

## Appendix A

### A.1 – LEGISLATIVE REQUIREMENTS LAND TRANSPORT ACT 1998

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| <ul style="list-style-type: none"> <li>a) Contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system.</li> <li>b) Take into account how the strategy—             <ul style="list-style-type: none"> <li>i. assists economic development</li> <li>ii. assists safety and personal security</li> <li>iii. improves access and mobility</li> <li>iv. protects and promotes public health</li> <li>v. ensures environmental sustainability</li> </ul> </li> <li>c) Take into account any national land transport strategy and National Energy Efficiency and Conservation Strategy.</li> <li>d) Take into account the land transport funding likely to be available within the region during the period covered by the strategy.</li> <li>e) Avoid, to the extent reasonable in the circumstances, adverse effects on the environment.</li> <li>f) Take into account the views of affected communities.</li> <li>g) Take into account the views of land transport network providers.</li> <li>h) Take into account the need for persons and organisations preparing regional land transport strategies to give early and full consideration to land transport options and alternatives in a way that contributes to the objectives referred to in</li> </ul> | <ul style="list-style-type: none"> <li>paragraphs (e) and (f) when preparing a regional land transport strategy.</li> <li>i) Take into account the need to encourage persons and organisations preparing regional land transport strategies to provide early and full opportunities for persons and organisations listed in section 179(1) to contribute to the development of those regional land transport strategies.</li> <li>j) Identify an appropriate role for each land transport mode in the region, including freight traffic, public passenger transport, and cycling, and pedestrian traffic.</li> <li>k) Include any regional passenger transport plan (within the meaning of section 47 of the Transport Services Licensing Act 1989) that has been prepared by the regional council that has prepared the strategy.</li> <li>l) Identify land transport outcomes sought by the region and the strategic options for achieving those outcomes.</li> <li>m) Identify any strategic options for which co-operation is required with other regions.</li> <li>n) Identify persons or organisations who should be involved in the further development of strategic options.</li> <li>o) Include a demand management strategy that has targets and timetables appropriate for the region.</li> <li>p) Provide for the strategy to be independently audited.</li> <li>q) Take into account any guidelines issued by the Minister for the purposes of this section. ...”</li> </ul> |
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The organisations to be involved in developing the Regional Land Transport Strategy are listed (section 179 (1)) as:

- a) repealed
- b) Transit
- c) Land Transport New Zealand
- d) The Commissioner of Police
- e) Territorial local authorities (TAs) of the region
- f) Adjoining regional councils and TAs
- g) The Historic Places Trust of New Zealand
- h) Land transport users and providers
- i) The public in the region
- j) The district health boards in the region
- k) Every effected approved public organisation in the region – which includes Department of Conservation and The Waitangi Trust Board
- l) Affected communities
- m) Maori of the region
- n) The Accident Compensation Corporation.

#### APPENDIX A.2 – LEGISLATIVE REQUIREMENTS LOCAL GOVERNMENT (AUCKLAND) AMENDMENT ACT 2004 (LGAAA)

The changes under this Act contribute to:

“... ”

- (a) Providing increased certainty in the assessment of resource consents, designations, and plan changes related to transport and urban form, and ensuring that transport and land use patterns are

aligned to achieve sustainability, efficiency, and liveability in the Auckland Region.

- (b) Managing transport and transport infrastructure, facilitating a multimodal transport network, and facilitating integrated transport management.
- (c) Reducing adverse effects of transport on the environment (including improving air and water quality, reducing noise and stormwater, improving heritage protection and reducing community disruption and transport land use), and reducing the adverse effects and increasing the positive interactions of transport and land use.
- (d) Supporting compact sustainable urban form and sustainable urban land use intensification (including location, timing and sequencing issues, and associated quality, character, and values of urban form and design).
- (e) Integrating transport and land use policies to reinforce metropolitan urban and rural objectives of the Auckland Regional Policy Statement, the development of a competitive and efficient economy and a high quality of life, underpinned by a quality environment and amenity...”

#### APPENDIX A.3. INTERNATIONAL AND NATIONAL POLICY CONTEXT

##### National Policy Context

- **Environmentally Sustainable Transport (EST)** – endorsed by all members of the Organisation for Economic Co-operation and Development (OECD) as a practical tool to guide the development and implementation of national environmentally sustainable transport strategies. Its 10 guidelines encompass a long-term vision, trends, health and environmental objectives, targets, strategies, social and economic assessment, measures to achieve targets, implementation plan, monitoring, and building support and co-operation.

- **The Kyoto Protocol** – a plan for environmental action that aims to reduce global greenhouse gas emissions and has been ratified by the New Zealand government. Specific commitments and targets include accounting for reductions in carbon dioxide (CO<sub>2</sub>) emissions, which the transport sector contributes to.

- Taking account of the social, economic, environmental and cultural effects of our decisions
- Encouraging participation and partnerships.

It gives local authorities a mandate to take the lead in achieving sustainable development locally.

## New Zealand Policy Context

- **New Zealand Transport Strategy (NZTS)** – sets out the government’s overall vision for an affordable, integrated, safe, responsive and sustainable transport system by 2010. The vision is underpinned by four principles: sustainability, integration, safety and responsiveness. The strategy’s objectives are given statutory force in the Land Transport Management Act and require the Regional Land Transport Strategy to:

- Assist economic growth
- Assist safety and personal security
- Improve access and mobility
- Protect and promote public health
- Ensure environmental sustainability.

- **Growth and innovation strategy – Growing an Innovative New Zealand**, sets out the framework the government will follow to create the innovation New Zealand needs to achieve our economic and social goals.

- **Sustainable Action for New Zealand – Programme for Action** – sets out a programme of action for sustainable development in New Zealand. It requires:

- Looking after people
- Taking the long-term view

- **National Rail Strategy to 2015** – sets out the Government’s rail policy objectives and priorities for action over the next 10 years. The National Rail Strategy is aligned with the NZ Transport Strategy and priority actions are listed under the objectives of:

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability.

- **National Energy Efficiency and Conservation Strategy (NEECS)** – promotes energy efficiency, energy conservation and renewable energy and to move New Zealand towards a sustainable energy future. It is one of the foundation policies within the government’s climate change package and aims to improve New Zealand’s energy efficiency by 20 per cent by 2012 and to increase the amount of renewable energy used. The broad objectives for the transport sector are to reduce energy use by reducing the need for travel, and to improve performance of the transport fleet; and increase use of low energy transport options. The renewable energy target for transport is set at an indicative 2PJ target to encourage the introduction of biofuels such as ethanol and biodiesel.

- **New Zealand Health Strategy** – requires seven principles to be applied across the health sector and to be reflected in any new strategies or

developments. Its goals and objectives reflect the wide range of factors that affect health. Priority is given to considering society-wide issues such as employment and income and the immediate environment in which people live and the potential for improving health within this environment. Consideration can then be directed towards the effects of lifestyle issues, specific diseases, and the accessibility of health services.

- **Reducing Inequalities in Health** – the Ministry of Health’s document that provides a framework for reducing inequalities. It identifies the need for action that targets social, economic, cultural and historical factors contributing to inequalities; the ways these factors influence health; health and disability services; and the impact of poor health and disability on economic and social well-being.
- **New Zealand Disability Strategy** – presents a long-term plan for changing New Zealand from a disabling to an inclusive society. It recognises that people with physical, sensory, neurological, psychiatric and intellectual impairments often rely on an inclusive transport system because they cannot access or use private vehicles or effectively use public transport, walking or cycling in their current form.

The provision of travel choice will facilitate objectives of the disability strategy including:

- Provide opportunities in employment and economic development for people with disabilities
- Support quality living in the community for disabled people
- Enable disabled children and youth to lead full and active lives.<sup>1</sup>

- **New Zealand Tourism Strategy** – sets out a framework for the tourism industry’s future. Its mission is based on:

- Welcoming visitors;
- Protecting our environment; and
- Celebrating our culture.

The strategy also sets out four new objectives based on sustainable tourism development assecuring and conserving a long term future; marketing and managing a world-class visitor experience; working smarter; and being financially and economically prosperous.

- **Vehicle Fleet Emissions Control Strategy** – contains the measures agreed to manage the impacts of vehicle emissions on local air quality. While significant progress has been made a number of the strategy’s 1999 recommended measures have not been implemented.

The consequences of not adopting effective controls are highlighted by a report to the Ministry of Transport that indicates that the impacts of vehicle emissions on public health are greater than previously realised. This gives impetus to the implementation of appropriate measures within the Auckland region. Measures commonly used to address vehicle emissions, such as compulsory emissions testing, are now being reconsidered.

Under discussion are vehicle emissions screening as part of Warrant of Fitness and Certificate of Fitness testing. Other measures being considered include aligning the emissions standards of imported used vehicles with those of imported new vehicles (with increasingly tighter limits) and conducting random roadside emissions testing (similar to random alcohol breath testing).

- **Getting there – on foot, by cycle** – the government’s strategy to advance walking and cycling in New Zealand transport. It aims to improve environments for walking and cycling,

<sup>1</sup> Refer to 1.5.15 of the Hearings Sub-committee report.

improve safety for pedestrians and cyclists, and increase the choice of walking and cycling for day-to-day transport. It identifies 10 priorities for action.

The strategy will help to inform future decision making by central government, guide the work of its agencies, and act as an important point of reference for communities. The Ministry of Transport will lead and coordinate the implementation of the strategy.

- **Road Safety to 2010** – a strategy for road safety in New Zealand, it sets 2010 targets to reduce road casualties actions based on engineering, education and enforcement. The strategy has eight priority areas for action:
  - Engineering safer roads
  - Reducing speed
  - Combating drink driving
  - Dealing with serious offenders
  - Encouraging safety belts
  - Improving safety for pedestrians and cyclists
  - Improving the vehicle fleet
  - New and better targeted education initiatives.

