

Table 7.8: Review of Alignment with Transport Integration Act (2010) Policy Objectives (Active Travel)

YES: 18; NO: 16

| Policy Objectives | Policy Objective Sub-Category Considerations | Compliance |
|---|--|------------|
| Social and Economic Inclusion | 1. Remove barriers to access | |
| | a. + Respond to user expectations | N |
| | b. + Make transport more widely available | N |
| | c. + Improve transport affordability | Y |
| | 2. Build capacity | |
| | a. + Engage and collaborate in planning and delivery | N |
| | b. + Support others to take action on transport challenges | N |
| | c. + Create a positive legacy | Y |
| Economic Prosperity | 3. Better use of transport assets | Y |
| | 4. Improve access to work and education | Y |
| | 5. Support business clustering | N |
| | 6. Provide value for money infrastructure and services | N |
| | 7. Improve business access to market | Y |
| | 8. Keep transport cost down | N |
| Environment Sustainability | 9. Reduce distances travelled to access people places and goods | Y |
| | 10. Make transport activity more resource-efficient and reduce its environmental impacts | Y |
| | 11. Use environmentally sustainable transport more | Y |
| | 12. Make transport infrastructure more resource-efficient and reduce its environmental impacts | N |
| | 13. Make transport resilient to climatic extremes | N |
| Integration of Transport | 14. Provide for effective integration of transport and land use and facilitate access to social and economic opportunities | Y |
| | 15. Without limiting (14), transport and land use be integrated to improve accessibility and transport efficiency | |
| | a. + Maximise access to residences, employment, markets, services and recreation | Y |
| | b. + Planning and developing the transport system more effectively | N |
| | c. + Reducing the need for private motor vehicle transport and the extent of travel | Y |
| | d. + Facilitating better access to and greater mobility within local communities | Y |
| | 16. Without limiting (14) transport system and land use be aligned, complementary and supportive and ensure that | |
| | a. + transport decisions are made having regard to current and future impact on land use | N |
| | b. + transport decisions are made having regard to current and future development and operation of the transport system | N |
| c. + transport infrastructure and services are provided in a timely manner to support changing land use and associated transport demand | N | |

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| and Land Use | 17. Without limiting (14) improve the amenity of communities and minimise impacts of the transport system on adjacent land uses | Y |
| Efficiency, Coordination and Reliability | 18. Facilitate network-wide efficient, coordinated and reliable movements of persons and goods at all times | Y |
| | 19. Without limiting (18) transport system should | |
| | a. + Optimise the network capacity of all modes and reduce journey times | Y |
| | b.+ Maximise the efficient use of resources | Y |
| | c.+ Facilitate integrated and seamless travel | Y |
| | d. + Provide predictable and reliable services and journey time and minimize any inconvenience caused by disruptions to the transport system | Y |
| Safety, Health and Wellbeing | 20. Improve safety performance | N |
| | 21. Minimise the risk of harm to persons | N |
| | 22. Promote sustainable transport | N |