

Moving forward



2005

Auckland Regional Land Transport Strategy



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AUCKLAND REGIONAL TRANSPORT STRATEGY 2005 November 2005

The Auckland Regional Land Transport Strategy reflects the work of the 2004-2005 Auckland Regional Land Transport Committee, which is a standing committee of the Auckland Regional Council. The 2005 Regional Land Transport Committee consists of the following representatives:

Cr Joel Cayford, Chairperson (ARC), Cr Carolynne Stone, Deputy Chair (WCC), Cr Michael Barnett (ARC), Dr Graham Bush (Access & Mobility), Mr Chris Carr (Economic Development), Cr Caroline Conroy (PDC), Mayor Sir Barry Curtis (MCC), Cr Dianne Glenn (ARC), Cr Wyn Hoadley (ARC), Dr Virginia Hope (Public Health), Ms Pauline Kingi (Cultural Interests), Mr Peter Kippenberger (Land Transport NZ), Mayor John Law (RDC), Cr Mike Lee (ARC), Dr Alastair MacCormick (Economic Development), Cr Jill Morris (FDC), Cr Julia Parfitt (NSCC), Ms Kathleen Ryan (Environmental Sustainability), Ms Mary Schnackenberg (Access & Mobility), Mr Stephen Selwood (Access & Mobility), Cr Richard Simpson (ACC), Sup Int Dick Trimble (Safety & Personal Security), Cr Paul Walbran (ARC).

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INTRODUCING AUCKLAND'S 2005 REGIONAL LAND TRANSPORT STRATEGY



This document is the first Auckland transport strategy prepared under the Land Transport Management Act 2003. The Act requires balanced consideration of a range of matters including: access and mobility; economic development; public health; environmental sustainability; and safety and security. The strategy generally addresses the need to provide for biking, walking, public transport, freight and general traffic, within and across the Auckland Region.

Preparation and adoption of this strategy, and its restricted ten year horizon out to 2016, were triggered by other Government legislation – the Local Government Auckland Amendment Act 2004 – which also required that Auckland's land use planning documents and transport strategy better deliver the "compact city" vision. This envisages the development of high capacity passenger transport corridors interconnecting Auckland region's town centers, and enabling quality intensification in place of sprawl.

During their deliberations, Regional Land Transport Committee members recognised that Auckland region suffers from an incomplete motorway network, alongside chronically underfunded passenger transport systems.

This Auckland Regional Land Transport Strategy takes a reasonable estimate of how much funding is available for all Auckland region's transport over the next ten years - \$11 billion (which includes capital and operational expenditure) – and recommends how that money should be invested between now and 2016. Broadly, we recommend 62% be spent on roading, 34% on public transport, and 4% on travel demand management, in order to comply with the legislative obligations outlined above.

A note of caution. There is a significant funding mismatch at present (December 2005) that will not allow the recommended investment in public transport to be achieved. Current funding policies - especially those of central government - place much greater emphasis on regional state highway projects, than on regional passenger transport projects or local roading projects. This mismatch needs urgent attention.

I believe the strategy contained in these pages will deliver the transport system needed to support and enhance a successful Rugby World Cup in 2011. Such an opportunity was not foremost in the minds of those responsible for this strategy, as we carefully weighed priorities and options for Auckland's transport future. However, in recognizing that significantly more investment is required in Auckland regional public transport systems now than has been the case in past decades, transport strategy committee members showed foresight.

Of course transport strategy is about more than roads, rail and ferries. It is about freight movement and people movement. It is also about how town centres work for people. This strategy calls for good urban design and land use integration, rather than narrowly emphasizing free flow of vehicle traffic at the expense of pedestrian amenity.

I have pleasure in placing this transport strategy in front of those institutions responsible for Auckland region's transport planning and investment, and thank those many individuals involved in its preparation. Now is the time for implementation.

Joel Cayford
Chairman – Auckland Regional Transport Committee



