



Te Kaunihera o
MANUKAU
City Council

Manukau City Council
Transport Strategy to 2016

MOVING MANUKAU





OUR PRINCIPLES

KNOWLEDGE & UNDERSTANDING
Maatauranga me te moohiotanga

ACHIEVEMENT
Whaainga ki toona tutukitanga

ACCOUNTABILITY
Whakatau tika



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Moving Manukau

TRANSPORT IN MANUKAU

Transport is crucial to Manukau - for people to get around and for the success of the city's economy and businesses. Manukau is geographically well placed on the north-south corridor that connects the Auckland region to the rest of New Zealand. It has easy access to key transport facilities that makes the city a good location for business. Auckland International Airport is in Manukau and the city is well served by state highways and rail.

People are geographically dispersed and more likely to rely upon their cars than using public transport. Although public transport is improving, it is still not seen as a viable alternative to the car for getting to work and around the city.

Manukau City Council has direct responsibility for some parts of the transport system, but for public transport and state highways it has to advocate and work with other agencies to get what the city needs.

Manukau City Council

- Plans the development of the city, including land use and transport
- Builds, upgrades and maintains local roads
- Coordinates local road safety initiatives
- Provides bus shelters and other infrastructure to support public transport
- Provides cycle lanes and footpaths
- Advocates to transport agencies for public transport and state highway improvements.

Transport agencies

Auckland Regional Council - sets policy direction for the region's transport and funds public transport

Auckland Regional Transport Authority (ARTA) - an ARC subsidiary that plans and develops the regional land transport system, and contracts public transport services

Land Transport New Zealand - administers and distributes government funding for transport, including subsidies for local road projects and funding state highways

Transit New Zealand - Develops, manages and maintains the state highway network

Ministry of Transport - Develops national transport policy and advises the government

The issues

- Rapid population growth and development of the city
- Increasing traffic volumes and congestion
- Manukau's low residential and employment densities make it difficult for public transport
- Use of public transport, cycling and walking to work are all declining
- Funding is inadequate and unreliable.



PUBLIC TRANSPORT

The new Manurewa train and bus station is an example of recent improvements to public transport infrastructure in Manukau. The aim is to restore public transport to be a viable alternative to the car for getting to work, school and local centres. The council will actively support and work with ARTA on getting services that best meet Manukau residents' transport needs.



ROADING

A number of long-planned roading improvements have recently opened, for example the Highbrook link from the southern motorway to East Tamaki, or are underway - the State Highway 20 extension to the southern motorway. There will be a very large investment in roading to complete the long-planned arterial network. Major new roads will be built to cater for public transport, cycling and walking, as well as cars and trucks.



LAND USE AND DEVELOPMENT

The new town of Flat Bush, where more than 40,000 people are expected to live, is an example of the council's aims to create a city that supports the use of public transport, walking and cycling as well as vehicle based travel. This includes development of higher densities and mixed land uses at growth centres. It will also see well designed infrastructure for user convenience, safety and connectedness.



TRAVEL DEMAND MANAGEMENT

Encouraging more walking and cycling, carpooling and reducing the need to make journeys around the city are all part of travel demand management. Management of the increasing demand for travel will become progressively more important in Manukau over the next ten years. The council will encourage travel plans with schools and workplaces, including developing its own. Another form of travel demand management will be to promote and make it easier for people to use other forms of transport than driving alone in a car.



From the Chief Executive

Transport is one of the key issues for Manukau. A good system is crucial for people to get around easily and for the success of the city's economy and businesses.



Residents and businesses rightly expect good transport links that work well so their lives and the economy can keep moving.

Although Manukau offers easy access to key transport links we do face significant transport issues. The city's population continues to grow rapidly and development is also moving fast. With this comes increasing traffic volumes and congestion, an issue we share with the rest of the Auckland region.

The city has seen improvements to public transport services and facilities, the new Manurewa transport interchange is a good example. But we're still experiencing a decline in public transport use and the city's low residential and employment densities make it difficult to service well with public transport.

Manukau City Council has developed this transport strategy to address these issues and move towards the good, effective transport system outlined in "Tomorrow's Manukau - Manukau Apopo", the city's vision for the future.

Moving Manukau is a comprehensive overview of the transport issues, concepts, policies, plans and programmes. It will be implemented through a range of other mode specific plans and projects which contain much more detail.



It sets the framework for ten years of development, including:

- An extensive programme to complete the arterial road network by building new roads and upgrading existing ones
- Recognition that most travel will continue to be made by commercial vehicles and private cars on roads, while advancing plans to increase the use of other transport modes and to manage travel demand
- Measures to increase public transport use, especially for the journey to work
- Enhancement of road safety, especially in conjunction with community initiatives
- Increasing the use of walking and cycling, especially for many shorter distance trips currently being made by car
- Managing transport and land use in a coordinated manner to contain further urban sprawl, intensify development around certain growth centres, with the inclusion of facilities to enhance the use of walking, cycling and passenger transport
- Measures to manage the demand for travel instead of just providing additional capacity.

Moving Manukau clearly shows what Manukau City Council's transport priorities are and how they are being addressed. I look forward to seeing the strategy become reality.

LEIGH AUTON
Chief Executive Officer



Executive Summary

The Planning, Policy and Funding Context

Transport is one of the key elements in the future success of Manukau city. The Manukau Transport Strategy describes the strategic outcomes, policies and priorities which Manukau City Council seeks to achieve for the city.

Purpose of this Transport Strategy

One of the main purposes of this transport strategy is to clearly show what Manukau City Council's transport priorities are and how they are being addressed. It provides an overall policy framework and strategic direction for the ongoing development, funding and operation of Manukau's transport system. It ties together a number of existing plans and programmes dealing with component parts of the system such as passenger transport, cycling and walking, and roading studies. Community organisations and stakeholders will also get clarity on what Manukau City Council is responsible for and what the other agencies' roles are.

The Manukau Transport Strategy also demonstrates how Manukau's various transport activities and projects will contribute to the transport objectives specified in the Land Transport Management Act and the Auckland Regional Land Transport Strategy. It helps the council comply with the requirements of the legislative and funding framework.

National, Regional and Local Transport Policy Context

→ Manukau's transportation policy exists within an extensive transportation policy context which determines or influences the council's approach, including:

- A range of statutes;
- National level policies;
- Regional level policies including:
 - Auckland Regional Land Transport Strategy;
 - Regional Policy Statement;
 - Auckland Regional Growth Strategy; and
 - Various Plans of the Auckland Regional Council and Auckland Regional Transport Authority.
- Other Manukau plans and policies including:
 - Tomorrow's Manukau;
 - District Plan;
 - Long Term Council and Community Plan;
 - Annual Land Transport Programme.

The New Zealand transport funding regime is complex and includes multiple channels and approval processes. Funding sources include: taxes; (e.g. fuel, road user charges, license fees); local and regional land rates, development contributions; and vesting of subdivisional roads.

Further complexity arises from the large number of agencies that are involved in transport policy, planning, funding and commissioning. Manukau City Council has primary responsibility for:

- Local roading (non state highway) maintenance, upgrading and new works
- Local road safety coordination
- Infrastructure to support passenger transport operations and patronage
- Cycling and walking infrastructure.

→ Much of the council's transport strategy will be delivered through effective collaboration and advocacy to other transport agencies that are directly responsible for specific parts of the system, such as passenger transport or state highways.

One of the main purposes of this transport strategy is to clearly show what Manukau City Council's transport priorities are and how they are being addressed.



The City's Transportation Context and Issues

The transport system is of crucial importance to both the daily function and ongoing growth and development of the city. On one hand the transport system is part of, and enhances the natural geographic advantages of the city, and on the other it is subject to the pressures associated with the very growth and development that it stimulated.

A number of factors impact on Manukau's transport system and its future development:

- Rapid population growth and sustained large scale development of land and buildings
- Increasing traffic volumes, congestion and demand
- Manukau has low residential and employment densities. Its urban form is difficult to effectively service using passenger transport
- Use of passenger transport, cycling and walking for the journey to work are all declining and passenger transport use is still very low compared to other cities
- Funding inadequacy and unreliability.

Manukau Transport Strategy at a Glance

This strategy has been developed in response to the major issues and the policy and funding contexts identified above. It provides an overarching framework for a large number of policies, projects and expenditure programmes which will deliver specific components of the city's transport system over the next decade, with four broad emphases:

- i. A very large investment in roading to complete the long planned arterial network in conjunction with extensive residential and business development, and large

population growth. Increased investment is also required to maintain the service capability of existing roads.

Future emphasis will include:

- Construction of new primary roads with multi modal capability catering for passenger transport, walking and cycling in addition to private and business vehicle travel; and
 - Active management of the road network to achieve the most efficient utilisation possible.
- ii. Restoring passenger transport, walking and cycling as viable alternatives to the use of the private car for certain trips. This will be achieved through provision of infrastructure and policies providing user convenience and safety. Building up patronage and usage over the longer term is emphasised. One target is to increase the proportion of passenger transport for journeys to work by 5 per cent per annum.
 - iii. Creation of a land use pattern and urban form that is integrated with and supports the use of passenger transport, walking and cycling in addition to vehicle based travel. This includes development of higher densities and mixed land uses at growth centres and well designed infrastructure that emphasises user convenience, safety and connectedness.
 - iv. Introduction of travel demand management techniques in order to either:
 - Avoid the need for some trip making altogether
 - Switch some trips from vehicles to passenger transport, walking or cycling.