast \$000's	Forecast \$000's	Forecast \$000's	Forecast \$000's	Forecast \$000's	Forecast \$000's
Activity Costs										
<i>Transport and Roads Maintenance Allocated to:</i>										
Integrated Transport and Communication	8,333	9,303	9,958	10,442	10,930	11,507	12,313	12,841	13,385	14,308
Active Democracy	92	94	96	99	101	103	104	106	108	109
<i>Transport Strategy Allocated to:</i>										
Integrated Transport and Communication	361	330	362	366	318	292	240	243	271	265
Transport and Roads Depreciation	9,566	10,301	10,920	11,618	12,334	12,964	13,660	14,344	15,010	15,634
Transport and Roads Interest	6,297	7,269	10,201	12,669	14,320	15,914	17,243	18,407	19,393	20,308
Operating Costs	24,649	27,297	31,537	35,194	38,003	40,780	43,560	45,941	48,167	50,624
Activity Revenue										
<i>Transport and Roads</i>										
Transfund and Other Subsidies	2,677	3,045	3,279	3,440	3,628	3,851	4,157	4,366	4,582	4,941
Petrol Tax and Other Revenue	1,164	1,199	1,234	1,293	1,309	1,330	1,408	1,382	1,419	1,462
<i>Transport Strategy</i>										
Transfund and Other Subsidies	-	-	-	28	11	-	51	-	12	32
Transfund Subsidy on Capital Expenditure	23,143	26,247	29,942	26,056	19,936	21,561	18,293	19,395	19,084	18,679
Development Contributions	3,418	3,418	3,418	4,033	4,033	4,033	4,033	4,033	4,033	4,033
General Rates	20,703	23,053	27,024	30,461	33,066	35,599	37,995	40,193	42,166	44,221
Accumulated Funds	105	-	-	-	-	-	-	-	-	-
Total	51,210	56,962	64,897	65,311	61,983	66,374	65,937	69,369	71,296	73,368
Net Activity Surplus (Deficit)	26,561	29,665	33,360	30,117	23,980	25,594	22,377	23,428	23,129	22,744
Capital Expenditure										
<i>Transport and Roads</i>										
Integrated Transport and Communication	63,241	60,479	76,918	52,599	42,175	45,525	40,910	42,845	42,325	41,712
Total	63,241	60,479	76,918	52,599	42,175	45,525	40,910	42,845	42,325	41,712
Funded by:										
Transfund and Other Subsidies	23,143	26,247	29,942	26,056	19,936	21,561	18,293	19,395	19,084	18,679
Development Contributions	3,418	3,418	3,418	4,033	4,033	4,033	4,033	4,033	4,033	4,033
Loan	28,937	20,644	35,085	13,795	9,347	10,706	9,293	9,273	8,913	8,538
Depreciation Reserve	7,637	10,170	8,473	8,715	8,859	9,225	9,291	10,144	10,295	10,462
Accumulated Funds	106	-	-	-	-	-	-	-	-	-
Total	63,241	60,479	76,918	52,599	42,175	45,525	40,910	42,845	42,325	41,712

Conclusion

Transport is a key issue for Waitakere City and the region. The transport programme is required to increase over the next 10 years in order to meet existing and future needs in Waitakere City.

The levels of service reflect industry standards, strategic requirements, affordability in terms of available funding sources, and the needs of the community.

The transport programme is aimed at providing travel choice, putting in place infrastructure and encouraging travel behaviour that is sustainable in the long term.

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