

Executive Summary

INTRODUCTION

This Auckland Regional Land Transport Strategy (RLTS) details the way forward for the region's transport system for the next 10 years. It outlines what is needed to achieve a land transport system that can cope with the additional demands placed on it by more people and business in a manner which assists in giving effect to the Regional Growth Strategy and the Regional Policy Statement. It sets regional objectives and policies that provide a framework for transport planners and service-providers in the Auckland region to work within.

The Auckland region's previous Regional Land Transport Strategy was published in July 2003. The Local Government (Auckland) Amendment Act 2004 requires the strategy to be reviewed by 31 December 2005 to align it with major changes in transport since mid-2003. In particular:

- The Land Transport Management Act 2003 establishes a new national policy framework for transport. It incorporates objectives for transport that regions must take into account when they prepare regional land transport strategies.
- The Government has announced additional funding for transport in the Auckland region, consisting of the revenue raised from an additional 5c/litre petrol tax in the Auckland region, plus a contribution of \$900m from the consolidated fund. In total, \$1.62b of additional funding is expected to be available over the 2005 – 2015 period.
- The Auckland Regional Transport Authority (ARTA) was formed in late 2004 by the Local Government (Auckland) Amendment Act 2004 and is responsible for planning and implementing activities and projects that give effect to the Regional Land Transport Strategy.

The Government has also changed the scope of Auckland Regional Land Transport Strategy. Unlike previous strategies, it is no longer permitted to refer to specific projects or their priority. Deciding which projects should proceed and their timing is the responsibility of ARTA and Transit NZ.

This Regional Land Transport Strategy has adopted seven objectives to achieve the goal and vision for transport in the region. The first five objectives incorporate the national transport objectives while the remaining two provide an Auckland focus and include an economic efficiency dimension.

- 1: Assisting economic development
- 2: Assisting safety and personal security
- 3: Improving access and mobility
- 4: Protecting and promoting public health
- 5: Ensuring environmental sustainability
- 6: Supporting the Auckland Regional Growth Strategy
- 7: Achieving economic efficiency

GOAL AND VISION FOR TRANSPORT IN THE AUCKLAND REGION

The goal of the Regional Land Transport Strategy is:

A transport system which enhances the Auckland region as a great place to live, work, and play.

This requires a proactive and integrated role for the transport system in the future development of the Auckland region.



This strategy's vision is for a transport system that Aucklanders are proud of, where:

- People and goods are able to move when necessary
- Transport supports vibrant town centres
- Streets are also community places
- Getting around by all modes is integrated, safe and effective
- People have choices which enable them to participate in society
- The environment and human health are protected and enhanced
- Transport resources are used efficiently.

THE CHALLENGES

The Auckland region's travel needs are placing increasing pressure on scarce transport resources while creating economic, environmental and safety issues. Between 2005 and 2016, the region's population is expected to grow by 340,000. If the current high rate of car ownership continues, there will be another 195,000 cars on our roads by 2016.

The region will have approximately \$11 billion to spend on its transport system over the same period. Approximately \$1.6 billion of this will be additional funding, raised from the additional 5 cents per litre tax on petrol and a \$900m contribution from the consolidated fund.

This Regional Land Transport Strategy has been developed to ensure that the available funding is allocated in ways that provide the best possible set of transport outcomes for the money spent. A new focus has been on measures that support the Auckland Regional Growth Strategy by reducing reliance on private cars and providing high quality alternatives. Another has been on ensuring that Auckland has a

transport system that assists economic development while protecting public health and the environment.

With the population expected to grow and the high levels of car ownership and use expected to continue, it will be impossible to build our way out of congestion by simply providing more road capacity. Analysis prepared for the Regional Land Transport Strategy indicates that high spending on roading – and low spending on public transport and travel demand management - would be no more effective in addressing congestion than a low level of spending on roading alongside high spending on public transport and travel demand management. While increasing road expenditure can improve local travel conditions, this would not be the case where investment was diverted away from public transport and/or travel demand management expenditure as a result.

Significantly improved travel conditions can be achieved through high levels of investment in all three elements of the transport system – roading, public transport and travel demand management. However this would require significantly more funding (approximately \$2.8 billion) for Auckland's transport system than is available – even taking the additional funding into consideration. There would be significant benefits from further investment in the region's transport system, and this strategy commits the region to seeking further funding. However, there can be risks, including buildability – associated with higher levels of investment.

The greatest overall benefits to the region, within the funding available, will therefore come from incremental but substantial improvements to public transport and travel demand management, combined with continued progress towards completing the strategic road network. That is the heart of the agreed strategy.

MANAGING TRAVEL DEMAND

The Regional Land Transport Strategy recognises that it is not possible to adopt a "predict and provide" approach to transport in Auckland – there are too



many cars. While additional services and infrastructure will be required, the region will also increasingly need measures that reduce the demand for travel, particularly by private vehicles. The strategy therefore includes a Travel Demand Management Strategy that seeks to influence the demand for travel – in particular to reduce car trips and to encourage more people to walk, cycle, catch public transport, share car trips, and to work, shop and play locally.

Travel demand management tools can include travel plans for schools and workplaces, walking and cycling networks and connections, and the supply and pricing of parking. Charging people to use parts of the road network in the Auckland region – called road pricing – will not be considered by the Regional Land Transport Committee until the Government has completed its current investigations into road pricing and there has been extensive evaluation and public consultation across the region.

THE AGREED STRATEGY

The strategy for guiding transport investment over the next 10 years provides a substantial increase in public transport spending. It also includes a significant focus on travel demand management, in particular on improving walking and cycling.

The preferred strategy provides for a total investment of approximately \$6.810 billion over the next 10 years on new roading infrastructure, maintenance/renewals, traffic management and safety. This will allow improvements to the region's strategic road network to be completed faster than at present, although not as fast as some other options considered. The balance of the \$11 billion is to be allocated to passenger transport (\$3.80 billion) and travel demand management measures (\$420 million).

The strategy will be supported by funding from Land Transport NZ (from the National Land Transport Fund), Auckland Regional Holdings, Auckland Regional Council and the region's seven local councils.

The strategy is therefore focused on directing investment to complete key elements of the strategic roading network; the development of a major high quality public transport network; and investments aimed at increasing trips by walking and cycling.

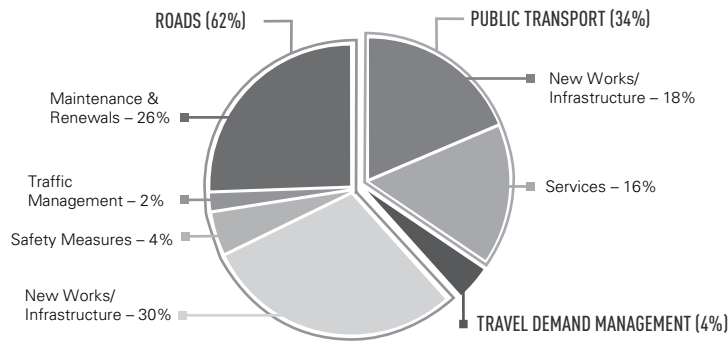
The strategy will best meet the objectives of the Regional Land Transport Strategy, in particular the objectives relating to improving access and mobility, public health and safety. Also, the agreed strategy performed better in the area of economic development than some others evaluated.

The strategy also contains an appropriate balance of transport investment to assist in meeting the objectives of the Regional Growth Strategy and the associated Regional Growth Concept. It does this by encouraging the development of a Rapid Transit and Quality Transit System to service high density centres and corridors and by ensuring that all modes have a high level of accessibility to, from and within high density centres, particularly public transport, walking and cycling modes. This in turn will assist in encouraging the growth of these centres.

At a regional level, none of the options looked at will improve the overall situation we have today in respect to environmental outcomes, although improvements can be achieved at a site or area specific level. Clearly, further work is needed to reduce the pollution caused by motor vehicles in particular, for example by improving the fuel efficiency of vehicles, reducing emissions and ultimately reducing reliance on traditional fuels.

Under the strategy, the available funding for transport will be allocated as shown:





RESULTS EXPECTED

Transport results from implementing the preferred strategic option include:

- People will have a far greater choice of travel modes than now and it will be easier to change between different modes when making a journey. This will be helped by the introduction of integrated ticketing and other measures
- The transport system is expected to significantly improve access opportunities for people with disabilities, through improvements to all aspects of public transport journeys including getting to interchanges, the quality of the interchange environment, functionality, and the frequency and quality of services
- Substantial progress is expected in the planning and completion of key links in the strategic road network
- On average 65,000 more households are expected to be within 30 minutes travel by car from employment opportunities and 37,000 more households within 30 minutes travel of employment opportunities by public transport in 2015, in spite of traffic volumes increasing by 22 per cent
- By 2016, 15.5 per cent of trips are expected to be by walking or cycling, with more children and adults expected to choose to walk and cycle to school each day or to get to their daily activities
- The reliability of public transport services will be higher than current levels
- Eleven per cent of trips are expected to be by public transport in peak periods (up from 7%)
- Forty-nine per cent of motorised trips into the CBD will be by public transport compared to 32 per cent now
- Thirteen per cent of the urban population should be living in the regional growth nodes
- Rapid transit services linking regional growth centres on the rapid transit network will not be more than 10 minutes apart in the morning peak
- Travel speeds for freight and general traffic on motorways and major arterial roads will be less variable than now
- Inter-peak travel speeds on the region's roads for freight and general traffic are expected to decrease by only 5.6 per cent in spite of traffic volumes between key business centres increasing by 45 per cent
- At least a 20% reduction in emissions to air which are harmful to health, by 2016
- CO₂ emissions from the transport system are likely to increase by 22% by 2016.
- Crashes, deaths and injuries involving pedestrians and cyclists are expected to decrease.

