

DRAFT WAITAKERE CITY TRANSPORT STRATEGY 2006 - 2016

Contents:

1. Mayor's Message
2. Executive Summary
3. Introduction - Purpose and Context
4. Where we are now - Setting the scene, Key issues and trends, Current infrastructure and services
5. Where we want to be - Vision, Objectives, Desired Outcomes
6. How we want to get there - The foundation of the draft Waitakere City Transport Strategy- Strategic options and expected outcomes
7. How we propose to get there - Preferred option, Policies, Strategic priorities, transport programme
8. Role of transport modes and transport corridors
9. Specific issues for consultation
10. Monitoring
11. Conclusion

Appendices:

1. Draft Budgeted Transport Programme 2006-2016
2. Background to Strategic Options
3. Auckland Regional Land Transport Strategy Policies
4. Supporting and Technical papers

1) Mayor's Message [This will be provided upon adoption of the draft transport strategy]

2) Executive Summary

This document is the draft Transport Strategy and budgeted ten year transport programme for Waitakere City. Public feedback is sought on the draft strategy and programme. Submission forms are available on the Council's website www.waitakere.govt.nz and can be posted upon request, Ph 839 0400.

Submissions on the draft Transport Strategy and transport programme will be received between 13 April and 12 May 2006.

Background

This strategy is based on the Auckland Regional Land Transport Strategy 2005 and incorporates Waitakere City Council policies, objectives and projects. The draft Transport Strategy supports a shift from single occupancy vehicle travel to more sustainable modes of travel and reflects the need for Waitakere City to transition to a more compact urban form.

Key features

The transport programme emphasises passenger transport and investment in the three main town centres and the northwest growth area. Key features are:

- Passenger transport improvements;
- Bus priority measures on key arterial roads;
- Cycleways;
- Travel demand measures.

Aims

The 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.

Strategic Options

The draft Transport Strategy proposes three strategic options for transport in Waitakere City. Public feedback is sought on the strategic options.

Option 1 – Minimal road investment : High demand management approach

The aim is to reduce the number of cars on the road. Traffic congestion at peak times on

arterial roads will continue. This option depends upon a very significant shift to passenger transport. Road investment would be limited to new connections which enable new businesses to establish rather than to make traffic flow better.

Option 2 – Reduced road investment : Medium demand management approach

The aim is to provide some new road connections and use an existing lane on arterial roads for buses and high occupancy vehicles at peak times. This option requires a shift to passenger transport in order for traffic to flow on the road network.

Option 3 – Balanced road investment : Travel choice

The aim is to reduce congestion in parts of the network and to give people the choice to walk, cycle, use passenger transport and car pool. New road connections would be done to generate new businesses and to improve traffic flow in the network. Some road widening on arterial roads would be done to enable bus priority measures and to enable traffic to flow.

The Council has indicated a preference for **Option 3** - the budgeted transport programme is based on Option 3.

Key issues for consultation

Issues highlighted for feedback during the public consultation include:

- The three strategic options for transport
- Allocation of funding to each mode of transport
- Significant high cost projects
- The ten year transport programme
- Changes in travel decisions to more sustainable forms of transport
- Proposed road improvements and connections
- Proposed road corridors where bus priority measures are being considered
- Proposed formal and informal arrangements for car pooling
- Proposed park and ride programme
- Proposed cycle ways programme
- Proposed paid parking at some of the Council's off-street car parks
- Council's advocacy position on road pricing, tolling, public and private partnerships and 'polluter-pays'
- Provision for goods and services vehicles in Waitakere City.

For further information, please contact Kevin Wright Manager Transport Strategy Ph 836 8000 Ext 8419.

3) Introduction:

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 in decisions regarding transport projects.

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

Context:

Waitakere City 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, functioning town centres, livable communities and to protect our natural environment. This strategy is based on the Auckland Regional Land Transport Strategy 2005 and incorporates Waitakere City policies and objectives. This strategy includes a costed ten year transport programme which proposes how the Council will deliver the strategy.

Waitakere City'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 runoff 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 City. This is particularly significant in the context of increasing demand for energy and dwindling worldwide supplies of fossil fuels.

Waitakere City 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, 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 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 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 our City 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 City 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 Government funding is available where there is a matched local contribution (except for state highways which are 100% funded by Government).

Key legislation and national and regional strategies provide a policy and strategic framework against which Waitakere City Council can prepare its transport strategy and transport 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. The Government'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.

The 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 Government's 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. Auckland Regional Transport Authority (ARTA) is required to prioritise the transport programme submitted by the Waitakere City Council for funding and is guided by national and regional requirements.

4) Where we are now:

Setting the scene in Waitakere City

Waitakere City 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 City can be characterised as young, fast growing and ethnically diverse. It is the fifth largest city in New Zealand and third fastest growing city in the Auckland region.

Key transport issues and trends

Growth

The population of Waitakere City as at March 2006 was estimated at 183,000, forecast to grow to around 217,000 people by the year 2016. The transport system needs to provide for around 3,000 more residents and approximately 2,000 more employees in Waitakere City 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 City are borne by users, developers, regional and central government and by ratepayers. Therefore, improvements have to be affordable and effective.

Location of employment

Waitakere City 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 work force travels outside Waitakere City to work. As a result, average trip lengths for Waitakere City residents are very high. About 25% of local jobs are filled by people who commute into Waitakere City 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.

Dependence on the car

In 2001, over 71% of Waitakere City residents commuting to work travelled in a car. This was the second highest figure recorded for all New Zealand cities. In 2001, only 3.7% of Waitakere City's workforce travelled to work by bus, 2.3% walked, 0.8% travelled by train, 0.9% by bicycle and around 6% worked from home.

Travel by car or private 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. There has been an increase in the number of crashes on Waitakere City roads since 2000.

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, including sections of Great North Road, Lincoln Road and Te Atatu Road, carry approximately [42,000 to 45,000] vehicles per day. The North Western Motorway (State Highway 16) between Te Atatu and Patiki now carries approximately [95,000] vehicles per day [**Check**].

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.

Access and Social Isolation

Around 92% of Waitakere City 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. Viable transport options are needed as 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.

Allocation of road space

A key issue for the 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. 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 following are key transport issues in the Auckland region, which also affect Waitakere City:

The health and environmental effects of pollution from motor vehicles

Motor vehicle pollution has a severe negative impact on 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 traffic and traffic congestion

Subject to the effects of increases in oil prices and the introduction of road pricing, it is projected that traffic volumes in the Auckland region will increase by 22% by 2016. By 2016, travel speeds between key business centres in the Auckland region are expected to decrease by 5.6%.

Car ownership per person in the Auckland region is increasing rather than decreasing as indicated in the graph below. 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.

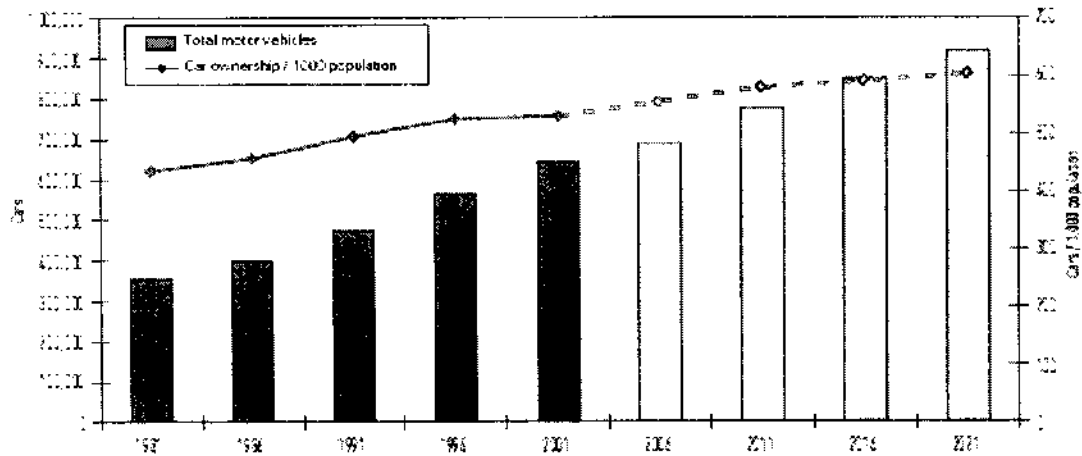


Figure 3.1: Car Ownership (1981 – 2021)
 Source: Auckland Regional Council (ART model); Stats New Zealand

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.

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. The graphs below indicate the length of trips and the mode taken for these trips in the morning peak.

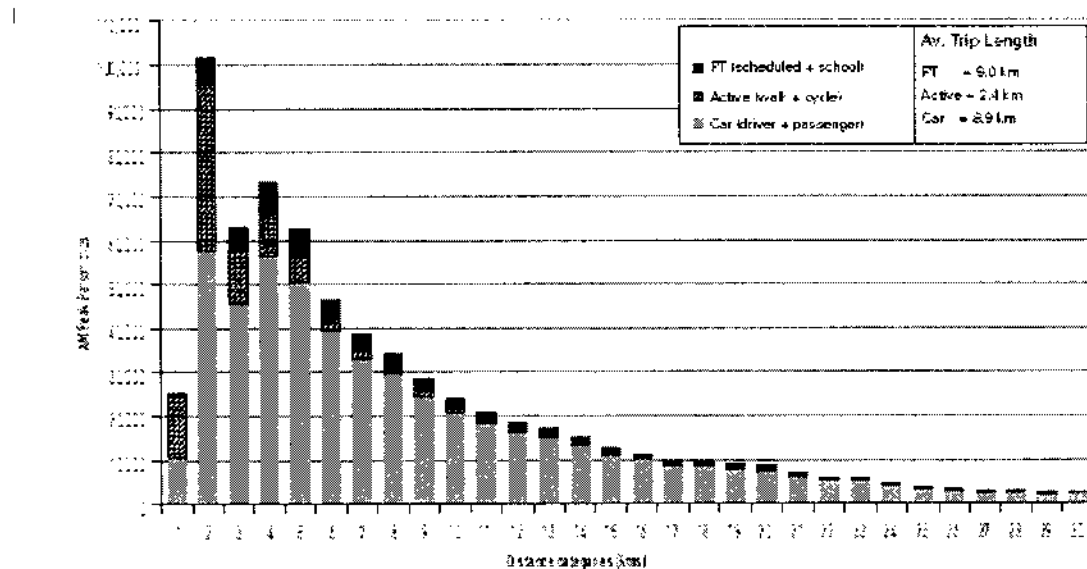


Figure 3.3: Trip lengths by mode (2001 Morning Peak period, 07:00 – 09:00)
 Source: Auckland Regional Council (ART model)

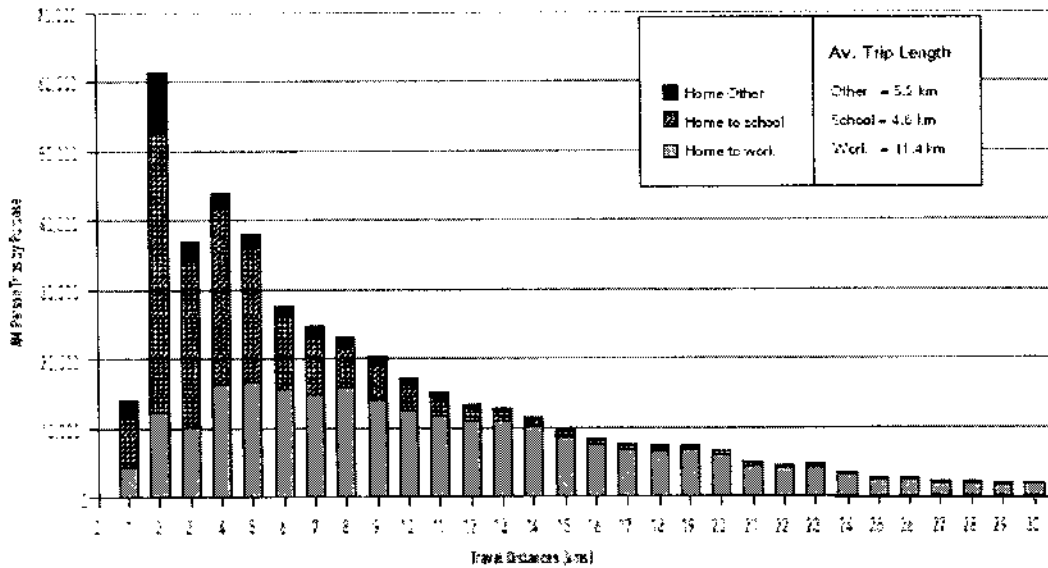


Figure 3.4: Trip lengths by purpose (2001 Morning Peak period, 07:00 - 09:00)
 Source: Auckland Regional Council (ART model)

Current Infrastructure and Services

Waitakere City's transport infrastructure includes:

- The Western Rail Corridor - Tracks, signals and platforms 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 Ministry of Defence.
- Water access to two harbours.

Rail improvements have been the focus of Waitakere City's passenger transport advocacy over the past decade. The Western Rail corridor currently 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, alignment of land use, and upgrading the precincts around the stations. Westgate is not served by rail.

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 10 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 as the status quo. Most new local roads have been built and funded as part of new subdivisions.

Waitakere City's bus services are mainly focused on trips to and from the Auckland CBD with limited ability to interchange with bus, rail or ferry services.

People walking and cycling use the road and footpath network, walkways in parks and a limited length of dedicated walk and cycle-ways. The Council adopted a Walking and Cycling Strategy for Waitakere City 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 to and from the Auckland CBD.

5) Where we want to be:

Eco City - Outcomes and Priorities

Waitakere City has a long established over-arching vision of being an eco-city, a city which celebrates its people, has a sustainable economic base, honours its environment and builds on cultures and heritage.

Transport is an important contributor to a number of Community Outcomes as identified by the people of Waitakere City:

The people of Waitakere City want the following transport outcomes achieved:

- Sustainable transport systems provide fast and effective movement of people, goods and services within, and in and out of the city.
- The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban and village design.
- Public transport services are appealing, reduce car dependency and match local need.

The people of Waitakere City have the following transport priorities:

- Sustainable transport systems that prioritise meeting high needs and demand.
- Develop alternative options that reflect global trends.
- Develop walking and cycling opportunities.
- Ensure route planning involves public and community input and enables access to key places and services, e.g. health centres and hospitals, shops, civic & leisure centres, beaches and parks.
- Improve the quality, accessibility and amount of public transport to best practice internationally (including added services e.g. wireless access).
- Develop targeted travel planning initiatives, particularly for getting to school and work.

A number other community outcomes also affect the function and nature of the transport system in Waitakere City. These include a strong economy, strong communities and a sustainable environment.

Eco City - Our vision for transport

The vision for transport in Waitakere City is:

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

The concepts of this vision are:

Sustainable - the transport system must serve existing and future generations, taking into account the economic, social, environmental and cultural effects. Our transport system must be resilient enough to cope with the future and change.

Multi-modal - travel by motor vehicle, train, bus, ferry, bicycle and on foot. A good transport system is safe, affordable, efficient and provides easy interchange from one mode to another.

Integrated with land use - means higher density at transport centres and activity which supports an efficient and effective transport system. Well designed transport infrastructure is

functional and fits with the local surrounds. For example, a parking area could be used as park and ride facility by day and for residential parking at night.

Eco city - means working together for better social, economic and environmental outcomes for our children, our grandchildren and ourselves. This requires a compact urban form which enables the town centres and transport system to operate effectively and protects the rural aspect and natural character of the foothills and Waitakere Ranges.

The objectives of the draft Waitakere City Transport Strategy

Proposed objectives in working toward the vision are that Waitakere City should:

Develop a sustainable, integrated transport system that:

1. Enables the city to achieve desired social, economic, environmental and cultural benefits for both current and future communities;
2. Facilitates and promotes more sustainable travel modes;
3. Supports implementation of the Auckland Regional Land Transport Strategy and Auckland Regional Growth Strategy in a collaborative manner;
4. Integrates land use and transport;
5. Facilitates and under-pins development of town centres and supports employment growth.

The desired outcomes of the draft Waitakere City Transport Strategy

Subject to the strategic option that is adopted, the following desired outcomes are proposed for transport in Waitakere City:

- a) People have safe, effective, integrated and sustainable travel choice options;
- b) Less traffic and more mobility through innovative travel demand management;
- c) Opportunity to live, work and play locally;
- d) Land use is integrated with transport and both are mutually supportive;
- e) Business travel and location needs are met in a sustainable way;
- f) People have choices that enable them to participate in society;
- g) Environment and human health are protected;
- h) Reduced non-renewable energy use for transport in Waitakere City;
- i) People work in a collaborative and innovative manner to maximise these outcomes.

"Less traffic" means fewer vehicles on the road. This is a different approach than reducing congestion. The goal of less traffic is a difficult target to achieve in a growing city.

"More mobility" means providing access to travel and choice of travel. Travel must be affordable, safe and easy to use so that people with a range of abilities can get to where they need to go.

6) How we propose to get there

The foundations of this transport strategy are:

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. The Council's budgeted transport programme 2006-2016 is set out in Appendix 1

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 travel plans, and alternatives to travel such as communication through the internet.

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 Options:

Three strategic options have been developed to enable an informed choice to be made about the level of investment in transport and the balance of that investment. Other options that were considered are set out in Appendix 2.

The Council has indicated a preference for Option 3 and the Council's budgeted transport programme is based on Option 3. Public feedback is sought on these strategic options. Appendix 2 provides background on the development of the strategic options.

The key distinguishing factors between these strategic options are:

- The extent to which there is road widening and road connections in order to address congestion and efficiency issues.
- The 'choice' or 'push' to shift from a single occupant vehicle to other modes of travel.
- The size of the programme in terms of Council's financial investment.

Within each strategic option, there is flexibility for changes in policies, project type and priority and timing of projects and programmes. Common to each option is the Council's commitment to maintenance, renewals, safety, a significant improvement in passenger transport, and development of the three town centres.

The three strategic options that are considered to contribute to the vision and objectives of this draft Waitakere City Transport Strategy 2006 to 2016 are:

Strategic Option 1 - Minimal road investment : High demand management approach

This option is a more accelerated approach at managing travel demand than that contemplated by the Auckland Regional Land Transport Strategy 2005. This option requires a significant shift out of the motor vehicle to use of passenger transport. This would be actively promoted to residents.

The aim is to reduce the number cars on the road and the number of vehicle kilometres travelled per resident. Current levels of traffic congestion would be expected to continue in the long term. This option aims to reduce traffic on selected arterial roads where high occupancy vehicle (HOV) lanes would take up an existing lane of traffic at peak times.

This option requires a low investment in roading and a substantial investment in passenger transport. Road investment would be limited to new connections which enable new businesses to establish rather than to make traffic flow better. High cost projects would be excluded from the programme, for example: road widening to increase efficiency, most new road connections, New Lynn rail-below-street, Whau Crossing bridge and half the cycle network.

The cost of the ten year transport capital expenditure programme would be approximately \$172 million to be funded out of rates, user charges, development contributions, regional and central government funding. The net cost of the ten year transport capital expenditure programme after central government funding would be approximately \$91 million.

Strategic Option 2 - Selected road investment : Medium demand management approach

This option provides less investment in the arterial roads than contemplated under the Auckland Regional Land Transport Strategy 2005. The aim is to provide some road connections, but to use the existing road network to manage traffic, buses and high occupancy vehicles.

This option requires a shift to passenger transport for traffic to flow on the road network at peak times. This option requires a low investment in roading and a substantial investment in passenger transport. Road investment would be focused on town centre connections and arterial improvements to enable HOV lanes. An existing lane on selected arterial roads would be used for buses and high occupancy vehicles at peak times with limited improvements at intersections. This approach would not provide extra capacity on arterial roads.

This option includes the New Lynn rail-below-street project. Some high cost projects are excluded from the programme, for example: road widening and intersection treatment to increase efficiency, and half the cycle network.

The cost of the ten year transport capital expenditure programme would be approximately \$245 million to be funded out of rates, user charges, development contributions, regional and central government funding. The net cost of the ten year transport capital expenditure programme after central government funding would be approximately \$125 million.

Strategic Option 3 - Balanced road investment : Travel choice

This option is the most closely aligned with the Auckland Regional Land Transport Strategy 2005. The aim is to reduce congestion in parts of the road network and to give people the choice to use passenger transport. Traffic congestion will be addressed by increasing road connections in town centres and disconnected neighbourhoods, addressing congestion at selected intersections and improving traffic flow on the arterial road network. This approach requires the provision of alternative modes of travel. In order to prevent the build up of congestion again it would be necessary to advocate for a regional congestion charge. This option aims to increase the traffic efficiency on arterial roads with options for bus/HOV lanes and some road widening. A shift towards more sustainable forms of transport would be sought, with proposed congestion pricing expected to result in a significant shift.

New road connections would be created to generate new businesses and to improve traffic flow in the network. Some road widening on arterial roads would be done to enable bus priority measures and increase the traffic efficiency on arterial roads.

This option is expected to provide increased efficiency and ease congestion at key parts of the roading network. The arterial roads would be better able to manage the traffic entering and exiting the state highway network. Measures such as congestion charges would be required for significant numbers of people to shift to more sustainable forms of transport.

This is a balanced programme with travel demand management and investment in all modes increasing the efficiency of the road network.

The cost of the ten year transport capital expenditure programme is approximately \$309 million to be funded out of rates, user charges, development contributions, regional and central government funding. The net cost of the ten year transport capital expenditure programme after central government funding is approximately \$150 million.

Expected Outcomes

The following expected outcomes are common to all three options:

- Most schools in Waitakere City Implementing travel plans - A 10% reduction in car trips to school is expected to be achieved.
- The Council (and other large organizations such as UNITEC and the hospital) would lead the way with workplace travel plans achieving a 12% reduction in single occupancy car trips to and from work.
- More people walking and cycling – A 63% increase in the three main town centres is expected to be achieved.
- Train services are no more than 10 minutes apart in the peak periods.
- Bus priority measures are in place on key arterial roads which result in faster and more reliable trips and greater bus patronage.
- Road pricing is introduced in the Auckland region by 2016, which is aimed at achieving reduction in peak period trips by motor vehicle and providing a revenue source for passenger transport.
- ARTA will provide information on the availability of different modes of transport which will assist sustainable travel choices.
- At least 13% of Waitakere City's population will be living in high density centres and

corridors.

- Road injury crashes per 10,000 people are expected to decline by 6%.
- Crashes, deaths and injuries involving pedestrians and cyclists decrease.

The expected outcomes of Strategic Option 1 are considered to be:

- A reduction in the number of vehicle kilometres travelled per resident (4,352 kilometres per resident per annum in 2005).
- A significant increase in passenger transport (more than 50% increase in passenger transport trips to work at peak times), more passengers in a vehicle, increased walking and cycling and working from home.
- A reduction in vehicles on the roading network by 2016.
- Congestion remaining an issue because of limited improvements to the roading network.

The expected outcomes of Strategic Option 2 are considered to be:

- A reduction in the number of vehicle kilometres travelled per resident (4,352 kilometres per resident per annum in 2005).
- A moderate shift to passenger transport (slightly more than 50% increase in passenger transport trips to work at peak times), more passengers in a vehicle, and increase in walking and cycling and working from home.
- A similar number of vehicles on the roading network by 2016 as compared with 2005.
- Congestion remains an issue for motor vehicle travel, assuming the shift to sustainable modes of travel.

The expected outcomes of Strategic Option 3 are considered to be:

- A similar number of vehicle kilometres travelled per resident (4,352 kilometres per resident per annum in 2005).
- A moderate shift to passenger transport (approximately 50% increase in passenger transport trips to work at peak times), passengers in a vehicle, increased walking and cycling and working from home.
- Slight increase in the number of vehicles on the roading network by 2016.
- A slight reduction in congestion on the arterials assuming the shift to sustainable modes of travel.
- Increased efficiency of arterial roads.

Why is Strategic Option 3 Council's preferred option?

Strategic Option 3 is the Council's preferred option because it is a balanced approach to improving the conditions for travel and improving alternatives to travel by motor vehicle. This is an affordable strategy which provides benefits in the short term and the long term. Option 3 is closely aligned with the policies and programmes of the Auckland Regional Land Transport Strategy 2005 and so Waitakere City's transport programme has a greater likelihood of receiving funding from Land Transport New Zealand.

Waitakere City Council considers that it is important to have effective passenger transport alternatives in place in order to manage a shift in demand that may arise from increasing oil prices and road pricing in the Auckland region.

There is a risk with Options 1 and 2 that insufficient passenger transport alternatives will be in place to meet the demand arising from traffic congestion on arterial roads.

7) How we propose to get there

This section outlines the Council's transport policies and draft transport programme for Waitakere City.

Transport policies

There are a number of policies in the Auckland Regional Land Transport Strategy 2005 which apply to local authorities. These form an important part of transport policy in Waitakere City and are outlined in Appendix 3.

Further Waitakere City Council policies apply to reflect the Council's approach and the local requirements of Waitakere City, including:

- The role of each mode of transport in Waitakere City, as outlined in part 7.
- The role of transport corridors in Waitakere, as outlined in part 7.
- The Council's District Plan
- The Council's proposed District Plan changes, including the proposed developments in the northwest and New Lynn.
- Policies contained in strategic and implementation documents (refer to Appendix 4).

Specific transport policies include:

- Intensive development at and around the main town centres, rail stations and ferry stations.
- Community facilities (including schools, health centres, retail centres, libraries, Council offices) and essential services are located where there is safe and easy access by passenger transport, walking and cycling.
- New developments should not compromise the function of the road hierarchy by pressure on traffic, access, crossings or environmental restrictions.
- New developments that generate substantial freight movements should be located with access to the state highway network and away from town centres and residential areas.
- Development contributions and financial contributions are obtained and used to fund the growth requirements of the transport system and any adverse impacts.
- Road pricing in the region, required in order to reduce single occupant vehicle travel at peak times and to secure a reliable revenue source from road users for passenger transport.
- Achieve road safety targets in community road safety plans.
- High Occupancy Vehicle lanes will be proposed on selected arterial roads.
- Proposed parking policies and paid parking.
- Advocate for transport connections with Whenuapai airport on the basis that it is a civilian airport by 2016.
- Advocate for central government legislation which taxes vehicle pollution into the air or stormwater system according to vehicle type - "polluter pays".
- Carry out effective consultation and opportunity to consider alternatives and input into concepts.
- Improve the efficiency of the existing road network and providing some road connections to address congestion which directly and significantly affects economic development in Waitakere City. It is essential that growth in the local economy can be supported by the local transport network, with appropriate routes for trucks and goods

vehicles.

- Encourage growth that provides local jobs, local attractions (shopping, leisure, etc), and concentration of residential and employment in areas with good passenger transport and walk/cycle routes.
- Increase local employment and reduce the need to travel long distances by intensive land use and high quality passenger transport interchanges.
- Ensure utilities work in road corridor is coordinated and planned to minimize disruption
- Work collaboratively with key transport agencies including Transit NZ, Auckland Regional Transport Authority, OnTrack, neighbouring Territorial Authorities.
- Advocate early introduction of regular emission testing and minimum standards on motor vehicles.
- Advocate early introduction of low sulphur diesel.
- Support ARC in its efforts to reduce vehicle emissions.
- Advocate for introduction of noise emission and vibration standards in the Auckland region.
- Ensure that all new roads in Waitakere City are designed to mitigate water contamination due to run-off from the transport network.
- Develop station precincts to high standard of safety, access and appropriate facilities (for example, lighting, toilets, bike lockers, signage, walkways, drop-off, park and ride).
- Plan and develop bus priority measures with a focus on key strategic corridors.
- Plan and implement upgrade of infrastructure at bus stops including signs, timetable holders, shelters, lighting, and high quality access.
- Work with ARTA to increase awareness and promotion of services through publicity campaigns, direct marketing, travel plan communications, Council publications and education programmes.
- Encourage mall operators and other major retail providers to assess options for reducing car dependency such as dedicated "shopper bus" and parking restrictions.
- The Council provides a lead to other workplaces in Waitakere City with a work place travel plan to demonstrate sustainable travel by employees and visitors and fuel efficient fleet vehicles.

Parking:

In the main town centres a range of measures will be required to respond to demand for parking, including restricted time parking, passenger transport, park and ride facilities, paid parking in Council's off-street car parks and in car park buildings. The Council is committed to reducing the effects of traffic and there needs to be a limit on provision of parking to achieve this. Road users need to bear the costs of travel, including parking. The Council has direct control over parking on the roads and Council-owned parking areas. The following strategies are to be developed over the next ten years:

Limit supply - The Council is proposing changes to the District Plan to provide flexibility to have less parking at developments in New Lynn.

Manage on-street parking - Some changes in on-street parking may be required to enable bus priority lanes to be introduced and also to ensure adequate turnover of parking in busy town centres. This is proposed through regulatory measures. Consideration will be given to on-street paid parking, but this is not part of the draft transport programme 2006-2016.

Off-street parking - The Council may extend charging for off-street parking in Council-owned

parking areas in town centres in order to upgrade the security, create the market for paid parking and to influence travel choices.

Park and ride - Park and ride areas are required next to selected rail, bus and ferry stations. This is intended to encourage those using passenger transport who need to travel by car to access passenger transport services. Dependent on funding arrangements, these park and ride areas should be free for users of passenger transport services and be of a high standard of safety and security.

Road Pricing:

Road pricing options are being considered to charge for use of existing roads in the Auckland region. This is a significant tool to raise revenue and to encourage changes in travel behaviour.

The Council recognises there are a number of issues relating to road pricing and tolls. The Council is yet to adopt a policy position regarding road pricing. The Council would seek to ensure that road pricing and tolling:

- Are equitable across Auckland and New Zealand.
- Are equitable across all social groups and not discriminating against those with least choice.
- Provide for surplus revenue to fund passenger transport and travel demand management as well as physical infrastructure.
- Manage travel behaviour (to reduce congestion) as well as providing revenue.
- Are able to favour or discriminate in favour of genuine goods/business traffic.
- Do not overload local roads (or if they do, use revenue to fund improvements to local roads).
- Reduce overall road traffic.
- Are offset by a reduction in petrol tax or road user charges over time.
- Support Waitakere City's economic and land use strategies.

A high quality passenger transport network is a pre requisite for the introduction of road pricing as people must have a realistic choice of travel mode.

Responsibility for roads:

The Local Government (Auckland) Amendment Act 2004 provides allows territorial authorities to delegate roading functions to ARTA any time after June 2007. The Act also provides for conditions or special directions relating to that delegation, meaning that Waitakere City Council could presumably still retain some control. Waitakere City Council's current policy is that it does not wish to delegate its roading functions to ARTA.

Safety and Accessibility:

Well designed, inclusive and accessible communities and transport systems not only benefit vulnerable users, including the elderly, children, people with disabilities, people with English as a second language and those with least choice - they achieve better solutions for everyone. Accessibility issues need to be integrated into the approach and working practices of transport policy makers, planners and infrastructure and service providers. This approach is reflected in the work Waitakere City Council has undertaken investigating safety and access by design. This has three components which influence access for local residents – Barrier Free, Universal Design; Crime Prevention through Environmental Design and Injury

Prevention through Environmental Design.

Safety and accessibility needs to be considered in the planning of all transport options and for the whole of the journey. For example, it is no use having a bus that is accessible to wheel chairs and push chairs, but surrounded by poor quality footpath and road crossing systems so that people can not access the bus stop.

Draft Transport Programme 2006 - 2016

The Council's draft transport programme for the 10 year period 2006-2016 is attached in Appendix 1. The draft transport programme 2006-2016 reflects Strategic Option 3. This identifies the key infrastructure costs and timing in Council's transport programme. New programmes introduced into the transport programme 2006-2016 include:

- Bus priority measures on selected arterial roads;
- Development of 30% of the cycle and walk way network across the City by 2016;
- A travel demand management programme which includes travel plans for schools, work places and promoting sustainable travel choices, particularly at peak times.;
- A park and ride programme in relation to rail, bus and ferry stations/terminals.
- Integrated transport at new growth areas in the northwest.

In developing the Council's draft transport programme 2006-2016, the focus has been on:

- Identifying projects and coordinating the timing of those projects.
- Setting the size of the programme to an affordable level and a programme which fits with the Council's strategic direction for transport.
- Prioritising projects based on the following order.
 1. Maintenance and renewals
 2. Safety
 3. Travel demand management – land use, integrated transport projects, working from home, local trips, travel plans, car pooling, passenger transport, preparation for congestion charging, traffic management, promotion and communication of sustainable travel choices.
 4. Walking and cycling
 5. Passenger transport
 6. Roads – new roads in subdivisions and growth areas, connectivity, some arterial improvement
 7. Projects may be included where there is external funding in addition to Land Transport NZ subsidies (i.e. development contributions, user pays).

Significant Projects

Within each broad Strategic Option there are choices about individual projects which affect the total spend and the outcomes. The following are large expenditure items that significantly affect the total transport spend:

Whau Crossing bridge - A detailed investigation of the benefits and feasibility of constructing a crossing of the Whau River between Rosebank Peninsula and Glendene is proposed to be done jointly with Transit NZ and Auckland City Council. It is believed that the crossing would help to improve flows on the North Western Motorway, Great North Road/Ash Street, and help relieve the Te Atatu motorway interchange providing better access to business areas in the City, notably Glen Eden and Henderson. The investigation will also need to consider alternative sources of

funding such as tolls and private sector partnerships.

New Lynn rail-below-street - Negotiations are continuing regarding this project and required funding arrangements. The double tracking of the Western rail line at New Lynn is fundamental to improve transport and to revitalise New Lynn town centre. Placing the rail corridor below street level will allow the town centre to grow and integrate a range of uses across the corridor at ground level. The project includes redevelopment of bus facilities, additional road and pedestrian connections and some urban redevelopment of properties near the rail corridor. This will improve the level of north-south access and also allow pedestrians to get from one side to the other more safely.

Cycle way along rail line (excluded from the Council's draft transport programme). This cycle way provides safe and direct access to train stations and town centres along the rail line. It also provides important links to schools, communities and workplaces.

In each case, the alternative of not carrying out the project is also likely to require some expenditure or loss of outcomes.

Principles for prioritising transport in Waitakere City

Assessment criteria are being developed in relation to new transport projects to reflect the contribution to the objectives of this transport strategy. Criteria for prioritisation of a transport project or programme may involve an assessment of economic, environmental, social and cultural impacts including, for example:

- How does the project contribute to employment or economic development within Waitakere City?
- How does the project contribute to sustainable travel? For example, does it contribute to a shift away from single occupant vehicle travel and long trips?
- How does the project contribute to safety?
- How does the project contribute to social capital?
- How does the project address social needs including affordability?

Prioritisation criteria set by funding agencies will also be important to take into account.

7) Role of Transport Modes and Corridors

Roads and State Highways

Making the most of our existing roading network is the strategic direction and main priority for Council's roading investment. Council will advocate for, plan, and construct new roads only when they are essential in order to better integrate the existing network. Existing roads and corridors will generally only be improved or widened for buses and high occupancy vehicles.

Completion of the State Highway 18 Upper Harbour Highway is vital to economic development and local jobs at Westgate and Hobsonville. Its completion is expected to significantly alleviate congestion on Hobsonville Road. State Highway 18 will provide better access between Westgate and Albany and will transform Massey suburbs into liveable communities. Surrounding areas will enjoy a reduced travelling distance to access employment and facilities, with the added benefit of reducing traffic volumes elsewhere on the network.

Council plans to investigate construction of another crossing of the Whau River between Rosebank Peninsula and Te Atatu South/Glendene. A second crossing would help to improve flows on the North Western Motorway, Great North Road and Ash Street, and would help to alleviate the Te Atatu motorway interchange, providing better access to business areas in Waitakere City, notably Glen Eden and Henderson.

Council will consider road widening on strategic local roads to improve the flow of buses and high occupancy vehicles. Generally, road widening that is mainly for improving private vehicular traffic will not be undertaken. Exceptions to this may be in the context of safety, town centre development, connectivity, and when there is a considerable improvement to the entire route, i.e. more than localised benefits are achieved.

Council will examine the impact of parking, deliveries, property access and conflicting movements at intersections. Solutions that improve general operation and provision for buses within the road carriageway and reserve will generally be sought.

Freight Movement and Business Location Strategy

Council will develop and implement a Business Location Strategy and Freight Movement Strategy. Some of the general principles of these strategies include:

- Goods based businesses are encouraged to locate in areas with good access to the state highway network (for access to the port, airport, etc.);

- People based businesses are encouraged to locate along the rail line and at locations with good passenger transport services;

- Preferred routes for freight will be developed in conjunction with freight operators and local businesses, taking into account impacts on residential neighbourhoods, congested areas and the efficiency requirements;

- Freight movement is encouraged outside peak hours;

- Local freight on rail is not planned in Waitakere City over the next 10 years.

Passenger Transport

Our strategy for passenger transport is to further develop, and increase the patronage of, all modes of passenger transport. Recently, Council's focus has been the development of the rail

network. This focus will continue to ensure that we complete the planned infrastructure and services upgrade of the Western Rail Corridor. Council is also committed to optimising bus and ferry services with improvements to infrastructure, priority measures, service quality and real-time information. There needs to be better integration of passenger transport services and modes. 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 important for quality of life and the financial viability of passenger transport services.

Rail

The Council will continue to advocate strongly for upgrade to services and infrastructure on the Western Rail Corridor. It is vital that the Auckland region achieves the goal of an excellent rail passenger service and overcomes funding difficulties to achieve this.

The completion of double tracking of the Western Rail corridor remains a high priority. This is fundamental to increasing frequency and increased service results in increased patronage.

New trains will be needed in the future. However a decision about whether the Auckland region continues with diesel or switches to electric trains must be made first. Council will continue to advocate for electrification of the rail corridor. The benefits of electrification include reducing long term impacts on the environment, supporting intensification along the rail corridor and around stations, and stimulating passenger growth.

The major stations and passenger interchanges are Henderson and New Lynn, The upgrading the precincts surrounding our rail stations is a priority. We want access to be easy, attractive, comfortable and safe.

Upgrading stations from New Lynn to Swanson is also a priority. Plans for the Lynn station will be considered with wider plans to upgrade the town centre. Current plans for the station include redeveloping the bus station, under-grounding of the rail line through New Lynn and removal of the roundabout intersection across the rail line. Council believes this option offers the best prospect for the future vitality and sustainability of New Lynn as a major town centre.

Buses

Waitakere City Council's focus is on developing bus related infrastructure (bus stops, signs, timetable holders, shelter, lighting, etc) and working with the ARTA to improve services, service quality and frequency. Waitakere City Council will also work with Transit NZ regarding bus or HOV lanes along the State Highways.

Buses are an integral part of the passenger transport system. Bus priority measures give special treatment to buses so that their trips are faster and more reliable.

Bus priority measures include:

- Bus and high occupancy vehicle (HOV) lanes during peak periods of the day.
- Bus advance signals (e.g. traffic lights, ramp signals).
- Bus advance lanes.
- Clearways.
- Traffic improvements that directly benefit buses such as free left hand turns.

- Introducing a bylaw that vehicles must yield to buses which signal to change lanes.

Consultation on proposed bus priority measures on specific routes will be required. Proposed locations of bus priority measures are along State Highways 16 and 18, along key arterial roads (Te Atatu, Lincoln, Great North and Hobsonville Roads) and around interchanges at New Lynn, Henderson and Westgate.

The benefits of bus priority measures include:

- reliable bus trips at peak times;
- fewer delays and quicker trips for buses at peak times;
- more services and increased patronage;
- fewer single occupancy vehicle trips at peak times;
- a shift to passenger transport, walking and cycling;
- more car pooling on HOV lanes.

Bus Services

ARTA conducts reviews of bus services contracts every three years. Waitakere City Council has identified some key changes required to bus services:

Long haul and local trips: Bus services need to service travel within Waitakere City (local services) as well as trips outside the city (express services).

Support town centre development: Bus services need to improve access to, through and from the key town centres, growth and employment centres. Interchanges are proposed to be established at New Lynn, Henderson, Westgate and Hobsonville Village.

Bus / Rail integration: People need to be able to easily and safely connect between buses and trains, especially at New Lynn and Henderson. This can be achieved by bus feeder services, adjusting bus schedules to integrate with rail and by optimising the use of the upgraded interchanges to cater for all possible connections between bus and rail.

Bus priority measures: Where bus priority measures are introduced, increased frequency of is required to increase patronage and take advantage of faster and more reliable trips.

New services: New bus services should be introduced in conjunction with, rather than later, new residential and commercial development. As the northern growth areas develop, new services should be introduced to encourage new patterns of passenger transport use. The Western Heights, Central Park Drive, Massey, Westgate and West Harbour areas need improved services.

Regional and national issues: The Council supports regional and national moves to reduce emissions from buses and use cleaner fuels. Other issues will be supported such as regional priorities for buses, review of fares, integrated ticketing, real time information systems, low floors and cycle racks on buses.

Ferry

The Council wishes to maximise the potential of ferries by improving the precinct areas surrounding stations, including signage, shelter, lighting, walking access and park and ride

facilities. The Council will work with ARTA and operators to further develop services at West Harbour and establish new services at Hobsonville and Te Atatu.

Walking and Cycling

The purpose of the Waitakere City's Walking and Cycle Strategy is to promote the healthy benefits of walking and cycling and reduce the negative impacts of motor vehicles by:

1. Increasing the proportion of short trips made by walking or cycling to major destinations (town centres, schools, bus and rail stations).
2. Increasing the number of walking and cycling trips made for leisure.
3. Supporting commuting by walking or cycling trips.

This requires the establishment of a network of routes for walking and cycling which connect to major destinations. The footpath network provides an important walking network. A safer cycle network also needs to be established, with dedicated cycleways, cycle lanes and sign-posted routes.

In order to encourage more walking, town centres need to be safe and well designed so that there is high amenity for people to sit and move about. Similarly for cycling, it is important that conducive cycling conditions are established throughout Waitakere City through good design of roads, management of traffic and provision for cyclists.

Travel Demand Management

Travel Demand Management (TDM) seeks to reduce people's need for travel and to influence their choice of travel mode. TDM provides attractive transport alternatives, information and appropriate city form and land use. It is expected that people will minimise long and frequent trips in single occupant vehicles.

The Council's strategy for TDM is to encourage walking and cycling, ride sharing, working from home, travelling outside peak periods and use of passenger transport. This requires smart planning of the city form, land use, transport infrastructure and communicating and promoting more sustainable travel choices.

TDM measures include:

- A focus on appropriate business location and complementary land use.
- Reducing the need for travel and the distance travelled through land use intensification at town centres, transport nodes and along the rail corridor.
- Support the application for extension of the Metropolitan Urban Limit in the northwest to provide local jobs and to establish sustainable transport solutions at Westgate, Hobsonville and Hobsonville Village.
- Continue to advocate vigorously for Whenuapai airport to operate with civilian services (i.e. maximise employment, minimise residential).
- Plan with developers for local services and facilities that meet needs of local catchment
- Advocate for quality community facilities in Waitakere City
- Implement a Business Location and Freight strategy.
- Promote and facilitate internet and broadband services.
- Travel plans for schools, tertiary organisations, work places and communities.
- Encourage work from home and flexible work hours.
- Seek modifications to District Plan regarding new development (residential and retail);
- Implement the policies of the Waitakere City Walking and Cycling Strategy 2004.

Advocate for introduction of congestion charges and pricing controls (parking and road pricing).

Seek to improve and promote passenger transport as an alternative to the motor vehicle.

Encourage formal and informal car pooling arrangements managed by participants or private sector.

Ensure footpaths are maintained and renewed to quality standards which encourage use by people with a range of abilities and for a variety of uses.

Communicate TDM plans to the public.

Promote Waitakere City for pilot projects that demonstrate eco commitment, (e.g. solar powered lights, fuel efficient vehicles and alternative fuels).

Advocate regionally and nationally for emission controls, catalytic converters, fuel standards, etc.

Transport Corridors

Rail Corridor - There will be very high train use within Waitakere City and connecting with Auckland City; but it is not expected that rail will be grade separated (except at New Lynn) by 2016. The Council expects completion of the double tracking of the rail line, electrified new trains operating every 10 minutes at peak periods. High density housing and businesses around stations provides a destination and source for trips by passenger transport, walking and cycling. Frequent bus services connecting to train stations are expected. Increases in residential, retail, commercial and office buildings at New Lynn and Henderson are expected to result in high rail usage as these town centres become established as key destination and employment centres.

Increased train services may result in increased traffic congestion at peak times crossing rail lines.

State Highway 16 - State Highway 16 will continue to carry high volumes of traffic including more buses. These buses (including express services) will increasingly use bus shoulder lanes at peak times. There will be a new interchange and connection to State Highway 18 by 2008, and an extension past Westgate is expected by 2014. A cycleway alongside State Highway 16 is an important part of the regional cycle network. The Council anticipates ongoing congestion at arterial connections and at on-ramps in the morning peak, and off-ramps in the afternoon peak. Waitakere City urgently requires an upgrade of Lincoln and Te Atatu interchanges. Ramp metering at on-ramps should enable priority to buses, high occupancy vehicles and trucks as appropriate.

State Highway 18 - State Highway 18 will improve essential economic linkages with North Shore and Rodney as well as with economic centres in Waitakere City. When State Highway 18 is completed (expected by 2009), high volumes of traffic will be diverted from Hobsonville Road to State Highway 18. It is expected that there will be more buses (including express services) using bus shoulder lanes at peak times, and a walk and cycle way alongside. State Highway 18 provides direct access to Westgate and to Whenuapai airport.

Access to State Highway 20 - Significant traffic is expected to be generated along Clark Street to Wolverton and Tiverton Roads from the completion of the Mt Roskill extension to the Maioro Street interchange in 2009 until completion of State Highway 20 Avondale extension.

Great North Road - Great North Road will continue to experience high volumes of traffic. Options for bus advance lanes and signal pre-emption will be proposed.

Lincoln Road – Lincoln Road will continue to experience high volumes of traffic. Lincoln Road has poor integration with land use, (competing purposes with schools, residential, retail, access to motorway, hospital, etc). Options for bus and high occupancy vehicle lanes and signal pre-emption will be proposed.

Te Atatu Road - Te Atatu Road will continue to experience high volumes of traffic. Options for a bus and HOV lane (using an existing lane) will be proposed.

Hobsonville Road - Council will seek transfer of control of Hobsonville Road from Transit NZ. Very high volumes of traffic need to be reduced after State Highway 18 is operational. Options for bus and high occupancy vehicle lanes will be proposed, as will an off-road cycleway. Planning for neighbourhood centres along Hobsonville Road will provide density requiring increased bus service and will also justify slower speeds to address safety issues.

Proposed Whenuapai airport - Road access to the Whenuapai airport needs to be protected to enable high volumes of traffic connect with the proposed regional airport.

Proposed Whau Bridge Crossing - A joint study is required into the feasibility of a connection to Rosebank Peninsula; this may provide an alternative connector and relieve pressure on Rata Street, Te Atatu Road and New Lynn. Options for bus and cycle routes will be considered.

8) Monitoring

Monitoring and review of the Waitakere City Transport Strategy and outcomes is proposed to be undertaken every three years. This should follow a similar cycle for reviews of the Auckland Regional Land Transport Strategy and enables the Waitakere City Transport Strategy to remain current and to measure progress against desired outcomes.

Results may suggest we need to do more or less of particular activities to deliver the outcomes sought.

Monitoring should cover:

1. Actions and activity (projects and actions completed)
2. Outcomes from activity (for example bus travel times, rail, bus and ferry passenger surveys)
3. Regional and Waitakere City data.

Proposed Indicators

The following may be used to monitor actions, activity and outcomes:

- Traffic volumes.
- Number of vehicle kilometres travelled within Waitakere City.
- Incidence of transport related injury or death.
- Residents and business operators have adequate access to employment, customers and services locally and regionally.
- Average trip length by residents.
- Average speed for trip to port and airport in the morning peak period.
- Passenger transport use by residents.
- Transport modes are well integrated, especially at town centres.
- Effectiveness of travel demand management programmes.
- Residents ability to access goods and services in the city.
- Percentage of population regularly using passenger transport, walking and cycling or passenger in a vehicle.
- Increase in people working from home.
- Length of peak period in morning and evening.
- Residents' perceptions of safety, accessibility and affordability of public transport.
- Reduction in number of crashes.
- Travel time to CBD by bus in peak period.
- Health statistics from increased exercise

9) Specific Issues for Consultation

The following are a proposed list of issues that should be highlighted for feedback during the public consultation. These have been identified because of their significance or because they introduce new approaches or projects into the ten year transport programme.

Key issues for consultation include:

- Strategic options for transport in Waitakere City, including the cost to the Council under each option.

- Allocation of funding to each mode of transport,.

- Significant high cost projects - particularly rail-below-street at New Lynn and the Whau River bridge.

- The ten year transport programme .

- Required changes in travel decisions by residents from single occupancy vehicle to more sustainable modes of travel.

- Proposed road improvements and connections.

- Proposed road corridors where bus priority measures are proposed to be introduced. (There will be specific consultation on bus lanes or high occupancy vehicle lanes on specific road corridors prior to introduction).

- Proposed formal and informal arrangements for car pooling.

- Proposed park and ride programme.

- Proposed cycle ways programme.

- Proposed paid parking at some of the Council's off-street car parks at Henderson, New Lynn and Westgate.

- The Council's advocacy position in relation to road pricing, tolling, public and private partnerships and 'polluter-pays'.

- Provision for goods and services vehicles in Waitakere City.

10) Conclusion

Transport is a vital issue for people, the environment and 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, ride sharing, shorter trips, fewer trips, outside peak hours and working from home.

The key features of the Waitakere City Transport Strategy are:

- Commitment to the essentials. Maintenance of existing transport assets, safety, 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.
- Planning for integration of transport and land use. This requires developments in the city to be in the right places, with good urban design and appropriate roads, footpaths, cycle way, access to passenger transport and the state highway network.
- 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.

Written submissions on the draft transport strategy and the draft transport programme 2006-2016 are sought between 13 April and 12 May 2006. These submissions will be heard and considered before a final transport strategy and transport programme are adopted.

**APPENDIX 1
DRAFT BUDGETED TRANSPORT PROGRAMME 2006-2016**

The following is the budgeted transport programme as approved in the draft LTCCP. [It will also be necessary to identify which projects would be included or excluded under Options 1 and 2.]

Transport Strategy

Capital Expenditure OPTION 3

Details	2006/2007		2007/2008		2008/2009		2009/2010		2010/2011		2011/2012		2012/2013		2013/2014		2014/2015		2015/2016		10 Years		
	Draft	LTCCP	Draft	LTCCP	Draft	LTCCP	Draft	LTCCP	Draft	LTCCP	Draft	LTCCP	Draft	LTCCP	Draft	LTCCP	Draft	LTCCP	Draft	LTCCP	Draft	LTCCP	
Subsidised Capital Expenditure																							
Minor Safety (Transfund to 8% of Maintenance)																							
Professional Services: Minor Safety	35,000		36,000		37,000		38,000		38,000		39,000		40,000		40,000		41,000		41,000		41,000		385,000
Minor Safety Projects	850,000		872,000		893,000		913,000		931,000		949,000		965,000		979,000		992,000		992,000		1,005,000		9,349,000
Slow Streets	100,000		103,000		105,000		107,000		110,000		112,000		114,000		115,000		117,000		117,000		118,000		1,101,000
Safe Routes to Schools	15,000		15,000		16,000		16,000		16,000		17,000		17,000		17,000		18,000		18,000		18,000		166,000
Corridor Projects (Subsidised)																							
Scats & CCTV - optimisation	100,000		103,000		315,000		322,000		329,000		335,000		341,000		346,000		350,000		350,000		355,000		2,896,000
Secondary Road Street Lighting	100,000		103,000		105,000		107,000		110,000		112,000		114,000		115,000		117,000		117,000		118,000		1,101,000
SP & RTPIS - Scats intersections & bus stops	851,000																						851,000
Great North Road Corridor																							
Great North Road - Tlirangi	0		0		0		106,000		105,000		1,457,000		0		0		0		0		0		1,668,000
Great North Road - West Coast	0		0		0		0		0		0		154,000		933,000		2,106,000		0		0		3,193,000
Great North Road - Archibald / Glenview	0		0		0		0		97,000		725,000		1,341,000		0		0		0		0		2,163,000
Great North Road - Glenview	0		0		0		0		0		0		0		127,000		1,103,000		0		1,732,000		2,962,000
Great North Road - View	0		0		0		0		0		17,000		232,000		0		0		0		0		249,000
Great North Road - View / James Laurie	0		0		0		0		0		36,000		486,000		0		0		0		0		522,000
Great North Road - Te Atatu	0		0		0		0		0		0		0		28,000		65,000		0		379,000		472,000
Great North Road - McLeod	0		0		0		0		0		3,000		42,000		0		0		0		0		45,000
Great North Road - Edmonton / Ratanui	590,000		0		0		0		0		0		0		0		0		0		0		590,000
Great North Road - Rallside	353,000		0		0		0		0		0		0		0		0		0		0		353,000
Great North Road - Henderson Valley	25,000		0		0		0		0		0		0		0		0		0		0		25,000
Lincoln Road Corridor																							
SH 16 Interchange	91,000		190,000		0		0		2,006,000		2,044,000		0		0		0		0		0		4,331,000
Triangle	303,000		630,000		840,000		859,000		1,643,000		1,674,000		0		0		0		0		0		5,949,000
Universal	2,000,000		2,652,000		0		0		0		0		0		0		0		0		0		4,652,000
Pomaria	0		0		0		29,000		59,000		142,000		144,000		617,000		625,000		0		0		1,616,000
Norval	0		0		0		85,000		58,000		59,000		593,000		602,000		0		0		0		1,397,000
Set Peacock	0		0		0		81,000		196,000		199,000		566,000		575,000		0		0		0		1,617,000
Swanson	0		0		0		979,000		205,000		209,000		2,270,000		2,304,000		0		0		0		5,967,000

A32

Te Atatu Road Corridor												
Te Atatu / Edmonton : Layout & signal	251,000	403,000	1,587,000	0	0	0	0	0	0	0	0	2,241,000
Te Atatu / Vera : Layout & signal	225,000	392,000	1,007,000	0	0	0	0	0	0	0	0	1,624,000
Te Atatu / Jaemont bridge	26,000	114,000	207,000	1,094,000	0	0	0	0	0	0	0	1,441,000
Te Atatu SH16 Ramps	71,000	323,000	597,000	3,051,000	0	0	0	0	0	0	0	4,042,000
Te Atatu / Gloria Ave : Improvement	0	0	0	0	0	16,000	216,000	0	0	0	0	232,000
Te Atatu / Gunner / Yeovil : New Roundabout	0	0	0	0	39,000	528,000	0	0	0	0	0	567,000
Hobsonville Road Corridor												
Buckley M/way Ramps	1,000,000	0	0	0	0	0	0	0	0	0	0	1,000,000
NORSGA Hobsonville - Roads	0	0	210,000	0	0	0	0	0	0	0	0	210,000
Titirangi Road Corridor												
Titirangi / Margan : Layout & signal	0	0	0	0	0	0	147,000	292,000	2,005,000	0	0	2,444,000
Titirangi / Rail line widening	193,000	257,000	2,687,000	0	0	0	0	0	0	0	0	3,137,000
Western Bypass												
Ranui Station Road - Marinich extension.	0	0	0	113,000	53,000	716,000	0	0	0	0	0	882,000
Swanson / Marinich : New Roundabout	0	0	0	0	42,000	279,000	561,000	0	0	0	0	902,000
Glen Road - Waitemata extension & bridge	0	0	0	0	0	0	0	87,000	350,000	1,180,000	0	1,617,000
Miscellaneous Corridor Projects.												
Central Park Drive - School Road	0	0	0	0	0	0	16,000	217,000	0	0	0	233,000
Don Buck - Red Hills Roundabout	0	693,000	0	0	0	0	0	0	0	0	0	693,000
Margan Project - Rankin	0	0	0	0	0	0	18,000	22,000	254,000	0	0	295,000
Pleasant Road / Atkinson	0	0	0	0	0	0	6,000	76,000	0	0	0	82,000
Rata / Rimu Streets - New layout & signals	0	0	0	0	0	16,000	214,000	0	0	0	0	230,000
Rata / Bested Streets - New layout & signals	0	0	0	0	0	26,000	354,000	0	0	0	0	380,000
SH 16 Lincoln/Te Atatu Roads - contribution to Transit	0	0	105,000	107,000	0	0	0	0	0	0	0	212,000
Henderson Valley - Border / Forest Hill	0	0	0	0	0	63,000	198,000	866,000	0	0	0	1,127,000
Swanson Road - Universal / Don Buck Roundabout	0	0	0	0	0	0	137,000	137,000	814,000	1,866,000	0	2,817,000
Swanson Road - Larnoch Roundabout	0	0	0	0	0	0	41,000	39,000	564,000	0	0	644,000
Swanson Road - Sturges New layout	0	0	0	0	0	44,000	170,000	607,000	0	0	0	821,000
Te Pai / Waipareira : Layout & signal	0	0	0	0	0	0	0	0	16,000	220,000	0	236,000
Triangle / Makora	0	0	0	0	0	0	20,000	271,000	0	0	0	291,000
Central Park Drive - extension to Te Atatu Rd	18,000	137,000	366,000	0	0	0	0	0	0	0	0	521,000
Central Park Edmonton - Layout	0	153,000	788,000	2,127,000	0	0	0	0	0	0	0	3,068,000
Westgate Drive / Route Improvement	42,000	573,000	0	0	0	0	0	0	0	0	0	615,000
Westgate - Bridge south of shopping complex	0	0	0	0	0	318,000	922,000	2,171,000	2,199,000	0	0	5,610,000
Titirangi Town Centre												
Titirangi Town Centre : Clearway & speed humps	0	0	0	27,000	27,000	0	0	0	0	0	0	54,000
Titirangi TC : South Titirangi Rd Intersec. Layout & signal	0	0	0	38,000	509,000	0	0	0	0	0	0	547,000

Henderson Town Centre												
Henderson Town Centre - Edmonton/Alderman	2,820,000	0	0	0	0	0	0	0	0	0	0	2,820,000
Henderson Town Centre - Trading Place	1,860,000	0	0	0	0	0	0	0	0	0	0	1,860,000
Henderson Town Centre - Alderman at Falls	83,000	1,126,000	0	0	0	0	0	0	0	0	0	1,209,000
Henderson Town Centre - Sel	151,000	1,302,000	0	0	0	0	0	0	0	0	0	1,453,000
Peacock/Alderman												
Henderson TC - Way Finding	205,000	148,000	149,000	161,000	0	0	0	0	0	0	0	663,000
Henderson Town Centre - Alderman/Ratanui	5,000	72,000	0	0	0	0	0	0	0	0	0	77,000
Henderson Town Centre - Hickory - Tunnel	0	0	0	307,000	4,152,000	0	0	0	0	0	0	4,459,000
Henderson Town Centre - Hickory/Dora or Cranwell link	0	0	0	630,000	1,155,000	4,339,000	4,404,000	0	0	0	0	10,528,000
Henderson Town Centre - View / Vitasovitch	0	0	0	0	0	201,000	38,000	1,371,000	1,389,000	0	0	2,999,000
Henderson Town Centre - extension to McLeod	0	0	55,000	805,000	764,000	0	0	0	0	0	0	1,624,000
Henderson Town Centre - Railway Station	500,000	0	0	0	0	0	0	0	0	0	0	500,000
New Lynn Town Centre												
Memorial extension to Clark	48,000	51,000	666,000	0	0	0	0	0	0	0	0	765,000
Portage Road Property Access	1,000,000	1,539,000	1,576,000	0	0	0	0	0	0	0	0	4,115,000
Hetana extension to Crown Lynn	70,000	1,026,000	977,000	0	0	0	0	0	0	0	0	2,073,000
Clark extension to Gt North	18,000	77,000	248,000	0	0	0	0	0	0	0	0	343,000
Clark Extension - Bridge over railway	221,000	0	1,539,000	1,573,000	0	0	0	0	0	0	0	3,333,000
Clark / Rankin	27,000	103,000	373,000	0	0	0	0	0	0	0	0	503,000
Totara / Rankin	4,000	0	59,000	0	0	0	0	0	0	0	0	63,000
Clark - Widen Crown Lynn to Rankin	105,000	0	1,466,000	0	0	0	0	0	0	0	0	1,571,000
Gt North Road / Totara	0	0	0	0	0	0	0	0	0	118,000	0	118,000
Gt North - Memorial to Veronica - calming	0	0	0	0	77,000	0	1,071,000	0	0	0	0	1,148,000
Crown Lynn - extension to Rankin	0	0	0	0	0	0	115,000	434,000	0	0	0	581,000
Portage/Wolverton/Clark/Astley - enlarge	0	0	0	0	0	0	0	0	0	141,000	0	141,000
Railway Station - lighting, safety etc	88,000	90,000	1,221,000	1,248,000	0	0	0	0	0	0	0	2,647,000
Railway Station - contribution to underground	0	15,390,000	15,759,000	10,737,000	0	0	0	0	0	0	0	41,886,000
Bus Interchange	518,000	531,000	244,000	250,000	0	0	0	0	0	0	0	1,543,000
Norsga Westgate Town Centre												
Westgate Town Centre - Road Network	50,000	0	0	0	0	0	0	0	0	0	0	50,000
Westgate Town Centre - Hobsonville Road Develop	100,000	346,000	358,000	1,298,000	1,324,000	0	0	0	0	0	0	3,426,000
Westgate Town Centre - Fernhill Extension	0	0	355,000	0	370,000	1,297,000	1,319,000	0	0	0	0	3,341,000
Westgate Town Centre - Northside Drive	0	0	355,000	0	370,000	1,297,000	1,319,000	0	0	0	0	3,341,000
Westgate Town Centre - Bus Interchange	0	0	281,000	0	293,000	259,000	264,000	0	0	0	0	1,097,000
Westgate Town Centre - 200 Space Park and Ride	0	0	580,000	0	605,000	778,000	792,000	0	0	0	0	2,755,000
Norsga Hobsonville Town Centre												
Roading Network	100,000	0	0	0	0	0	0	0	0	0	0	100,000
Bus Interchange - land, signs, shelters	0	0	281,000	0	0	299,000	264,000	268,000	0	0	0	1,112,000
200 Space Park and Ride	0	0	0	0	0	0	0	596,000	271,000	275,000	0	1,142,000
Travel Demand Management												

A34

Road Pricing Study	10,000	10,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	12,000	12,000	11,000	111,000
Charged Car Park Trials	150,000	0	0	164,000	0	0	164,000	0	0	0	0	0	314,000
Community Travel Plans	0	0	0	164,000	0	0	164,000	0	170,000	0	0	0	334,000
Business Travel Plans	100,000	0	0	0	0	0	0	0	0	0	0	0	100,000
School Travel Plans	800,000	821,000	840,000	859,000	876,000	893,000	908,000	922,000	934,000	946,000	946,000	8,799,000	
Bus Priority Works													
Henderson Station	450,000	0	0	0	0	0	0	0	0	0	0	0	450,000
Great North (Lincoln-Portage)	0	531,000	544,000	3,149,000	3,212,000	0	0	0	0	0	0	0	7,436,000
New Lynn Station Entry/Exit	0	0	132,000	135,000	782,000	797,000	0	0	0	0	0	0	1,846,000
Clark Street	0	0	99,000	101,000	586,000	598,000	0	0	0	0	0	0	1,384,000
Westgate	0	0	0	0	123,000	126,000	724,000	734,000	0	0	0	0	1,707,000
Hobsonville Road (Farnlea-Suckley)	0	0	0	0	0	0	258,000	262,000	1,503,000	1,522,000	1,522,000	3,545,000	
Edmonton	0	0	0	0	0	0	133,000	135,000	774,000	784,000	784,000	1,826,000	
Royal Road	0	0	0	0	0	0	92,000	93,000	536,000	543,000	543,000	1,264,000	
Ferries													
West Harbour Ferry	0	0	0	0	0	0	0	0	0	0	591,000	591,000	
Hobsonville Ferry	0	0	0	0	1,095,000	0	0	0	0	0	0	0	1,095,000
Double Tracking													
Double Tracking - Henderson / Fruitvale : Bridge	150,000	257,000	0	0	0	0	0	0	0	0	0	0	407,000
Railway Station Improvements													
Access, lighting etc - Waitakere	0	0	0	0	0	670,000	0	0	0	0	0	0	670,000
Access, lighting etc - Swanson	100,000	513,000	0	0	0	0	0	0	0	0	0	0	613,000
Access, lighting etc - Sturges Road	100,000	513,000	0	0	0	0	0	0	0	0	0	0	613,000
Access, lighting etc - Ranui	0	0	630,000	0	0	0	0	0	0	0	0	0	630,000
Access, lighting etc - Glen Eden	0	0	0	515,000	0	0	0	0	0	0	0	0	515,000
Access, lighting etc - Sunnyvale	0	0	0	526,000	0	0	0	0	0	0	0	0	526,000
Miscellaneous Passenger Transport													
Brigham Creek Bus Interchange	0	0	0	0	0	0	0	0	0	0	591,000	591,000	
Bus Shelter Construction	125,000	128,000	131,000	134,000	137,000	140,000	142,000	144,000	146,000	148,000	148,000	1,375,000	
Bus Stop Improvements	25,000	26,000	27,000	27,000	27,000	28,000	28,000	29,000	29,000	30,000	30,000	275,000	
Walk Strategy Works (Subsidised)													
Pedestrian Islands	50,000	51,000	53,000	54,000	55,000	56,000	57,000	58,000	58,000	59,000	59,000	551,000	
Pedestrian Signals	340,000	349,000	357,000	365,000	372,000	379,000	386,000	392,000	397,000	402,000	402,000	3,739,000	
Lighting Improvement	20,000	21,000	21,000	21,000	22,000	22,000	23,000	23,000	23,000	24,000	24,000	220,000	
Cycle Strategy Works (Subsidised)													
Cycleway Bus Bike Lanes	0	9,000	389,000	103,000	410,000	595,000	518,000	265,000	429,000	0	0	0	2,718,000
Cycleway Committed Projects	3,140,000	0	0	0	0	0	0	0	0	0	0	0	3,140,000
Cycleway On Road Cycle Lanes	100,000	371,000	1,925,000	2,216,000	1,698,000	1,260,000	701,000	651,000	665,000	260,000	260,000	9,847,000	

Cycleway On Road Sign Posted	24,000	321,000	22,000	286,000	24,000	320,000	338,000	44,000	6,000	8,000	1,393,000
Cycleway Wide Kerb Side Lanes	0	0	0	0	78,000	201,000	204,000	0	0	0	483,000
Passenger Transport Works (Subsidised)											
AIS Study	0	0	158,000	0	0	167,000	0	0	175,000	0	500,000
AIS Safety Physical Works	600,000	616,000	630,000	644,000	657,000	670,000	681,000	691,000	700,000	709,000	6,598,000
Integrated Network Investigations (Subsidised)											
Strategic Road Corridors	150,000	154,000	158,000	161,000	164,000	167,000	170,000	173,000	175,000	177,000	1,649,000
Whau River	0	410,000	420,000	0	0	0	0	2,016,000	2,042,000	2,069,000	6,957,000
Flood Damage											
Flood Damage Miscellaneous	800,000	821,000	840,000	859,000	876,000	893,000	908,000	922,000	934,000	946,000	8,798,000
Contributions											
Contribution to Subdividers	250,000	257,000	263,000	268,000	274,000	279,000	284,000	288,000	292,000	296,000	2,751,000
Facilities Upgrade											
Rail Crossing	250,000	51,000	0	0	0	0	0	0	0	0	301,000
Utility Relocations - for safety	100,000	103,000	105,000	107,000	110,000	112,000	114,000	115,000	117,000	118,000	1,101,000
Road Drainage Extensions	350,000	359,000	368,000	376,000	383,000	391,000	397,000	403,000	408,000	414,000	3,849,000
Total Subsidised Capital Expenditure	23,396,000	36,242,000	44,529,000	37,188,000	23,574,000	27,282,000	25,090,000	25,312,000	22,758,000	24,062,000	289,433,000
Contract Settlements (Not subsidised)											
Marinich Drive Financial Contribution	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Henderson Network (Not subsidised)											
Streetscape : Great North Road - Henderson Valley to Edmonton	1,710,000	1,170,000	0	0	0	0	0	0	0	0	2,880,000
Street Lighting											
Fibre Optic Communications	100,000	103,000	105,000	107,000	110,000	112,000	114,000	115,000	117,000	118,000	1,101,000
Solar Lighting	30,000	31,000	32,000	32,000	33,000	33,000	34,000	35,000	35,000	35,000	330,000
Land Purchase & Construction											
Road Reserves General	40,000	41,000	42,000	43,000	44,000	45,000	46,000	47,000	48,000	48,000	444,000
Forward Design											
Forward Design for Benefit Cost Ratios	150,000	154,000	158,000	161,000	164,000	167,000	170,000	173,000	175,000	177,000	1,649,000
Forward Design of Capital Works	350,000	359,000	368,000	376,000	383,000	391,000	397,000	403,000	408,000	414,000	3,849,000
Asset Management System Integration and Optimisation	100,000	103,000	105,000	107,000	110,000	112,000	114,000	115,000	117,000	118,000	1,101,000

AR6

Facility Upgrading (not subsidised)

Facilities for the Disabled	10,000	10,000	11,000	11,000	11,000	11,000	12,000	12,000	12,000	111,000
Footpath Construction	500,000	513,000	537,000	548,000	558,000	568,000	576,000	584,000	591,000	5,500,000
Lifelines	0	51,000	0	54,000	56,000	0	58,000	0	59,000	278,000
Total Non-Subsidised Capital Expenditure	4,980,000	2,535,000	1,346,000	1,428,000	1,485,000	1,454,000	1,534,000	1,496,000	1,572,000	19,243,000

Subsidy on Capital Expenditure

Transfund Subsidy	(12,797,000)	(19,234,000)	(24,651,000)	(21,144,000)	(13,437,000)	(15,419,000)	(13,690,000)	(12,340,000)	(13,035,000)	(159,043,000)
Total Subsidy on Capital Expenditure	(12,797,000)	(19,234,000)	(24,651,000)	(21,144,000)	(13,437,000)	(15,419,000)	(13,690,000)	(12,340,000)	(13,035,000)	(159,043,000)
Total Capital Expenditure	28,386,000	38,777,000	45,875,000	38,616,000	24,977,000	28,767,000	28,846,000	24,254,000	25,634,000	308,676,000
Total Net Capital Expenditure	15,589,000	19,543,000	21,224,000	17,472,000	11,540,000	13,348,000	13,156,000	11,914,000	12,599,000	149,633,000

A37

APPENDIX 2 BACKGROUND TO STRATEGIC OPTIONS

A number of options were considered prior to the development of the three strategic options:

- a. Carry on as we are.
- b. The programme modelled for the Auckland Regional Land Transport Strategy 2005.
- c. A modification of the programme modelled for the Auckland Regional Land Transport Strategy 2005 to take into account Waitakere City's particular issues, requirements and ability to pay:
 - i. City form and land use initiatives, such as the creation of a major town centre at Westgate, civilian airport at Whenuapai, and new schools in the north west, which provide significant transport benefits.
 - ii. Business location and transport of goods and services.
 - iii. Preparation for road pricing.
 - iv. Advocacy positions.
- d. Doing more or less than the programme proposed in the Auckland Regional Land Transport Strategy 2005.
- e. Greater emphasis on local economic development.
- f. Greater emphasis on a particular mode of transport (for example, roading - Increase the capacity of the roading network as a priority to address congestion).

Carry on as we are

The 'steady as she goes' approach essentially means that the Council would carry on with the same focus and priority as in previous years.

Historically, the vast majority of Council expenditure has been on road maintenance and new connections, such as the Munroe Bridge.

Funding on passenger transport infrastructure has typically been low, although Council has recently increased expenditure on bus and rail infrastructure. The Council has long advocated for development of the rail corridor and as a result expenditure associated with development of the rail station precincts is either underway or planned in conjunction with upgrading of the rail corridor.

Prior to 2006 there has been little or no expenditure on Travel Demand Management (TDM) schemes although plans have been laid to commence development of school and business travel plans. The Council adopted a walking and cycling strategy and proposes to begin implementation from 2006.

The Council does not believe it can continue the previous narrow and limited approach to transport investment. This approach would help keep rates similar to present levels but would not deliver the outcomes sought by the city and region.

Focus on roads

An alternative school of thought says that the Council should simply widen and construct more roads for use by all traffic given that the vast majority of travel in Waitakere City is by car or other private vehicle.

Various studies have been undertaken to assess what such as policy might mean for Waitakere City. The aim of these studies has been to identify the scale of improvement works required just to maintain current operating speeds and journey times on the local road network and accommodate growth in population and employment.

The studies have identified that developing the road network in this way would require substantial capital and ongoing investment in the roading network which would be unaffordable to the ratepayers of Waitakere City. In addition there would be significant environmental and social impacts and require substantial land and property required to develop the road network in order to keep up with demand.

Such an approach would also result in increased stormwater and air pollution, severance, less interaction and tend to increase urban sprawl and less intensification of our cities. This would conflict with the Auckland Regional Growth Strategy and Waitakere City's District Plan policies which are aimed at encouraging intensification at the major town centres.

It would also encourage increased travel by car and would reduce demand for travel by alternative means such as passenger transport, walking and cycling and thereby reduce investment in these more sustainable travel modes. The outcome would be that some parts of the community would continue to have little or no choice other than to travel by car. There would also be less incentive for people to consider travel options, including the timing of trips or the need to travel at all.

To sum up, this approach would not be sustainable and would conflict with council and regional plans and strategies seeking to develop a more sustainable future. If the Council were to pursue this option, it would be difficult to obtain the funding assistance required given the conflict with the Auckland Regional Land Transport Strategy 2005.

Even with a substantial investment in the roading network, gains in travel times would be unlikely to be sustained as the City grows in population and local activity. More roading investment, beyond the plan period, will be required just to maintain present operating levels, the consequences of which would be very considerable.

Auckland Regional Land Transport Strategy 2005 (RLTS)

In contrast, the RLTS is a balanced and sustainable strategy that aims to get the best out of the existing roading network, build new links where essential and get more people using passenger transport and other non car modes or choosing to travel a different time or not at all.

The RLTS supports compact urban development with intensification around transport nodes and along transport corridors. It aims to build a platform for more balanced investment in transport across modes. The strong focus on passenger transport facilitates the possible future introduction of road pricing in the Auckland region.

The following are the proposed investment allocations to each mode in the RLTS over the ten year period 2006 to 2016:

\$6.810 billion on new roads and state highway infrastructure, maintenance/renewals, traffic management and safety (62%)

\$3.80 billion on passenger transport (34%)

\$0.42 billion on Travel Demand Management, including travel plans, walking and cycling (4%).

The following is a summary of expected outcomes of RLTS by 2016 (subject to the effects of increases in oil prices and the introduction of road pricing):

- Traffic volumes are expected to increase by 22% over 2005 levels (45% increase in traffic volumes between key business centres).
- Interpeak travel speeds are expected to decrease by 5.6%
- Average speeds for travel to the port in the morning peak are expected to decrease by 9%; and 8% to the airport.
- Excellent information on the availability of different modes of transport will assist sustainable travel choices.
- Half the trips into the central city in the morning peak will be by passenger transport.
- In the peak periods, passenger transport will represent 11% of trips (compared to 7% in 2001) and walking and cycling will represent 15% of trips (compared to 5% in 2001).
- Driver attitudes towards drink driving, speeding and general traffic enforcement are expected to improve over current levels.
- Regional road injury crashes per 10,000 people are expected to decline by 6%.
- Crashes, deaths and injuries involving pedestrians and cyclists are expected to decrease.
- Energy used to travel, as measured by fuel use, is expected to increase by 26%.
- CO₂ emissions are expected to increase by 21%.
- Discharges to water from the transport system are expected to increase by 20%.
- 13% of the urban population should be living within the regional growth nodes.
- The number of walking and cycling trips in town centres is expected to increase by 63%.
- Passenger services on the rail line will not be more than 10 minutes apart in the morning peak.

Whilst this will not solve traffic congestion over the 10 yr period, and travel times are expected to continue to increase, the RLTS will mean that more people will have greater travel choice than at present.

Applications for funding will be prioritised to some extent according to a project's contribution to the RLTS.

The question therefore for Waitakere City is to what extent it should implement the RLTS and implement its local priorities and requirements based on its unique circumstances, challenges and aspirations.

APPENDIX 3

AUCKLAND REGIONAL LAND TRANSPORT STRATEGY POLICIES

The following are policies in the Auckland Regional Land Transport Strategy 2005 that apply to Territorial Authorities in the Auckland Region and are adopted as part of the Waitakere City Transport Strategy 2006-2016. The responsible agencies are included in brackets and the maps referred to are in the Auckland Regional Land Transport Strategy 2005.

- 1 Contribute to an integrated, safe, responsive, and sustainable transport system
 - 1.1 Ensure that transport decisions take into account the objectives of the Land Transport Management Act and the Regional Land Transport Strategy
 - 1.1.1 Ensure that specific decisions on the development and funding of land transport activities in the region take into account the objectives of the Land Transport Management Act and this Regional Land Transport Strategy. **(Transit, TAs, ARTA, Land Transport NZ, OnTrack)**
 - 1.1.2 Report to the RLTC on a periodic basis about proposed or completed activities. The reports will show how these activities take into account or consider the objectives of this strategy. **(ARTA, Transit, TAs)**
 - 1.1.3 Submit annual reports to the RLTC on progress towards implementing the RLTS. These will be included into the RLTS Annual Report. **(ARTA, Transit, TAs)**
 - 1.2 Encourage organisations with responsibility for transport and land use decisions to act in an integrated manner, and fully consider the wider impacts of their decisions.
 - 1.2.2 Coordinate and integrate the actions of all organisations responsible for transport and land use decisions to take into account the Regional Land Transport Strategy policies to achieve the maximum benefit and avoid unnecessary costs. **(Transit, ONTRACK, Land Transport NZ, TAs)**
 - 1.2.3 Ensure that transport and land use planning takes account of the needs of, and impacts on, all users and those with disabilities, especially commercial traffic, public transport, pedestrians and cyclists. **(ARC, ARTA, TAs, Transit, OnTrack)**
 - 1.2.4 Ensure that the transport and land use implication of major trip generating activities are understood and that location decisions promote walking, cycling and public transport modes. **(TAs, ARTA ARC)**
 - 1.2.6 That land use/ rail planning takes steps to avoid, remedy and mitigate reverse sensitivity effects of each on the other and work together to ensure integrated outcomes in transport and medium/high density corridors **(TAs OnTrack, ARTA)**
 - 1.2.7 That all agencies responsible for implementing the land transport system in Auckland are to act in a manner which is supportive of the NZTS, the effective integration of land use and transport, and the Regional Growth Strategy. **(ARC, ARTA, TAs, OnTrack, Transit, Land Transport NZ)**
 - 1.2.8 Encourage all agencies responsible for the Auckland land transport

system to provide and support adequate training, recruitment measures and policies to ensure that there is a sustainable and adequate supply of well trained professionals within the transport and planning industry to assist with the further development of the Auckland land transport system. **(ARC, ARTA, TAs, OnTrack, Transit, Land Transport NZ)**

- 1.3 Improve the safety and security of the transport system for all users.
 - 1.3.2 Include safety and security related issues in the development of roading, public transport, ridesharing, motorcycling, cycling, walking and other transport projects and programmes. **(Transit, TAs, ARTA)**
 - 1.3.3 Ensure at-risk road users and communities get priority for regional safety initiatives including engineering and strategies to promote walking, cycling and public transport. **(Transit, TAs, ARTA, Land Transport NZ)**
 - 1.3.4 Include the security needs of walkers, cyclists and public transport users (including lighting and surveillance requirements) in the design and assessment of town centre developments, new subdivisions and major redevelopment proposals. **(TAs)**
 - 1.3.6 Where at grade rail crossings are provided they should be designed in a way that they maintain safety for both the rail and road network while adequately providing for pedestrians. **(ARTA, TAs, OnTrack)**
 - 1.3.8 Coordinate rail safety initiatives through support of any national rail safety plan and/or the consideration and development of a Regional Rail Safety Plan. **(ARTA, TAs, OnTrack, Land Transport NZ, Rail providers)**
- 1.4 Involve communities in decisions about transport that affect them.
 - 1.4.1 Identify who is affected by transport decisions, and provide early and full opportunities¹ for them to contribute to the planning and decision-making process. **(Transit, TAs, ARTA)**
- 1.5 Ensure that transport decisions take into account the diverse transport needs of all users.
 - 1.5.1 Consider the equity implications of transport decisions and the distribution of costs and benefits, paying particular attention to the impacts on and improving access for the transport disadvantaged. **(Transit, TAs, ARTA)**
 - 1.5.4 Remove barriers to ensure the transport system is accessible by all people including those with disabilities. Upgrading of the transport system to meet international universal design standards. **(ARTA, TAs)**
 - 1.5.5 Remove barriers to ensure the transport system is accessible by all people including those with sensory disabilities. Upgrading of the transport system to meet international universal design standards. **(ARTA, TAs)**
 - 1.5.6 That the evaluation of public transport contracts consider operator and driver training to support the use of the public transport system for people with disabilities. **(ARTA, TAs)**

¹ Refer to the consultation requirements and procedures under the Local Government Act 2002

- 1.5.7 Ensure that planning and management of parking facilities in developments recognise the needs of the special requirements for people whose disabilities prevent them using private vehicles or public transport. This should include the provision of short-term pick-up / drop-off locations for wheelchair accessible transport providers. **(TAs)**
- 1.5.8 Ensure that the needs of the transport disadvantaged are considered in the development of parking policies across the region and ensure that they are included within the consultation process. **(ARC, TAs)**
- 1.6 Increase the flexibility and resilience of the transport system to meet changing circumstances and the needs of future generations.
 - 1.6.1 Undertake multi-modal corridor studies to establish the future transport and land use requirements in key transport corridors. **(ARC, Transit, TAs, ARTA, OnTrack)**
 - 1.6.2 Take steps to protect strategic roading, rail and public transport routes identified in Maps 7.1, 7.2, 7.3 and 7.4, taking into account the need to preserve flexibility to deal with changing travel demands over time. **(Transit, TAs, OnTrack)**
 - 1.6.3 Support the Auckland Lifelines project and develop emergency management initiatives aimed at ensuring the ongoing operation of the network in emergencies. **(ARC, Transit, TAs, ARTA, Environment Waikato, Northland Regional Council)**
 - 1.6.4 Coordinate and manage the actions of road controlling authorities and utilities to minimise the disruption caused by construction and maintenance activities within transport corridors. **(Transit, TAs, ARTA)**
- 1.7 Develop the transport system in a way that minimises the use of non-renewable resources
 - 1.7.8 Support the use and development of less energy intensive transport options to reduce the need to use vehicles to move people and goods around the region. **(ARC, ARTA, TAs)**
 - 1.7.10 Investigate improvements in traffic flow management and road network characteristics to achieve greater energy efficiency across the network. **(ARC, Transit, TAs)**
 - 1.7.14 Take steps to minimise the amount of land consumed for transport purposes through the efficient use of all transport infrastructure including corridors, car parking and park and ride facilities, while having regard to the need for safe and environmentally friendly transport infrastructure design. **(TAs, ARTA, Transit, OnTrack)**
- 1.8 Take all reasonable steps to avoid, remedy or mitigate adverse environmental effects and improve health outcomes, of transport.
 - 1.8.3 Encourage the government to introduce New Zealand-wide standards for transport noise and vibration and support initiatives to achieve the standards. **(ARPHS, Transit, TAs, in consultation with MOT)**
 - 1.8.4 Identify and implement processes to improve water quality and reduce sediment contamination in freshwater and marine ecosystems caused by

runoff from the transport network. **(ARC, Transit, TAs)**

- 1.8.5 Ensure that transport projects avoid to the extent reasonable in the circumstances adverse effects on significant cultural, ecological, geological and heritage sites in the region, where this is not possible, seek to remedy or mitigate the adverse effects. **(ARTA, TAs, Transit)**
- 1.8.6 Ensure that transport projects incorporate improvements to enhance the visual amenity and quality of the regional network. **(ARTA, TAs, Transit, OnTrack)**
- 1.8.7 Promote the recovery and disposal of transport related wastes and other contaminants, especially oil and effluent disposal from campervans, trains, ferries and stock trucks. **(Transit, TAs, ARC)**
- 1.8.12 Ensure that transport projects consider, at an early stage of the scheme assessment, options to avoid and /or remedy adverse effects on human health and the natural and physical environments. **(ARTA, TAs, Transit)**
- 1.8.13 Ensure that appropriate environmental mitigation techniques are implemented for transport projects where adverse effects cannot be avoided or remedied. **(Transit, TAs, ARTA)**
- 1.8.14 Take steps to ensure that environmental mitigation associated with transport projects is coordinated with wider environmental improvements (e.g. stormwater catchment works) **(ARC, ARTA, Transit, TAs)**
- 1.8.15 Work with the road network controlling authorities to identify and implement improvements within the existing network to reduce environmental effects. **(ARC, ARTA, TAs and Transit)**
- 1.8.16 Ensure that monitoring programmes which track air, water, noise impacts, environmental health effects and natural and cultural heritage effects are developed for new transport projects at the time they are approved. **(ARC, ARTA, TAs, Transit)**
- 1.8.17 Ensure that transport projects avoid or, in exceptional circumstances, limit the adverse effects on the region's volcanic cones. **(ARC, Transit, ARTA, TAs)**

2 Make best use of the existing transport system

- 2.1 Ensure that the region's transport system is well maintained
 - 2.1.1 Ensure that asset management plans are in place for the transport system. **(Transit, TAs, ARTA, ONTRACK)**
 - 2.1.2 Develop an integrated approach to asset management and maintenance standards between different agencies. **(Transit, TAs, ARTA, ONTRACK)**
 - 2.1.3 Ensure that land transport assets in the region are maintained to an acceptable standard, as determined in asset management plans. **(Transit, TAs, ARTA, ONTRACK)**
- 2.2 Implement a road hierarchy for the region

- 2.2.1 Adopt the strategic and regional arterial road networks for the region shown on Maps 7.1 and 7.2. **(ARTA, Transit and TAs)**
- 2.2.2 Develop standards or guidelines for how the strategic and regional arterial networks should be managed. These standards or guidelines are likely to address matters such as geometric standards; provision for heavy vehicles, public transport, walking and cycling; property access; provision for parking and integration with town centres. **(ARTA, Transit and TAs, Environment Waikato, Northland Regional Council)**
- 2.2.3 Develop, prepare and implement corridor management plans for developing the strategic and regional arterial networks and corridors taking into account the standards or guidelines developed in 2.2.2. **(ARTA, Transit and TAs)**
- 2.3 Implement network management techniques to optimise the performance of the transport network, taking into account the needs of all modes
- 2.3.1 Develop traffic management systems that reflect and reinforce the roading hierarchy identified in maps 7.1 and 7.2, and implement management policies for each level of the hierarchy consistent with the following principles:
- On strategic roads the movement of people and goods should predominate and property access should be allowed only where the transport function is not compromised
 - On regional arterial roads the movement of people and goods on the road should generally have priority over the access function of the road
 - On both strategic and regional arterial corridors provision should be made for pedestrians and cyclists to move safely and conveniently
 - Both strategic and regional arterial roads should facilitate the movement of heavy motor vehicles
 - Both strategic and regional arterial roads should be designed to accommodate public transport and to provide priority for public transport vehicles where warranted by demand and traffic conditions
 - The design and operation of regional arterial roads should support the amenity of communities they pass through
 - Where regional arterial roads pass through high-density centres and corridors², the balance of travel and land use demands should be carefully considered to ensure that the road network supports the growth strategy in an integrated manner

² As defined within Auckland Regional Policy Statement – Proposed Change 6 – Giving effect to the Regional Growth Concept and Integrating Land use and Transport- Notified 31 March 2005.

- Consistent, coherent and high quality signage (both directional and street) should be implemented on strategic and regional arterial roads. **(Transit, TAs, ARTA)**
- 2.3.2 Finalise the current strategic and regional arterial road networks for the region shown on Map 7.1. **(ARTA, ARC, Transit and TAs)**
- 2.3.3 As appropriate, investigate and implement technologies for improving traffic management such as ramp metering, incident detection and traveller information, where these are feasible and where they can improve system capacity without compromising the efficiency of the local road network or the outcomes sought by the Regional Land Transport Strategy. **(Transit, TAs, ARTA)**
- 2.3.4 Develop and implement an integrated set of local traffic management techniques to complement the integrated traffic management system, and give effect to these principles. **(TAs)**
- 2.3.5 Ensure that network changes and management of all levels of the road hierarchy take into account the needs of all users including pedestrians, cyclists, public transport and freight. **(Transit, TAs, ARTA)**
- 2.3.6 Provide for the coordinated management of non-transport uses in road and rail corridors, including utilities and community activities and recreation, to minimise disruption while taking the road's wider community into consideration. **(OnTrack, Transit, TAs)**
- 2.3.7 Ensure that the needs of pedestrians and cyclists are considered in the design of traffic management systems in town centres and local community areas. **(TAs)**
- 2.3.8 Design traffic management systems on the road network (including strategic and regional arterials) to give priority to public transport and high occupancy vehicles, where appropriate. **(Transit, TAs, ARTA)**
- 2.3.9 Investigate the feasibility and cost effectiveness of traffic management systems to give priority to commercial traffic. **(Transit, TAs)**
- 2.3.10 Ensure that traffic management and priority systems are adequately enforced. **(Transit, TAs, Police)**
- 2.3.11 At grade rail crossings should be minimized. Where existing they should be designed in a way that maintains the efficiency of both the rail and road network while adequately providing for pedestrians. **(ARTA, OnTrack, TAs)**
- 2.4 Take steps to facilitate the movement of freight traffic within the region.
 - 2.4.1 Support investment in the strategic road, rail and ferry transport network in a way that provides congestion relief for freight, particularly for connections to strategic links in Auckland's logistics chain such as the port and airport. **(ARC, Transit, OnTrack TAs)**
 - 2.4.2 Institute a data collection programme which provides good information on the movement of freight around the region. **(ARC, Transit, OnTrack, TAs)**

- 2.4.3 Identify a strategic freight network and prepare policies for the development, operation and/or enforcement of that network. **(ARC, Transit, OnTrack, TAs, Environment Waikato, Northland Regional Council)**
- 2.4.4 Prepare guidelines for the development of Local Area Freight Management Plans. **(ARC, OnTrack, Transit, TAs)**
- 2.4.5 Establish better communication with freight stakeholders **(ARC, TAs)**
- 2.4.6 Encourage the effective and efficient intra and inter regional movement of freight by rail and by sea **(ARC, TAs, Environment Waikato, Northland Regional Council)**
- 2.4.7 Support and encourage the development and increased use of inland port terminals accessed by rail, as well as roads **(ARC, TAs)**

3 Manage travel demand

- 3.1 Ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular travel.
 - 3.1.1 Give priority to transport investments and network improvements which give effect to the Auckland Regional Land Transport Strategy 2005 and Auckland Regional Council growth concept of the Regional Growth Strategy and the Regional Policy Statement as required by the Local Government (Auckland) Amendment Act 2004. (Transit, TAs, ARTA, OnTrack, Land Transport NZ)
 - 3.1.2 Wherever possible, programme transport investment to fit with the growth sequencing identified in the Regional Policy Statement. (Transit, TAs, OnTrack, ARTA)
 - 3.1.3 Support the Regional Growth Strategy and Regional Policy Statement emphasis on focusing intensification in locations with existing or potential transport characteristics that support higher intensity and mixed land use activities. These include locations where:
 - Good connections exist or can be established within the high density centres and corridors for all transport modes, including walking and cycling
 - Strong public transport links exist or can be established with neighbouring high density centres and corridors, the CBD and key employment centres
 - There is good “permeability” (connections between high density centres and corridors and its surrounding area) or where good permeability can be established
 - Good connections exist or can be established between high-density centres and corridors and other parts of the region. **(Regional Growth Forum, ARC, TAs)**
 - 3.1.4 Ensure that the provision of parking in areas of high parking demand does not outstrip the ability of the road network to service this demand. **(TAs)**

- 3.1.5 Manage traffic within intensification areas so that traffic loads are spread rather than concentrated. **(TAs)**
- 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. **(ARTA, TAs, Transit NZ, OnTrack)**
- 3.1.7 Ensure that good urban design is, included in the planning and implementation of new transport projects or redevelopment of existing transport infrastructure. This should include consideration of noise/vibration, the built environment, public space and access for people with disabilities. **(TAs)**
- 3.1.8 In preparing district plans and in considering development and redevelopment proposals, consider the documents "Passenger Transport Supportive Land Use Guidelines" (June 1995); "People, Places and Spaces: a design guide for urban New Zealand" (Ministry for the Environment March 2002); the New Zealand Urban Design Protocol (Ministry for the Environment 2004); the Urban Area Intensification and Structure Planning regional practice guides, (both 2000); Crime Prevention Through Environmental Design; and relevant local authority urban design guides and provisions that ensure land use and transport systems are mutually supportive. **(TAs)**
- 3.1.9 Encourage, through district plans and long term plans, 'transit orientated developments' (TOD), which include a mixture of land uses which decreases the need for vehicle travel and increases community benefits, including removing barriers to working from home. **(TAs)**
- 3.1.10 Encourage the investigation of a regional land use development agency or agencies to support 'transit orientated development' (TOD) within identified centres and on rapid transit corridors. **(ARC, TAs)**
- 3.1.11 Support the use of regional and local developer contributions levied from (re)development for transport improvements which provide a direct benefit to that development. **(ARC, TAs, ARTA)**
- 3.1.12 Promote commercial and public awareness of the opportunities of private sector involvement in public facilities while developing or redeveloping key sites in transport corridors and growth nodes. **(ARC, TAs, ARTA)**
- 3.2 Provide attractive transport choices for individuals, communities and businesses
 - 3.2.1 Improve walking, cycling and public transport networks through the policies outlined in sections 4.2, 4.3 and 4.4. **(Transit, TAs, ARTA)**
 - 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. **(TAs, ARTA)**
- 3.3 Ensure that resources are made available to understand and influence travel choices being made in the region
 - 3.3.1 Develop and implement a travel planning programme which ensures that individuals are aware of and encouraged to use alternatives to private

- vehicles. **(ARTA, with support from TAs)**
- 3.3.2 Gain a better understanding of community needs and current transport choices. **(ARTA, with support from TAs)**
- 3.3.3 Work with schools to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel for trips to and from school. **(ARTA, with support from TAs)**
- 3.3.4 Work with tertiary institutions, hospitals, public authorities, businesses and communities to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel needed, including for trips to and from those destinations and provision for teleworking. **(ARTA, with support from TAs)**
- 3.3.5 Ensure that transport services and infrastructure development support travel planning initiatives. **(ARTA, Transit, TAs)**
- 3.3.6 Support technology improvements which reduce the need to travel. **(TAs, with support from ARTA)**
- 3.3.7 Support initiatives that encourage ridesharing, teleworking and flexible work hours. **(ARTA, with support from TAs)**
- 3.4 Ensure that the planning and management of parking resources in the region supports the region's land use and transport outcomes
- 3.4.1 Achieve a balance between the provision of car parking and managing peak period traffic demands in areas of high parking demand such as the Auckland CBD and other regional centres. This should include consideration of parking ceilings in these areas. **(ARC, ARTA and TAs)**
- 3.4.2 Support the development of the region's public transport and active mode outcomes through appropriate parking policies and measures. This includes parking measures to influence the travel decisions of commuters through pricing and the planning and management of parking supply. **(ARC, ARTA and TAs)**
- 3.4.3 Support the region's travel demand management outcomes through appropriate parking policies and measures. This will include developing parking management measures, including parking restraint, to complement travel demand management initiatives and improvements to the passenger transport network. **(ARC, ARTA and TAs)**
- 3.4.4 Support the implementation of the Regional Growth Strategy land use outcomes through appropriate parking policies and measures. To facilitate this policy a better understanding of the dynamics of parking in areas of intensification and its consequential impacts is needed. **(ARC, ARTA and TAs)**
- 3.4.5 Effectively manage the short-term parking requirements around the region's activity/commercial centres. In areas of high activity the highest priority should be given to short-stay non-residential parking. The provision of long stay parking should be planned and, if necessary, appropriately priced in areas of lower demand or activity. **(ARC, ARTA and TAs)**

- 3.4.6 Develop a Regional Parking Strategy to provide regional policy direction on all parking issues including a regional policy position for the provision of park and ride facilities **(ARC, ARTA, and TAs)**
- 3.5 Evaluate options to establish an efficient road pricing system
- 3.5.1 Work with the government to progress the Auckland road pricing evaluation study. **(ARC, TAs, ARTA)**
- 3.5.6 New roads may only be considered as possible toll roads in situations where:
- There is a suitable alternative route
 - Tolling would only have a minor adverse effect on the benefits of constructing the road (particularly safety benefits and relief of traffic pressures on communities)
 - The adoption of tolling does not prevent other transport or safety improvements in the network
 - There is traffic relief for bypassed communities
- In addition, consideration will be given to the social and economic impacts on by-passed communities. **(Transit, TAs)**

4 Increase the capacity of the transport network

- 4.1 Improve, upgrade and expand the region's public transport infrastructure and services
- 4.1.6 Continue development of the Quality Transit Network in the region. **(ARTA, TAs)**
- 4.1.9 Ensure that public transport services are planned and provided for, to new and (re)developing areas. **(ARTA, TAs)**
- 4.1.10 Ensure that the design and construction of public transport infrastructure takes into account the requirements for safety and security of passengers. **(ARTA, TAs)**
- 4.1.11 Plan and protect the ability for additional Quality Transit Network connections throughout the region. **(ARTA, TAs)**
- 4.1.13 Undertake an investigation into development of the regional standardisation of transit and bus lanes. **(ARTA, TAs)**
- 4.1.17 Ensure that when changes are made to public transport services, individuals, communities and existing passengers are consulted with in a manner which is appropriate to the degree of change, and that the outcome of the consultation is communicated effectively to existing and potential passengers. **(ARTA, TAs)**
- 4.2 Upgrade and provide additional road infrastructure to improve network efficiency and effectiveness
- 4.2.1 Finalise the future strategic and regional arterial road networks for the

- region shown on Map 7.2. **(ARTA, ARC, Transit and TAs)**
- 4.2.2 Undertake a programme to develop the strategic road network including completion of strategic connections identified in Maps 7.1 and 7.2, taking into account the preferred strategic option in the RLTS. **(Transit, TAs)**
 - 4.2.3 Undertake a programme to develop the local road network, to give effect to the preferred strategic option in the RLTS. **(ARTA, TAs)**
 - 4.2.5 Coordinate the planning and programming of state highway and local road improvements to ensure that the development of the region's road network reflects the preferred strategic option of the RLTS. **(ARTA, TAs, Transit)**
 - 4.2.6 Continue work to investigate and protect the ability to construct roading infrastructure that may be required beyond the term of the RLTS. **(Transit, ARTA, TAs)**
 - 4.2.7 Ensure that priorities for the development of roading infrastructure reflect the need to maintain and enhance access to key locations of economic activity, including strategic facilities such as the port and airport. **(Transit, ARTA, TAs)**
- 4.3 Upgrade and provide additional rail infrastructure to improve network efficiency and effectiveness
- 4.3.1 Identify and protect the existing and future strategic rail network. **(OnTrack, ARTA, TAs)**
 - 4.3.3 Continue work to investigate and protect the ability to construct rail infrastructure that may be required beyond the term of the RLTS. **(OnTrack, ARTA, TAs)**
- 4.4 Provide additional infrastructure to improve conditions for walking
- 4.4.1 Incorporate national guidelines and standards for walking into transport planning, design and management activities. **(Transit, OnTrack, TAs)**
 - 4.4.2 Implement improvements to safety and access for walkers, and support initiatives to increase the use of walking. **(Transit, OnTrack, TAs)**
 - 4.4.3 Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for walkers and local communities. **(TAs)**
 - 4.4.4 Recognise that urban road corridors are public places and that amenity needs to be protected through appropriate urban design. **(TAs)**
 - 4.4.5 Promote walking in the context of improved safety through a comprehensive assessment of safety and security impacts, and the implementation of appropriate infrastructure to both encourage walking and ensure the safety and security of users. **(Transit, OnTrack, TAs)**
 - 4.4.6 Plan for the needs of walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment proposals. **(TAs)**

- 4.4.7 Ensure that direct, attractive and safe walking routes are available to public transport stops. **(TAs, OnTrack, ARTA)**
- 4.4.8 Plan for and protect the ability to provide for additional pedestrian connections throughout the region, where required. **(ARTA, Transit OnTrack, TAs)**
- 4.5 Provide additional infrastructure to improve conditions for cycling
 - 4.5.1 Incorporate national guidelines and standards for cycling into transport planning, design and management activities. **(Transit, OnTrack, TAs)**
 - 4.5.2 Develop and implement a regional cycle network that is well connected across the region. **(TAs, OnTrack, ARTA)**
 - 4.5.3 Implement improvements to safety and access for cyclists, and support initiatives to increase the use of cycling. **(Transit, OnTrack, TAs)**
 - 4.5.4 Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for cyclists. **(TAs)**
 - 4.5.5 Consider the needs of cycling in the design and assessment of new subdivisions and major redevelopment proposals. **(TAs)**
 - 4.5.6 Ensure that direct, attractive and safe cycling routes are available to major public transport stops and ferry terminals. **(OnTrack, TAs, ARTA)**
 - 4.5.7 Plan for and protect the ability to provide for additional cycling connections throughout the region. **(ARTA, OnTrack, Transit, and TAs)**
 - 4.5.8 Plan for cycling in ways that encompass the “whole of journey” concept including:
 - Infrastructure treatments
 - Safety at and across intersections
 - Secure bike facilities
 - Connection to activity centres. **(ARTA, OnTrack, Transit, and TAs)**
 - 4.5.9 Ensure that needs of different cyclists – including recreational cyclists, fitness cyclists and children - are considered in the design of infrastructure. **(TAs)**
 - 4.5.10 Plan and provide for safe and effective cycle facilities in local road corridor. **(TAs, ARTA)**
- 5 Allocate the available transport funding to ensure the Regional Land Transport Strategy’s policies are achieved
 - 5.1 Allocate land transport funding to reflect the preferred strategic option of the RLTS
 - 5.1.1 Ensure that actions reflect the following general allocations of funding over the next 10 years:

TRAVEL DEMAND MANAGEMENT 4%

PUBLIC TRANSPORT 34%

- Infrastructure 18%
- Services 16%

ROADS 62%

- Infrastructure 30%
- Safety measures³ 4%
- Traffic management⁴ 2%
- Maintenance & renewals 26%

(Transit, ARTA, TAs, Land Transport NZ)

5.2 Promote changes to the land transport funding systems to enable implementation of the preferred strategic option

5.2.1 Work with the Ministry of Transport, Land Transport NZ and other appropriate central government agencies to ensure that funding arrangements, particularly related to local/regional shares, do not constrain the implementation of the preferred strategic option. **(ARC, TAs, ARTA)**

5.3 Take steps to mitigate the risks that have been identified with respect to implementation of the preferred strategic option

5.3.2 Collaborate with the government and training institutions to address skill shortages in areas of increased demand. **(ARC, Transit, ARTA, TAs)**

³ For safety measures which are additional to those currently provided for by TNZ and the regions' TAs

⁴ For traffic management measures that are additional to those currently provided for by TNZ and the Regions' TAs

APPENDIX 4 SUPPORTING AND TECHNICAL PAPERS

National

Environmentally Sustainable Transport – OECD
The Kyoto Protocol - UN
New Zealand Transport Strategy 2002 – Ministry of Transport
Transport Sector Strategic Directions December 2005 - MOT
State Highway Forecast 2005 – Transit NZ
Sustainable Action of New Zealand Programme for Action 2003 –
National Rail Strategy to 2015 – MOT
National Energy Efficiency and Conservation Strategy 2002 –
New Zealand Disabilities Strategy
Vehicle Fleet Emissions Control Strategy 1999 – MOT
Getting there on foot, by cycle – MOT
Road Safety to 2010
Growth and Innovation Strategy – Growing an Innovative NZ
New Zealand Health Strategy
Reducing Inequalities in Health
National Environmental Standards

Regional

Auckland Regional Growth Strategy 1999 - ARC
Auckland Regional Land Transport Strategy 2005 – RLTC
Regional Passenger Transport Plan 2003 – ARC
Auckland Regional Road Safety Plan 2004 - ARC
Draft Regional Ferry Strategy - ARC
Draft Business Location Strategy 2005 – ARC
Draft Regional Freight Strategy 2005 - ARC
Draft Auckland Transport Plan 2006 - ARTA
State of Public Health in the Auckland Region 2006 – Auckland District Health Board
Local Effects of the RLTS 2005 Technical Paper 2006 – ARC
Auckland Regional Air Land and Water Plan - ARC

Waitakere City

The draft Greenprint 1994 - WCC
The draft Waitakere City Integrated Transport Strategy 1999 - WCC
Transport principles adopted by Council in March 2002
The transport vision, goals and objectives contained in the Long Term Council Community
Plan 2003 to 2013
Waitakere City Walking and Cycling Strategy 2004
Cycling Feasibility Study 2005
Strategic Road Corridor Studies
Bus Overlay Study 2005 - WCC
Transport Activity Plans 2005
Road Asset Management Plan
Waitakere City Road Safety Plan
Concept plans for the three main town centres and the growth of the Northwest.