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This document supports the development of the Auckland Regional Land Transport Strategy 2010. It is the culmination of work developed by the TDM Sub-Group and the Technical Advisory Committee (TAC) to support the Auckland Regional Transport Committee. These groups included representatives from all local territorial authorities, Auckland Regional Transport Authority, Auckland District Public Health Board and other technical experts.

Reviewed by:

A handwritten signature in black ink, appearing to read 'Don Houghton', written in a cursive style.

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Land use and Urban Design Policies

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Executive Summary

Transport and land use are intimately connected. It is generally recognised that changes in land use prompt changes in transport demand, while changes in transport infrastructure and travel behaviour can lead to the modification of land use patterns. Transport and land use should therefore be planned for in an integrated way so they are mutually supportive.

This technical paper revises the land use and urban design policies developed for the 2005 Auckland Regional Land Transport Strategy (RLTS). The previous policies have been updated as part of the development of the 2009 Auckland RLTS to reflect the increasing national and regional significance being placed on these issues, in particular but not exclusively in response to:

- The Auckland Sustainability Framework.
- The New Zealand Transport Strategy.
- Review of the Auckland Regional Policy Statement.

In the 2005 RLTS, the land use and urban design policies are generally located under policy group – Manage travel demand and those specific located under:

1. Ensure that land use development and transport are integrated and mutually supportive.

The RLTS 2005 also contains some further land use actions and directions within the Travel Demand Management strategy (Chapter 8).

For the 2009 RLTS, however, relevant land use and urban design policies will be located predominantly in the first category of the new policy framework, with some additional policies embedded throughout the policy framework. The policy framework consists of the following seven headings:

- Land Use Planning
- Economic Measures
- Hard Travel Demand Management
- Travel Behaviour
- Improving Public Transport and Active Modes
- Network Management
- New Road Capacity.

This technical paper has been developed in response to Regional Land Transport Strategy Technical Advisory Committee (TAC) feedback provided on two earlier papers and consideration of the direction proposed by the Regional Transport Committee to

develop the strategy. It is intended as a stand-alone report and mirrors the structure of the full 2009 RLTS, so relevant sections relating to **land use and urban design** can be inserted directly into the final 2009 strategy.

The technical paper covers the following topics:

- **Chapter 4: Policies** – which proposes the initiatives required to deliver improved land use and urban design outcomes from the final 2009 RLTS. This section of the paper has predominantly informed the development of the policies within the draft RLTS.
- **Chapter 1: Introduction** – which provides an overview of the structure of the 2009 RLTS and major developments in land use and urban design policies that have occurred since the finalisation of the 2005 RLTS.
- **Chapter 2: Vision** – which summarises the goal, vision, objectives and relevant land use and urban design targets in the 2009 RLTS.
- **Chapter 3: Trends and Challenges** – which outlines the key trends and issues in land use and urban design that need to be addressed in the region.

1 Purpose

This report has been prepared to assist the Auckland Regional Transport Committee with preparation of the Auckland Regional Land Transport Strategy 2010.

2 Introduction

This chapter provides an overview of the structure of the 2009 Regional Land Transport Strategy (RLTS) and major developments in land use and urban design that have occurred since the finalisation of the 2005 RLTS.

2.1 Purpose of the 2009 Regional Land Transport Strategy

The new RLTS will set the direction for the region's transport system for the next 30 years. The RLTS identifies what is needed to achieve an affordable, integrated, safe, responsive and sustainable land transport system that can cope with considerable population growth and a changing economic environment. It does this by setting regional objectives and policies within a policy framework that emphasises the need to manage for travel demand.

Important aspects of the new strategy include a greater focus on the integration of transport and land use decisions and, for the first time, the implications of rising energy costs.

2.2 Changes from the 2005 Regional Land Transport Strategy

The current 10-year strategy published in 2005 called for a substantial increase in public transport spending, the completion of key elements of the strategic road network and placed new emphasis on the management of travel demand.

The next generation RLTS needs to incorporate recent legislative and national policy changes, and relevant changes to the Regional Policy Statement (RPS) which is being updated by the Auckland Regional Council at the same time. Auckland's performance is critical if New Zealand is going to achieve national aims, including new transport targets as outlined in the NZTS 2008.

A "business as usual" approach cannot continue. Although the 2005 RLTS predicted some future improvement in the air quality impacts of land transport over time, other areas of environmental sustainability and public health performed poorly within the funding constraints. Climate change, the unsustainable consumption of natural resources, global economic change, population pressures, demographic change and social disadvantage are fundamental challenges for the region and the new transport strategy must respond.

Key relevant considerations in the development of the 2009 RLTS include:

- Current projections which estimate that Auckland's population will increase from 1.3 million people to 2.3 million by 2051, requiring an additional 350,000 dwellings, 980,000 jobs and increasing transport demands across the region.

- A longer time period that plans for the next 30 years.
- Recognising that a transport system needs to be affordable for individuals, households, businesses, regions, local government and central government.
- A policy hierarchy that places emphasis on transport activities that contribute to a quality compact urban form and change travel behaviour ahead of increasing transport capacity for private vehicle use.
- Rising (or volatile) energy costs.
- Climate change.

2.3 Policy context

Key policy documents released since 2005 have placed increasing emphasis on setting targets for improvements as follows:

2.3.1 Auckland Sustainability Framework 2007

Creating a sustainable future is a significant challenge facing the Auckland region. The Auckland Sustainability Framework (ASF) aims to help our region secure a better quality of life and create a sustainable future socially, culturally, economically and environmentally. It takes a 100+ year view and provides direction so that our local authorities and central government agencies can work together with a common purpose. This will help us to embrace the opportunities and face the challenges associated with developing a truly sustainable region.

The ASF was ratified by all of the Auckland councils on 5 September 2007 (Regional Growth Forum, 2007) and is built around eight interrelated and long terms goals:

- a fair and connected society,
- pride in who we are,
- a unique and outstanding environment,
- prosperity through innovation,
- Te Puawaitanga o Te Tangata: Self sustaining Maori communities,
- a quality, compact urban form,
- resilient infrastructure,
- effective, collaborative leadership.

Achieving these long term goals will enable Auckland to take a sustainable development approach to responding to the following forces of change:

- climate change,
- unsustainable natural resource use,
- global economic change,
- population pressures,
- demographic change,
- social disadvantage.

In order to achieve these goals, major shifts must occur in our social values and expectations, and systems and processes as follows:

- put people at the centre of thinking and action,
- think in generations, not years,
- value to Te Ao Maori,
- activate citizenship,
- create prosperity based on sustainable practices,
- reduce our ecological footprint,
- build a carbon neutral future,
- integrate thinking, planning, investment and action.

All major policy documents in Auckland, including the RLTS, are now required to be evaluated using a “sustainability lens” to highlight how well they are performing against the agreed ASF shifts and goals.

2.3.2 Evaluation of the Regional Growth Strategy

The Regional Growth Strategy (RGS) was adopted by the region’s councils in 1999. It set a vision for the way the region would accommodate population growth by fostering the benefits of growth as well as managing its adverse impact on the environment, infrastructure and communities over the next 50 years. It signaled a change in direction by shifting the emphasis from low density urban expansion and a reliance on private vehicles, to focusing on the majority of future growth in compact integrated communities within the metropolitan areas linked by passenger transport.

An evaluation of the strategy “Growing Smarter” was conducted in 2007. The evaluation showed that a good start has been made on implementing the RGS. The region is

generally moving in their height direction, and councils have made significant progress in a wide range of areas. However, there are challenges relating to both sustainability and rapid growth that indicate that current approaches or “business as usual” will not be sufficient. The evaluation concluded that the region needed to take a more sophisticated approach to implementing the strategy using new tools and methods to achieve better, quicker implementation on a larger scale. In particular, quality comprehensive redevelopment and intensification in town centres was seen as critical to achieve the RGS vision.

2.3.3 Classification Project

The Regional Classification Project emerged from the evaluation of the Regional Growth Strategy, which indicated as a conclusion that a more sophisticated understanding of the role, function and relationships of the region’s centres, business areas and corridors was needed. This work was recommended and needed by the LGAAA hearings panel as an input to the RPS and RLTS reviews.

As part of this project, three specialist reports on Auckland’s Centres, Business Areas and Corridors were produced in 2008. As a result of the work it was envisaged that a revised classification would be incorporated into the RPS (through its review). This entailed on-going work:

- identifying the centres hierarchy and associated thresholds,
- identifying types of business areas – heavy industry, production and distribution, business parks, office parks, plus specialised activity areas,
- identifying regional growth corridors with different functions and characteristics.

In addition, further technical work was seen as necessary, this included:

- assessing the capacity implications of the revised classification against population and employment projections,
- local centres analysis.

2.3.4 New Zealand Transport Strategy 2008

The original NZTS was undertaken in 2002, but this has been updated in 2008 principally to outline a series of actions and targets to achieve the overall aim from the New Zealand Energy Strategy (NZES) of halving per capita greenhouse gas emissions from transport by 2040 (MoT, 2008a).

The New Zealand Transport Strategy 2008 sets the strategic direction for the transport sector in New Zealand to 2040, covering all parts of the sector – land, sea and air. It is concerned with the movement of freight and people, and considers not just transport

within New Zealand, but the nation's vital international links as well. The government's vision for transport in 2040 is that "people and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system".

Its five objectives are:

- ensuring environmental sustainability,
- assisting economic development,
- assisting safety and personal security,
- improving access and mobility,
- protecting and promoting public health.

Underneath each of these is a series of targets to measure progress in achieving the government's vision for transport.

To complement the NZTS 2008, which has a long-term outlook, the government has also released a Government Policy Statement (GPS), which provides shorter-term targets and focuses on providing direction for the allocation of land transport funding (MoT 2008b). The GPS provides detailed guidance for the six years 2009/10 to 2014/15 with broader guidance out to 2018/19.

2.3.5 Land use and transport futures exercise - underway

Recent projections and technical information indicate that the region is growing faster than anticipated and that there is not enough capacity to cater for future growth to 2050.

Therefore, there is a lack of certainty about planning in the region post 2020. The reviews of the Regional Land Transport Strategy (RLTS) and Auckland Regional Policy Statement (ARP) provide an impetus to develop an updated approach to planning in the region post 2020, and in particular the integration of land use and transport that is sufficient to cater for a regional population of around 2.3 million by 2050.

The purpose of this land use and transport futures project is to come to an updated view of the region's land use, drawing on new technical information and revised thinking around growth and capacity.

The outcomes of the Futures Land Use and Transport Project, including evaluation of Scenarios 1 to 5, will be used to inform longer term policy development and input to the review of the RPS and updating the RLTS. This project was proposed to develop a preferred land use option for the region.

3 Land use and urban design policies

3.1 Development of the RLTS 2010 policies

The RLTS 2005 policies that related to land use were used as a starting point for the development of the RLTS 2010 policies.

Two other pieces of work have been undertaken during 2008 reviewing the RLTS 2005 policies. These included:

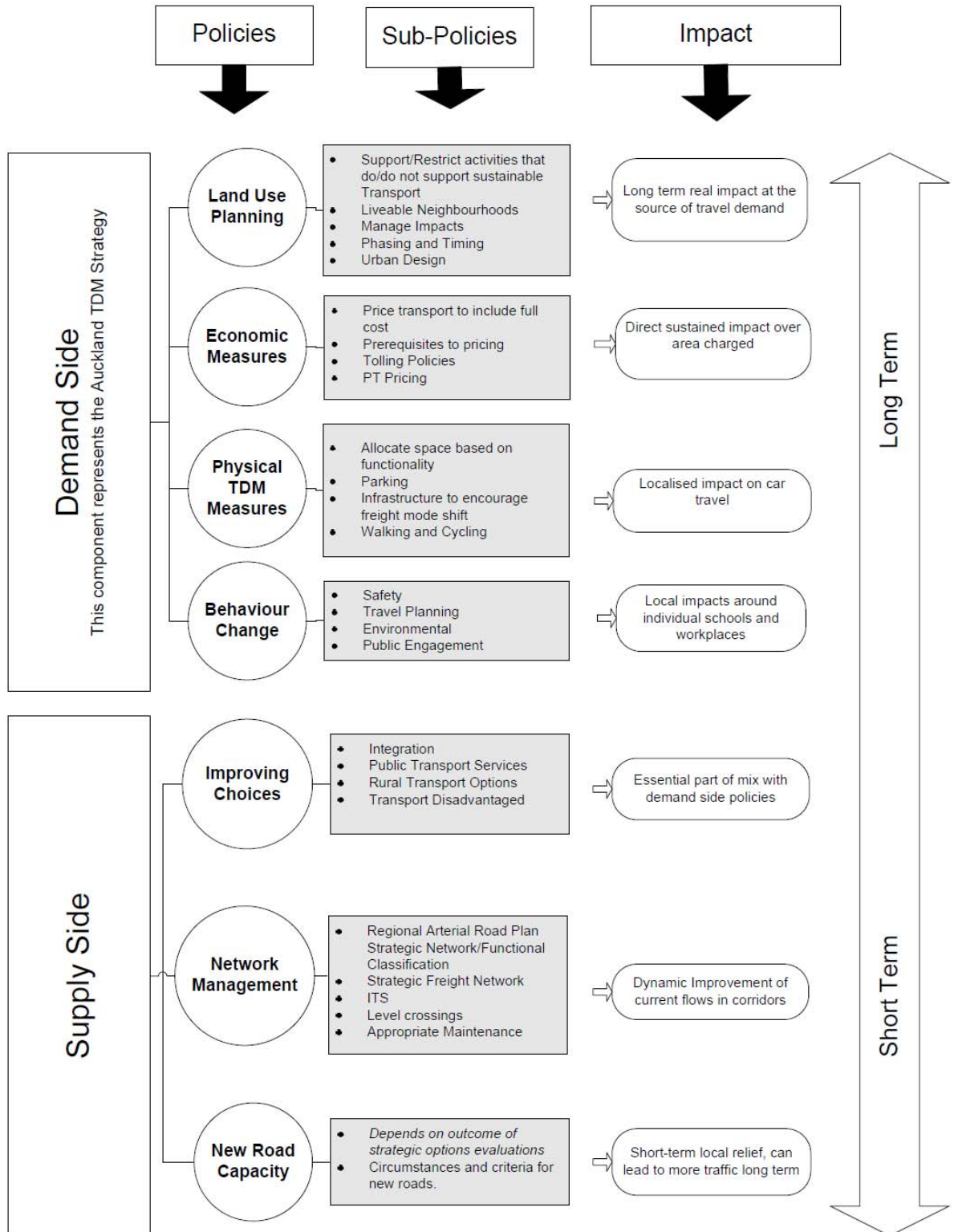
- **Urban design memo** – This is attached as appendix 2 to this report. The memo was an initial review of the existing policies within the RLTS by the Travel Demand Management (TDM) working group. This memo reviewed a variety of existing information to make recommendations for the TDM strategy and the draft RLTS. This earlier memo was used to inform the final recommendations contained within this working paper (WP18).
- **Urban design paper** – This is attached as appendix 2 to this report. The paper reviewed the RLTS 2005, the land use memo with a variety of urban design documents. This paper considered the 2005 RLTS and only made recommendations for enhancements for additions.

These previous papers generally kept the general structure and degree of policies that were included within the RLTS 2005. However, in early 2009, when drafting of the policies commenced it was agreed that rather than have a plethora of policies, the next RLTS, should limit itself to a small number of focused policies to ensure these were able to be delivered.

Consequently, a review was undertaken, a critique of the policies in the RLTS 2005 with previously suggested policies for the RLTS 2009 against the key challenges. This critique is detailed in Appendix 3. This critique came to the conclusion that while the principles to align transport and land use were covered, including good urban design principles, many of the policies were repetitive, or they were driven by overall process or advocacy objectives. Additionally, a number of the policies were in reality methods and more appropriately should feature in a separate methods section. In line with these findings, it was felt that it would be better to reduce the number of policies, to achieve more clarity in addressing the key challenges. As a consequence of this review, a number of high level policy areas were identified to fit within the framework shown in the figure below that had been agreed to be used, to structure the RLTS 2010 policies.

Following this drafting exercise, the suggested policies were also checked against the Land Use Transport Integration section of the Auckland Regional Policy Statement (ARPS), Plan Change 6 and the December draft of the ARPS, to ensure that they were aligned. This

identified that the new limited number of policies were consistent and adequately addressed those matters contained within the ARPS. This analysis is detailed in Appendix 4.



3.2 Recommended policies RLTS 2010

This section proposes a suite of potential sub-policies under these headings for consideration in the development of 2010 RLTS to better deliver against the land use and urban design outcomes. They represent a comprehensive list of suggestions from many members of the Technical Advisory Committee and other stakeholder groups. It is expected that each of these would be evaluated and enhanced during the future drafting of the RLTS, to ensure the policies will contribute to the RLTS objectives, their ability to be implemented and the likelihood that they will be adopted by the agencies able to adopt them. The final list appearing in the RLTS will be refined and amended, with policies amalgamated into themes. No policy will be proposed in the final RLTS without the agreement of the agency responsible for its implementation.

The following is the suggested draft land use policies.

3.2.1 Draft Policies – Land Use Planning

Land use and transport outcomes are mutually dependent for their success, so it is important that policies are aligned. The growth concept in the RPS envisages a quality, compact urban form containing high density mixed use centres and corridors supported by the provision of a multi-modal transport system. Cycling, walking and public transport are an important part of enabling this development pattern while reducing reliance on using private vehicles for transportation. It is envisaged that this will provide communities with improved access to a range of services and activities and opportunities to work locally. The RPS identifies the centres and corridors for intensification, and the policies in this section of the strategy are designed to ensure that the transport system is developed to support those centres and corridors.

The policies also emphasise the need for the design of any development to enable the transport network to support land uses while at the same time ensuring that the network is not compromised by inappropriate land uses, for instance the relationship between mixed use town centres and the density needed in order to support a sustainable public transport system.

The form of development in the rural areas is also important in achieving land use and transportation outcomes, for instance in considering the form and location of rural residential development, the impact on transport infrastructure should be considered.

In achieving quality outcomes, the principles in the urban design protocol and other related publications should be followed. Concepts such as connectivity, access and context are central to achieving good transport and land use design solutions.

For development throughout the region, including rural areas, minimising any reverse sensitivity effects from additional development should be considered as part of any project. Design solutions might include location suitability, location of sensitive uses within a building, or building and performance standards as part of addressing these issues.

Ensure that land use development and transport are integrated and mutually supportive.

1. Develop the region's transport system to give effect to the growth concept in the Regional Policy Statement.
 - Programme transport investment and service improvements, particularly the rapid transit network, to fit with the growth sequencing identified in the Regional Policy Statement.
 - Give priority to new and enhanced transport infrastructure and services in identified mixed use centres or corridors.
2. Encourage land use activities to develop in locations that reduce the need for motorised trips.
 - Encourage high trip-generating activities to be located in town centres that have good public transport accessibility.
 - Support district plan changes to promote intensification in locations where significant public transport investment is proposed.
 - Encourage, through district plans and long term plans, "transit orientated developments" (TOD), which include a mixture of land uses which decrease the need for vehicle travel.
3. Locate economic activity to maximise the efficient movement of goods and services.
 - Encourage provision for freight-intensive activities to locate in areas with good access to the regional strategic freight network (see **Map to be included**).
 - Investigate the development of freight hubs, logistics centres and inland port facilities in locations with good access to the regional strategic freight network.
4. Ensure that design for streets and transport infrastructure contributes to quality livable environments and takes account of the different roles and character of particular locations.

- Incorporate good design principles and context sensitive design from an early stage in planning projects, including consideration of connections, legibility, safety, accessibility and mobility, character, heritage and amenity, environmental standards, the role of public space and the interface with development sites.
 - Consider the pedestrian-permeability of transport infrastructure and associated developments, and mitigate the potential severance of communities and their activity patterns that can result from road or rail infrastructure.
 - Plan to enhance community and neighbourhood cohesion and connectivity when delivering significant transport interchanges and associated developments.
 - Design transport corridors as integral parts of the life of town centres, which contribute to the image, identity and character of the town centre.
 - Consider the safety, comfort and convenience of road users and people who live, work and visit the area in the planning and design of streets.
 - Implement special measures on residential streets to enhance social connectedness and promote safer walking and cycling environments.
 - Require corridor management plans for major routes to address safety, environmental and health impacts and ensure these are managed appropriately and that national and international standards and guidelines are not exceeded.
 - Preferentially deploy clean, quiet transport solutions in identified town centres and high density corridors.
5. Encourage land use activities and urban design that reduce the need for mortised trips and reduce exposure to adverse effects from transport activities.
- Require high traffic generating activities to adopt “good sustainability practice” into land use developments.
 - Ensure that new developments are subject to integrated transport assessment (ITA).
 - Ensure a high level of pedestrian connectivity between public transport, shops, businesses, community facilities and residential areas in new developments.
 - In preparing district plans and in considering development and redevelopment proposals, consider the documents “Passenger Transport

Supportive Land Use Guidelines” (June 1995); “People, Places and Spaces: a design guide for urban New Zealand” (Ministry for the Environment March 2002); the New Zealand and Urban Design Protocol (Ministry for the Environment 2004); the Urban Area Intensification and Structure Planning regional practice guides (both 2000); Crime Prevention through Environmental Design and relevant local authority urban design guides and provisions that ensure land use and transport systems are mutually supportive.

- Make provision for the amenity and security needs of pedestrians, cyclists and public transport users in the design and assessment of town centre developments, new subdivisions and major redevelopment proposals.
 - Consider land assembly when planning for transport infrastructure, to make transit orientated developments more viable, or stimulate economic development.
6. Recognise and provide for the multi-functional role of transport corridors, in addition to their transport function.
- Recognise transport corridors as an important component of public space, which perform a variety of functions beyond movement.
 - Recognise the importance of transport corridors as green corridors and in creating open space, and use the road reserve for amenity planting.
 - Work with utility providers to co-ordinate the use of transport corridors for utilities in an efficient and effective manner.
7. Discourage high trip-generating activities from developing in locations where transport options are limited, or where there are adverse effects on the safety and efficiency of the transport network.
- Discourage activities that generate high numbers of person-trips from developing in locations without good access to the rapid transit network or quality transit network **(Map to be included)**.
 - Discourage high freight-generating activities from locating in areas without good access to the regional strategic freight network **(Map to be included)**.
 - Where possible, avoid locating sensitive land uses such as hospitals, schools, childcare facilities, aged care facilities, marae and playgrounds close to major traffic routes.
 - Develop access management plans to manage property access on the arterial road network.

4 Vision

This chapter summarises the goal, vision and objectives of the 2009 RLTS and highlights the relevant landuse and urban design targets. Together they make up the outcomes that the strategy seeks to achieve.

The Land Transport Management Act 2003 requires the Regional Land Transport Strategy to “contribute to the overall aim of achieving an integrated, safe, responsive and sustainable land transport system”. In addition, the Regional Land Transport Strategy vision and objectives also needs to take into account the outcomes of the Auckland Sustainability Framework, the Regional Growth Strategy, the Regional Policy Statement (incorporating Change 6), along with the outcomes of a number of related national and regional strategies.

4.1 Vision of the 2009 Regional Land Transport Strategy

The vision for the 2009 RLTS is one in which the transport system enhances the Auckland region, because:

- people and goods are able to move when necessary,
- transport supports vibrant well designed urban and rural centres, innovative business and economic activity,
- streets are also community places,
- the transport system reflects Auckland’s district identity,
- getting around by all modes is integrated, safe and effective,
- people have choices which enable them to participate in society, especially those most disadvantaged,
- the environment and human health are protected and enhanced,
- transport resources are used efficiently, supported by sustainable, innovative design practices,
- the transport system is resilient in the event of shocks and is adaptable to change.

4.2 Objectives of the 2009 Regional Land Transport Strategy

To achieve the vision, there are seven key objectives. The first five are taken from the Land Transport Management Act 2003 and the New Zealand Transport Strategy 2002, while the final two provide a focus on Auckland growth and economic efficiency. They are:

- ensure environmental sustainability,
- assist economic development,
- assist safety and personal security,
- improve access and mobility,
- protect and promote public health,
- integrate transport and land supportive of Regional Growth Strategy (RGS) and Regional Policy Statement (RPS) policies,
- achieve economic efficiency.

This technical paper concentrates on developing policies that specifically achieve objectives 2 and 6 as follows:

4.2.1 Objective 2: Assist Economic Development

An effective transport system will assist Auckland and New Zealand in achieving its economic potential by providing for efficient accessibility and movement of people (residents and visitors), goods (freight) and services around the region and between regions. Businesses need to transport people and freight reliably between locations, often to meet “just in time” requirements of their customers. The quality of the transport system will also help to attract and retain skilled and talented people and innovative businesses that will contribute towards Auckland with an internationally competitive, inclusive and dynamic economy.

The Auckland region is the main commercial centre of New Zealand, and is home to more than one-third of its workforce and businesses. Auckland city-region contributes significantly (32 per cent) to the national GDP. Transport congestion is consistently ranked as a major issue for Aucklanders and visitors.

However, according to the Victoria Transport Planning Institute, “there is generally a positive relationship between congestion and economic productivity (such as land rents, business revenue per acre or average wages): economic productivity tends to be greatest in the most congested areas. This does not mean that congestion causes economic productivity, but it does indicate that congestion is not a major constraint to productivity. Cities and other major activity centres tend to have poor vehicle mobility (due to congestion), but are economically successful due to excellent accessibility (activities are

clustered together and there are many travel options). This suggests that traffic congestion itself is not necessarily a major problem provided that land use pattern minimise the amount of driving needed to reach common activities and destinations, and that travellers have good transport options to choose from. [A compact urban form, as described in the RPS] will result in more accessible land use and may be the best way to improve transportation and increase economic productivity, while congestion reduction strategy may provide little or no economic benefit overall if it stimulates land use that reduces overall accessibility in the region.”

At the regional level improving transport systems can also result in regions becoming more closely linked economically. For instance the neighbouring regions of Northland, Waikato and Bay of Plenty are increasingly being seen as one extensive economic region linked by improved transport and communication systems.

At the local level Auckland’s economic development and prosperity will also be assisted if streets are seen as more than just thoroughfares. Streets lay important roles for pedestrians, communities, cyclists, public transport or general traffic or a combination of these. With good urban design, streets can support adjacent activities and become lively public spaces for people and commercial activity.

At the community level, our roading network forms a significant percentage of the total urban land area and is an important part of our public open space network. Currently 14.5 per cent of the land area within the MUL is legal road (8128 ha).

Investing in sustainable transport can deliver health dividends for a region’s economy. A study for the World Bank (Indicators of Transport Efficiency in 37 Global Cities, ISTP, 1997) indicated that the cities with a substantial commitment to sustainable transport are doing much better economically. Notably, such a commitment helps to attract commercial investment and skilled work force, revitalise central business districts, create jobs, and reduce per capita transport costs.

Specific outcomes sought for this objective are:

- transport and land uses are integrated to improve accessibility,
- improved linkages domestically (between business areas, regional centres, and inter-regional travel) and internationally (ports, airports) that enable efficient movement of goods and services, and intermodal transfers,
- world-class transport infrastructure that establishes Auckland as a globally competitive city and region that helps create strong, intensive and distinctive centres within the region,
- a transport system that shifts to introduce more innovative, sustainable designs, business practices and lifestyles that use fewer resources and assists in strengthening the clean green New Zealand image,

- effective, efficient and integrated transport links to key business, recreation and education locations in the region to allow all people in the region to participate fully in the economy,
- affordable and equitable access to travel choices for employees,
- a transport system that helps to promote business and tourism,
- a transport system resilient enough to deal with foreseen and unforeseen events.

Auckland targets to achieve economic development:

- For identified critical routes: improve reliability of journey times and reduce average journey times.

4.2.2 Objective 6: Supporting the Auckland Regional Growth Strategy

The transport and land use systems are inextricably entwined. One affects the other, in ways which can be either positive or negative, in achieving the intended transport and land use outcomes for the region. Land uses produce and attract trips, and the design of different land uses determines the distances people travel and the viability of public transport, cycling and walking facilities. The type, location and design of transport facilities can stimulate demand for development, which in turn generates travel demand. The success of achieving the intended transport and land use outcomes depends on considering the transport-land use system as a whole – land use transport integration in other words. The Regional Growth Strategy, and its implementation through the Regional Policy Statement, aims to manage the majority of future growth into well-designed highly accessible urban growth centres and selected corridors, particularly of high trip generating activities such as shops, jobs, education, housing and public facilities. The successful development of these centres and corridors will require transport investments, notably public transport, that are well designed and that can assist to leverage urban development within those selected centres and corridors as identified in the Regional Policy Statement (including Plan Change 6).

The growth strategy envisages a population of up to two million people in the Auckland region by 2050 living in a more compact and sustainable urban form (2008 update – by 2040). It aims to ensure the region can accommodate growth in an optimal manner that enables it to be economically successful, enjoyable to live in, and which avoids or minimises adverse effects on the environment. A key issue in the development of the growth strategy is recognition of the need to develop land use patterns that support reduced vehicle demand and increased use of public transport, walking and cycling.

The growth strategy proposes that most future growth will be accommodated within the existing metropolitan area, with much of it focused around town centres, business areas,

corridors and stations. Some growth will be accommodated in future urban areas (known as Greenfield areas) in the north, south and west of the region. Rural and coastal settlements could also provide capacity for more people.

Development is avoided in the most highly valued and sensitive natural areas. Such areas include the Waitakere and Hunua Ranges and the Waiwera, Okura, Mangemangeroa/Whitford and Puhoi areas.

The growth concept as shown in [Appendix 5] of the RTS and as expressed in schedule 1 of the Regional Policy Statement (as amended by Proposed Plan Change Number 6), outlines the growth direction of the Regional Growth Strategy.

One of the key outcomes of the growth strategy will be more living choices for Aucklanders. People may choose to live in suburbs made up of individual homes on separate plots of land with space for gardens and outdoor activities, or they may choose to live in more intensive developments with access to a wider range of cultural and social activities.

An effective transport system that supports and responds to the proposed land use pattern is a critical element of the growth strategy, and the Regional Land Transport Strategy is a key mechanism in developing that transport system. In turn, the success of the transport system depends on the land use intentions of the Regional Growth Strategy and Regional Policy Statement being achieved, in order to reduce traffic growth and its effects.

An improved public transport system will provide opportunities for intensified growth in high density centres, business areas and corridors. Similarly, the development of appropriately located and designed higher density growth will support the public transport system. Planning for the provision of public transport infrastructure and services, as well as active transport modes, must be an integral part of planning new development.

The shift towards a more compact intensified urban form will unfold over time. Some continued suburban growth will require careful planning to ensure travel demand is managed, and active transport and public transport use maximised, while also providing appropriate roading to contribute to a highly connected multimodal network.

Transport improvements add to the attractiveness of the areas they service. While this is beneficial to those areas identified for future growth, such as high density centres and identified greenfield sites, the improvements may also create pressures for growth in areas where urban expansion is not desired. It is therefore, important that the growth pressures associated with improvements to the transport system are understood and managed to avoid urban growth in areas not identified for future growth.

The region has recognised that additional business land will be required for certain industrial-type business activities such as manufacturing, transport logistics and warehousing. When locations for this land are identified there will need to be an alignment with existing transport infrastructure and future transport infrastructure investment.

Changes to the transport system over the next 30 years will influence land use patterns. Improved public transport will encourage higher density development around transport nodes. However, lead-times required for both transport investments and land use change can be quite long so there are likely to be some lags in the shift process. In many cases, there is likely to be a delay between the completion of transport investment and the realisation of higher density transport related land use forms. The Regional Growth Strategy is a 50 year strategy. In this regard, it is important to remember that the specific outcomes sought for this objective should be placed within a longer time period. Nevertheless, it is essential that land use patterns do shift in the intended direction rather than undermine it, and similarly that transport investments are also effective in contributing to the intended land use and transport shift.

Specific outcomes sought for this objective are:

- A transport system which supports vibrant, strong and distinctive town centres (as places to live and work) and supports growth within the higher density growth centres and corridors that are identified in the Regional Growth Strategy.
- Walking and cycling opportunities which improve the cohesion of, and movement within, higher density centres that are identified for growth.
- A rapid transit system which provides better linkages to and between those higher density centres that are identified.
- A transport system and land use policies which together manage urban growth pressures in areas where urban growth is not planned.
- A transport system that supports the concentration of business and economic activities in key locations and provides for efficient movement of freight.
- Good urban design is applied so streets support adjacent activities and become lively public spaces, places for people and business.
- A high level of collaboration between the various agencies to improve integration between land use and transport planning and decision-making.
- Targets to support the Auckland Regional Growth Strategy are to be developed.

5 Trends and Challenges

This chapter describes the trends and challenges that will need to be addressed if the region is to achieve its transport objectives and outcomes with regards to land use.

The identification of transport challenges facing the region provides the background and reasons for the options, policies and initiatives presented in the Regional Land Transport Strategy. The challenges are considered in terms of both the shorter and longer term transport interests of the region. They are outlined in relation to each of the objectives.

The challenges most relevant to land use and urban design are discussed below.

5.1 Issue 1 – Environmental Sustainability

Current trends

The majority of current transport related activities are energy intensive and reliant on the consumption of non-renewable resources in terms of fuel, materials and land use. These activities contribute to the larger issues around greenhouse gases (eg CO₂ emissions) and the resulting contribution to climate change.

At the local level, the location, form, scale, construction and use of the transport system can impact on:

- the loss or degradation of waterways, freshwater harbours or marine habitats,
- sediment discharge into sensitive water systems such as harbours and estuaries,
- noise and vibration,
- the loss on reduction of native plants and wildlife,
- the loss or fragmentation of natural and cultural heritage, public open space and landscape,
- air quality.

The projected population growth in Auckland will undoubtedly increase travel demand significantly. Current projections estimate that the region's population will increase from 1.3 million to 2.3 million people by 2051¹. The environmental outcomes from this growth in demand will depend on transport policy at national, regional and local levels.

The expected trend of sustained population growth in the region over the long term is shown in Figure 1 below.

¹ Based on 2006 medium scenario population projection

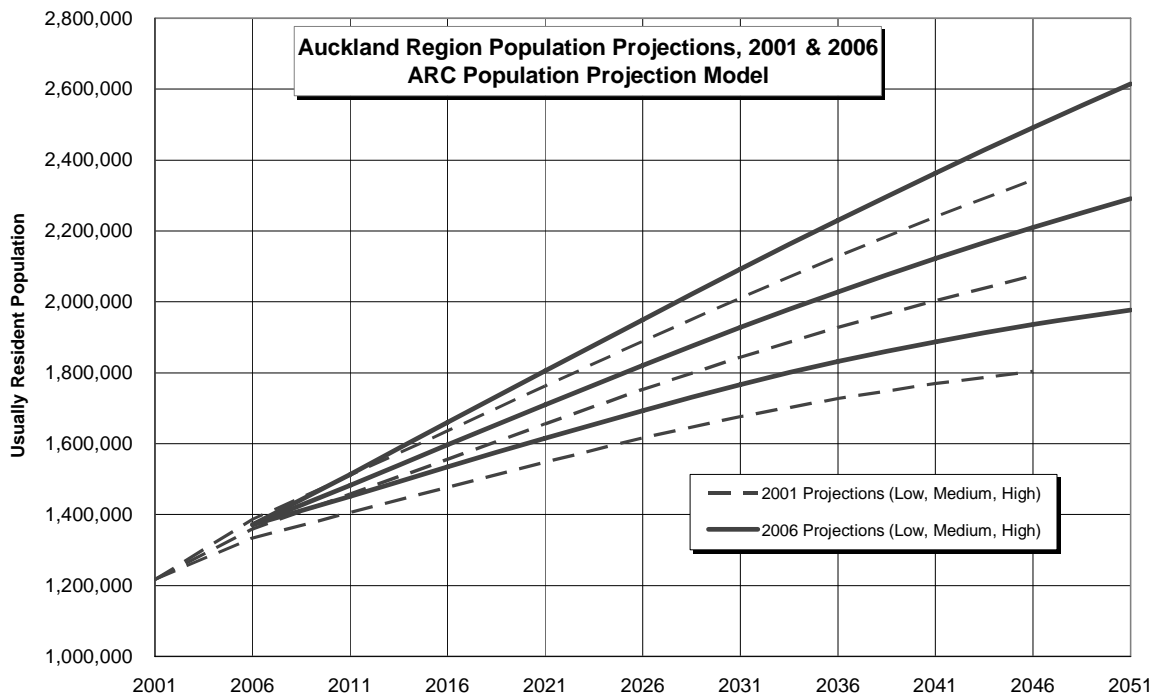


Figure 1: Population projections for the Auckland Region

The future population growth expected in the region (to 2051) will bring with it an additional 350,000 dwellings and 980,000 jobs. A challenge will be to allocate transport resources that can meet the rising demands from the expected population growth.

CO₂ emissions – Current estimates indicate that CO₂ emissions will increase by 22 per cent by 2016. This works out to be a six per cent reduction in CO₂ on a per capita basis (based on forecasted population growth). While improvements have been made towards reducing emissions, there is still considerable work that needs to be undertaken to halve per capita greenhouse gas emissions.

The consumption of non renewable resources by most transport activities is reflected in the annual petrol and diesel sales. Over the past decade per capita fuel sales in the region have gradually increased and stabilised since 2001/02. The proportion of diesel sales has increased over this same period. Part of the reason for this levelling off of fuel sales is highlighted by the recent improvements in fuel efficiency (litres of fuel used per kilometre).

Transport goals for ensuring environmental sustainability

New Zealand Transport Strategy / Government Policy Statement targets	Current situation and estimates (NZ)
Halve per capita greenhouse gas emissions from domestic transport by 2040 (relative to 2007 per capita emissions) – NZTS.	Estimated six per cent reduction in CO ₂ per capita by 2016.
Reduce kilometres travelled by single occupancy vehicles, in major urban areas on weekdays, by 10	No available data on SOV kilometres.

New Zealand Transport Strategy / Government Policy Statement targets	Current situation and estimates (NZ)
percent per capita by 2015 – GPS.	2006 census average of 1.07 people per vehicle.
Increase coastal shipping’s share of inter-regional freight to 30 percent of tonne-kilometres by 2040 – NZTS. Increase rail’s share of freight to 25 percent of tonne kilometres by 2040 –NZTS.	Estimated ² national share of freight by 2031 – roads 92 per cent, coastal shipping six pr cent and rail two per cent.

The NZTS records a range of policy contributions that will be necessary in order for the objectives to be met. These include integrated planning, making the best use of existing networks and infrastructure, investing in critical infrastructure, increasing the availability and use of public transport, cycling, walking and other shared and active modes, considering options for generating revenue, using new technologies and fuels, and maintaining international freight links.

The changing make-up of the population will also present challenges in terms of how these transport demands are to be met. These include an ageing population characterised by declining birth rates and increasing life expectancy.

Opportunities

With our growing population it is now imperative to put people at the centre of thinking and action by adopting an effective suite of policies for delivering an efficient transport system that provides for high levels of accessibility and mobility. There are plenty of opportunities for Auckland to reduce CO₂ by encouraging more active modes of transport and providing passenger transport facilities that meet passenger needs. By doing so Aucklanders will build a resilient transport system that supports a more accessible compact urban form and thus reduce CO₂.

5.2 Issue 2 – Economic Development

Current trends

Some relevant trends are highlighted as follows:

- Travel distances – Almost half of the morning peak period trips are less than five kilometres in length and almost 20 per cent of trips less than two kilometres. At present the majority of these short local journeys are undertaken by car and often school related. The average length of work related trips is around 11 kms in the morning peak.

² National Freight Demands Study, September 2008

- Car ownership - There is approximately one car in the region for every two people. The total number of additional cars in the region is estimated to increase from around 300,000 by 2021.
- Access to public transport – The highest levels of public transport accessibility continue to be based around the main transport routes that converge on the Auckland CBD, with lower levels of accessibility in peripheral areas of the region (relative to the distance from the Auckland CBD).
- Congestion – Peak period congestion (measured in terms of delay per kilometre) has fluctuated over the last few years on the region’s main road network. The number of cars on the strategic network during the peak period has in recent times also been suppressed by other external factors such as rising fuel prices and a shift to other modes.
- Freight movements – Current freight movements are dominated by trips within the region (against inter regional trips) that are undertaken by road transportation. National estimates in the volume of future freight movements indicate significant increases over the next twenty to thirty years.

Transport Goals for Ensuring Economic Development

New Zealand Transport Strategy / Government Policy Statement targets	Current situation and estimates (NZ)
No overall deterioration in travel times and reliability on critical routes by 2015.	Critical routes have yet to be determined.

Economic activity and growth in the region is affected by the movement of people, goods and services both within the region and trips that cross regional boundaries. Maintaining and increasing the level of regional economic productivity in the near and long term is affected by transport factors including travel distances, increasing numbers of cars on the road and limited access to reliable and affordable public transport.

These factors have contributed to traffic congestion and delays along some of the region’s main transport routes. Congestion and delays can have a direct impact on the cost of doing business. This includes the ability to move freight around the region and the servicing of infrastructure nodes such as the port and airport.

Two challenges for the region are recent increasing uncertainty in global economic conditions:

- minimise the transport related costs of doing business in a way that balances the region’s objectives around energy use and managing environmental standards,
- develop a regional transport network that demonstrates a high level of resilience to changing economic and network conditions.

For instance, the challenge to reduce local congestion with practical active modes for short distance (1-5 kms) vehicle trips during the peak period seems simple but is limited by perceptions of safety and other factors that prevent people from realising other transport opportunities.

Furthermore, the high reliance in the region on road based freight movements means that there are also challenges to identify practical and cost effective alternatives, including consideration of coastal shipping and rail.

Opportunities

- By working towards a more integrated land use and transport model, premised on good urban design outcomes, there should be impetus for more people to adopt active transport modes, particularly for short trips, enabling a reduction in local congestion.
- Accommodating additional population in growth centres and regional growth corridors provides an opportunity for public transport to be more available and a more efficient option for these people.

5.3 Issue 4 – Access and Mobility

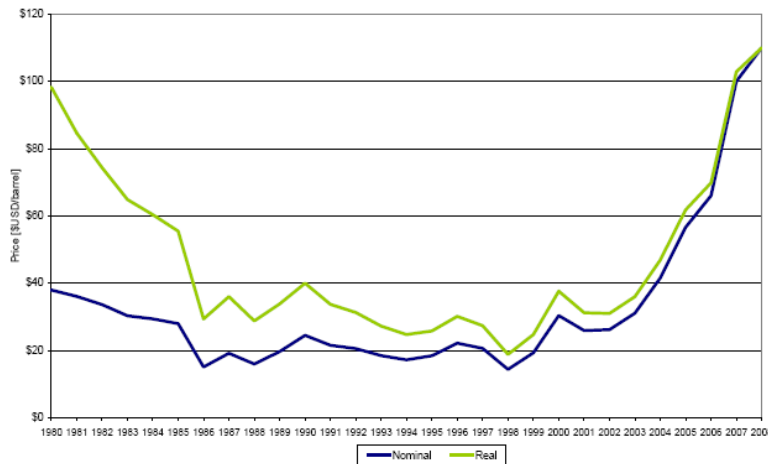
Current trends

The primary goal of transport policy is accessibility. Accessibility refers to the ease of reaching goods, services, activities and destinations (together called opportunities).

Mobility is a means of achieving accessibility. A regional transport policy needs to ensure there are sufficient transport options for people and businesses to meet their needs.

Accessibility can be hindered by the following factors: An urban form designed around the private car, the lack of modal choice, the time a trip takes and affordability and disability.

An increasing significant factor which will influence access and mobility will be fluctuating and rising fuel prices. The sharp increases in the price of oil have highlighted the high reliance of transportation on non renewable fossil fuels. Although the world economic downturn in 2008 has resulted in decreasing oil prices, the longer term outlook is for shortages and higher prices.



SOURCE: BP statistical review of oil (2007)

Figure 2: Recent trends in the price of oil (nominal and real price) 1980 – 2008

In the next ten years, oil prices are expected to be volatile, with petrol and diesel prices potentially stabilising at around \$3 per litre. Beyond this, oil prices are expected to plateau but remain volatile. The risks associated with higher fuel prices can be mitigated with an appropriate suite of mutually reinforcing transport and land use policies which would make the transport system more resilient in the face of volatile fuel prices and better enable an enduring improvement in accessibility and mobility. This will require a significant shift to a broad range of energy efficient travel options.

The region has experienced significant growth in public transport trips into the Auckland CBD and in terms of total boardings over the last decade. This growth corresponds to improvements in the public transport network and services, and has also been assisted by higher fuel prices. Public transport patronage is currently growing at about four per cent per year and this growth is estimated to continue with at least eleven per cent of peak period trips to be taken by public transport by 2016.

Transport goals for ensuring access and mobility

New Zealand Transport Strategy / Government Policy Statement targets	Current situation and estimates
Increase patronage on public transport by three per cent per year through to 2015. Increase use of public transport to seven per cent of all trips by 2040.	Current public transport mode share is five per cent. Estimated peak period public transport mode share by 2016 of 11per cent (not sufficient to meet the targets).
Increase the number of walking and cycling trips by one per cent per year through to 2015. Increase walking, cycling and other active modes to 30 per cent of total trips in urban areas by 2040.	Currently 14 per cent of trips in the region are walked and 0.7 per cent by cycle Journey to work mode share 2006 – walking 4.5 per cent and cycling one per cent.

Alternatives to private vehicles need to be made attractive enough so that they can compete with the car in terms of travel time, costs and other benefits such as health and

community participation. Public transport is the main transport alternative for most peak period commute journeys. Despite recent positive trends, there are major challenges in the future to better match transport choices with people's origins and destinations.

Some of the specific challenges associated with transport choices include:

- providing mobility options for the proportion of the population without access to a private vehicle (eg children and people who choose or are unable to drive),
- allocation of resources to provide transport choices to and from peripheral settlements (eg rural areas),
- better alignment between where land use growth is occurring and where transport improvements are planned,
- availability and coverage of transport options such as public transport in response to car dominated travel,
- recognise and plan for mobility options that address a variety of trips and travel needs eg non CBD peak period trips and short local trips versus longer distance cross-region trips.

Opportunities

- Prioritising and implementing transport initiatives with planning to accommodate additional residential growth in high intensity centres and regional growth corridors. Provide opportunities for additional residential services close to services and facilities to allow segments of the population with limited mobility (eg the elderly) to maintain independent lives, creating liveable communities.
- Enriching lives by providing better access to live-work-play.
- Improving access between activities and services that people use as part of their lives.

5.4 Issue 6 – Integrate transport and land use

Current trends

The way transport and land use planning are undertaken is a major determinant of the efficiency, effectiveness, resilience, affordability and environment sustainability of the transport system. By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to facilitate an efficient transport and land use system. It can do this by:

- reducing the need to travel,
- reducing the length of journeys,

- providing a choice of travel modes,
- making it safer and easier for people to access services,
- reducing the adverse impacts of transport on communities and the natural environment,
- improving freight access to terminals and improving freight flows,
- enabling efficient distribution of goods and services to business and community,
- ensure flexibility to meet the demands of a changing economy and market conditions.

Integrating transport and land use planning lies at the heart of the Regional Growth Strategy and Regional Policy Statement, and to focus on accommodating growth primarily in a network of highly accessible centres, from the neighbourhood level up to the regional CBD.

Where we travel from and where we travel to in the region is largely determined by land use planning. Historical land use planning in the region has tended to reinforce patterns of transport demand that are heavily reliant on cars. Decisions on proposed land uses directly impact on transport and vice versa.

In rural areas with low populations and dispersed activities, it is more difficult to achieve the benefits of land use transport integration that exist for urban areas. Nevertheless, a contribution can be made through focusing growth in centres, and appropriate corridors where feasible.

The Growing Smarter report (2007) on the implementation of the Regional Growth Strategy (and the Regional Policy Statement) highlighted that a pattern of land use since their inception, was consistent with the intended spatial outcomes to a certain extent, but there was also a prevailing pattern of land use which was contrary to this, and which accordingly threatened the effectiveness of the transport strategy unless addressed. These contrary land use outcomes include:

- population growth outside the MUL is faster than that within,
- little significant residential intensification in centres other than the CBD,
- low density intensification in centres compromises achievement of public transport supportive densities,
- retail activity becoming more dispersed and less centres based, so is not supportive of growth in centres.
- community facilities (sports, health, education) not occurring in growth centres,
- very little comprehensive development taking place in centres,

- a looming shortage of industrial land in the region, not least due to commercial activity consuming suitable land.

Challenges for the region in achieving better integration between land use and transport include:

- improving public transport provision as a catalyst for intensive development,
- managing land use to more effectively support local access and public transport, by promoting and providing for appropriately located and designed land uses, and restricting inappropriate land uses,
- ensuring that the special needs of rural areas, with their low populations and dispersed activities, together with their contribution to the regional economy are sufficiently provided for.

Opportunities

This is central to the success of all areas of the strategy. This issue runs through all issues:

- to create liveable communities,
- to integrate good urban design principles into planning,
- to include more active lifestyles – walking and cycling as part of our everyday routine,
- to be able to access our day to day needs within our local communities,
- to have access to an efficient public transport system,
- the roading system that accommodates a number of user groups and hierarchies – streets for people, streets for moving goods, efficient public transport corridors and provides appropriate settings for these.

6 References

- NZ Urban Design Protocol MfE
- People, Places and Spaces MfE
- Auckland Regional Policy Statement

7 Appendix 1: Land use memo

Memorandum

To TDM Group

Copy to

From Roberta Robles

Date 14 October 2008

Notes on Land Use for inclusion in TDM Strategy 2009

Part 1 Introduction

- 1.1. **Purpose:** The purpose of this memo is to discuss land use policy policies for inclusion in the TDM Strategy 2009 which will feed into the RLTS 2009.

Much work has been undertaken on the Futures Land Use Scenarios work and a marked shift in direction has been given by ARC use Plan Change 6 as the basis of a preferred future land use scenario. However, it has been identified by both the TAC and the TDM Group that specific policies on the integration of land use and transport should be made in the RLTS 2009.

There is a plethora of research papers discussing the integration of land use and planning. This paper will briefly introduce land use integration, the New Zealand context, Plan Change 6 and make policy recommendations for the TDM Strategy and the RLTS 2009.

- 1.2. **Integrated land use principles:** Better integration between transport and land use planning has long been recognised as a key contributor to achieving a sustainable transport system.

LTNZ's Participation in Land use and Transport Planning Process (01/06) guidance describes the effects of land use patterns on the transport system:

- With increasing car ownership and improvements in the quality of the road network, there has been a trend for households and businesses to relocate away from town centres and inner suburbs to outer suburbs or rural locations.
- These dispersed patterns of land use lead to a shift towards road travel as the dominant mode and an increase in trip distances. This in turn leads to traffic loads increasing on key links and junctions in the road network, and pressure for further improvements to the road network.
- Overtime it becomes increasingly difficult for road controlling authorities to respond to the increase in demand for road travel due to the high costs of urban road schemes and the adverse social and environmental impacts of road building.
- Cumulatively these trends lead to the following consequences for the transport system:
 - increased reliance on single occupant motor vehicle trips, and increased vehicle kilometres,
 - growing congestion on road network, and increased journey times,
 - reduced ability for travel needs to be met by public transport and walking and cycling,
 - reduced accessibility for older people and others in society who do not have a car or are unable to use one,
 - ribbon and other dispersed development along arterial routes, with vehicles moving into and out of these developments, impeding the free flow of traffic, increasing the probability of crashes, and creating pressures for bypasses,
 - incompatible land use and transport development with, for example, residents in new housing estates built alongside arterial routes opposing further development of the routes because of concerns about traffic noise and other environmental impacts (reverse sensitivity).

Challenges

Traditionally transport authorities have responded to these trends by improving the overloaded links and junctions in the road network, building bypasses, and by providing increased subsidy levels for public transport. This has become known as the “predict and provide” approach. This approach is not sustainable in the long run because:

- Improvements in the road system reinforce the tendency for people and businesses to move further out from the centre, leading to further growth in traffic levels.
- Road controlling authorities are unable to create enough new road capacity to meet demand, as the financial, social and environmental costs of road building become untenable, especially in urban areas.
- Dispersed settlement patterns make it increasingly costly to provide public transport for people who are unable to use private cars.
- It becomes increasingly difficult for people to walk or cycle because of distances between trips origins and destinations, and the dominance of the motor vehicle in the use of the transport network.
- Dispersed land use patterns are difficult to reverse, which will present problems in the future when, for instance, fuel costs rise in real terms.

Understanding the challenges of land use and transport planning integration is important when considering the types of policies for inclusion in the Auckland TDM Strategy.

Existing tools

Since the RLTS 2005, tools have emerged to address the challenges faced including the New Zealand Urban Design Protocol and Integrated Transport Assessment guidance from ARTA and district plans. District plans have not been included in this analysis.

Integrated transport assessment

The ITA places particular emphasis on accessibility to land uses by all modes, as part of an integrated approach to planning and transport. In essence, the aim is to set out an approach that enables land use development and transport to be sustainable.

The outcome of the ITA is:

- to give clear direction to parties who are involved in development in the Auckland region of the transport and land use agency requirements to enable a comprehensive assessment of the transport consequences of developments,
- to provide all parties with as much information on the transport impacts of developments as reasonably possible.

The ITA framework will require consideration of:

- all modes of transport that would support the land use,
- location policy, ensuring specified development takes place in locations that support sustainable transport mode share,

- planning and development tools to facilitate sustainable transport,
- planning agreements to encourage uptake of sustainable transport options by residents, employers and visitors,
- parking standards in the relevant district plan with justification for the number of spaces proposed, so land is used efficiently and effectively,
- funding matters.

Urban design protocol

The Urban Design Protocol was adopted in 2005. Quality urban design is important for everybody because our lives are connected through our common built environment. The protocol identifies seven essential design qualities that together create quality urban design; context, character, choice, connections, creativity, custodianship, and collaboration. In particular quality urban design can:

- create safe, attractive and secure pathways and links between centres, landmarks and neighbourhoods,
- facilitates green networks that link public and private open space,
- places a high priority on walking, cycling and public transport modes,
- anticipates travel demands and provides a sustainable choice of integrated transport modes,
- improves accessibility to public services and facilities,
- treats streets and other thoroughfares as positive spaces with multiple functions,
- provides formal and informal opportunities for social and cultural interaction,
- facilitates access to services and efficient movements of goods and people,
- provides environments that encourage people to become more physically active.

1.3. Auckland growth

The Regional Growth Strategy 1998 has recently been evaluated, and confirmed that a compact urban form is an important tool in managing the region's growth. Updated technical information on population projections indicate that the capacity identified in the RGS to 2050 is likely to accommodate growth to 2035. The RLTS is a 30 year time period and will look out to 2039 at a minimum.

As a requirement of the Local Government Auckland Amendment Act (LGAAA), Change 6 to the ARPS introduced the growth concept and detail from the sector agreements regarding the form, location and sequencing of future growth. This is set out in Schedule 1 of Change 6 including the preferred growth areas and a timetable of the Metropolitan Urban Limit (MUL) and district plan changes to enable growth to be accommodated. The ARPS now contains the detail and capacity previously found in the sector agreements, plus the longer term direction and capacity found in the RGS.

Schedule 1 identifies approximately 80 specific areas such as Newmarket, Hingaia and Pukekohe as future growth areas, as well as identifying when district plans should be changed to enable development to occur. The location, form and sequencing of growth as set out in the RGS and sector agreements is through Change 6 and repeated in the ARPS. The land use identified in

Change 6 has been through the LGAAA process and has been included in the ARPS and district plans, and therefore has a good level of understanding and regional support.

Work has been underway to develop a preferred 2050 land use and transport network. This includes developing a number of scenarios for evaluation. The scenarios being developed all take the Change 6 land use as a base. The ARC is proceeding to review both the RPS and the RLTS together to develop a regional position with a primary objective of integrating land use and transport planning. The scenarios testing are unlikely to be completed to meet the timeframes for the RLTS and ARPS review.

The Auckland Regional Council Regional Strategy and Planning Committee (RSP), at its 3 October 2008 meeting, considered the issue of how the ARPS should handle spatial land use issues and resolved:

That in the review of the ARPS the committee supportsthe retention of Schedule 1 that identifies the location, form and sequencing of growth, subject to resolution of any appeals.

Proposed plan change 6 lists a total of 52 high density centres and corridors in Schedule 15:

- 1 CBD
- 10 sub regional centres (7 of which are on the proposed rapid transit network)
- 40 town centres (14 of which are on the rapid transit network);
- 1 corridor (Lincoln Road).

These places are identified as being the focus for future intensification. In addition to these locations, there are also 23 future urban areas defined that will contain centres as focal points for activities. There is some ambiguity regarding Schedule 15 and it is currently being refined for incorporation into the RLTS 2009 and the RPS. It is anticipated that work will continue to allocate the projected population amongst the various centres and corridors alongside appropriate transport infrastructure.

1.1 RLTS 2005 land use policies and RLTS 2009 suggested changes

RLTS 2005 Land use policies	Proposed RLTS 2009
1.2 Encourage organisations with responsibility for transport and land use decisions to act in an integrated manner and fully consider the wider impacts of their decisions.	Encourage collaborative regional planning that allows councils to work effectively to meet regional objectives. Guarantees political support for plans or processes that have been established using agreed processes, guidelines or principles.
3.1 Ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular travel.	Land uses that are potential major generators of travel demand are located in or near rail and other major public transport services – CBD, growth centres, corridors, town centres and brownfields take priority to out of town locations. Support the use of the ITA as a comprehensive review of all transport impacts from a structure plan, proposed plan change, a MUL shift or a major trip generating activity. It is expected that the ITA would be done at the beginning of the planning process and the findings of the assessment would be taken into consideration to identify and inform any actions required to avoid, remedy or mitigate

	adverse effects of the development proposal on the transport system.
3.1.1 Give priority to transport investments and network improvements which give effect to the growth concepts of the Regional Growth Strategy and the Regional Policy Statement as required by the Local Government (Auckland) Amendment Act 2004. (Transit, TAs, ARTA, OnTrack, Land Transport NZ).	<p>Prioritise funding for infrastructure to support intensification and efficient new urban areas.</p> <p>Prioritise redevelopment of brownfields over greenfields.</p> <p>Explore methods for streamlining the district plan change process for growth centres to enable rapid growth near transit hubs.</p>
3.1.2 Wherever possible, programme transport investment to fit with the growth sequencing identified in the Regional Policy Statement (Transit, TAs, OnTrack, ARTA).	<p>Support the use of Plan change 6 as the basis for co-ordinating growth sequencing.</p> <p>Sites released for development are well related to existing development, do not sever strategic routes, and the phasing of the release of sites is co-ordinated with public transport improvements.</p> <p>Use land use planning tools in co-ordination with strategic investment of transportation infrastructure funding to improve the quality of life in Auckland's urban environment, while making it possible for Auckland to absorb the significant population growth expected to occur.</p> <p>Strongly encourage planning for urban growth management to adapt to a range of futures and / or unforeseen events.</p> <p>Urban development in new areas is planned around public transport and infrastructure, with the provision of suitable routes for buses to serve newly developed areas, and safe, convenient routes for walking and cycling.</p>
3.1.3 Support the Regional Growth Strategy and Regional Policy Statement emphasis on focusing intensification in locations with existing or potential transport characteristics that support higher intensity and mixed land use activities. These include locations where:	<p>See item 3.1.</p> <p>Community facilities and essential services are located so access is safe, easy and encourages increased levels of walking, cycling and public transport.</p> <p>Developments do not compromise the functionality, focus and form (such as that set out in RARP) of the road hierarchy through future pressure for local traffic accesses, crossings or environmental restrictions. Support the use of the RARP to guide this policy.</p> <p>Audit district plans and rules for performance and LGAAA compliance.</p>
<ul style="list-style-type: none"> • Good connections exist or can be established within the high density centres and corridors for all transport modes, including walking and cycling. • Strong public transport links exist or can be established with neighbouring high density centres and corridors, the CBD and key employment centres. • There is good "permeability" (connections between high density centres and corridors and its surrounding area) or where good permeability can be established. • Good connections exist or can be established between high-density centres and corridors and other parts of 	

<p>the region. (Regional Growth Forum, ARC, TAs).</p>	
<p>3.1.7 Ensure that good urban design is included in the planning and implementation of new transport projects or redevelopment of existing transport infrastructure. This should include consideration of noise/vibration, the built environment, public space and access for people with disabilities. (TAs)</p>	<p>Encourage quality urban connections that:</p> <ul style="list-style-type: none"> ● create safe, attractive and secure pathways and links between centres, landmarks and neighbourhoods, ● facilitates green networks that link public and private open space, ● places a high priority on walking, cycling and public transport modes, ● anticipates travel demands and provides a sustainable choice of integrated transport modes, ● improves accessibility to public services and facilities, ● treats streets and other thoroughfares as positive spaces with multiple functions, ● provides formal and informal opportunities for social and cultural interaction, ● facilitates access to services and efficient movements of goods and people, ● provides environments that encourage people to become more physically active.
<p>3.1.8 In preparing district plans and in considering development and redevelopment proposals, consider the documents "Passenger Transport Supportive Land Use Guidelines" (June 1995). "People, Places and Spaces: a design guide for urban New Zealand" (Ministry for the Environment March 2002); the New Zealand Urban Design Protocol (Ministry for the Environment 2004); the Urban Area Intensification and Structure Planning regional practice guides, (both 2000); Crime Prevention Through Environmental Design; and relevant local authority urban design guides and provisions that ensure land use and transport systems are mutually supportive. (TAs)</p>	<p>OK - may be other documents to add from TP7.</p>
<p>3.1.9 Encourage, through district plans and long term plans, "transit orientated developments" (TOD), which include a mixture of land uses which decreases the need for vehicle travel and increases community benefits, including removing barriers to working from home. (TAs)</p>	<p>OK.</p> <p>Developer contributions and financial contributions (as documented in the RMA) are obtained and used to deal with adverse impacts of the transport system.</p>
<p>3.1.10 Encourage the investigation of a regional land use development agency or agencies to support "transit orientated development" (TOD) within identified centres and on rapid transit corridors (ARC, TAs).</p>	<p>OK.</p>
<p>3.1.12 Promote commercial and public awareness of the opportunities of private sector involvement in public facilities while developing or redeveloping key sites in transport corridors and growth nodes (ARC, TAs, ARTA).</p>	<p>Support intensification and development opportunities as a catalyst to bring together resources to achieve a diverse sustainable community with healthy neighbourhoods, a vibrant central city, a strong regional economy and quality jobs and housing for all. This may be through a</p>

	regional development agency or other Public Private Partnerships.
4.4.6 Plan for the needs of walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment proposals. (TAs)	Require walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment proposals.
4.5.5 Consider the needs of cycling in the design and assessment of new subdivisions and major redevelopment proposals. (TAs)	Require the consideration of the regional cycle network and local walking and cycling strategies in the design and assessment of new subdivisions and major redevelopment proposals.
	Developments generating substantial freight movements that require minimal public access, such as industrial or warehouse developments, are located away from congested central areas and residential areas, and have adequate access to the established network. Opportunities for rail and port connections for new and existing freight generating businesses are provided and maintained.
	Develop tools to calculate a "climate impact" for proposed land use actions and the associated trip generation rates.
	Develop tools at the regional level to monitor and assess the cumulative traffic impacts under the RMA context.

8 Appendix 2 – Urban Design Paper

Draft Urban Design Review Discussion Paper

November 2008

1.0 Introduction

The purpose of this paper is to review the Urban Design Protocol, Regional Land Transport Strategy 2005 (RLTS), and the ARC paper and identify any areas for change associated with urban design policy. The paper will provide a critique of RLTS 2005 land use policies and recommend changes for the RLTS 2009.

1.1 Background

1.2 Urban Design Protocol 2005

The New Zealand Urban Design Protocol (the Protocol) was launched in Wellington on the 8 March 2005. The Protocol provides a platform to make New Zealand towns and cities more successful through quality urban design.

The Protocol identifies seven essential design qualities that together create quality urban design. These are:

- Context: Ensuring that buildings, places and spaces are part of the whole town or city.
- Character: Reflecting and enhancing the distinctive character, heritage and identity of our urban environment.
- Choice: Ensuring diversity and choice for people.
- Connections: Enhancing how different networks link together for people.
- Creativity: Encouraging innovative and imaginative solutions.
- Custodianship: Ensuring design is environmentally sustainable, safe and healthy.
- Collaboration: Communicating and sharing knowledge across sectors, professions and with communities.

In particular, quality urban design defines connections that:

- create safe, attractive and secure pathways and links between centres, landmarks and neighbourhoods,
- facilitates green networks that link public and private open space,
- places a high priority on walking, cycling and public transport modes,
- anticipates travel demands and provides a sustainable choice of integrated transport modes,
- improves accessibility to public services and facilities,
- treats streets and other thoroughfares as positive spaces with multiple functions,
- provides formal and informal opportunities for social and cultural interaction,

- facilitates access to services and efficient movements of goods and people,
- provides environments that encourage people to become more physically active.

As a signatory to the Protocol the ARC was required to complete an Action Plan by 8 September 2005 (refer Appendix 1). This document outlines the ARC's future commitment and contribution to the implementation of the Protocol. One of the actions proposed by the Council was:

Action

19	Complete the Regional Land Transport Strategy and promote its implementation, including policies that seek to integrate land use and transport (3.1.2) and promote good design and urban amenity (3.1.6/7/8, 4.3.4), and provide for walking, cycling and passenger transport in the planning of new subdivisions and major redevelopment proposals.
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Anticipated aims and benefits

Ensures that the region's primary transport planning document sets a framework for and encourages good urban design

The above action is therefore, relevant to the review of the RLTS 2005 land use policies and the proposed RLTS 2009 land use policies. It is noted that policy 4.3.4 is absent from the RLTS 2005.

1.3 ARLTS 2005

The RLTS Strategy 2005 outlines a number of land use policies to achieve integration between land use and transport (refer Appendix 2). It is noted that prior to this strategy coming into effect in November 2005, the New Zealand Urban Design Protocol was released to which the ARC became a signatory and an action plan was prepared.

In the Action Plan, Action 19 identifies specific policies that should be included in the RLTS to address urban design issues. It is proposed that this paper will review these specific policies and other relevant policies, with regard to the RLTS Strategy 2005 and the proposed RLTS 2009.

1.4 ARC Paper

A background paper has been prepared by the ARC on land use for inclusion in the TDM Strategy 2009. The purpose of the paper was to discuss land use policies for inclusion in the TDM Strategy 2009 which will feed into the RLTS 2009. It notes that it has already been identified by both TAC and The TDM group, that specific policies on the integration of land use and transport should be made in the RLTS 2009.

The paper briefly introduces land use integration within the New Zealand context, Regional initiatives (including Plan Change 6) and makes policy recommendations for the Auckland RLTS 2009 and Auckland TDM Strategy. The paper reviews the RLTS 2005 land use policies and suggests changes for the Proposed RLTS 2009 land use policies (refer Appendix 2). Part of the purpose of this paper is to review the suggested changes to the RLTS 2005 land use policies having regard to urban design policy.

2.0 RLTS 2009 recommended changes

Appendix 2 outlines the recommended changes for the proposed RLTS 2009 land use policies.

Where the LTS 2005 policies were considered to be adequate they have remain unchanged. It is noted that in the Proposed RLTS 2009 suggested changes some policies have been expanded, for example, policies 3.1 and 3.1.12 which has resulted in a loss of clarity and

direction. While in other cases the proposed expanded policy, for example, policy 3.1.2 has been adequately covered by policy 3.1.3.

It is recommended that policy 3.1.3, remain unchanged as it addresses fundamental principles of urban design, such as connectivity and permeability which are vital to achieving quality urban design as identified in the urban design protocol. By addressing these principles access to community facilities and essential services will be achieved. In addition, local access to regional arterials with a community emphasis will be maintained.

It would appear that some policies have been omitted from the Proposed RLTS 2009 suggested changes and it is unclear whether this is intentional.

However, it is considered that these policies, such as policy 3.1.6 are important as they address those fundamental principles of urban design which include connectivity and permeability that are vital to achieving quality urban design. Similarly, the policies contained in section 4.4 that relate to walking and section 4.5 that relate to cycling reinforce these fundamental design principles and should therefore be retained. It is noted that in some cases the walking and cycling policies have been combined in the suggested changes, however as noted above this has resulted in a more diluted policy and loss of direction.

In terms of the policies that follow subsection 4.5.5, these do not appear to bear any direct relation to urban design. However, it should be noted that many of the TA's have already developed parking strategies for their town centres and many are in the process of reviewing them. Therefore, rather than implementing a regional parking strategy, it may be more appropriate to require TA's to provide parking strategies that minimise dependence on the private car. With respect to final policy it is considered that this is adequately covered by the RLTS 2005 policy 3.1.7.

3.0 Conclusion

In conclusion, a desktop review was undertaken of the Urban Design Protocol, Regional Land Transport Strategy 2005 (RLTS), and the ARC paper to identify any areas for change associated with urban design policy. The review findings show that the RLTS 2005 policies adequately address urban design policy. Therefore, it was recommended that they remain unchanged except for minor alteration and additions.

Where it had been suggested that the policy be changed and expanded this often resulted in a more diluted policy that lacked clarity and direction. While in some cases the existing policy adequately covered what was proposed and reinforced key urban design principles.

In some cases, existing policy has been omitted which reinforced urban design principles. This was most notable in the walking and cycling sections. It was recommended that these policies be retained to reinforce those urban design principles that are vital to achieving quality urban design as identified in the Urban Design Protocol.

References

Auckland Regional Land Transport Strategy November 2005

ARC: Notes on Land Use for inclusion in TDM Strategy October 2009

Urban Design Protocol March 2005.

APPENDIX 1

ARC Action Plan – August 2005

1. Commitment: Champion Urban Design and Raise Awareness					
	Actions	Timeframe for delivery	Key ARC Contact	Partners	Anticipated aims and benefits
1.	Programme of internal presentations to ARC staff to raise awareness more generally of urban design and the role of the Council.	Ongoing	Brenna Waghorn	ARC	Greater awareness and understanding; cultural change.
2.	Appoint an Urban Design Champion at a senior influential level to promote and champion high quality urban design across the council and in the region.	Sept 05	Chair of Regional Strategy and Planning Committee and General Manager Policy and Planning (to be appointed).	ARC	Ensure urban design considerations are central to council decision making; raise awareness of ARC's role and influence; integrate outcomes; and champion urban design in the region.
3.	Include urban design as a category in the ARC Environment Awards in 2005, as a pilot.	Mid 05	Helen Whitehead	ARC	Increase public awareness of urban design and ARC's support for good urban design; showcase good design; pilot awards category.
4.	Support the development of regional and/or national urban design awards/forums for recognition in partnership with relevant organisations.	05-07	Brenna Waghorn	All Auckland councils, business, developers, professional institutes (NZIA, Master Builders etc)	As above but potential for wider public education and development sector buy-in.

Commitment: Achieve a compact, well designed and sustainable urban form through our own practices and policies

Strategy and Policy, Decision making, Integrating Management, Building Capacity

	Actions	Timeframe for delivery	Key ARC Contact	Partners	Anticipated aims and benefits
5.	Carry out an internal audit of ARC programmes and processes to identify opportunities and implications for urban design and the implementation of the Regional Growth Strategy.	05 - 07	Fiona Knox	ARC	Ensure the ARC's processes support and encourage good urban design; highlight and address conflicts between outcomes; better understand how each area contributes to good urban design.
6.	Complete changes to the Regional Policy Statement which include more specific reference and guidance on urban design.	05 - 07	Noel Reardon	ARC	Ensures that the region's strategic planning document sets a framework for and encourages good urban design.
7.	Investigate the potential of a Regional Development Corporation to assist with the implementation of the Regional Growth Strategy including achieving quality urban design.	05 -07	Fiona Knox, Alan Johnson	ARC	Understand and encourage other tools that may be available to achieve a range of ARC outcomes including urban design.
8.	Investigate the role and potential of a Regional Urban Design Panel (and support development of urban design panels in the Region – RPS method, Change 6).	05 - 07	Brenna Waghorn	ARC, local councils, Property Council, NZIA	Understand and encourage other tools that may be available to achieve a range of ARC outcomes including urban design.
9.	Build internal capacity to increase the ARC's urban design expertise and input to structure planning, catchment management planning, and local plan changes, etc.	05-06	Noel Reardon, Hugh Jarvis	ARC	Ensure urban design expertise to strengthen input to structure planning and advocate for quality urban design.
10.	Review the Structure Planning Guidelines and Catchment Management Guidelines to ensure that the principles of urban design are taken into account.	05-07	Noel Reardon	ARC, local councils	Provide improved guidance to local councils.

	Actions	Timeframe for delivery	Key ARC Contact	Partners	Anticipated aims and benefits
11.	Explore the synergies between low impact urban design and urban design (as defined in the Protocol) and promote consistent and complimentary messages in regard to the implementation of the Regional Growth Strategy.	Ongoing	Stormwater Action Team, Policy Implementation Team, CR.	ARC	Ensures that the ARC is promoting consistent and overarching messages that achieve a range of ARC outcomes for the environment and urban form.
12.	Encourage subsidiaries of the ARC (eg ARTA) to become signatories to the NZ Urban Design Protocol.	05-06	Urban Design Champion.	Council subsidiaries	ARC subsidiaries play an important role in implementing the RGS and RLTS and make key decisions about infrastructure development. Ensures that the ARC is promoting consistent messages and supports quality urban design not just at the policy level but where projects are defined.
13.	Commit to achieving high quality urban design in all ARC projects, whether directly or indirectly managed, by ensuring specialist urban design advice is included at the design formulation through to construction stage.	Ongoing	Urban Design Champion.	Council Executive Team	Demonstrates good urban design.
14.	Implement the regional parks concept plans and infrastructure development programmes in regional parks, which incorporate urban design principles and CPTED principles.	Ongoing	Lance Vervoort (sic)	ARC	Demonstrates good urban design.
15.	Protect and enhance natural and cultural heritage in the regional parks.	Ongoing	Graeme Murdoch; Lance Vervoort (sic)	ARC	ARC demonstrates heritage protection.
16.	Complete review of the visual protection provisions for the volcanic cones (proposed changes to RPS).	05-06	James Fuller (sic)	ARC	Protects views of volcanic cones, significant landforms and identity in the Auckland Region.

Commitment: Achieve a compact, well designed and sustainable urban form through our collaboration with partners

Advocacy, Research, Information sharing

	Actions	Timeframe for delivery	Key ARC Contact	Partners	Anticipated aims and benefits
17.	Advocate for changes to the NZ Building Code to improve the livability and, in particular, the quality of the design and construction of intensive residential development, and encourage sustainable building.	05-07	Brenna Waghorn	Department of Building and Housing, All Auckland councils, development industry, professional organisations.	Construction standards are set in the building code, which is currently under review. Ensure that the adequacy of the BC for intensive development is addressed.
18.	Promote the implementation of low impact design guidelines through education, research and collaboration (ie conduct forums and workshops, identify barriers, and work with local authorities on the application of low impact design in their growth areas).	05-06	Stormwater Action Team	ARC, local councils. Auckland University, Landcare Research.	Increase the awareness and application of low impact design principles.
19.	Complete the Regional Land Transport Strategy and promote its implementation, including policies that seek to integrate land use and transport (3.1.2) and promote good design and urban amenity (3.1.6/7/8, 4.3.4) and provide for walking, cycling and passenger transport in the planning of new subdivisions and major redevelopment proposals.	05-07	Don Houghton	ARC, Regional Land Transport Committee, ARTA' local councils	Ensures that the region's key transport planning document sets a framework for and encourages good urban design.
20.	Promote environmentally sustainable design and sustainable building through support for the sustainable public buildings project (that seeks to get public sector commitment to sustainable building by 2007), and private sector initiatives such as the Sustainable Buildings Cluster and establishment of the NZ Green Building Council.	05 - 07	Jane Puddephatt, Jo Mackay, Brenna Waghorn	All Auckland councils, Govt Agencies, NGOs and industry.	The public sector demonstrates sustainable building helping to mainstream the tools and techniques and promote wider buy-in across the development sector.

	Actions	Timeframe for delivery	Key ARC Contact	Partners	Anticipated aims and benefits
21.	Continue to collaborate on urban policy research, urban design guidance and best practice, case studies, training, public education and communication strategies, to support the implementation of the RGS and promote quality urban design and development, by sharing ideas and information and discussing potential projects with appropriate partners.	Ongoing	Regional Development Team	ARC, local councils, central government business, professional organisations, NGOs, academic institutions.	Encourages efficient use of public funds; avoids duplication of efforts; builds on existing partnerships; encourages growing consistency of approaches and knowledge across the region; keeps the momentum going.

APPENDIX 2

RLTS Policies

RLTS 2005 Land use policies	Proposed RLTS 2009	Recommended RLTS 2009
1.2 Encourage organisations with responsibility for transport and land use decisions to act in an integrated manner and fully consider the wider impacts of their decisions.	Encourage collaborative regional planning that enables councils and other agencies and organisations to work collaboratively to meet regional objectives.	Encourage organisations with responsibility for transport and land use decisions to act in an integrated manner and fully consider the wider impacts of their decisions.
3.1 Ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular travel.	<p>Land uses that are potential major generators of movement of people are located in or near Rapid Transit Network or Quality Transit Network.</p> <p>The CBD, a major traffic generating activity, growth centres, corridors, town centres are preferred to out of centre out of town locations.</p> <p>Support the use of the ITA as a comprehensive review of all transport impacts from a Structure Plan, proposed Plan Change, a MUL shift or a major trip generating activity. It is expected that the ITA would be undertaken at the beginning of the planning process and the findings of the assessment would be taken into consideration to identify and inform any actions required to avoid, remedy or mitigate adverse effects of the development proposal on the transport system.</p>	Ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular travel.
3.1.1 Give priority to transport investments and network improvements which give effect to the growth concept of the Regional Growth Strategy and the Regional Policy Statement as required by the Local Government (Auckland) Amendment Act 2004. (Transit, TAs, ARTA, OnTrack, Land Transport NZ).	<p>Prioritise funding for infrastructure to redevelop and support intensification of urban areas in accordance with the Regional Policy Statement (including Plan Change 6).</p> <p>Explore methods for streamlining the district plan change process for growth centres to enable higher density developments near rapid transit centres.</p>	<p>Give priority to transport investments and network improvements which give effect to the growth concept of the Regional Growth Strategy and the Regional Policy Statement (including plan change 6) as required by the local government (Auckland) Amendment Act 2004. (Transit, TAs, ARTA, OnTrack, Land Transport NZ).</p> <p>Ensure new transport infrastructure is consistent with the regions urban design principles as set out in the Regional Policy Statement.</p>
3.1.2 Wherever possible, programme transport investments to fit with the growth sequencing identified in the Regional Policy Statement. (Transit, TAs, OnTrack, ARTA)	Wherever possible, programme transport investment to fit with the growth sequencing identified in the Regional Policy Statement. Greenfield sites released for	Wherever possible, programme transport investment to fit with the growth sequencing identified in the Regional Policy Statement. (Transit TAs,

	<p>development are well related to existing development, do not sever strategic routes, and the phasing of the release is co-ordinated with public transport improvements.</p> <p>Use land use planning tools in coordination with strategic investment of transportation infrastructure funding to improve the quality of life in Auckland's urban environment, while making it possible for Auckland to absorb the significant population growth expected to occur.</p> <p>Strongly encourage planning for urban growth management to adapt to a range of futures and/or unforeseen events. (Note: need to insert lifelines policies in existing RLTS)</p> <p>Urban development in new areas is planned around public transport and other transport infrastructure, with the provision of suitable routes for buses to serve newly developed or redeveloped areas, and safe, convenient routes for walking and cycling.</p>	OnTrack, ARTA)
<p>3.1.3 Support the Regional Growth Strategy and Regional Policy Statement emphasis on focusing intensification in locations with existing or potential transport characteristics that support higher intensity and mixed land use activities. These include locations where:</p> <ul style="list-style-type: none"> • Good connections exist or can be established within the high density centres and corridors for all transport modes, including walking and cycling. • Strong public transport links exist or can be established with neighbouring high density centres and corridors, the CBD and key employment centres. • There is good "permeability" (connections between high density centres and corridors and its surrounding area) or where good permeability can be established. • Good connections exist or can be established between high density centres and corridors and other parts of the region. (Regional 	<p>See item 3.1.</p> <p>Appropriate community facilities and essential services are located so access is safe, easy and encourages increased levels of walking, cycling and public transport.</p> <p>Developments do not compromise the functionality, focus and form (such as that set out in RARP) of the road hierarchy through future pressure for local traffic accesses, crossings or environmental restrictions. Support the use of the RARP to guide this policy. Note: The RARP identifies some regional arterials have a community emphasis and therefore local access is important and needs to be considered.</p> <p>Audit district plans and rules for performance and LGAAA compliance.</p>	<p>Support the Regional Growth Strategy and Regional Policy Statement emphasis on focusing intensification in locations with existing or potential transport characteristics that support higher intensity and mixed land use activities. These include locations where:</p> <ul style="list-style-type: none"> • Good connections exist or can be established within the high density centres and corridors for all transport modes, including walking and cycling. • Strong public transport links exist or can be established with neighbouring high density centres and corridors, the CBD and key employment centres. • There is good "permeability" (connections between high density centres and corridors and its

Growth Forum, ARC, TAs)		<p>surrounding area) or where good permeability can be established.</p> <ul style="list-style-type: none"> • Good connections exist or can be established between high-density centres and corridors and other parts of the region. (Regional Growth Forum, ARC, TAs)
3.1.6 Design transport connections within high density centres and corridors to give priority to supporting pedestrians, cyclists and public transport and to enable improved urban amenity and land use integration, rather than to provide for the free flow of vehicle traffic. (ARTA, TAs, Transit NZ, OnTrack)		Design transport connections within high density within high density centres and corridors to give priority to supporting pedestrians, cyclists and public transport and to enable improved urban amenity and land use integration, rather than to provide for the free flow of vehicle traffic. (ARTA, TAs, Transit NZ, OnTrack)
3.1.7 Ensure that good urban design is included in the planning and implementation of new transport projects or redevelopment of existing transport infrastructure. This should include consideration of noise and vibration, the built environment, public space and access for people with disabilities (TAs).	Ensure that good urban design is included in the planning and implementation of new transport projects or redevelopment of existing transport infrastructure. This should include consideration of noise/vibration, the built environment, public space and access for people with disabilities (TAs).	Ensure that good urban design is included in the planning and implementation of new transport projects or redevelopment of existing transport infrastructure. This should include consideration of noise and vibration, the built environment, public space and access for people with disabilities. (TAs)
3.1.8 In preparing district plans and in considering development and redevelopment proposals, consider the documents "Passenger Transport Supportive Land Use Guidelines" (June 1995); "People, Places and Spaces: a design guide for urban New Zealand" (Ministry for the Environment in March 2002); the New Zealand Urban Design Protocol (Ministry for the Environment 2005); the Urban Area Intensification and Structure Planning regional practice guides, (both 2000); Crime Prevention Through Environmental Design; and relevant local authority urban design guides and provisions that ensure land use and transport systems are mutually supportive. (TAs)	OK – may be other documents to add from TP7. For example, The Accessible journey, health impact assessments, etc.	In preparing district plans and in considering development and redevelopment proposals, consider the documents "Passenger Transport Supportive Land Use Guidelines" (June 1995); "People, Places and Spaces: a design guide for urban New Zealand" (Ministry for the Environment March 2002); the New Zealand Urban Design Protocol (Ministry for the Environment 2005); the Urban Area Intensification and Structure Planning regional practice guides, (both 2000); Crime Prevention Through Environmental Design; and relevant local authority urban design guides and provisions that ensure land use and transport systems are mutually supportive. (TAs)
3.1.9 Encourage, through investigation of a regional land use development agency or agencies	OK	Encourage the investigation of a regional land use development agency or agencies to support

to support “transit orientated development” (TOD) within identified centres and on rapid transit corridors. (ARC, TAs)		“transit orientated development” (TOD) within identified centres and on rapid transit corridors. (ARC, TAs)
3.1.12 Promote commercial and public awareness of the opportunities of private sector involvement in public facilities while developing or redeveloping key sites in transport corridors and growth nodes. (ARC, TAs, ARTA)	Support intensification and redevelopment opportunities as a catalyst to bring together resources to achieve a diverse sustainable community with healthy neighbourhoods, a vibrant central city, intensive growth nodes and growth corridors, a strong regional economy and quality jobs and housing for all. This may be through a regional development agency or other Public Private Partnerships.	Promote commercial and public awareness of the opportunities of private sector involvement in public facilities while developing or redeveloping key sites in transport corridors and growth nodes. (ARC, TAs, ARTA).
3.2.1 Improve walking, cycling and public transport networks through the policies outlined in sections 4.2, 4.3 and 4.4. (Transit, TAs, ARTA)		Improve walking, cycling and public transport networks through the policies outlined in sections 4.2, 4.3 and 4.4. (Transit, TAs, ARTA)
4.4 Provide additional infrastructure to improve conditions for walking.		Provide additional infrastructure to improve conditions for walking.
4.4.1 Incorporate national guidelines and standards for walking into transport planning, design and management activities. (Transit, OnTrack, TAs)		Incorporate national guidelines and standards for walking into transport planning, design and management activities. (Transit, OnTrack, TAs)
4.4.2 Implement improvements to safety and access for walkers and support initiatives to increase the use of walking. (Transit, OnTrack, TAs)		Implement improvements to safety and access for walkers, and support initiatives to increase the use of walking. (Transit, OnTrack, TAs)
4.4.3 Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for walkers and local communities. (TAs)		Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for walkers and local communities. (TAs)
4.4.4 Recognise that urban road corridors are public places and that amenity needs to be protected through appropriate urban design. (TAs)		Recognise that urban road corridors are public places and that amenity needs to be protected through appropriate urban design. (TAs)
4.4.5 Promote walking in the context of improved safety through a comprehensive assessment of safety and security impacts, and the implementation of appropriate infrastructure to both encourage walking and ensure the safety and security of users. (Transit, OnTrack, TAs)		Promote walking in the context of improved safety through a comprehensive assessment of safety and security impacts, and the implementation of appropriate infrastructure to both encourage walking and ensure the safety and security of users. (Transit, OnTrack, TAs)
4.4.6 Plan for the needs of walking and pedestrian amenity in the design and assessment of new subdivision and major	Require walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment	Plan for the needs of walking and pedestrian amenity in the design and assessment of new subdivisions and major

redevelopment proposals. (TAs)	proposals.	redevelopment proposals. (TAs)
4.4.6 Plan for the needs of walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment proposals. (TAs)	Require walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment proposals.	Plan for the needs of walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment proposals. (TAs)
4.4.7 Ensure that direct, attractive and safe walking routes are available to public transport stops. (TAs, OnTrack, ARTA)		Ensure that direct, attractive and safe walking routes are available to public transport stops. (TAs, OnTrack, ARTA)
4.4.8 Plan for and protect the ability to provide for additional pedestrian connections throughout the region, where required. (ARTA, Transit, OnTrack and TAs)		Plan for and protect the ability to provide for additional pedestrian connections throughout the region, where required. (ARTA, Transit, OnTrack and TAs)
4.5 Provide additional infrastructure to improve conditions for cycling.		Provide additional infrastructure to improve conditions for cycling.
4.5.1 Incorporate national guidelines and standards for cycling into transport planning, design and management activities. (Transit, OnTrack, TAs)		Incorporate national guidelines and standards for cycling into transport planning, design and management activities. (Transit, OnTrack, TAs)
4.5.2 Develop and implement a regional cycle network that is well connected across the region. (TAs, OnTrack, ARTA)		Develop and implement a regional cycle network that is well connected across the region. (TAs, OnTrack, ARTA)
4.5.3 Implement improvements to safety and access for cyclists, and support initiatives to increase the use of cycling. (Transit, OnTrack, TAs)		Implement improvements to safety and access for cyclists, and support initiatives to increase the use of cycling. (Transit, OnTrack, TAs)
4.5.4 Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for cyclists. (TAs)		Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for cyclists. (TAs)
4.5.6 Ensure that direct, attractive and safe cycling routes are available to major public transport stops and ferry terminals. (OnTrack, TAs, ARTA)		Ensure that direct, attractive and safe cycling routes are available to major public transport stops and ferry terminals. (OnTrack, TAs, ARTA)
4.5.7 Plan for and protect the ability to provide for additional cycling connections throughout the region. (ARTA, OnTrack, Transit and TAs)		Plan for and protect the ability to provide for additional cycling connections throughout the region. (ARTA, OnTrack, Transit and TAs)
4.5.8 Plan for cycling in ways that encompass the “whole journey” concept including: <ul style="list-style-type: none"> ● infrastructure treatments, ● safety at and across intersections, ● secure bike facilities, ● Connection to activity centres. (ARTA, OnTrack, Transit and TAs)		Plan for cycling in ways that encompass the “whole of journey” concept including: <ul style="list-style-type: none"> ● infrastructure treatments, ● safety at and across intersections, ● secure bike facilities, ● Connection to activity centres. (ARTA, OnTrack, Transit and TAs)
4.5.9 Ensure that needs of different		Ensure that needs of different

cyclists – including recreational cyclists, fitness cyclists and children are considered in the design of infrastructure. (TAs)		cyclists – including recreational cyclists, fitness cyclists and children – are considered in the design of infrastructure. (TAs)
4.5.10 Plan and provide for safe and effective cycle facilities in local road corridor. (TAs, ARTA)	<p>Developments generating substantial freight movements that require minimal public access, such as industrial or warehouse developments are located away from congested central areas and residential areas, and have adequate access to the state highway network or other freight routes.</p> <p>Opportunities for rail and port connections for new and existing freight generating businesses are provided and maintained.</p>	Plan and provide for safe and effective cycle facilities in local road corridor. (TAs, ARTA)
	Develop tools at the regional level to monitor and assess the cumulative traffic impacts under the RMA context.	
	Implement a regional parking strategy which encourages greater use of passenger transport, ride sharing, walking and cycling rather than single occupant vehicle trips. This is particularly focussed on town centres and growth corridors with high frequency of passenger transport services in order to achieve the required level of density in those growth areas.	
	Ensure that transport in growth centres and growth corridors contributes to a high level of amenity in terms of health, safety, air quality and noise so that the required level of density can be achieved without compromising on the quality of life for those living and working in those growth areas.	

9 Appendix 3 – Critique of Policies in the RLTS 2005 and RLTS 2009 Draft

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2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
1.2 Encourage organisations with responsibility for transport and land use decisions to act in an integrated manner and, fully consider the wider impacts of their decisions.	Encourage collaborative regional planning that enables councils and other agencies and organisations to work collaboratively to meet regional objectives.	Parties working together for common goals.	There are two principles here: <ul style="list-style-type: none"> • working together co-operatively (collaborate), • work in combination (ie integrated work and result). These should be part of a section on general principles and understandings between parties (sort of like a MoU).	Organisations with responsibilities for transport and land use decisions shall act collaboratively to produce integrated responses to meet the objectives of the RLTS. Doesn't need to sit in the land use section (advocacy and principles of working together).
Policy 3 Manage Travel Demand				
3.1 Ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular traffic.	Land uses that are potential major generators of movement of people are located in or near Rapid Transit Network or Quality Transit Network. The CBD, a major traffic generating activity, Growth centres, corridors, town centres are preferred to out of centre out of town locations. Support the use of the ITA as a comprehensive review of all transport impacts from a Structure Plan, proposed Plan Change, a MUL shift or a major trip generating activity. It is expected that the ITA would be	Land use and transport mutually supportive and integrated.	Suggest taking off the recognition of the importance of design for cycling, walking and public transport as these seem to be tacked on the end of this policy, it is covered by other policies.	Ensure that land use development and the transport system are integrated and mutually supportive.

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
	undertaken at the beginning of the planning process and the findings of the assessment would be taken into consideration to identify and inform any actions required to avoid, remedy or mitigate adverse effects of the development proposal on the transport system.			
3.1.1 Give priority to transport investments and network improvements which give effect to the growth concept of the Regional Growth Strategy and the Regional Policy Statement as required by the Local Government (Auckland) Amendment Act 2004. (Transit, TAs, ARTA, OnTrack, Land Transport NZ)	<p>Prioritise funding for infrastructure to redevelop and support intensification of urban areas in accordance with the Regional Policy Statement (including Plan Change 6).</p> <p>Explore methods for streamlining the district plan change process for growth centres to enable higher density developments near rapid transit centres.</p>	Transport projects to give effect to the growth concept.	This is a specific suggestion as to giving effect to the growth concept, there are three policies that all talk about the same thing (giving effect to the growth concept); Suggest that they should be rolled into one with an explanation that makes sure that the important individual points are covered.	<p>Aligning transport priorities to give effect to the growth strategy</p> <p>Explanation to include points about detail in RPS:</p> <ul style="list-style-type: none"> • Centres first • Corridors • Business areas • Reducing the need for local trips/centres/intensification/policy/TODs.
3.1.2 Wherever possible, programme transport investment to fit with the growth sequencing identified in the Regional Policy Statement. (Transit, TAs, OnTrack, ARTA).	<p>Wherever possible, programme transport investment to fit with the growth sequencing identified in the Regional Policy Statement.</p> <p>Greenfield sites released for development is well related to existing development do not sever strategic routes, and the phasing of the release is co-ordinated with public transport improvements.</p> <p>Use land use planning tools in co-</p>	Transport projects to give effect to the growth concept.	As above, this is part of the explanation.	<p>Aligning transport priorities to give effect to the growth strategy.</p> <p>Explanation to include points about detail in RPS:</p> <ul style="list-style-type: none"> • Centres first • Corridors • Business areas • Reducing the need for local trips/centres/intensification/

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
	<p>ordination with strategic investment of transportation infrastructure funding to improve the quality of life in Auckland's urban environment, while making it possible for Auckland to absorb the significant population growth expected to occur.</p> <p>Strongly encourage planning for urban growth management to adapt to a range of futures and/or unforeseen events. (Note: Need to insert lifelines policies in existing RLTS)</p> <p>Urban development in new areas is planned around public transport and other transport infrastructure, with the provision of suitable routes for buses to serve newly developed or redeveloped areas, and safe, convenient routes for walking and cycling.</p>			policy/TODs.
<p>3.1.3 Support the Regional Growth Strategy and Regional Policy Statement emphasis on focusing intensification in locations with existing or potential transport characteristics that support higher intensity and mixed land use activities. These include locations where:</p>	<p>See item 3.1</p> <p>Appropriate community facilities and essential services are located so access is safe, easy and encourages increased levels of walking, cycling and public transport.</p> <p>Developments do not compromise the functionality, focus and form (such as</p>	<p>Transport projects to give effect to the growth concept.</p>	<p>This is really the umbrella for the other points (existing 3.1.1 and 3.1.2). It sets up the heading for giving effect to the growth concept.</p> <p>Don't agree with the suggested changes (2009 text) as these take away from the overriding imperative to indicate ways in which land use and transport</p>	<p>Aligning transport priorities to give effect to the growth strategy.</p> <p>Explanation to include points about detail in RPS:</p> <ul style="list-style-type: none"> • Centres first • Corridors • Business areas • Reducing the need for local trips/centres/

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
<ul style="list-style-type: none"> • Good connections exist or can be established within the high density centres and corridors for all transport modes, including walking and cycling. • Strong public transport links exist or can be established with neighboring high density centres and corridors, the CBD and key employment centres. • There is good “permeability” (connections between high density centres and corridors and its surrounding area) or where good permeability can be established. • Good connections exist or can be established between high-density centres and corridors and other parts of the region. (Regional Growth Forum, ARC, TAs) 	<p>that set out in RARP) of the road hierarchy through future pressure for local traffic accesses, crossings or environmental restrictions. Support the use of the RARP to guide this policy. Note: the RARP identifies some regional arterials have a community emphasis and therefore local access is important and needs to be considered.</p> <p>Audit district plans and rules for performance and LGAAA compliance.</p>		<p>initiatives can be integrated.</p>	<p>intensification/policy/TODs.</p>
<p>3.1.4 Ensure that the provision of parking in areas of high parking demand does not outstrip the ability of the road network to service this demand.</p>		<p>Urban Design principles Place based design.</p>	<p>Parking should be accommodated in both on street and off street locations depending on demand and design for the specific issues relating to the place.</p>	<p>Incorporate good design principles from the earliest stages of planning projects and place based design</p>

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
3.1.5 Manage traffic within intensification areas so that traffic loads are spread rather than concentrated.				
3.1.6 Design transport connections within high density centres and corridors to give priority to supporting pedestrians, cyclists and public transport and to enable improved urban amenity and land use integration, rather than to provide for the free flow of vehicle traffic. (ARTA, TAs, Transit NZ, OnTrack).		Design that supports different transport modes and is place specific.	Some of the 2005 wording is restatement of the urban design principles policy together with the different role that roads can perform.	<p>Design that supports different transport modes and recognises that roads perform different roles.</p> <p>Explanation Words about:</p> <ul style="list-style-type: none"> • streets are for people particularly in town centres, • cycling, • freight and keeping people and business moving.
3.1.7 Ensure that good urban design is, included in the planning and implementation of new transport projects or redevelopment of existing transport infrastructure. This should include consideration of noise/ vibration, the built environment, public space and access for people with disabilities. (TAs)	Ensure that good urban design is, included in the planning and implementation of new transport projects or redevelopment of existing transport infrastructure. This should include consideration of noise and vibration, the built environment, public space and access for people with disabilities. (TAs)	Design according to good urban design principles.	There are a number of policies that touch on urban design. It is important to ensure that there is a policy relating to urban design which focuses on the ideas of a multidisciplinary approach to planning and to incorporating urban design principles into designs from the outset of a project.	<p>Incorporate good design principles from the earliest stages of planning projects.</p> <p>Explanation to talk about the principles (together with place based design) and the way they have commonalities with transport planning, including:</p> <ul style="list-style-type: none"> • connections, • legibility, • safety, • accessibility and mobility, • character, heritage and amenity,

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
				<ul style="list-style-type: none"> • environmental standards, • the role of public space and the interface with development sites (active edges). <p>Alternatively, could just refer to the Urban Design protocol and where you can find it or have a page with relevant urban design principles as an appendix.</p>
<p>3.18 In preparing district plans and in considering development and redevelopment proposals, consider the documents “Passenger Transport Supportive Land Use Guidelines” (June 1995); “People, Places and Spaces: a design guide for urban New Zealand” (Ministry for the Environment March 2002); the New Zealand Urban Design Protocol (Ministry for the Environment 2005); the urban area Intensification and Structure Planning regional practice guides, (both 2000); crime prevention through environmental design; and</p>	<p>OK – may be other documents to add from TP7 For example, The accessible journey, health impact assessments, etc.</p>	<p>As above.</p> <p>Design according to good urban design principles.</p>	<p>This is a finite time bound list. Suggest much better to refer people to the MfE website/tell them where to get the documents.</p> <p>The 2009 suggestions for additions to the list puts forward Health Impact Assessments as a document, some of the documents referred to, including this one are process related and can perhaps be covered in a process section if this is required.</p>	<p>As above.</p> <p>Incorporate good design principles from the earliest stages of planning projects.</p> <p>Process section for good practice suggestions???</p>

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
relevant local authority urban design guides and provisions that ensure land use and transport systems are mutually supportive. (TAs)				
3.1.9 Encourage, through district plans and long term plans, 'transit orientated developments' (TOD), which include a mixture of land uses which decreases the need for vehicle travel and increases community benefits, including removing barriers to working from home. (TAs)	Ok Develop policies and processes to support the use of developer contributions and financial contributions to address adverse effects on the transport system.	Encourage TODs.	TODs are an important concept but they can be incorporated into that overall principle of giving effect to the growth strategy.	Aligning priorities to give effect to the growth strategy.
3.1.10 Encourage the investigation of a regional land use development agency or agencies to support 'transit orientated development' (TOD) within identified centres and on rapid transit corridors. (ARC, TAs)		Process and advocacy to set up a regional land use development agency.	The setting up of a regional land use development agency is more a method to achieve TODs rather than a policy, suggest that it is better under a process chapter than with land use and transport integration	Rework as a method and put with other initiatives to improve implementation of good design models.
3.1.12 Promote commercial and public awareness of the opportunities of private sector involvement in public facilities while developing or redeveloping	Support intensification and redevelopment opportunities as a catalyst to bring together resources to achieve a diverse sustainable community with healthy	Advocacy and Implementation.	This is really about showcasing or promoting good models of development: <ul style="list-style-type: none"> • as models for good design, • using these projects as 	Suggest that advocacy initiatives are kept together; is there a place in the RLTS for this?

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
key sites in transport corridors and growth nodes. (ARC, TAs, ARTA)	neighbourhoods, a vibrant central city, intensive growth nodes and growth corridors, a strong regional economy and quality jobs and housing for all. This may be through a regional development agency or other public private partnerships.		advocacy tools.	
3.2.1 Improve walking, cycling and public transport networks through the policies outlined in sections 4.2, 4.3 and 4.4 (Transit, TAs, ARTA).		Improving walking cycling and public transport networks particularly through infrastructure projects.	There are many similar and interrelated policies through this section that deal with cycling, walking and public transport suggest that they should be combined into one policy (with sub topics that relate to each of the modes) or one for each topic.	Design that supports different transport modes and recognises that roads perform different roles. Explanation Words about: <ul style="list-style-type: none"> • streets are for people particularly in town centres, • cycling, • Freight and keeping people and business moving.
4.4 Provide additional infrastructure to improve conditions for walking.		Provide additional infrastructure to improve walking.	Restatement of 3.2.1 for walking only.	See above.
4.4.1 Incorporate national guidelines and standards for walking into transport planning, design and management activities. (Transit, OnTrack, TAs)		Incorporate standards and guidelines for walking.	Restatement of 3.2.1 for walking only qualifying those national standards will apply.	See above.
4.4.2 Implement improvements to safety and access for walkers, and support initiatives to		Safety for walking.	Again 3.2.1 with a twist to talk about safety as an outcome.	Suggest we need a policy about safety as a separate topic, as it will cut across all

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
increase the use of walking. (Transit, OnTrack, TAs)				the areas of transport. Is this a common principle for any actions?
4.4.3 Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for walkers and local communities. (TAs)		Traffic calming for walkers and local communities.	Traffic calming is a safety and amenity issue. This is a method of dealing with safety and amenity rather than a policy.	Could put something in the explanation to the policy for walking.
4.4.4 Recognise that urban road corridors are public places and that amenity needs to be protected through appropriate urban design. (TAs)		Design according to good urban design principles.	This is one of a number of policies that touch on urban design. It is important to ensure that there is a policy relating to urban design which focuses on the ideas of a multidisciplinary approach to planning and to incorporating urban design principles into designs from the outset of a project.	<p>Incorporate good design principles from the earliest stages of planning projects.</p> <p>Explanation to talk about the principles (together with place based design) and the way they have commonalities with transport planning, including:</p> <ul style="list-style-type: none"> • connections, • legibility, • safety, • accessibility and mobility, • character, heritage and amenity, • environmental standards, • the role of public space and the interface with development sites (active edges). <p>Alternatively, could just refer</p>

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
				to the urban design protocol and where you can find it or have a page with relevant urban design principles as an appendix.
4.4.5 Promote walking in the context of improved safety through a comprehensive assessment of safety and security impacts, and the implementation of appropriate infrastructure to both encourage walking and ensure the safety and security of users. (Transit, OnTrack, TAs)		Walking and safety.	Again should be covered by one policy that talks about walking and includes safety and infrastructure in the explanation. Also refer to discussion that safety is an overall principle that predicates all policies	Design that supports different transport modes and recognises that roads perform different roles. Explanation Words about <ul style="list-style-type: none"> • streets are for people particularly in town centres, • cycling. Freight and keeping people and business moving.
4.4.6 Plan for the needs of walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment proposals. (TAs)	Require walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment proposals.	Walking and pedestrian amenity in subdivision design.	This takes just one aspect, subdivision design, and separates it out from other situations (eg redevelopment of urban sites).	See above.
4.4.7 Ensure that direct, attractive and safe walking routes are available to public transport stops. (TAs OnTrack, ARTA)		Ensure good amenity and safety for walking to PT stops.	This is the link between the walking environment and public transport, it is important to get this concept across in both walking and PT policies, suggest that it can be dealt with in explanations for both. It is also covered in the policy on urban design and the growth strategy.	See above.

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
4.4.8 Plan for and protect the ability to provide for additional pedestrian connections throughout the region, where required. (ARTA, Transit OnTrack, and TAs)		Need for good pedestrian connections.	Can be dealt with in both urban design and walking policies.	See above.
4.5 Provide additional infrastructure to improve conditions for cycling.		Additional infrastructure for cyclists.	This is a repeat of the policy on walking except for cycling. This pattern of repeating policies for walking and cycling means that the number of policies is unnecessarily longer and provides specific information about aspects of the topic; while other aspects may not be covered (eg covers subdivision but not redevelopment in existing areas). Suggest that the policies on cycling are simplified as suggested above.	See above.
4.5.1 Incorporate national guidelines and standards for cycling into transport planning, design and management activities. (Transit, OnTrack, TAs)		Incorporate standards and guidelines for cycling.	As above.	See above.
4.5.2 Develop and implement a regional cycle network that is well connected across the region. (TAs, OnTrack, ARTA)		Need for a regional cycling network.	This is a method.	

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
4.5.3 Implement improvements to safety and access for cyclists, and support initiatives to increase the use of cycling. (Transit, OnTrack, TAs)		Improve safety and access for cyclists, need to increase cycling as a mode.		
4.5.4 Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for cyclists. (TAs)		Traffic calming for cycling and local communities.	Traffic calming is a safety and amenity issue. This is a method of dealing with safety and amenity rather than a policy.	Could put something in the explanation to the policy for transport modes and cycling.
4.5.5 Consider the needs of cycling in the design and assessment of new subdivisions and major redevelopment proposals. (TAs)	Require the consideration of the regional cycle network and local walking and cycling strategies in the design and assessment of new subdivisions and major redevelopment proposals.	Cycling and pedestrian amenity in subdivision design.	This takes just one aspect, subdivision design.	
4.5.6 Ensure that direct, attractive and safe cycling routes are available to major public transport stops and ferry terminals. (OnTrack, TAs, ARTA)		Need for good cycling connections.	Can be dealt with in both urban design and cycling policies.	See above.
4.5.7 Plan for and protect the ability to provide for additional cycling connections throughout the region. (ARTA, OnTrack, Transit, and TAs)		Plan for regional cycling network.	Can be covered in urban design, and again in the transport modes policy explanation.	See above.

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
<p>4.5.8 Plan for cycling in ways that encompass the “whole of journey” concept including:</p> <ul style="list-style-type: none"> • infrastructure treatments, • safety at and across intersections, • secure bike facilities, • connection to activity centres. (ARTA, OnTrack, Transit, and TAs) 		Design for cycling as a whole journey concept.	This is an important concept but could be included in explanation of policies on urban design and modes; it is equally applicable for pedestrians.	See above.
<p>4.5.9 Ensure that needs of different cyclists – including recreational cyclists, fitness cyclists and children - are considered in the design of infrastructure. (TAs)</p>		Plan for different types of cyclists.	Can be dealt with in explanation for different transport modes.	See above.
<p>4.5.10 Plan and provide for safe and effective cycle facilities in local road corridor. (TAs, ARTA)</p>		Safety and effective cycle facilities.	Safety as an overall principle of design, this should be included as a principle no matter what.	Safety as a principle of design.
	<p>Developments generating substantial freight movements that require minimal public access, such as industrial or warehouse developments, are located away from congested central areas and residential areas, and have adequate access to the state highway network or other freight routes.</p> <p>Opportunities for rail and port connections for new and existing</p>	Need for freight routes and facilities.	The economic imperative of keeping business moving is not covered in the previous RLTS – land use section and yet it is important in terms of RLTS objectives. The policy on the growth strategy goes some of the way but it would be good to have a specific policy on keeping business moving in this section.	Policy on need to keep business moving and freight to be developed.

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
	freight generating businesses are provided and maintained.			
	Develop tools to calculate a "climate impact" for proposed land use actions and the associated trip generation rates.	Develop tools to calculate climate impact for landuse and transport.	Not sure where this fits, perhaps in the monitoring section, but suggest that tools to calculate climate change impact may be part of a wider topic than land use. In terms of minimising climate impact then I would argue that the urban design policy, encouragement of other transport modes and the policy about giving effect to the growth strategy should be able to count as positive steps towards minimising climate impacts. This policy would be very difficult to achieve and measure.	Include mechanism in monitoring section.
	Develop tools at the regional level to monitor and assess the cumulative traffic impacts under the RMA context.	Monitoring Develop tools under RMA to assess traffic impacts.	Suggest that this is part of the overall monitoring section.	No policy in land use section.
	Implement a regional parking strategy which encourages greater use of passenger transport, ride sharing, walking and cycling rather than single occupant vehicle trips. This is particularly focussed on town centres and growth corridors with high frequency of passenger transport services in order to achieve the required level of density in those	Regional parking strategy.	Method to achieve.	Is there a place for methods in the RLTS?

2005 RLTS	2009 Draft	Policy impetus	Logic	Broad suggestion
	growth areas.			
	Ensure that transport in growth centres and growth corridors contributes to a high level of amenity in terms of health, safety, air quality and noise so that the required level of density can be achieved without compromising on the quality of life for those living and working in those growth areas.	Transport in growth centres contribute to amenity, safety etc.	This is covered in two policies (and their explanations) firstly giving effect to the growth strategy and secondly the urban design policy.	See policies on the growth strategy and urban design.

10 Appendix 4 – Alignment with the RPS

[Regional Policy Statement – Decisions version]

2.6.11 Strategic Policies Land Use and Transport Integration

ARPS Plan Change 6 Policies 2.6.11	Overview	RLTS policy Land use and Transport Integration policy
1. <i>Land Use and Transport shall be integrated throughout the region to ensure that;</i>	<i>Improve access to a range of services, activities and opportunities to work locally.</i>	<i>Policy 1, 2 & 5.</i>
<i>a. within urban areas land use patterns provide communities with improved access to a range of services and activities and opportunities to work locally,</i>		
<i>b. within urban areas new urban development and subdivision provides for improved connectivity for all transport modes including walking and cycling,</i>	<i>New development to provide for all modes.</i>	<i>Policy 2, 4 & 5.</i>
<i>c. within urban areas new development and redevelopment provides for safe and attractive walking and cycling environments,</i>	<i>New development safe and attractive walking and cycling environments.</i>	<i>Policy 2 & 5.</i>
<i>d. the transport network is not compromised by inappropriate land use and subdivision and is planned and developed to support land uses,</i>	<i>Transport network not compromised by future development and supportive of land uses.</i>	<i>Policy 4& 7.</i>
<i>e. where unable to locate within high density centres and corridors, high traffic generating activities locate on transport corridors with a good public transport service (see Policy 2.6.5.6),</i>	<i>Activities to locate on transport network (with good PT services).</i>	<i>Policy 5& 7.</i>
<i>f. within rural areas Countryside Living avoids, remedies or mitigates adverse effects on the regional roading network including limiting its provision and only providing for Countryside Living in selected locations (refer to Policy 2.6.17),</i>	<i>Reverse sensitivity.</i>	<i>Policy 2 and 5.</i>
<i>g. urban activities shall be located in urban areas, except as provided for in Strategic Policies 2.6.2.1 and 2.6.2.2, as well as Section 2.6.3,</i>	<i>Land use specific policy.</i>	<i>N/A</i>
<i>h. the roading system is developed and managed to be an efficient, safe and sustainable network</i>	<i>N/A</i>	<i>Does not fit within the RLTS 2010 land use policies area.</i>

<i>utilising, to its full extent, existing roading infrastructure,</i>		
<i>i. strategic roads and high density corridors are protected from land use activities that can compromise their safety and long term sustainability,</i>	<i>Reverse sensitivity.</i>	<i>Policy 6 and 4.</i>
<i>j. so far is consistent with their statutory authority the funding processes of the RLTS and ARTA shall give effect to the strategic direction and strategic policies set out in this ARPS,</i>		<i>RLTS 2010 funding policy.</i>
<i>k. all future urban areas can be:</i>	<i>Future urban areas: Efficiently services by PT and attractive walking and cycling.</i>	<i>Policy 2 & 4.</i>
<i>(i) effectively served by public transport,</i>		
<i>(ii) provide attractive walking and cycling opportunities and environments,</i>		
<i>(iii) Item k(i) above shall not apply for the expansion of existing coastal and rural settlements that cannot be efficiently served by public transport.</i>		
<i>l. existing urban areas within the MUL are better served by public transport,</i>	<i>PT servicing urban area.</i>	<i>Policy 5.</i>
<i>m. industrial land uses are located where they have good access to freight corridors,</i>	<i>Freight.</i>	<i>Policy 3.</i>
<i>n. Reverse sensitivity issues on the transport network are considered in land use development.</i>	<i>Reverse sensitivity.</i>	<i>Policy 6.</i>
<i>2. Land use and Transport shall be integrated within high density centres and corridors (refer to Policy 2.6.5) to ensure that:</i>	<i>PT servicing.</i>	<i>Policy 1 and explanation.</i>
<i>a. high density centres and corridors are able to be served by an efficient and effective public transport network,</i>		
<i>b. high density centres on the rail rapid transit network and on the bus rapid transit system are served by a fast, frequent and reliable public transport service,</i>	<i>RTN high density centres.</i>	<i>Improving choices Policy 2.</i>
<i>c. high density centres and corridors are planned to develop to a density which supports planned transport infrastructure and service improvements (Refer to Appendix H),</i>	<i>Densities supportive of PT infrastructure and services.</i>	<i>Policy 1.</i>
<i>d. provision is made for transport improvements which deliver a multi-modal transport system</i>	<i>Multimodal transport system – supports quality, compact and</i>	<i>Policy 1 and Policy 2.</i>

<i>(including walking and cycling) in a manner which supports quality, compact and contained high density centres and corridors,</i>	<i>contained centres and corridors.</i>	
<i>e. central and local government services, as well as associated support services and facilities (consistent with Policy 2.6.5.6), should locate within high density centres and corridors,</i>	<i>Government service integrated with transport.</i>	<i>Policy 1 explanation.</i>
<i>f. high density centres and corridors are not compromised by inappropriate transport infrastructure. This includes avoiding, remedying or mitigating the severance of communities,</i>	<i>Inappropriate transport infrastructure.</i>	<i>Policy 4.</i>
<i>g. high density centres and corridors, and major public transport interchanges and stops should, where possible, develop as multi-purpose destinations,</i>	<i>Multi-purpose destinations.</i>	<i>Policy 1 and 2, Urban design process policy and include within explanation.</i>
<i>h. the road network within all residential development areas should ensure:</i>	<i>Plan developments to ensure can be serviced by PT.</i>	<i>Policy 4 and explanation.</i>
<i>i) good access by buses,</i>		
<i>ii) facilitate good, direct pedestrian access routes to bus stops.</i>		
<i>i. the region's parking issues are planned and managed in a way that supports integrated land use and transport,</i>	<i>Parking.</i>	<i>Urban design process policy.</i>

Draft Auckland Regional Policy Statement Policies (December draft)
Different or additional to those above

7.5.1 (b) The need for private vehicle travel reduces, and the amount of travel made by public transport, walking and cycling significantly increases.	<i>Reduces private vehicles supports other mode.</i>	<i>Policy 4.</i>
7.5.1 (b) The public transport system is integrated and managed to better enable existing and potential users to get to work, services, shops, educational, health, social and recreational facilities.	<i>PT system integrated.</i>	<i>Policy 4 and Urban design process policy.</i>

11 Appendix 5 – Growth concept

