

Chapter 1 Introduction

1.1 THE PURPOSE OF THE REGIONAL LAND TRANSPORT STRATEGY

The Auckland Regional Land Transport Strategy (RLTS) maps the way forward for the region's¹ transport system for the next 10 years. The RLTS outlines what's needed to achieve an integrated, safe, responsive and sustainable land transport system that can cope with the demands of many more people. It does this by setting regional objectives and policies that provide a framework for transport planners and providers in the Auckland region.

1.2 THE NEED TO REVIEW THE REGIONAL LAND TRANSPORT STRATEGY

The previous RLTS was published in July 2003 as an update of the 1999 RLTS. It is now necessary to undertake a substantive review to align the RLTS with major changes in transport since mid-2003. The changes are:

- **Introduction of a new national policy framework** The government's New Zealand Transport Strategy, published in December 2002, sets a broad range of objectives for transport. The Land Transport Management Act 2003 incorporates the objectives and requires regions to take them into account when they prepare regional land transport strategies.
- **Increased funding** The government has announced that additional funding will be available for transport in the Auckland region over the 2005 to 2015 period. This funding consists of the revenue raised in the Auckland region from an additional 5c/litre petrol tax, plus a contribution of \$900M from the consolidated fund. In total, \$1.62B of additional funding is expected to be available.

- **Changed governance** The Auckland Regional Transport Authority (ARTA) was formed in late 2004 by the Local Government (Auckland) Amendment Act 2004. ARTA is responsible for the integrated planning, funding and development of land transport in Auckland. It is required to give effect to the Regional Land Transport Strategy by developing an implementation plan that sets out the activities and projects to be undertaken in the following 10 years.

In addition to these changes, the Local Government (Auckland) Amendment Act 2004 requires the Auckland RLTS to be reviewed by 31 December 2005. This strategy is that review.

Consultation on the draft strategy sought input to the review from stakeholders and the wider community. In particular, it provides stakeholders and the community an opportunity to comment on the strategic options including the Regional Land Transport Committee's preferred option.

1.3 STRUCTURE OF THE AUCKLAND REGIONAL LAND TRANSPORT STRATEGY

The Auckland RLTS has specific scope limitations that do not apply to the land transport strategies prepared by other regions, and which have influenced its final structure. The Auckland RLTS must not refer to activities (defined as projects) or their prioritisation. Also, it must not include any matters other than those detailed in the LTA (section 175 (2)).

These limitations are intended to ensure that the Auckland RLTS does not restrict the ability of ARTA to fulfil its roles of planning, funding and developing land transport in Auckland.

¹ The Auckland region for this Regional Land Transport Strategy includes all of Franklin District Council including that part normally part of the Environment Waikato.



The following outlines the structure of the RLTS.

Chapter 1: Introduction

This overviews the reason for the review, outlines the structure of the strategy and describes the process by which it has been developed.

Chapter 2: Background

This describes the legislative requirements, institutional framework, international obligations, national and regional strategies, and finally the new funding and governance arrangements for Auckland.

Chapter 3: Trends and Issues

This provides a summary of the setting in which the region's land transport issues have developed. It outlines and highlights the key trends and issues that affect transport in the region and have led to the new objectives of the RLTS.

Chapter 4: Land Transport Outcomes Sought

This describes the goal, vision and the objectives of the strategy. It also states some more specific outcomes sought for the region.

Chapter 5: The Roles of Modes

This describes the way the RLTS deals with the main elements of the transport system and fulfils the requirement of section 175(2)(j) of the Land Transport Act 1998. In particular it describes the main modes – freight, passenger transport, private vehicles, cycling and pedestrian – as required by the legislation.

Chapter 6: Strategic Options

This outlines the process undertaken to develop and evaluate strategic options, culminating in the preferred option described. It includes the make-up of the preferred option in terms of its mix of travel demand management, passenger transport and roading investment.

This chapter also deals with the overall funding constraints that the RLTS must take into account and the overall allocation or proportion of funding available for passenger transport, travel demand management and roading. It also addresses the legislative requirement to show how adverse effects on the environment and communities have been addressed.

Chapter 7: Achieving the Objectives: RLTS Policies

This organises and describes all of the RLTS policies from the strategic to the more detailed action policies. It includes policies to:

- Contribute to an integrated, safe, responsive and sustainable transport system
- Make the best use of the existing transport system
- Manage travel demand
- Increase the capacity of the transport network
- Allocate the available transport funding to ensure the RLTS policies are achieved.

Chapter 8: Travel Demand Management

This specifically describes travel demand management (TDM), which are the measures designed to change the need to travel or the time or form of travel. It fulfils the requirement of section 175(2)(o) of the Land Transport Act 1998. Together with related policies found in Chapter 6, it sets out a TDM strategy for the Auckland region and covers both non-pricing (e.g. walking school buses and travel plans) and pricing measures (parking policies and road pricing).

Chapter 9: Expected Results

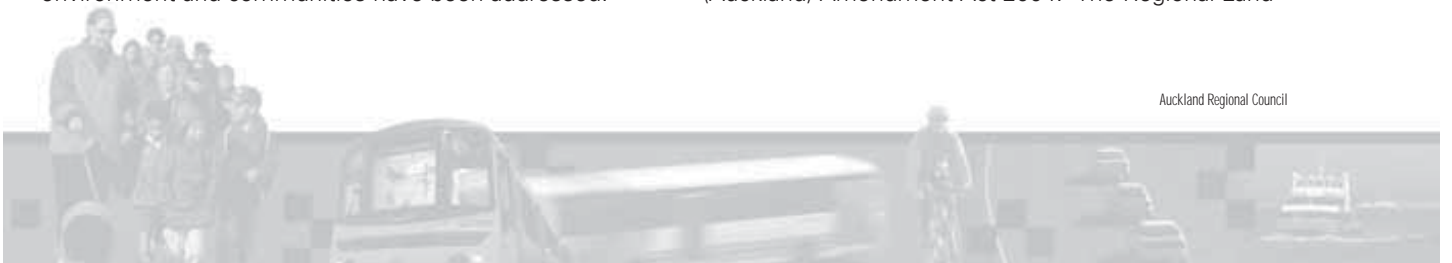
This describes the results expected from implementation of the preferred strategic option. It includes specific goals or targets that need to be achieved to meet the objectives set out in Chapter 4.

Chapter 10: Monitoring

This chapter describes how the effectiveness of the policies of the RLTS will be measured against the seven objectives contained in Chapter 4.

1.4 RLTS UPDATE PROCESS

The Auckland Regional Land Transport Committee has developed this RLTS to meet the requirements of the Land Transport Act 1998 and the Local Government (Auckland) Amendment Act 2004. The Regional Land



Transport Committee is a standing committee of the ARC. Its membership consists of:

- Six representatives of the ARC
- A representative of Auckland City Council
- A representative of Franklin District Council
- A representative of Manukau City Council
- A representative of North Shore City Council
- A representative of Papakura District Council
- A representative of Rodney District Council
- A representative of Waitakere City Council
- A representative of Land Transport New Zealand
- Two representatives for access and mobility
- A representative for environment sustainability
- A representative for cultural interests
- A representative for public health
- A representative for safety and personal security
- Two representatives for economic development
- An observer from ARTA
- An observer from Transit NZ
- An observer from OnTrack.

The committee has been assisted by the Regional Transport Executive Group, which comprises senior executive members from each of the region's territorial authorities, the Auckland Regional Transport Authority (ARTA), Auckland Regional Holdings (ARH), Transit New Zealand, Land Transport New Zealand and the ARC. The purpose of the regional transport executive group is to co-ordinate transport activities

between the region's agencies and to ensure that advice to the Regional Land Transport Committee is timely, appropriately targeted and professionally sound.

At the working level a technical advisory committee provides the technical support to the regional transport executive group. The committee comprises officers from the region's local councils, Transit New Zealand, Land Transport New Zealand, Ministry of Transport, Energy Efficiency and Conservation Authority, OnTrack and Auckland Regional Public Health Service.

Technical Documentation

This strategy is a high level strategic document and based on a large amount of technical work which is quite detailed. This detailed work is documented through a series of technical papers which record the steps taken in developing this Regional Land Transport Strategy. The titles of Transport Strategy technical papers are detailed within Appendix F.

Consultation

This review of the RLTS has been carried out in consultation with the region's key stakeholders, organisations and the public. Effective community and stakeholder participation in transport decisions increases community ownership and confidence in the direction of the transport system and improves the quality of the decisions made.

At the pre-draft stage, valuable feedback was gained on transport issues and concerns in the region from key organisations and stakeholders.

In addition, early region-wide consultation was undertaken. A newsletter was distributed in mid-2004 and included the opportunity to provide feedback on options as well as other comments. The information received was continually reported to the Regional Land Transport Committee and was considered in the development of the strategy.



Concerns raised in the feedback included:

- Inter-regional transport (private, passenger and freight) requires improvement
- Traffic congestion and the effect on freight movement
- Delays in completing transport infrastructure upgrades
- The limitations of a 10-year strategy in delivering on long-term mobility and land use goals
- The need to prioritise roading infrastructure
- The need to prioritise public transport infrastructure.

This early feedback and consultation was used in the development of the draft Regional Land Transport Strategy.

The draft Regional Land Transport Strategy was released from 15 June to 15 August 2005 to enable the wider community to contribute to the documents development. Public submissions were called for and public hearings were held which allowed the RLTC to further consider the issues raised by submitters. As a result of the consultation a number of changes have been incorporated into the strategy and several areas of additional work have been identified for completion as part of the next review of the RLTS, including the following:

- Fuel prices
- Future land use
- Risk
- Sub-regional differences (including social impacts)
- Demographic changes
- Additional Harbour Crossing

- The Auckland – Manukau Eastern Transport Initiative
- Sea freight corridors
- Economic development
- Land use impacts
- Monitoring

The ARC reports progress in regional transport policies through its annual report on the RLTS. This provides ongoing feedback to communities and stakeholders on the regions progress in implementing the strategy's policies.

Timing of the review

The Regional Land Transport Committee is concerned that the short planning horizon for this RLTS has precluded consideration of initiatives that cannot be completed within 10 years. It believes that only marginal changes in land use can be achieved within the 10-year planning horizon, and new roading and passenger transport infrastructure will be limited to projects for which planning is already well underway. Evaluating strategic options on the basis of a 10-year period may not give a realistic indication (either positive or negative) of the effectiveness of the options over a longer period.

At its September 2004 meeting the committee resolved that:

- a) The Regional Land Transport Committee notes that, with the need to complete the RLTS review by December 2005, it has not been possible to look at the period beyond 2016. In particular, it has not been able to look at land use changes and additional infrastructure that would be realistic with a longer planning horizon and which may positively impact on achievement of RLTS objectives.



- b) As soon as the current RLTS review is complete, preparation of a longer-term strategy be commenced in partnership with the Auckland Regional Growth Forum.

Once this RLTS is finalised, work will commence on the preparation of a longer-term strategy in conjunction with a review of the Auckland Regional Growth Strategy to meet a longer planning horizon (up to 50 years).



