

Community Outcome: Sustainable and Integrated Transport - *Kauneke Tauwhiro me te Whakaurunga Waka*



Sustainable transport systems that 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.

Related outcome areas

- Strong Economy - *He tupuranga kaha ihi wana*
- Urban and Rural Villages - *Nga kainga taone, tuawhenua*

Who are some of the key contributors to making this outcome happen?

Who	How
Auckland Regional Transport Authority	• Provides some passenger transport infrastructure. Contracts passenger transport services and develops transport plans.
Transit NZ	• Responsible for state highways and interchanges and traffic signal control.
Auckland Regional Council	• Provides regional transport strategies and policies. Funds ARTA's transport activities.
Land Transport NZ	• Funds transport project services, maintenance and renewals
Ontrack	• Responsible for rail corridors, including double tracking and train signals
Waitakere City Council	• Builds and maintains bridges, bus shelters, roads, pavements and cycle ways. Plans and manages local transport network, including parking.



"The progressive stance to get people using public transport and to live more sustainably is what I like most about Waitakere."

Andrea, Titirangi

What is being done to make this outcome happen?

While there are many agencies involved in working to achieve this community outcome, there are also some specific planned and completed initiatives.

Community Outcome	Intent	Initiative	Details	Who
Sustainable Integrated Transport - <i>Kauneke Tauwhiro me te Whakaurunga Waka</i>	The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban design	Public transport mode integration	The Henderson bus interchange and rail station at Waitakere Central have been integrated to ensure people can access and transfer between these two different modes of public transport easily. This is also being planned for in New Lynn.	Council, ARTA
		Rail electrification	The electrification of rail services along the western line is to begin in 2008 and finish in 2013. Electrification will have significant environmental benefits as well as reduced service times.	Council, ARTA, Ontrack
		Cycle way provision	Council has a programme of works to complete 30% of its cycle network by 2016. This network will provide opportunities for residents to cycle more safely.	Council, Schools
Sustainable transport systems that provide fast and effective movement of people, goods and services within and in and out of the city.		SHW 16,18 and 20 motorway development	Planning for the development of the motorway systems including their on and off ramps has been progressing strongly with earthworks to start in 2008 on State Highways 16 and 18.	Transit NZ, Council
		Travel Plans	A programme of school travel planning (including walking school buses) and business travel planning have been implemented. Council has implemented a workplace travel plan resulting in an 18% mode shift to more sustainable modes of transport.	ARTA, Council
		Road corridor improvements	Council is investigating options for improvements to its key road corridors to find solutions for safe and efficient movement of goods and people.	Council
		Rail double tracking	Opening of double tracking between Fruitvale and Henderson stations, including 3 new rail stations, park and ride at Sunnyvale and other supporting infrastructure.	Council, ARTA, Ontrack



"What's important to me is that we have a friendly environment and transport is improving."

Jules, Glendene

Council contribution

One of the council's strategic directions is the Integrated Transport and Communication platform. The council's vision is for public transport and communication systems that provide fast and effective services to the whole city; transport systems that are integrated, innovative and environmentally responsible. A key difference when compared to the community outcome is the platform's emphasis on communication systems.

All of the measures within this section can be used to judge progress against the above platform. A specific platform measure on access to telecommunications systems has been included.

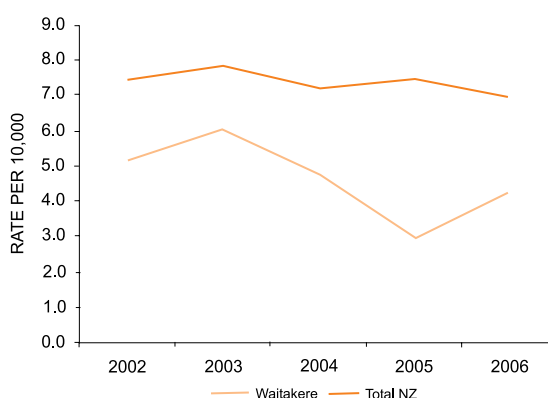
Platform	Intent	Initiative	Details	Who
Integrated Transport and Communication	Public transport and communications systems provide fast, effective services to the whole city	The Digital Strategy	The strategy seeks to ensure residents and businesses have access to quality telecommunication infrastructure decreasing demand for private motor vehicle use. It also enables economic development and strong social connection.	Council

Transport safety

- The average rate of serious and fatal transport injuries between 2002 and 2006 is 4.6 per 10,000 residents

A safe transport network, for both public and private forms of transport, is important to ensure the outcome is achieved. The indicator tracks whether or not the rate of serious and fatal transport related injuries is reducing. The number of serious and fatal transport related injuries in Waitakere peaked at 112 in 2003. The average number of serious and fatal transport related injuries was 87 between 2002 and 2006. Overall the rate of serious and fatal transport injuries in Waitakere has declined since 2002 and has remained considerably lower than the national rate.

Figure 28: Serious and fatal transport injuries per 10,000 residents in Waitakere and New Zealand (2002-2006).



Source: Land Transport New Zealand

Journey to work

- Almost 90% of journeys to work occur in private motor vehicles

Journeys to work exert significant pressure on the transport network, largely because they tend to be over a small period of time (7am to 9am) when congestion is highest. This indicator tracks how people are moving to and from work. Almost 90% of people travel to work in a private motor vehicle. Of those who travelled by private motor vehicle 8.8% were passengers (1991) but this declined to 6.2% in 2006. The number of people travelling by public bus or train declined from 1991 to 2001 but increased slightly at 2006.

Table 22: Travel to work on Census day by mode (1991-2006)

	1991	1996	2001	2006
Private motor vehicle	87.1%	89.0%	89.8%	89.5%
Public bus or train	6.9%	5.7%	5.5%	5.9%
Biked, walked or jogged	5.4%	4.4%	4.0%	3.9%

Source: Statistics New Zealand, Census

There are changes in the mode of travel people use to get to work depending on where their work is located. For example the 2006 Census shows that 8% of people who worked in the city biked, walked or jogged compared with just over 1% for those working outside Waitakere. The percentage of residents working outside the city who travelled by public bus or train is 7.9% compared to 3.5% for those working within Waitakere.

Table 23: Travel to work on Census day by mode by location of work²⁶ (2006)

	Work outside Waitakere	Work in Waitakere
Private motor vehicle	90.3	87.9
Public bus or train	7.9	3.5
Biked, walked or jogged	1.3	7.9

Source: Statistics New Zealand, Census

Public transport

- Since 2005 more residents perceive that public transport is taking them where they want to go at times that are convenient
- Train stations on the western line have seen significant growth between 2003 and 2006
- Most areas within the MUL are within 400 or 800m of a bus, train or ferry stop

A safe, reliable, convenient, affordable and integrated public transport system is key to ensuring that people can move easily throughout the city and region. This data set records people's perception of key aspects of services. Since 2004 there has been an increase in the proportion of residents who think public transport takes them to the places they need to go. Perceptions of public transport against the other attributes have remained largely unchanged.

Table 24: Percent of Waitakere residents who are very/ reasonably satisfied with key aspects of public transport (2004-2007)

Attribute	2004	2005	2006	2007
Taking you places where you want to go	42%	38%	52%	51%
Convenience of times	39%	35%	40%	44%
Affordability	52%	46%	48%	46%
Safety	71%	75%	77%	72%
Ease of access	N/A	N/A	N/A	72%
Level of comfort	N/A	N/A	N/A	75%
Quality of experience	N/A	N/A	62%	59%

Source: Waitakere City Council, KPI survey

Monitoring the frequency of public transport usage helps us know if the system is meeting customer needs. These data sets look at the use of public transport through data collected as part of council's survey work, as well as data from the Auckland Regional Transport Authority. Overall the frequency of usage for people remained constant between 2006 and 2007. Residents who use passenger transport monthly or more often have remained steady.

Table 25: Percentage of residents using public transport in Waitakere (2006 and 2007)

Frequency of usage	All Public transport		Train		Bus	
	2006	2007	2006	2007	2006	2007
Never	21	25	36	41	39	52
Less often than once every 6 months	38	36	34	28	35	26
Between once a month and once every 6 months	21	20	19	22	13	8
Between once a week and once a month	9	9	6	4	6	7
Once a week or more often	12	10	5	4	8	8

Source: Waitakere City Council, KPI survey

The table below outlines station usage for Waitakere stations in 2003 and 2006 and is another means for assessing patronage in public transport. Importantly this method of data collection records the number of students using this form of public transport. These journeys are not always included in other data sets on passenger transport. All stations in Waitakere on the western line have witnessed growth. New Lynn, Fruitvale Rd and Glen Eden stations in particular have seen growth of over 40% from 2003 to 2006.

Table 26: Train station usage of stations within Waitakere along the western line during weekdays (2003 and 2006)

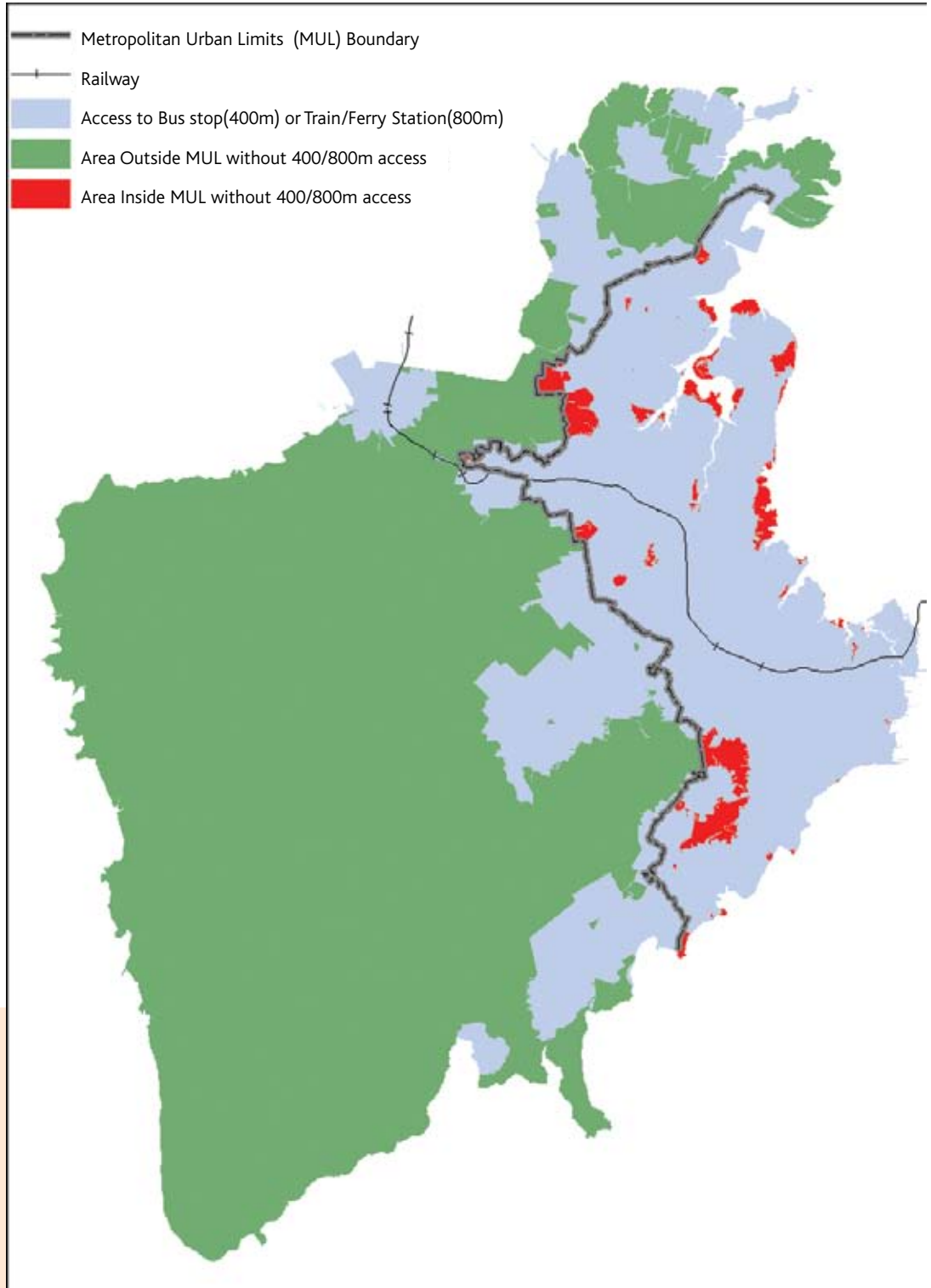
Station	2003		2006		% change 03-06
	Board	Alight	Board	Alight	
New Lynn	617	616	1019	1308	88.7
Fruitvale Rd	162	127	204	223	47.8
Glen Eden	410	362	526	560	40.7
Sunnyvale	170	218	237	239	22.7
Henderson	524	601	791	780	39.6
Sturges Rd	315	265	331	336	15
Ranui	363	307	433	415	26.6
Swanson	186	143	192	217	24.3
Waitakere	93	111	95	119	4.9
Stations in Waitakere	2560	2750	3828	4197	51.1
Western line total	5270	5275	9276	9263	75.8

Source: Auckland Regional Transport Authority

There are many factors that can promote or inhibit public transport use. The cost, frequency, reliability and accessibility of services are all important. This indicator measures access that urban and rural areas of Waitakere have to bus stops (400 metres) and train and ferry stations (800 metres). Most of the urban area within the Metropolitan Urban Limit is within 400m of a bus stop and 800m of a train or ferry stop.

● ▲ **Figure 29: Access to public transport in Waitakere**

It is acknowledged in council transport planning documents that well designed, inclusive and accessible transport systems benefit all the community but particularly the elderly, children, disabled people, and people with English as a second language. As a consequence barrier free design is being increasingly adopted as a design ethos in new public transport infrastructure development.



Telecommunications

- Most households in Waitakere have access to some form of telecommunications

Good telecommunications infrastructure provides another means for people to interact with one another and for businesses to work with their customers. This indicator measures access to telecommunications in Waitakere. Very few people live in dwellings in Waitakere with no access to any telecommunications system and one third of households have internet access and three quarters have a cellphone/mobile phone. The council's own survey research found that three-quarters of people accessed the internet from home and 32% access at their workplace in 2007.

▲ Table 27: Percentage of respondents who stated they had access to the following telecommunications systems in their dwelling in Waitakere (2006)

	Waitakere
No Access	1.6%
Cellphone/Mobile Phone	75.9%
Telephone	93.5%
Fax Machine	26.8%
Internet	63.6%

Source: Statistics New Zealand, Census



Park and ride facility at Sunnyvale Rail Station.

"Waitakere has a friendly community atmosphere and is close to beaches."

Jocee, Glen Eden