

Section 7: Monitoring and Review

Monitoring

The Council and other organisations carry out monitoring in relation to transport outputs and outcomes. In order to assess the effectiveness of this strategy, it is important to monitor progress against the outcomes set out in sections 3 and 4. This will assist in future reviews of the strategy.

The following is a list of indicators to be monitored:

- Incidence of crashes and transport related injury or death.
- Percentage of population with access to the passenger transport system.
- Number of vehicle kilometres travelled within Waitakere.
- Proportion of the work force that works locally.



Henderson Rail Station

- Proportion of growth that is located in high-density centres and corridors.
- Access by residents to employment, town centres and community facilities.
- Car ownership.
- Percentage of population using passenger transport, walking and cycling or travelling as a passenger in a vehicle.
- Percentage of population working from home.
- Travel times and congestion by different modes of transport and on arterial roads.
- Average speed for trip to Auckland CBD, port and airport in the morning peak period.
- Integration of transport modes, especially at town centres.
- Effectiveness of travel demand management programmes.
- Residents' perceptions of safety, accessibility and affordability of passenger transport.
- Health statistics related to active living.
- Use of non-renewable energy by transport.
- Air pollutants from transport.
- Discharges to water from transport.

Historical data and progress in relation to these indicators are available at the Council's website: www.waitakere.govt.nz

Review of the Waitakere City Transport Strategy

The Waitakere City Transport Strategy needs to be reviewed every three years to coincide with the next Auckland

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Regional Land Transport Strategy and Waitakere's Long Term Council Community Plan.

By 2009, the following information is expected to be available:

At the regional level -

- Auckland Regional Transport Strategy 2008
- Auckland Regional Growth Strategy review
- Auckland Transport Plan
- Auckland region congestion pricing
- Toll arrangements in relation to the Western Ring Route
- Studies into effects of peak oil

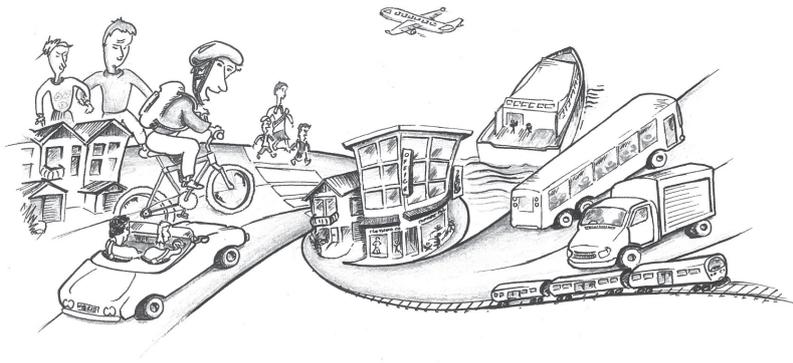
At the local level –

- Decision in relation to District Plan changes, particularly the extension of the metropolitan urban limit.
- Completion of the double tracking of the Western Rail line and station improvements.
- Road improvements and high-occupancy vehicle lanes at Te Atatu Road will have been planned and decisions made with community input.
- Effectiveness of the ramp signalling on the Northwestern motorway
- Policy development (for example, parking, freight)

This will inform the Council's decisions in relation to other road corridors and the next Waitakere City Transport Strategy.



Walking School Bus, Woodlands Park School



Section 8: Conclusion

Transport is a vital issue for people, the environment and the economy. Waitakere 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.

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, car pooling, shorter trips, fewer trips, travelling outside peak hours and working from home.

The key features of the Waitakere City Transport Strategy are:

- Commitment to the essentials – safety, maintenance of existing transport assets, 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.
- Planning for integration of transport and land use. This requires growth to be in the right places, with good urban design and appropriate roads, footpaths, cycle ways, access to passenger transport and the state highway network.
- Ensuring that 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.

