



Auckland
Regional Council
TE RAUHITANGA TAIAO

Applying the Auckland Sustainability Framework to the 2005 Auckland Regional Land Transport Strategy

January 2009

WP 2010/04

Auckland Regional Council
Regional Land Transport Strategy Working Report No.04
January 2009

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

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

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Applying the Auckland Sustainability Framework to the 2005 Auckland Regional Land Transport Strategy

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Executive Summary

The Auckland Sustainability Framework (ASF) published in September 2007 identified eight sustainability goals and eight fundamental shifts in thinking, planning, investment and action that are required to support these goals and Auckland's long-term vision. Applying the framework to existing strategies, reviews, updates or significant decisions is an essential part of ensuring it actively guides these towards being consistent with and supporting the sustainability goals.

The following paper reports on the outcome of applying the ASF to the 2005 Auckland Regional Land Transport Strategy (RLTS) and identifies the following:

- The RLTS makes its strongest contribution to three ASF goals and two ASF shifts:
 - Goal 6: a quality compact urban form,
 - Goal 7: resilient infrastructure,
 - Goal 1: a fair and connected society,
 - Shift 2: think in generations, not years,
 - Shift 8: integrate thinking, planning, investment and action.

- The RLTS is weakest in the following areas:
 - RLTS policies make a low contribution to Goal 3: a unique and outstanding environment, although it has high relevance.
 - RLTS policies make a medium-low contribution to Goal 4: prosperity through innovation, although it has high relevance.
 - RLTS policies make a medium contribution to Shift 6: reduce our ecological footprint and Shift 7: build a carbon neutral future, although they have high relevance.
 - RLTS evaluation criteria have gaps in relation to three ASF goals and one ASF shift.
 - RLTS objectives, evaluation criteria and policies have low-medium relevance and make a low contribution to ASF Goals 2: pride in who we are, 5: Te puawaitanga o te tangata—self-sustaining Maori communities and ASF Shifts 3: value te ao Maori, 4: Activate citizenship.

- Each of the regional strategies and plans will have strengths and weaknesses across the ASF goals and shifts and they will not contribute equally to all of these. Applying the ASF lens for each goal and shift to a strategy or plan, can identify areas for improvement but will not, and should not be seen as needing to, result in equal, high relevance or contributions.

- Two ASF goals and three ASF shifts emerge as more process-related (ie how organisations or groups are to work together or make decisions) rather than being directly related to the RLTS objectives or the evaluation criteria for comparing strategic options. Strengthening the contribution to these process goals and shifts requires a different approach to introducing policies but may include the need to explicitly report on the process to give this greater acknowledgement and priority.
- There are a range of actions that could be undertaken to increase alignment by the next RLTS with the ASF.

1 Purpose

This report has been prepared to assist the Auckland Regional Transport Committee with preparation of the Auckland Regional Transport Strategy 2010 by reporting on the outcome of applying the Auckland Sustainability Framework (ASF) to the 2005 Auckland Regional Land Transport Strategy (RLTS), identifying areas of strength and areas where there are opportunities for improvement.

2 Background

The Auckland Sustainability Framework (ASF) was developed and published in September 2007 with the support of the Auckland Regional Growth Forum and was a joint project by all of the Auckland region's councils, working in collaboration with central government agencies co-ordinated by the Government Urban and Economic Development Office (GUEDO).

The framework identified eight fundamental shifts in thinking, planning, investment and action that are required to support Auckland's long-term vision and eight sustainability goals. Applying the framework to existing strategies, reviews, updates or significant decisions is an essential part of ensuring it actively guides these towards being consistent with and supporting the sustainability goals. In April 2008, a comprehensive Auckland sustainability tool kit was produced to assist in the alignment of policy and programme effort. The tool kit is dynamic and the outcomes of its application will be used to help refine it over time. It is not designed to become another layer of compliance but rather to assist groups responsible for the design and development of Auckland's policies, plans and strategies to come together and discuss the strengths and weaknesses of their work in relation to the ASF.

There are three stages in applying the tool kit:

- Scope – identifying the goals and shifts most important and relevant to the strategy area.
- Scrutinise – in depth consideration of the policy/plan/strategy contribution to each of the goals and shifts (particularly those of high importance).
- Summarise – using SWOT analysis, reflect on the big issues at stake in the strategy/plan/projects and identify what actions can be taken to achieve better alignment with the ASF goals and shifts.

Each of the above stages is documented to enable review and input by those involved in the policy development and decision making processes.

The following sets out an assessment of applying the ASF to the 2005 RLTS which was developed two years in advance of the ASF.

3 Analysis

3.1 Scope – RLTS objectives and evaluation criteria

The Land Transport Act requires the RLTS to “identify land transport outcomes sought by the region and the strategic options for achieving those outcomes.” To evaluate the strategic options identified and determine an agreed strategy, the RLTS identified a set of evaluation criteria that relate to the seven overall objectives¹. As these objectives and evaluation criteria are fundamental to establishing the overall strategic direction of the RLTS, it is these which have been used to consider the extent of its contribution to the ASF.

Tables 1 and 2 in Appendix One set out the evaluation and supporting rationale when considering each of the eight ASF goals and shifts. In summary the RLTS objectives and evaluation criteria have-

High relevance for:

- Goal 1: a fair and connected society,
- Goal 3: a unique and outstanding environment,
- Goal 4: prosperity through innovation,
- Goal 6: a quality compact urban form,
- Goal 7: resilient infrastructure,
- Goal 8: effective, collaborative leadership – PROCESS,
- Shift 1: put people at the centre of thinking and action – PROCESS,
- Shift 2: think in generations, not years – PROCESS,
- Shift 6: reduce our ecological footprint²,
- Shift 7: build a carbon neutral future³,
- Shift 8: integrate thinking, planning, investment and action – PROCESS.

Medium relevance for:

- Shift 5: create prosperity based on sustainable practices.

¹ See Table 6.3 Criteria for evaluation of strategic options, Auckland Regional Land Transport Strategy 2005, p 60

² In evaluating the RLTS against the ASF, Shift 7 Build a carbon neutral future appears to be a sub-set of Shift 6 Think in generations, not years and so the same evaluation and ratings apply throughout this report.

³ As per footnote 2 above.

Low to medium relevance for:

- Goal 2: pride in who we are,
- Goal 5: Te puawaitanga o te tangata–Self-sustaining Maori communities – PROCESS.

Low relevance for:

- Shift 3: value te ao Maori – PROCESS,
- Shift 4: activate citizenship – PROCESS.

The analysis reveals some of the ASF goals and shifts are more process related i.e. how organisations or groups are to work together or make decisions, rather than being directly related to the RLTS objectives or the evaluation criteria for comparing strategic options. For process related ASF goals and shifts where the RLTS has a medium or high level of relevance, it is suggested that the next RLTS could report explicitly on the extent of involvement, participation, collaboration or multi-functionality in the development of the RLTS, thereby according these processes greater acknowledgement and priority and strengthening the RLTS contribution to the ASF.

The analysis identifies some weaknesses in the RLTS evaluation criteria which could be addressed in the next RLTS ie

- **Goal 4:** Prosperity through innovation – there is no evaluation criteria based on agglomeration and its impact on economic productivity, or in relation to the use of innovative technologies or practices.
- **Goal 6:** A quality compact urban form - there are no population or employment density⁴ evaluation criteria.
- **Goal 7:** Resilient infrastructure - there are no evaluation criteria in terms of system resilience.
- **Shift 5:** Create prosperity based on sustainable practices - there are no eco-effective design evaluation criteria.

The ASF “Goal 2: Pride in who we are” when considered in relation to the RLTS appears problematic. The ASF describes this goal as focusing on respect for each other, different cultures, heritage and traditions, valuing Maori as tangata whenua, celebrating diversity and a sense of pride in Auckland’s distinct identity. However the overall goal of the RLTS “A transport system which enhances the Auckland region as a great place to live, work, and play” and its vision “Aucklanders are proud of their transport system...” underpin the creation of “pride” but not in the sense that the ASF has described. This divergence in the interpretation of “pride” makes it difficult to determine the level of RLTS relevance (low or medium) for this ASF goal or whether any evaluation criteria could be identified that would discriminate between strategic options.

⁴ There is one exception under the RLTS objective “Assisting economic development”, where a measure of the number of households within 30 minutes travel time of employment opportunities – morning peak+IP (see p106 and p135) is included.

The ASF 'Goal 5: Te puawaitanga o te tangata – self-sustaining Maori communities' also requires some explanation relating to its application to the RLTS. The ASF describes this as ensuring the 'potential and value of Maori is fully realised' and that mana whenua are 'enabled to fulfil their responsibilities and obligations as inherent kaitiaki and to manaaki those other communities that reside within their tribal domains'. In relation to the RLTS, protecting areas with cultural heritage value and mitigating adverse effects including stormwater quality that can affect 'sustainable harvesting' are included as part of objective 5, however there is no evaluation criteria that would differentiate between strategic options on this basis. To assist Maori in their kaitiaki responsibilities, particularly in relation to land-use (RMA 1991), and to facilitate participation in land transport decision-making (LGA 2002 and Land Transport Management Amendment Bill) there is a need to strengthen this engagement for the next RLTS. It is recommended that the process of Maori participation be given greater priority than 'just another stakeholder'⁵, by explicitly providing for this and reporting on it in the next RLTS.

Another issue considered in relation to ASF Goal 5, was whether the RLTS evaluation criteria for strategic options should be supplemented by Maori specific criteria e.g. 'improving transport access and mobility for Maori' or 'improving safety and personal security for Maori'. It was concluded that this would not be an appropriate mechanism as the land transport needs of Maori varied according to circumstance and were more effectively addressed by the existing RLTS criteria e.g. vulnerable users, road safety statistics, transport affordability, opportunities for the disabled, where Maori may be over-represented but are not exclusively so, as other groups Pacific Islanders, low socio-economic households are also impacted.

In summary while the RLTS is not highly targeted at creating 'self-sustaining Maori communities' there is some relevance (low to medium) for the ASF which can be strengthened with appropriate participation *in the decision-making and documentation of this for the next RLTS.*

Apart from the few exceptions described above, the RLTS objectives and evaluation criteria make a strong contribution to delivery of the ASF goals and shifts.

3.2 Scrutinise – RLTS policies

Having determined a strategic option via application of the RLTS objectives and evaluation criteria, the RLTS policies were developed to achieve the preferred strategic option. These policies contribute to multiple objectives⁶ and are grouped into five broad categories, supported by high-level policies and more detailed actions. As these policies drive delivery of the strategic option, the extent that they make a contribution toward the ASF is also important.

⁵ See Mana whenua role in regional sustainability, Auckland Sustainability Framework, p 35

⁶ See Table 7.1 Relationship of policies with objectives, Auckland Regional Land Transport Strategy 2005, p 69

The tables in Appendix Two set out the evaluation of the contribution made by the five RLTS policy groups toward each of the eight ASF goals and shifts. This analysis is summarised in Table 1 (page 7), but in summary the RLTS policies that make contributions to ASF are:

Highest contribution to ASF:

- Goal 6: a quality compact urban form,
- Goal 7: resilient infrastructure,
- Goal 1: a fair and connected society,
- Shift 2: think in generations, not years – PROCESS,
- Shift 8: integrate thinking, planning, investment and action – PROCESS.

Medium contribution to ASF:

- Goal 8: effective, collaborative leadership – PROCESS,
- Shift 1: put people at the centre of thinking and action – PROCESS,
- Shift 6: reduce our ecological footprint,
- Shift 7: build a carbon neutral future.

Medium-low contribution to ASF:

- Goal 4: prosperity through innovation,
- Shift 5: create prosperity based on sustainable practices.

Lowest contribution to ASF:

- Goal 2: pride in who we are,
- Goal 3: a unique and outstanding environment,
- Goal 5: Te puawaitanga o te tangata–self-sustaining Maori communities – PROCESS,
- Shift 3: value te ao Maori – PROCESS,
- Shift 4: activate citizenship – PROCESS.

Table 1: Contribution of RLTS policies to ASF goals and shifts

Policy Group	Contribution to ASF goals (G) and shifts (S)		
	High	Medium	Low
1: Contribute to an integrated safe, responsive and sustainable transport system.	G8: Effective, collaborative leadership. G1: A fair and connected society.	G3: A unique and outstanding environment. G6: A quality compact urban form. G7: Resilient infrastructure.	G4: Prosperity through innovation. G2: Pride in who we are. G5: Te puawaitanga o te tangata–Self-sustaining Māori communities.
	S8: Integrate thinking, planning, investment and action. S1: Put people at the centre of thinking and action. S2: Think in generations, not years.		S6: Reduce our ecological footprint. S7: Build a carbon neutral future. S5: Create prosperity based on sustainable practices. S4: Activate citizenship. S3: Value te ao Māori.
2: Make best use of the existing transport system.	G7: Resilient infrastructure. G4: Prosperity through innovation.	G6: A quality compact urban form. G8: Effective, collaborative leadership.	G1: A fair and connected society. G3: A unique and outstanding environment. G2: Pride in who we are. G5: Te puawaitanga o te tangata–Self-sustaining Māori communities.
	S2: Think in generations, not years. S8: Integrate thinking, planning, investment and action.	S5: Create prosperity based on sustainable practices. S6: Reduce our ecological footprint. S7: Build a carbon neutral future.	S1: Put people at the centre of thinking and action. S3: Value te ao Māori. S4: Activate citizenship.
3: Manage travel demand.	G6: A quality compact urban form.	G8: Effective, collaborative leadership. G1: A fair and connected society. G7: Resilient infrastructure.	G2: Pride in who we are. G4: Prosperity through innovation. G3: A unique and outstanding environment. G5: Te puawaitanga o te tangata–Self-sustaining Māori communities.

Policy Group	Contribution to ASF goals (G) and shifts (S)		
	High	Medium	Low
	<p>S2: Think in generations, not years.</p> <p>S8: Integrate thinking, planning, investment and action.</p> <p>S1: Put people at the centre of thinking and action.</p> <p>S6: Reduce our ecological footprint.</p> <p>S7: Build a carbon neutral future.</p>	<p>S5: Create prosperity based on sustainable practices.</p>	<p>S4: Activate citizenship.</p> <p>S3: Value te ao Māori.</p>
4: Increase the capacity of the transport network.	<p>G7: Resilient infrastructure.</p> <p>G1: A fair and connected society.</p> <p>G6: A quality compact urban form.</p>	<p>G2: Pride in who we are.</p> <p>G4: Prosperity through innovation.</p> <p>G8: Effective, collaborative leadership.</p>	<p>G3: A unique and outstanding environment.</p> <p>G5: Te puawaitanga o te tangata–Self-sustaining Māori communities.</p>
	<p>S2: Think in generations, not years.</p> <p>S8: Integrate thinking, planning, investment and action.</p> <p>S1: Put people at the centre of thinking and action.</p> <p>S5: Create prosperity based on sustainable practices.</p>	<p>S6: Reduce our ecological footprint.</p> <p>S7: Build a carbon neutral future.</p>	<p>S3: Value te ao Māori.</p> <p>S4: Activate citizenship.</p>
5: Allocate the available transport funding to ensure the Regional Land Transport Strategy's policies are achieved.		<p>G6: A quality compact urban form.</p> <p>G7: Resilient infrastructure.</p> <p>G8: Effective, collaborative leadership.</p> <p>G1: A fair and connected society.</p>	<p>G2: Pride in who we are.</p> <p>G3: A unique and outstanding environment</p> <p>G4: Prosperity through innovation.</p> <p>G5: Te puawaitanga o te tangata–Self-sustaining Māori communities.</p>

Policy Group	Contribution to ASF goals (G) and shifts (S)		
	High	Medium	Low
	S2: Think in generations, not years.	S8: Integrate thinking, planning, investment and action.	S4: Activate citizenship. S6: Reduce our ecological footprint. S7: Build a carbon neutral future. S1: Put people at the centre of thinking and action. S3: Value te ao Māori. S5: Create prosperity based on sustainable practices.

3.3 Summarise

Having applied the ASF to the RLTS objectives, evaluation criteria for assessing strategic options and the policies developed to achieve the preferred strategic option, the following emerges:

Strengths

The RLTS objectives, evaluation criteria and policies make their strongest contributions to ASF:

- Goal 6: a quality compact urban form,
- Goal 7: resilient infrastructure,
- Goal 1: a fair and connected society,
- Shift 2: think in generations, not years – PROCESS,
- Shift 8: Integrate thinking, planning, investment and action – PROCESS.

As the Auckland region’s transport infrastructure and services are closely interconnected with land use for the region it is a very positive outcome that the RLTS contributes so strongly to the “compact urban form” ASF goal. Furthermore, as a fundamental enabler for other social, economic and cultural activities it is vital that the transport network addresses ‘resilience’ and supports a “fair and connected society”.

While the evaluation indicates that the RLTS makes a strong contribution to thinking “in generations, not years” this outcome could be seen as inconsistent in that the strategy itself was constrained to consider a 10 year period only. However as most of the RLTS policies are not time-bound (notable exceptions funding and network or service developments) and can be seen to operate over a longer time horizon, the outcome is a strong contribution, which can be further enhanced by the next RLTS taking a 30 year view.

The RLTS is a strategy built upon integrated thinking and planning by various agencies, however its implementation via investments and action and “effective collaborative leadership”

is what will drive changes in alignment with the ASF goals and shifts. In applying the ASF to the RLTS it is assumed that the “investment and actions” will follow the “thinking and planning” but if this does not occur, then the strong contribution by the RLTS to the ASF goals and shifts can be compromised.

Weaknesses

- While the RLTS objectives and evaluation criteria have high relevance for ASF Goal 3: A unique and outstanding environment, the RLTS policies make a low contribution to this goal.
- While the RLTS objectives and evaluation criteria have high relevance for ASF Goal 4: prosperity through innovation, the RLTS policies make a medium-low contribution to this goal.
- While the RLTS objectives and evaluation criteria have high relevance for ASF Shift 6: reduce our ecological footprint and Shift 7: Build a carbon neutral future; the RLTS policies make a medium contribution to these shifts.
- The RLTS evaluation criteria have gaps in relation to three ASF goals and one ASF shift.
- The RLTS objectives, evaluation criteria and policies have low-medium relevance and make a low contribution to ASF goals 2: pride in who we are, 5: Te puawitanga o te tangata – self – sustaining Maori communities and ASF shifts, 3: value te ao Maori, 4: activate citizenship.

A large part of the RLTS deals with planning, modifying and managing the “built” environment and the way this is undertaken can have negative impacts on the “natural” environment which ASF Goal 3 is focused upon. For example, vehicle emissions to air and water adversely impact on the environment and people, so policies that reduce these emissions can assist in mitigating effects, but they do not actively promote a “unique and outstanding environment”; similarly use of non-renewable resources and greenhouse gas emissions. This may assist in explaining the inconsistency between the RLTS having high relevance for the ASF, yet a low policy contribution, as the latter are primarily designed to mitigate effects. In other words, if the mitigation policies were not present, then the outcome could be significantly adverse for the environment (high relevance), however having mitigation policies in place does not result in improvements to the environment (ie low contribution).

The RLTS was developed prior to the region moving to focus more on economic development and prior to central government setting out its policy in relation to carbon-neutrality, emissions reduction, as a result these areas require further consideration in the upcoming RLTS review to better align with the ASF.

While the RLTS makes a strong contribution in relation to a “compact urban form” and “resilient infrastructure” it is concerning that the strategic option evaluation criteria do not include agglomeration, population density, employment density or system resilience criteria.

While acknowledging the low contribution to “pride in who we are”, “self-sustaining Maori communities” “value te ao Maori” and “activate citizenship”, the RLTS is just one of the regional strategies and plans that sit under the ASF and work to contribute toward its delivery. Each of the strategies and plans will have strengths and weaknesses across the ASF goals and shifts and they will not contribute equally to all of these. On this basis, applying the ASF lens

for each goal and shift to a strategy or plan can identify areas for improvement (see actions to be taken) but will not and should not be seen as needing to result in equal, high relevance or contributions. As the RLTS is not a strategy specifically directed toward delivering community pride, encouraging citizenship involvement or targeting Maori needs, then the low levels of contribution are not seen as a significant issue requiring substantive work to address.

Opportunities

- With the review of the RLTS underway and upcoming changes to the Land Transport Management Act anticipated, the areas of weakness can be addressed (see actions to be taken).
- In applying the ASF to any strategy or plan, the ASF goals and shifts descriptions set the outline for interpretation. In the case of the RLTS, the ASF descriptions associated with Goal 2: pride in who we are, Goal 4: prosperity through innovation, Shift 6: reduce our ecological footprint and Shift 7: build a carbon neutral future, result in some issues eg (a) An effective transport system can increase Aucklanders, pride in their region but the way the ASF describes pride, relates more to identity and diversity and cultural heritage. (b) The emphasis on innovation for the economy in ASF Goal 4 does not specifically encourage innovation in the transport sector itself although acknowledging the need for investment in infrastructure; it is therefore difficult to determine to what extent the RLTS can make a contribution. (c) As the transport sector in NZ is a major contributor to greenhouse gas emissions, RLTS policies that assist to reduce these can make a contribution to the ASF, but on this basis it is difficult to identify any means to rate the contribution to Shift 7: build a carbon neutral future any differently to Shift 6: reduce our ecological footprint. These issues could be considered in reviewing the application of the Tool kit and any monitoring of the ASF and how effective it is in influencing the region's strategies.

Threats

- The final form of changes to the Land Transport Management Act (eg fuel taxes) could constrain the extent some RLTS policies can modify or implemented to increase their contribution to the ASF goals and shifts.
- The climate change (emissions trading and renewable preference) bill may also impact on policies within the RLTS and will need consideration.

Actions to be taken

The following actions are recommended to increase the alignment of the next RLTS with the ASF, noting that the structure of the objectives and policies may not remain the same so what is recommended may need modification to provide for this.

- Document the process used in relation to how the various organisations, transport agencies and members of the public were involved in coordinating and collaborating in developing the RLTS and how people were "put at the centre of thinking and action".

- Strengthen engagement with Maori involving them more in the process of developing the RLTS and explicitly document the participation in decision-making.
- Introduce new evaluation criteria in relation to ASF goals 4, 6, 7 and shift 5 (see page 5).
- Take a longer term horizon '30 year view' to improve the contribution to thinking in 'generations not years.'
- Include a reference to assessing the RLTS against the ASF (modify policy 1.1 or introduction a new policy – see note a, page 21) and acting in support of the ASF (modify policy 1.2, see note b, page 21).
- Insert a new RLTS 1.4 sub-policy to provide for Maori participation in decision-making (see notes d and k, pages 21-22).
- Modify RLTS sub-policy 1.6.1 to ensure multi-modal corridor studies are done in support of the ASF and RGS compact urban form (see note f, page 21).
- Introduce a new RLTS 1.8 sub-policy or policies to identify disadvantaged communities impacted by transport initiatives and require consideration of how to mitigate impacts or improve outcomes for these communities (see note h, page 21).
- Modify RLTS sub-policy 1.8.5 to explicitly include "waahi tapu" sites (see notes i and o, pages 21-22).
- Adjust the policy commentary associated with RLTS policy 1.8 to identify that avoiding adverse environmental effects can contribute to more resilient infrastructure (see note j, page 22).
- Consider adding a new RLTS 1.7 sub-policy that recognises or encourages community or interest groups that support and advocate for the same policies as in the RLTS (see note l, page 22).
- Once government's legislative position on the Land Transport Management Act and climate change are clear, it may be possible to introduce further RLTS 1.7 sub-policies supportive of ASF shifts 5, 6 and 7 (see note m, page 22).
- Adjust the policy commentary associated with RLTS policy 1.8 to more explicitly discuss improving human health outcomes by avoiding or mitigating adverse environmental effects (see note n, page 22).
- Introduce new RLTS 2.1 and 2.3 sub-policies that encourage use of sustainable designs and practices (see notes e and f, page 24).
- Introduce a new RLTS 3.3 sub-policy that looks at better understanding Maori community transport needs and facilities or activities where travel planning may assist (see note b, page 25).
- Introduce new RLTS 3.1 sub-policies in relation to the agglomeration effects of more intensive centres and modify sub-policy 3.1.17 to include sustainable practices (see note d, page 26).

- Consider adding a new RLTS 5.2 sub-policy that relates to ensuring or advocating for funding arrangements that contribute to a fair and connected society (see note c, page 28).

The following suggestions are made in relation to the ASF:

- Review the description of ASF Goal 2: pride in who we are, to consider whether the RLTS could be recognised as making a greater contribution if the description was modified (see page 5).
- Consider including the concept of providing for “safety and personal security” in the ASF description of resilience (see note c, page 21).
- Review whether there is sufficient differentiation between Shift 6: reduce our ecological footprint and Shift 7: build a carbon neutral future, for these to result in different evaluations for strategies and plans. If not, change the descriptions or collapse into one Shift (see note p, page 22).
- Review the use or description of innovation in ASF Goal 8 and whether this should explicitly include requiring innovation to be a focus within strategies and plans, rather than the narrower innovation in business (see notes c and d, pages 23-24).
- Consider how strategies and plans are best able to address ASF goals and shifts that are more about the process of engagement rather than the direction of a strategy (see page 5)
- Review the ASF tool kit in light of its application to a range of strategies and plans to assess whether it is assisting to create valuable changes in approach, and whether improvements to the methodology can be made in light of the different issues that may have arisen.

4 Recommendations

- a. That the outcomes from applying the Auckland Sustainability Framework to the 2005 Auckland Regional Land Transport Strategy be noted including:
 - i. The strong RLTS contribution toward the Auckland Sustainability Framework:
 - Goal 6: a quality compact urban form,
 - Goal 7: resilient infrastructure,
 - Goal 1: a fair and connected society,
 - Shift 2: think in generations, not years,
 - Shift 8: integrate thinking, planning, investment and action.
 - ii. The areas of weakness:
 - RLTS policies make a low contribution to Goal 3: a unique and outstanding environment, although it has high relevance.
 - RLTS policies make a medium-low contribution to Goal 4: prosperity through innovation, although it has high relevance.
 - RLTS policies make a medium contribution to Shift 6: reduce our ecological footprint and Shift 7: build a carbon neutral future, although they have high relevance.
 - RLTS evaluation criteria have gaps in relation to three ASF goals and one ASF shift.
 - RLTS objectives, evaluation criteria and policies have low-medium relevance and make a low contribution to ASF Goals 2: pride in who we are, 5: te puawaitanga o te tangata–self-sustaining Maori communities and ASF Shifts 3: value te ao Maori, 4: activate citizenship.
 - iii. The suggested actions to improve the alignment of the next ARLTS with the ASF.
 - iv. The suggestions in relation to any review of the ASF and its associated tool kit.
- b. That the actions identified be incorporated in the work programme for developing the next ARLTS and work continues to identify means to improve alignment with the ASF.

5 Appendix one: RLTS Relevance for the ASF Goals and Shifts

***RLTS objectives**

- assisting economic development,
- assisting safety and personal security,
- improving access and mobility,
- protecting and promoting public health,
- ensuring environmental sustainability,
- supporting the growth strategy,
- cost effectiveness (achieving economic efficiency).

***Evaluation criteria**

- 1.1 access to employment,
- 1.2 accessibility to, between and within key economic and knowledge centres,
- 1.3 average transport user costs,
- 1.4 reliability,
- 1.5 ability to travel when required,
- 2.1 accidents, injuries and deaths,
- 2.2 actual and perceived levels of security,
- 2.3 effect on vulnerable users,
- 3.1 connectivity: walk and cycle,
- 3.2 availability of travel choices to key destinations,
- 3.3 general accessibility,
- 3.4 impact on those without access to a car,
- 3.5 transport affordability,
- 3.6 transport opportunities for the disabled,
- 4.1 share of trips by active modes: walking, cycling and public transport,

- 4.2 emissions to air and water,
- 4.3 noise and vibration,
- 5.1 emissions to air and water,
- 5.2 use of non-renewable resources,
- 5.3 greenhouse gas emissions,
- 6.1 relative accessibility to, within and between key growth centres,
- 6.2 growth centre community cohesion,
- 6.3 level of fixed public transport as a catalyst for centre growth,
- 7.1 PT cost per passenger km,
- 7.2 TDM cost per vehicle trip removed,
- 7.3 roading indicative benefit/cost ratios.

Table A1: RLTS relevance for the eight ASF goals

ASF Goal	RLTS relevance for this goal (H-M-L)	Rationale*
1. A fair and connected society.	H	The RLTS objectives (1) (2) (3) (4) (6) are all targeted at providing for interconnections “to form a cohesive Auckland regional community”, providing for “equal access to quality institutions, services and infrastructure” and looking “after each other, especially those most disadvantaged”. The evaluation criteria are also extensive and highly relevant for this ASF goal.
2. Pride in who we are.	L to M	While the design and delivery of particular transport initiatives (described in other plans and documents) can assist in supporting a “sense of pride in Auckland’s distinct identity”, “celebrating diversity” and “valuing cultural heritage” the RLTS objectives and evaluation criteria have limited relevance for this ASF goal. There is a stronger link if emphasis is placed on the ASF measure “Resident’s perception of the Auckland region as a place to live and work” in that the transport system delivered in support of the RLTS can assist in increasing positive resident perceptions. Furthermore, if the overarching RLTS goal “A transport system which enhances the Auckland region as a great place to live, work, and play” and its vision “Aucklanders are proud of their transport system...” are considered then the RLTS relevance for the creation of “pride” increases.
3. A unique and outstanding environment.	H	The RLTS objective (5) and the three associated evaluation criteria are targeted at supporting “Auckland’s unique natural heritage and outstanding landscapes’ ensuring there is ‘clean air to breathe and our streams, harbours and forests are rich with life’ and protecting the ‘environment and natural resources for generations to come.” The transport system which results from the RLTS direction has a significant impact on the environment.
4. Prosperity through innovation.	H	The RLTS objectives (1) and (3) underpin the basis of an “adaptable, flexible and resilient” economy by seeking the provision of effective linkages between businesses, employees, community facilities/destinations, visitors/ tourism helping “to attract talented people’ and ‘retain globally competitive business.” However the evaluation criteria do not include a measure of agglomeration and its impact on economic productivity, where transport infrastructure can assist or detract from this. This was identified as a weakness by the Auckland Transport Strategic Alignment Project where the evaluation criteria ‘did not explicitly assess the extent to which the strategic options contribute to higher-density growth in terms of the likely quantum of agglomeration benefits’ (see page 25, Second Project Deliverable).

ASF Goal	RLTS relevance for this goal (H-M-L)	Rationale*
5. Te puawaitanga o te tangata – Self-sustaining Māori communities.	L to M	<p>The RLTS objective (5) includes protecting areas with cultural heritage value and mitigating adverse effects from the transport system, including stormwater quality that can affect “sustainable harvesting” and “responsibilities to manaaki.” However there is no associated evaluation criteria identified that would successfully differentiate between land transport strategic options on this basis.</p> <p>The RLTS was prepared under the Land Transport Act 1998 (amended in Nov 2003 by the Land Transport Management Act) and required Māori of the region to be involved in developing the RLTS. Māori also have particular responsibilities under other legislation – Resource Management Act 1991, Local Government Act 2002, Transit NZ Act, Reserves Act – which involve them in statutory processes relevant for the RLTS objective (6) supporting the Growth Strategy. However as these are “processes” of working together, there is no evaluation criteria would successfully differentiate between land transport strategic options on this basis.</p> <p>However the legislation and this ASF goal recognise the need to facilitate Māori participation in land transport decision-making processes. Reporting on the extent of Māori involvement and key areas of contribution in the development of the RLTS could be an effective means of measuring and increasing the RLTS contribution to this ASF goal.</p> <p>Note: The RMA 1991 provides directly and indirectly for tangata whenua participation in the preparation of policy statements and plans and decisions on resource consent applications. Under provisions of the LGA 2002 there is a duty to provide opportunities for Maori to contribute to decision making.</p>
6. A quality compact urban form.	H	<p>The RLTS objectives (3) (4) (6) are targeted at supporting “a network of well designed urban and rural centres and neighbourhoods”, that “are liveable, walkable places with a wide range of jobs, businesses, housing, recreation and other services and facilities, connected along major corridors with high quality public transport.” The evaluation criteria are also extensive and highly relevant for this ASF goal but it is noted that there are no population or employment density measures.</p>

ASF Goal	RLTS relevance for this goal (H-M-L)	Rationale*
7. Resilient infrastructure.	H	The RLTS objectives (1) (2) contribute to ensuring the land transport infrastructure "scale and resource base protects it from failure and ensures efficient recovery from shocks and damage". However there are no evaluation criteria identified that differentiate between strategic options on the basis of the level or type of resilience offered. This was also recognised as a weakness by the Auckland Transport Strategic Alignment Project where the evaluation criteria "did not explicitly assess the performance of the various options in terms of system resilience" (see page 25, Second Project Deliverable). This is a weakness that needs to be addressed, as it is highly relevant that the RLTS does deliver resilient infrastructure for the region.
8. Effective, collaborative leadership.	H	The RLTS objective (7) is the one which identifies the need for all agencies responsible for transport investments to co-ordinate their efforts and decision-making to deliver maximum benefit to the region ie supports the ASF goal of "integrating planning within government, and through partnerships with the business and community sectors", recognising "the place of mana whenua" and working "within our democratic processes to ensure all voices are heard." However, in a similar manner to the ASF goal of self-sustaining Māori communities, as this is a "process" of working together, there is no evaluation criteria would successfully differentiate between land transport strategic options on this basis. Instead reporting on the extent of collaborative activity undertaken in developing the RLTS could be a means of making explicit the RLTS contribution to this ASF goal.

* Resilient transport infrastructure can be associated with providing alternative routes or choices of how to get around (different modes) but also with how well the roading network is able to meet the expected future demands of a growing population.

Table A2: RLTS relevance for the eight ASF shifts

ASF Shift	RLTS relevance for this goal (H-M-L)	Rationale*
1. Put people at the centre of thinking and action.	H	The RLTS objectives (1) (2) (3) (4) (6) (7) are all fundamental to “thinking, planning and acting in a manner that enables all of the region’s people, neighbourhoods and communities to participate and succeed.” Many of the evaluation criteria relate to different measures of meeting people’s needs for goods, services and travel. However this shift is more about the process of decision-making for the RLTS than a mechanism for comparing different RLTS strategic options.
2. Think in generations, not years.	H	<p>The RLTS was required to be reviewed by December 2005 and for that reason notes it was not possible to look at the period beyond 2016 (ie 10 years). This limitation was to be addressed by work on a longer-term strategy to occur in conjunction with a review of the Auckland Regional Growth Strategy (up to 50 years) (see pages 12-13). The need for a longer-term view was also reinforced by the Auckland Transport Strategic Alignment Project which recognised that major pieces of transport infrastructure have an economic life of 40-50 years and can shape urban form, as such the “Auckland transport strategy should be more comprehensively and explicitly couched in terms of a 30-year view” (see pages 17-18, Second Project Deliverable).</p> <p>Noting the above 10 year limitation, all the RLTS objectives are about achieving long-term generational outcomes and the evaluation criteria could be seen to differentiate between strategic options on this basis. But to “think in generations not years” is, like Shift 1, also about the process of decision-making and short-term priorities (e.g. limit rates increases, or borrow so others pay in the future) could over-ride true “long-term thinking”.</p>
3. Value te ao Māori.	L	The RLTS objectives do not directly relate to this ASF shift which focuses on acknowledging mana whenua, recognising the significant role they play in sustaining the region, according value and celebrating te ao Māori (the Māori world view, culture and values). While Māori have kaitiaki and manaaki responsibilities (see Goal 5 Te puawaitanga o te tangata – Self-sustaining Māori communities) this relates more to being involved in the process of RLTS decision-making rather than land transport outcomes or options being targeted toward celebrating or valuing te ao Māori.

ASF Shift	RLTS relevance for this goal (H M L)	Rationale*
4. Activate citizenship.	L	The RLTS is not a document targeted toward increasing individual or community involvement in democracy or giving back to the community. While public consultation processes undertaken as part of developing the RLTS can assist participation in “democratic local decision-making”, the RLTS has limited relevance for this ASF shift.
5. Create prosperity based on sustainable practices.	M	“An efficient and effective transport system is integral in assisting Auckland to deliver on its economic potential” as an internationally competitive city. While the RLTS objective (5) targets environmental sustainability the evaluation measures to compare strategic options do not include factors relating to options that encourage sustainable practices or eco-effective design to create the “right products, services and systems instead of making the wrong ones more efficient and less harmful.”
6. Reduce our ecological footprint.	H	The RLTS objectives (3) (4) (5) (6) contribute to “redress global warming, biodiversity losses and diminishing natural resources through more efficient land, water and energy usage.” The evaluation criteria include measures relevant for this ASF goal.
7. Build a carbon neutral future.	H	As for ASF Shift 6 above, the RLTS objectives (3) (4) (5) (6) can contribute to “rapidly reduce carbon-based fuel consumption by promoting renewable energy usage, and...reorganising production and consumption patterns.” As transport is a significant contributor to greenhouse gas emissions, the evaluation criteria based on this measure is very relevant for this ASF goal.
8. Integrate thinking, planning, investment and action.	H	This shift is closely aligned with Goal 8 and as noted there, the RLTS objective (7) is the one which identifies the need for all agencies responsible for transport investments to coordinate their efforts and decision-making to deliver maximum benefit to the region. However as this shift is all about the “process” of working together to plan more efficiently and create multi-functionality, there is no evaluation criteria that would successfully differentiate between land transport strategic options on this basis. Instead reporting on the extent of collaborative activity undertaken or multi-functionality in developing the RLTS could be a means of making explicit the RLTS contribution to this ASF shift.

6 APPENDIX Two – RLTS Policy Contribution to the ASF Goals and Shifts

ASF goals and shifts highlighted with yellow have high relevance for the RLTS. Where an asterisk* is applied, a note has been made in relation to the high-level policy or its more detailed actions.

Policy 1: Contribute to an integrated safe, responsive and sustainable transport system	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Māori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
1.1 Ensure that transport decisions take into account the objectives of the Land Transport Management Act and the Regional Land Transport Strategy.	NOT APPLICABLE TO ASF GOALS*							
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.	m	N	N	N	N	M	N	S*
1.3 Improve the safety and security of the transport system for all users.	m	N	N	N	N	m	m*	M
1.4 Involve communities in decisions about transport that affect them.	M	N	N	N	N*	N	N	S
1.5 Ensure that transport decisions take into account the diverse transport needs of all users.	S	N	N	N	N*	N	N	N
1.6 Increase the flexibility and resilience of the transport system to meet changing circumstances and the needs of future generations.	N	N	N	N	N	m*	S	M
1.7 Develop the transport system in a way that minimises the use of non-renewable resources.	N	N	M	m	N	m	m*	m
1.8 Take all reasonable steps to avoid, remedy or mitigate adverse environmental effects and improve health outcomes, of transport.	N*	m	S	m	m*	N	N*	N
SCORE TOTAL –max 21	7	1	5	2	1	5	5	11

Policy 1: Contribute to an integrated safe, responsive and sustainable transport system	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Māori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
(Significant=3, Medium=2, minor=1, None=0, Negative ↓ = -1)								
	1. Put people at the centre of thinking and action	2. Think in generations, not years	3. Value te ao Māori	4. Activate citizenship	5. Create prosperity based on sustainable practices	6. Reduce our ecological footprint *.	7. Build a carbon neutral future *.	8. Integrate thinking, planning, investment and action
NOT APPLICABLE TO ASF SHIFTS *.								
1.1 Ensure that transport decisions take into account the objectives of the Land Transport Management Act and the Regional Land Transport Strategy.	N	N	N	N	N	N	N	S*
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.	M	m	N	N	N	N	N	M
1.3 Improve the safety and security of the transport system for all users.	S	N	N*	M	N	N	N	m
1.4 Involve communities in decisions about transport that affect them.	S	N	N	N	N	N	N	m
1.5 Ensure that transport decisions take into account the diverse transport needs of all users.	N	S	N	N	N	N	N	M
1.6 Increase the flexibility and resilience of the transport system to meet changing circumstances and the needs of future generations.	N	M	N	N*	m*	m*	m*	m
1.7 Develop the transport system in a way that minimises the use of non-renewable resources.	m*	m	N*	N	m	m	m	N
1.8 Take all reasonable steps to avoid, remedy or mitigate adverse environmental effects and improve health outcomes, of transport.								

Policy 1: Contribute to an integrated safe, responsive and sustainable transport system	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Māori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
SCORE TOTAL –max 21 (Significant=3, Medium=2, minor=1, None=0, Negative ↓ = -1)	9	7	0	2	2	2	2	10

Policy Group 1: Notes for strengthening alignment with ASF or explaining the rationale for the rating

- a. Policy 1.1 is designed to ensure organisations that make transport decisions take into account the RLTS and, as required by statute, the objectives of the Land Transport Management Act. The explanation notes that in developing the RLTS the strategic options were assessed against the LTMA and also the Regional Growth Strategy. In a similar manner this could be modified to by ensuring the next RLTS is assessed against the ASF goals and shifts. Another stronger option would be to modify the policy to by an addition to 'ensure that transport decisions take into account the goals and shifts of the Auckland Sustainability Framework', however this approach raises a question over whether the policy should also be modified to 'ensure that transport decisions take into account the objectives of the Regional Growth Strategy' which is a statutory document, as distinct from the non-statutory ASF, or the upcoming 'One Plan'.
- b. Policy 1.2 encourages organisations to 'fully consider the wider impacts of their decisions' and part of considering wider impacts would now include the ASF. Sub-policy 1.2.7 sets out that all agencies are to act in support 'of the NZTS, the effective integration of land use and transport, and the Regional Growth Strategy'. This could be modified by adding the requirement to act in support of the Auckland Sustainability Framework.
- c. ASF Goal 7 Resilient infrastructure is described in a manner that focuses on physical infrastructure provision on network basis that supports land use, is adaptable and ensures recovery from shocks and damage. However the provision of safety and personal security in the planning, design and renewal of infrastructure is another aspect of resilient infrastructure. This resilience is not described by the ASF but is addressed by RLTS Policy 1.3 and its sub-policies. If the ASF resilience included providing for 'safety and personal security' then the RLTS policy contribution could be greater.
- d. Policy 1.4 (and 1.4.1) do not make explicit reference to providing for Maori participation in decision-making under LGA 2002, nor the Maori consultation obligations set out in the Land Transport Management Act 2003 (and upcoming Amendment Bill). The contribution to the ASF Goal 8 could be improved if this was clearly set out in a new sub-policy.
- e. Policy 1.5 has a focus on the needs of all users but in particular the transport disadvantaged. Maori tend to be over-represented on measures of this (e.g. low income households) so the issue of whether a specific policy should be instituted to provide for the needs of Maori arises. It is suggested this would not add further value in that Maori with particular transport needs due to low-income, disability, age or other factors have these addressed via implementation of existing policies. Maori do have a distinct land use and decision-making responsibilities but this is best addressed by changes to other RLTS policies as per note d. above.
- f. Policy 1.6.1 could be modified to ensure that the multi-modal corridor studies undertaken are done so in support of the ASF and RGS compact urban form.

- g. Policy 1.7 which is directed toward minimising the use of non-renewable resources, contributes to the resilience of individuals to cope with changing future circumstances although this aspect of resilience is not described in ASF Goal 7: Resilient infrastructure.
- h. Policy 1.8 could strengthen its contribution to ASF Goal 1 A fair and connected society, by the addition of a sub-policy that encourages agencies responsible for transport initiatives to identify communities which will be impacted by these and are disadvantaged on a range of indicators (health, housing, crime, income and transport) and consider how best to mitigate adverse environmental effects and improve health outcomes, of transport for these communities.
- i. Sub-policy 1.8.5 could be modified to explicitly include 'waahi tapu' sites in the description of cultural, ecological, geological and heritage site to avoid adverse effects. This would help strengthen its contribution to ASF Goal 5 Te puawaitanga o te tangata – Self-sustaining Maori communities.
- j. Policy 1.8 is directed toward providing transport infrastructure by avoiding or mitigating adverse environmental effects and as such can be seen to contribute to the ASF Goal 7 Resilient infrastructure. However this link is not currently recognised in the policy commentary so including discussion on how avoiding or mitigating adverse environmental effects are part of delivering more resilient infrastructure for the region could be a useful addition.
- k. As per note d. above, RLTS Policy 1.4 contribution to ASF Goal 8 could be strengthened by explicit inclusion of providing for Maori participation in decision-making.
- l. Policy 1.7 and its sub-policies involve a number of areas where advocacy or encouragement is required. To strengthen the RLTS contribution to ASF Shift 4 Activate citizenship, it may be possible to recognise or encourage via a sub-policy community or interest groups that also support and advocate for these same policies.
- m. In relation to ASF Shifts 5, 6, and 7, Policy 1.7 and its sub-policies mainly relate to advocacy rather than taking specific actions to introduce sustainable practices, reduce our ecological footprint or build a carbon neutral future, which is why the contribution score is minor. As central government has moved closer to its overall policy direction, it may be possible to introduce some sub-policies that make a greater contribution to these shifts by identifying clear actions or broadening the organisations committed to these.
- n. The commentary in support of Policy 1.8 extensively covers the issues of environmental effects, but makes limited reference to the wider purpose of improving human health outcomes which relates to the ASF Shift 1 Put people at the centre of thinking and action. The commentary could be modified to more explicitly discuss 'improve health outcomes' (as is covered in sub-policies 1.8.9, 1.8.11) and its link to avoiding or mitigating environmental effects as a means of achieving this.
- o. As per note i. above, RLTS sub-policy 1.8.5 contribution to Shift 3 Value te ao Maori could be modified to explicitly including 'waahi tapu' sites in the sites to avoid adverse effects.

- p. In applying the RLTS to the ASF Shifts 6 Reduce our ecological footprint and 7 Build a carbon neutral future, it appears that Shift 7 is a sub-set of Shift 6 and so the same ratings apply – this flows through each of the five policy groups.

Policy 2: Make best use of the existing transport system	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Māori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
2.1 Ensure the region's transport system is well maintained.	m*	m	m	m	N	N	M	m*
2.2 Implement a road hierarchy for the region.	N	N	N	m	N	M	S	m*
2.3 Implement network management techniques to optimise the performance of the transport network, taking into account the needs of all modes.	m*	N	m	M*	N	m	M	m*
2.4 Take steps to facilitate the movement of freight traffic within the region.	N	N	N	M*	N	m	M	m*
SCORE TOTAL –max 12 (Significant=3, Medium=2, minor=1, None=0, Negative↓= -1)	2	1	2	6	0	4	9	4
	1. Put people at the centre of thinking and action	2. Think in generations, not years	3. Value te ao Māori	4. Activate citizenship	5. Create prosperity based on sustainable practices	6. Reduce our ecological footprint*	7. Build a carbon neutral future*	8. Integrate thinking, planning, investment and action
2.1 Ensure the region's transport system is well maintained.	m	M	N	N	m*	m	m	M
2.2 Implement a road hierarchy for the region.	N	S	N	N	N	N	N	M
2.3 Implement network management techniques to optimise the performance of the transport network, taking into account the needs of all modes.	m	M	N	N	m*	M	M	M
2.4 Take steps to facilitate the movement of freight traffic within the region.	N	S	N	N	M	m	m	M
SCORE TOTAL –max 12 (Significant=3, Medium=2, minor=1, None=0,	2	10	0	0	4	4	4	8

Policy 2: Make best use of the existing transport system	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Māori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
	Negative↓ = -1)							

Policy Group 2: Notes for strengthening alignment with ASF or explaining the rationale for the rating

- a. Collaboration is required to successfully implement each of these sub-policies but the policy itself is not targeted toward delivering effective, collaborative leadership, hence the minor contribution rating. For example, sub-policy 2.1 Implement a road hierarchy for the region requires a process of collaboration for this to occur, but the policy focus is on the road hierarchy not on democratic engagement or leadership in itself.
- b. The transport network need to be maintained (Policy 2.1) with effective operational systems (Policy 2.3) in place to underpin the connections that are part of the ASF Goal 1 A fair and connected society but this is an indirect relationship, hence the minor contribution rating.
- c. On the basis that the transport network uses innovative network management techniques and tools a medium contribution rating is assigned, however using innovative techniques for transport do not necessarily translate into supporting wider innovation in business.
- d. By facilitating the movement of freight within the region this supports business and economic activity and so a medium contribution rating is assigned, however supporting freight movement does not necessarily result in business innovation as ASF Goal 4 is focused on. Without support for freight movement, it would be more difficult to deliver business innovation as such it can be seen as a 'necessary but not sufficient' condition for economic innovation.
- e. The RLTS contribution to ASF Shift 5 Create prosperity based on sustainable practices, could be strengthened by the addition of a new 2.1 sub-policy that encouraged consideration of or required the use of sustainable designs and practices when maintaining the transport network.
- f. The RLTS contribution to ASF Shift 5 Create prosperity based on sustainable practices, could be strengthened by the addition of a new 2.3 sub-policy that encouraged consideration of or required the use of sustainable designs and practices when implementing network management techniques or traffic management systems.

Policy 3: Manage travel demand	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Māori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
3.1 Ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular travel.	m	m	N	m	N	S	m	m*
3.2 Provide attractive transport choices for individuals, communities and businesses.	M	m	m	m	N	M	m	m*
3.3 Ensure that resources are made available to understand and influence travel choices being made in the region.	M	m	N	m	N*	m	m	M
3.4 Ensure that the planning and management of parking resources in the region supports the region's land use and transport outcomes.	N	N	N	N	N	M	m	m*
3.5 Evaluate options to establish an efficient road pricing system.	N	N	N	N*	N	N*	N*	M
SCORE TOTAL –max 15 (Significant=3, Medium=2, minor=1, None=0, Negative↓ = -1)	5	3	1	3	0	8	4	7
	1. Put people at the centre of thinking and action	2. Think in generations, not years	3. Value te ao Māori	4. Activate citizenship	5. Create prosperity based on sustainable practices	6. Reduce our ecological footprint**.	7. Build a carbon neutral future*.	8. Integrate thinking, planning, investment and action
3.1 Ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular travel.	M	S	N	N	m*	M	M	S
3.2 Provide attractive transport choices for individuals, communities and businesses.	M	M	N	N	M	M	M	M

Policy 3: Manage travel demand	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Maori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
3.3 ensure that resources are made available to understand and influence travel choices being made in the region.	S	M	N	m	M	M	M	M
3.4 Ensure that the planning and management of parking resources in the region supports the region's land use and transport outcomes.	m	M	N	N	N	M	M	S*
3.5 Evaluate options to establish an efficient road pricing system.	N	S	N	N	N*	N*	N*	M
SCORE TOTAL –max 15 (Significant=3, Medium=2, minor=1, None=0, Negative↓= -1)	8	12	0	1	5	8	8	12

Policy Group 3: Notes for strengthening alignment with ASF or explaining the rationale for the rating

- a. Collaboration is required to successfully implement each of these sub-policies but the policy itself is not targeted toward delivering effective, collaborative leadership, hence the minor contribution rating. For example, sub-policy 3.2 Provide attractive transport choices for individuals, communities and businesses, requires a process of collaboration for this to occur, but the policy focus is on delivering the attractive transport choices not on democratic engagement or leadership in itself.
- b. The RLTS contribution to ASF Goal 5 Te puawaitanga o te tangata – Self-sustaining Maori communities, could be strengthened by the addition of new 3.3 sub-policies which specifically identify the need to better understand Maori communities needs and transport choices and specifically identify Maori facilities or activities (e.g. Kapa Haka events, Tangi at marae) where travel planning may assist.
- c. Policy 3.5 and its sub-policies are about the process of developing and evaluating options for a road pricing system. A 'policy to develop policy' therefore does not contribute to ASF Goals 4 Prosperity through innovation, 6 A quality compact urban form and 7 Resilient infrastructure nor the ASF Shifts 5 Create prosperity based on sustainable practices, 6 Reduce our ecological footprint, 7 Build a carbon neutral future. However if an option is identified and then implemented, the result could be very significant contributions to each of these ASF Goals and Shifts but until this occurs a 'None' rating has been assigned.

- d. Policy 3.1 and its sub-policies do not reference the economic benefits of more intensive centres i.e. agglomeration effects, and if this was included via a new sub-policy, it may increase the RLTS contribution to ASF Shift 5 Create prosperity based on sustainable practices. The introduction of sustainable practices into sub-policy 3.1.17 e.g. "Ensure that good urban design and sustainable practices are, included in the planning and implementation..." could also strengthen the RLTS contribution to ASF Shift 5.
- e. Policy 3.4 'planning and management of parking resources in the region' makes a strong contribution to ASF Shift 8 Integrate thinking, planning, investment and action, and if a policy direction is identified and implemented it should make a significant contribution, as it has been rated. However to make a significant contribution, the extent of integration, planning and thinking and importantly the implementation or action associated with the Regional Parking Strategy needs to be strong in all areas, and a question arises as to whether a strategy without a strong action/implementation plan can realistically make a significant contribution. This discussion exemplifies the dilemma that arises in assessing the RLTS policies against the ASF Goals and Shift. While a policy can in theory make a medium or significant contribution, poor development or implementation of a policy can compromise the level of contribution by falling short of the optimal level. For the purposes of this evaluation report, it is assumed that policies are consistently developed and implemented to a high standard.

Policy 4: Increase the capacity of the transport network	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Māori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
4.1 Improve, upgrade and expand the region's public transport infrastructure and services.	S	m*	m	m*	N	S	S	m*
4.2 Upgrade and provide additional road infrastructure to improve network efficiency and effectiveness.	M	m*	N	m*	N	m	S	m*
4.3 Upgrade and provide additional rail infrastructure to improve network efficiency and effectiveness.	M	m*	N	m*	N	M	S	m*
4.4 Provide additional infrastructure to improve conditions for walking.	S	m*	m	m*	N	S	M	m*
4.5 Provide additional infrastructure to improve conditions for cycling.	M	m*	m	m*	N	M	M	m*
SCORE TOTAL –max 15 (Significant=3, Medium=2, minor=1, None=0, Negative↓= -1)	12	5	3	5	0	11	13	5
	1. Put people at the centre of thinking and action	2. Think in generations, not years	3. Value te ao Māori	4. Activate citizenship	5. Create prosperity based on sustainable practices	6. Reduce our ecological footprint *	7. Build a carbon neutral future *	8. Integrate thinking, planning, investment and action
4.1 Improve, upgrade and expand the region's public transport infrastructure and services.	m	M	N	N	M	M	M	M
4.2 Upgrade and provide additional road infrastructure to improve network efficiency and effectiveness.	m	M	N	N	m	N	N	M
4.3 Upgrade and provide additional rail infrastructure to improve network efficiency and effectiveness.	M	M	N	N	m	m	m	M

Policy 4: Increase the capacity of the transport network	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Māori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
4.4 Provide additional infrastructure to improve conditions for walking.	M	M	N	N	M	M	M	M
4.5 Provide additional infrastructure to improve conditions for cycling.	M	M	N	N	M	M	M	M
SCORE TOTAL –max 15 (Significant=3, Medium=2, minor=1, None=0, Negative↓= -1)	8	10	0	0	8	7	7	10

Policy Group 4: Notes for strengthening alignment with ASF or explaining the rationale for the rating

- a. Collaboration is required to successfully implement each of these sub-policies but the policy itself is not targeted toward delivering effective, collaborative leadership, hence the minor contribution rating. For example, sub-policy 4.1 Improve, upgrade and expand the region’s public transport infrastructure and services, requires a process of collaboration for this to occur, but the policy focus is on delivery of the public transport infrastructure and services not on democratic engagement or leadership in itself.
- b. All Group 4 RLTS policies are about providing quality transport infrastructure and services and the implementation of these, can support resident’s perceptions of Auckland as a great place to live and work and thereby make an indirect contribution to ASF Goal 2 Pride in who we are, which is why a minor contribution has been identified for each of these.
- c. All Group 4 RLTS policies can be seen as a ‘necessary but not sufficient’ condition in support of ASF Goal 4 Prosperity through innovation. If there are constraints on the transport network, this can limit innovation and prosperity but addressing these constraints does not necessarily lead to economic innovation.

Policy 5: Allocate the available transport funding to ensure the Regional Land Transport Strategy's policies are achieved	1. A fair and connected society	2. Pride in who we are	3. A unique and outstanding environment	4. Prosperity through innovation	5. Te puawaitanga o te tangata – Self-sustaining Māori communities	6. A quality compact urban form	7. Resilient infrastructure	8. Effective, collaborative leadership
5.1 Allocate land transport funding to reflect the preferred strategic option.	M*	N	N	N	N	M*	M*	m*
5.2 Promote changes to the land transport funding systems to enable implementation of the preferred strategic option.	m*	N	N	N	N	m	m	M
5.3 Take steps to mitigate the risks that have been identified with respect to implementation of the preferred strategic option.	N	N	N	N	N	m	m	M
SCORE TOTAL –max 9 (Significant=3, Medium=2, minor=1, None=0, Negative↓ = -1)	3	0	0	0	0	4	4	4
	1. Put people at the centre of thinking and action	2. Think in generations, not years	3. Value te ao Māori	4. Activate citizenship	5. Create prosperity based on sustainable practices	6. Reduce our ecological footprint*.	7. Build a carbon neutral future*.	8. Integrate thinking, planning, investment and action
5.1 Allocate land transport funding to reflect the preferred strategic option.	N	M	N	N	N	m	m	M
5.2 Promote changes to the land transport funding systems to enable implementation of the preferred strategic option.	N	M	N	m	N	N	N	m
5.3 Take steps to mitigate the risks that have been identified with respect to implementation of the preferred strategic option.	N	M	N	N	N	N	N	m
SCORE TOTAL –max 9 (Significant=3, Medium=2, minor=1, None=0, Negative↓ = -1)	0	6	0	1	0	1	1	4

Policy Group 5: Notes for strengthening alignment with ASF or explaining the rationale for the rating

- a. Collaboration is required to undertake the allocation of funding in alignment with the general allocations identified, however the separate allocation of funding by each agency does not necessarily involve collaboration nor directly support ASF Goal 8 Effective, collaborative leadership, hence the minor contribution rating.
- b. As the RLTS is strongly targeted to supporting ASF Goals 1 A fair and connected society, 6 A quality compact urban form and 7 Resilient infrastructure, then allocating funding in accordance with the preferred strategic option and general allocations identified, will make a contribution to these, hence the medium contribution rating.
- c. Policy 5.2 and its sub-policies are focused on work to ensure implementation of the strategic option and advocacy to increase funding but it does not talk about ensuring funding allocations are fair or improve fairness (ASF Goal 1 A fair and connected society) in relation to the incidence of funding i.e. who pays, road users versus ratepayers versus developers etc. It may be possible to strengthen the contribution to ASF Goal 1 by adding a new sub-policy in relation to ensuring or advocating for funding arrangements that contribute to a fair and connected society.