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**SUSTAINABLE
LAND USE AND TRANSPORT PLANNING
IN URBAN AREAS: A Case Study Of Auckland**

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of Master of Resource and Environmental Planning at Massey University*

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ABSTRACT

In an urban context, our foremost duty as planners is to develop the planning principles and techniques which have predictive value and guide policy with relation to form, function and operation of cities and metropolitan areas.

This thesis examines ways of developing sustainable plans for land use and transportation in major urban areas, with special reference to Auckland, New Zealand. This has been done first, by reviewing prescriptions of urban form, land use and transportation in order to identify sustainability criteria. The key parameters of sustainability are considered with reference to the Resource Management Act (1991), which provides the framework for promoting sustainable management in urban areas in New Zealand.

Second, indicators of urban sustainability for a range of international cities have been compared with figures for Wellington and Auckland urban areas. Finally, the criteria drawn from international literature have been applied to urban land use and transportation planning in the Auckland area, starting from mid-1950's. This review of transport planning studies demonstrates a major shift from policies for highway development and urban expansion to policies for more compact urban form, more efficient land use, and sustainable transportation.

Traditional land use and transportation planning is based on the principle of low density, high speed motorways which foster private transport. Now is the appropriate time to move away from a traditional planning approach and follow approaches which foster sustainability. This means changing traditional transport planning. The focus of transport plans has been traditionally an efficiency and speed. This contrasts with the move toward sustainability.

The way land is used in urban areas is central to sustainable management. In existing major cities, the pursuit of sustainability is limited because of the limited development options available. Change can be pursued, however, by such things as shift in land use patterns, infill development, subdivision, changes toward high density residential areas along major corridors, and converting land uses on major corridors to multi-family residential and mixed land use activities.

The thesis reviews the historic shifts which have taken place in the priorities in transport planning in Auckland. It concludes that there has been a fundamental shift in post-war policy making in the 1990's. An interactive land use/transport plan based on the principle of containment and selective intensification evident in recent work is likely to be the most appropriate model of sustainable development for Auckland. However, it will be a considerable time, before significant changes can be brought about by this strategy alone.

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TABLE OF CONTENTS

	Page No.
ABSTRACT	i
ACKNOWLEDGMENT	ii
TABLE OF CONTENTS	iii-v
LIST OF FIGURES	vi
LIST OF TABLES	vii-viii
LIST OF BOXES	viii
 Chapter 1	
INTRODUCTION	
1.1 Transport Planning and Urban Development	1
1.2 Research Problem	5
1.3 Thesis Organisation	6
1.4 A Framework For Information Gathering	7
1.5 Limitation of Data Collection	8
1.6 Land Use and Transport Information	11
1.7 Planning For Urban Sustainability: A Case Study	12
 OVERVIEW	
 Chapter 2	
DIRECTIONS FROM PAST: THE ORIGIN OF URBAN PLANNING PRACTICE AND THE ENVIRONMENT	
2.1 From Past to Present	15
2.2 Layout Design: The Classic Cities	25
2.3 Recent City Form Proposals	33
2.4 Solar Village Plan	34
2.5 Conclusion	39
 Chapter 3	
URBAN DESIGN AND SUSTAINABLE CITIES	
3.1 Defining Sustainable Management: Local Responses to International Issues	41
3.2 The Resource Management Act 1991 and Urban Areas	46
3.3 Urbanisation And Sustainable Development	51
3.4 Urban Sustainability	53
3.5 Urban Form, Structure and Densities	57

3.6	Urban Form For Urban Sustainability	66
3.7	Conclusion	67

Chapter 4

LAND USE, TRANSPORTATION AND URBAN SUSTAINABILITY

4.1	Design for Sustainability: Urban Form and Sustainability	68
4.2	The Private Versus Public Vehicle Use	69
4.3	Reurbanisation Approach	70
4.4	Transport Reorientation Approach	78
4.5	Implications Of Urban Form, Density And Energy Consumption	81
4.6	Key Criteria of Sustainable Transport and Land Use Planning	85
4.7	Conclusion	93

Chapter 5

DETERMINANT OF ENERGY CONSUMPTION IN URBAN AREAS

5.1	Urban Areas In New Zealand	95
5.2	Fuel Consumption and Mode of Transport	98
5.3	Population and Density Relationships	100
5.4	Population and Job Distribution	102
5.5	Cities And Gasoline Consumption	105
5.6	Transport Preferences	108
5.7	Mode Of Transport And Travel To Work	111
5.8	Conclusion	115

Chapter 6

LAND USE AND TRANSPORT IN AUCKLAND METROPOLITAN AREA

6.1	Auckland Urban Area	117
6.2	Population Trends in Auckland	117
6.3	Population By Age	120
6.4	Role of Overall and Net Densities of Population	121
6.5	Role of Average Household Size	123
6.6	Employment Changes in Auckland	124
6.7	Distribution of Population and Jobs	125
6.8	Public Transport and Travel to Work	126
6.9	Trip Making Behaviour	130
6.10	Car Ownership per Household	131
6.11	Conclusion	132

Chapter 7

EVALUATION OF TRANSPORT PLANNING IN AUCKLAND

7.1	Background	134
7.2	Methodology	136
7.3	The Master Transport Plan 1954-55	136
7.4	The Comprehensive Transportation Study 1963-65	140
7.5	Extension Of The Comprehensive Transportation Study 1965	144
7.5.1	South Auckland Traffic Study 1967-70	144
7.5.2	Auckland International Airport Transportation Study 1967-68	144
7.5.3	Regional Planning Scheme 1966-1974	145
7.5.4	Auckland Rapid Rail Study 1970-72	145
7.5.5	North Shore Transportation Study 1972-73	146
7.5.6	Auckland Rapid Transit Study 1973-74	146
7.6	The Auckland Comprehensive Transportation Study 1973-75	148
7.7	The Proposed Auckland Regional Policy Statement 1994	152
7.8	The Auckland Regional Land Transport Strategy 1994	159
7.9	The Auckland Strategic Planning Model 1994	165
7.10	Summary of Plan Evaluation	174
7.11	Conclusion	177

Chapter 8

SUMMARY OF CONCLUSIONS

8.1	Summary	178
8.2	Concluding Comments	184

REFERENCES

186-193

LIST OF FIGURES

Figure No.	Title	Page No.
1.1	Relationships Between Income, Vehicle, Fuel Use and Land Use	4
2.1	Typical Garden City	18
2.2	Typical Greenbelt Community	21
2.3	Ideal Plan of Satellite Cities	22
2.4	Layout Plan for Multi-level Apartment Complex and a Typical Linear City Plan	24
2.5	Star City Layout	26
2.6	Layout Pattern of Linear City	27
2.7	Layout Patterns of Rectangular Grid City	28
2.8	Layout Pattern of Baroque Axial Network City	29
2.9	Layout of Lace City Model	30
2.10	Typical Inward City Model	31
2.11	Layout Pattern of Nested City	32
2.12	Layout Pattern of Marine Solar City	38
3.1	Statutory form of Transport and Land use Planning Process	50
3.2	Ideal Archetypal Town	64
3.3	Five Modified Versions of Archetypal Town	65
4.1	Conceptual Plan for Reurbanisation	77
5.1	Urban and Rural Area Population Comparison	96
5.2	Car Ownership, Fuel Efficiency, Price and Gasoline Consumption in Different Countries of the World	99
5.3	Gasoline Use (MJ) Per Capita Versus Urban Density (person/hectare)	107
6.1	Population Distribution By Age 1971-1991	120

MAP

6.1	Map showing All Four Zones of Auckland Urban Area	119
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LIST OF TABLES

Table No.	Title	Page No.
1.1	Distribution of Cities According to Their Population 1991	8
1.2	Statistical Parameters of Land Use and Transportation	9-10
5.1	Urban and Rural Areas in New Zealand from 1926-1991	97
5.2	International Comparison of Urban and Rural Areas	98
5.3	Population and Density Relationships	101
5.4	International Comparison of Whole City and Central City Population Versus Jobs	104
5.5	Population Density and Gasoline Consumption	109
5.6	Licensed Motor Vehicles in New Zealand 1971-1991	110
5.7	Travel to Work in Four Cities of New Zealand 1981	113
5.8	Travel to Work in Four Cities of New Zealand 1991	114
6.1	Population Distribution in Four Zone of Auckland	118
6.2	Overall and Net Densities of Population in Auckland Urban Area	122
6.3	Dwelling Units in Auckland Urban Area 1971-1991	123
6.4	Employment Distribution in Four Zones of Auckland 1971-199	125
6.5	Distribution of Population, Densities and Jobs	126
6.6	Travel to Work in Four Zones of Auckland 1981	128
6.7	Travel to Work in Four Zones of Auckland 1991	129
6.8	Trip Making Changes in Four Zones of Auckland 1963-1993	131
6.9	Number of Cars per Household 1973-1991	132
7.1	The Master Transportation Plan 1954-55	138
7.2	Main Policy Options Under The Master Transportation Plan 1954-55 Versus Sustainability Criteria	139
7.3	The Comprehensive Transport Study 1963-65	142
7.4	Main Policy Options Under The Comprehensive Transportation Study 1963-65 Versus Sustainability Criteria	143
7.5	Auckland Comprehensive Transportation Study 1973-75	150
7.6	Main Policy Options Under The Auckland Comprehensive Transportation Study 1973-75 Versus Sustainability Criteria	151
7.7	Proposed Auckland Regional Policy Statement 1994	156
7.8	Main Policy Options Under The Proposed Auckland Regional Policy Statement 1994 Versus Sustainability Criteria	158
7.9	Auckland Regional Land Transport Strategy 1994	162
7.10	Main Policy Options Under The Auckland Land Transport Strategy 1994 Versus Sustainability Criteria	164
7.11	Auckland Strategic Planning Model 1994	169

7.12	Summary of Evaluation Factors Ranking	170
7.13	Main Policy Options Under The Auckland Strategic Planning Model 1994 Versus Sustainability Criteria	173
7.14	Main Policy Options Under Various Plans Versus Sustainability Criteria	175

LIST OF BOXES

Box No.	Title	Page No.
3.1	Cities and Environmental Issues	57
4.1	Five Physical Planning Factors	74
4.2	Policy Component of Reurbanisation	75
4.3	Major Element in Reurbanisation Policy Showing Overlap Between Land Use and Transport Policies	76
4.4	Policy Components of Reorientation of Transportation Priorities	79
4.5	Major Elements in Reorientation of Transport Priorities: Major Policy Components for Land Use Planning, Socio-Economic and Environmental Factors	80