

Moving forward

Summary Document



2005

Auckland Regional
Land Transport Strategy



Auckland
Regional Council
TE RAUHĪTANGA TAIAO



Introduction

RLTC



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.

A note of caution. At present there is a significant funding mismatch 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.

The RLTS has been prepared by the Regional Land Transport Committee (RLTC), a committee of the Auckland Regional Council. The RLTC's purpose is to prepare the Regional Land Transport Strategy and has a broad membership supported by various transport, economic, social and environmental experts. The RLTC is made up of 22 members including representatives from the ARC, all the local councils in the region, Land Transport NZ, and representatives for the following interest areas: economic development, access and mobility, public health, environmental sustainability, safety and personal security, and cultural interests. The committee also has observers representing ARTA and Transit.

An estimated \$11 billion of funding is available for the region's transport during the next 10 years. The Auckland Regional Land Transport Strategy recommends how it should be invested.

Broadly, we recommend 62 per cent be spent on roading, 34 per cent on public transport, and 4 per cent on travel demand management, to comply with legislative obligations.

Of course transport strategy is about more than roads, rail and ferries. It is about freight

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

This summary of the RLTS should give you an insight into how the region plans to deal with the significant issues facing Auckland's transport system.


Joel Cayford
Chairman – Auckland Regional
Transport Committee



What's ahead?

Approximately 340,000 more people – the population of Christchurch city – are expected to live in the Auckland region in 2016. If car ownership remains as high as now, there will be 195,000 more cars. Traffic could increase by nearly 25 per cent.

The Auckland region has approximately \$11 billion to spend on transport between now and 2016. Where will

the money go? And what difference will it make to the way we get around?

The Auckland Regional Land Transport Strategy looks at the issues and sets out how the \$11 billion can be used for the best results.

Aucklanders are concerned about:

- The incomplete road network

- Their dependence on cars to get to work and study
- Limited public transport services and infrastructure, which means the bus or train is not an option for many trips
- The large number of short car trips, particularly parents taking children to

school and the delays and costs of transport for businesses and industries

- Air and water pollution caused by traffic are also concerns
- Safety – the number of accidents and how safe it feels to drive, use public transport, walk, and cycle.



2016: Auckland's transport system

What we want to achieve

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

Our vision

A transport system Aucklanders can be proud of, where:

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

Our objectives

- Assist economic development
- Assist safety and personal security
- Improve access and mobility
- Protect and promote public health
- Ensure environmental sustainability
- Support the Auckland Regional Growth Strategy
- Achieve economic efficiency.



The strategy

After analysing a series of options and consulting widely, the RLTC has decided a 'High Passenger Transport' option is the best strategy for guiding transport investment for the next 10 years. This strategy will see a substantial increase in public transport spending and a significant focus on travel demand management, in particular on increasing walking and cycling.

However, the majority of investment will continue to be on roading.

There will be spending of \$6.81 billion on roading, \$3.8 billion on public transport and \$420 million on travel demand management measures.

The current thrust towards completing the region's strategic roading network will continue.

The increased spending on public transport will allow significant improvements to bus and ferry services, as well as rail. For example,

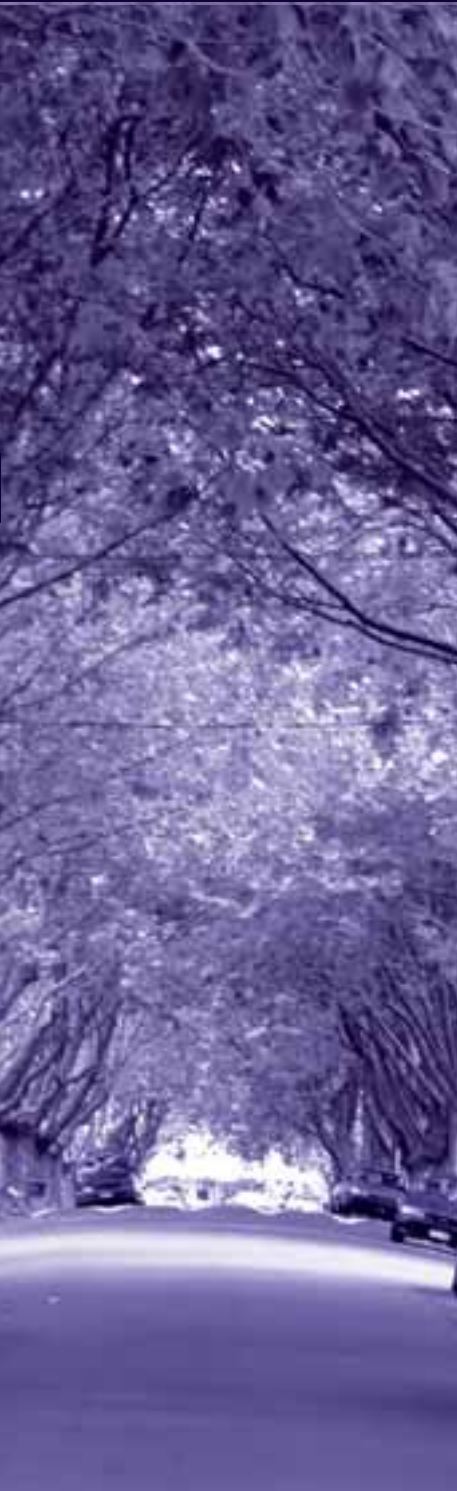
trains will operate no more than 10 minutes apart in peak times, there will be more cross-town bus services and bus priority measures will be widely introduced throughout the region.

The RLTC believes the adopted option will best meet the objectives of the strategy, particularly those relating to improving access and mobility, public health and safety.





RLTS Policies



Policies are grouped into similar types of initiatives. Many contribute to a number of the strategy's objectives.

Policy 1 – Contribute to an integrated, safe, responsive and sustainable transport system

A number of organisations are involved in the development of Auckland's transport system. Their decisions impact on the effectiveness of the system meeting the region's transport objectives. The RLTS includes policies to help these organisations contribute to the overall aim of an integrated, safe, responsive, and sustainable transport system.

Policy 2 – Make best use of the existing transport system

Auckland's transport system represents a significant investment and its efficient and effective use is vital to the economic, social and environmental well being of the region. A key focus of this strategy is to ensure that the existing transport network can operate at its best, both now and into the future.

Policy 3 – Manage travel demand

The RLTS recognises there are simply too many cars to adopt a "predict and provide" approach to transport in Auckland. While additional transport services and infrastructure will be required, the region will also increasingly need measures that reduce the demand for travel, particularly by private vehicles.

Policy 4 – Increase the capacity of the transport network

Even with steps to manage travel demand, growth of the region means that significant investment in infrastructure and services is required to maintain and improve the transport network's effectiveness. Transport network improvements are also needed to support the Regional Growth Strategy and in particular, to enable development in and around town centres. The RLTS therefore provides for strategic improvements to the region's transport system to increase capacity, support the growth strategy, offer better transport choices and allow the system to operate safely and efficiently.

Policy 5 – Allocate the available transport funding to ensure the achievement of RLTS policies

The evaluation of strategic options undertaken in the RLTS identifies a preferred mix of investment in roading, public transport, walking, cycling and travel demand management initiatives. The strategy includes policies to ensure that the funding available to land transport in the region is directed towards implementing the preferred option.

Roads

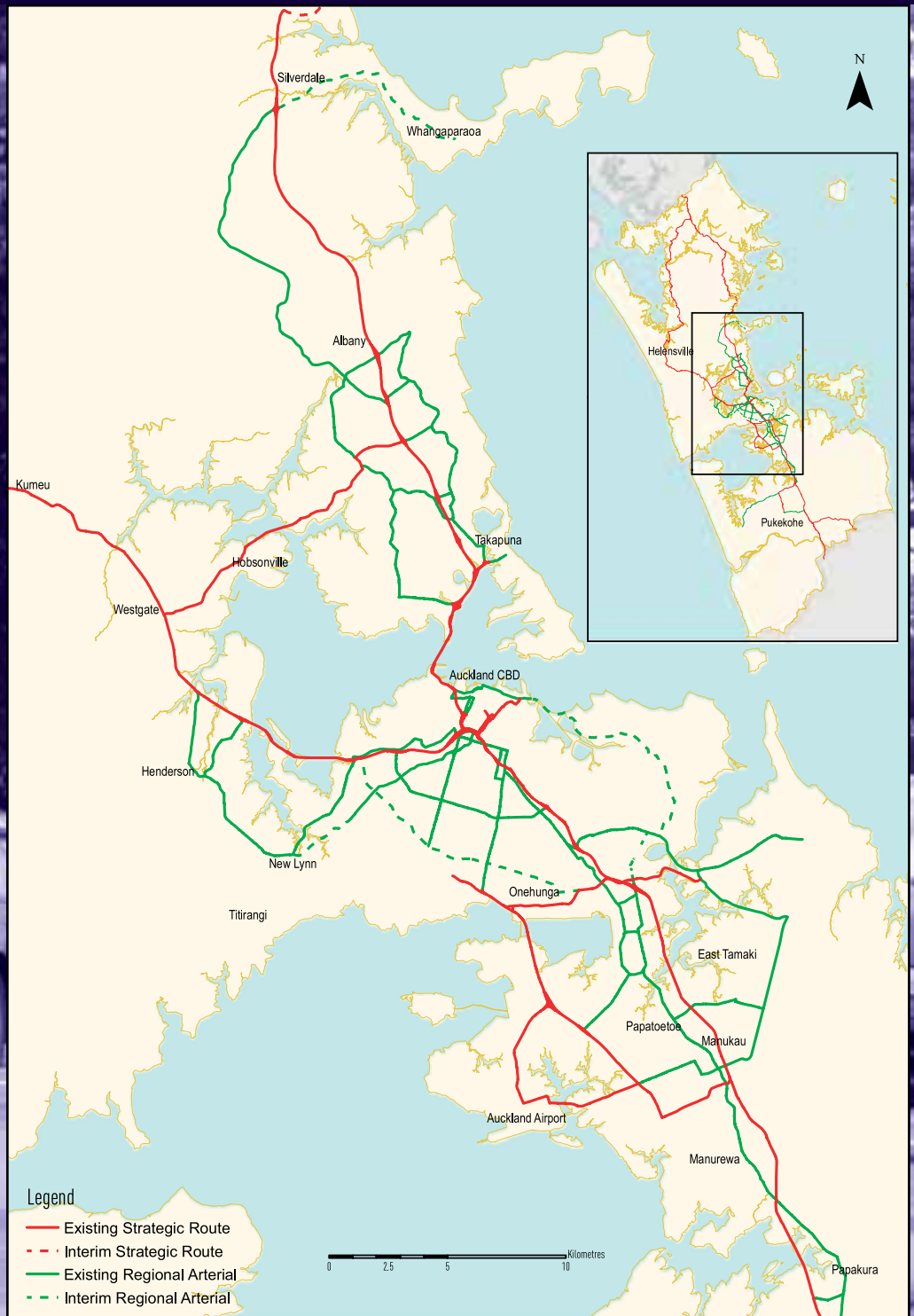
The RLTS recognises that for the foreseeable future the majority of trips will continue to be made by car and privately owned vehicles will carry the greatest number of people around the region.

The low-density development of the region, the dispersed nature of journeys, high car ownership and a relatively good roading system makes this inevitable.

Cars give most Aucklanders a wide choice of living and work locations. Business has little choice but to use roads to move goods and services and an effective road network is critical to growing the Auckland economy.

Under this strategy improvements to the region's strategic road network will continue as fast as funding will allow.

The spending of \$6.81 billion on roads will allow completion of approximately 60 per cent of the strategic road network improvements within the next 10 years, some safety-related improvement and better operation of arterial roads.



Present Day Strategic Route & Regional Arterial Road Network



Future Strategic Route & Regional Arterial Road Network



Public transport

Public transport generally provides travel that is safer, more space and energy efficient and generates fewer emissions per person carried than travel by car. The main limitation is, it is not always good at serving dispersed trip patterns.

A number of transport modes will each need to play a part for public transport to be successful.

To realise the full potential of public transport, it will be necessary to develop an interconnected and integrated network that allows timely and reliable movement and appropriate access to regional and local centres.

Improvements to the region's public transport system will involve the provision of four layers of public transport service and infrastructure: the rapid transit network, the quality transit network, the local connector network and targeted services.

All the components of the public transport system will have a high degree of linkage and coordination between them, with the aim of developing a system that is seamless for users. The introduction of integrated ticketing and fares between public transport modes



Indicative Quality Transit Network



Indicative Rapid Transit Network

and operators will assist in ensuring the network is efficient and affordable for users.

The Rapid Transit Network will involve the provision of a fast, high frequency service in its own right of way, which is unaffected by traffic congestion. This will be the backbone of the public transport system and will include the Northern Busway and the rail corridors. Some ferry services to and from the CBD will also be part of the Rapid Transit Network.

The Quality Transit Network will involve providing a network of high-frequency high-quality transit services. The majority of these will be bus services operating with bus priority measures between key centres and over major corridors. The Quality Transit Network will complement the Rapid Transit Network and will connect with it at key public transport locations.

The Local Connector Network will involve low to medium frequency local bus, ferry and train services that provide access to local centres and connect with the Rapid Transit and Quality Transit networks.

Targeted Services will provide mobility for groups for whom the regular public transport network is not adequate. Examples are school buses and services for people with disabilities.



Rail

Passenger rail will provide frequent and fast services along the western, eastern and southern rail lines.

While rail will never directly serve the majority of residents and businesses

in the region, it has the capacity to move large numbers of passengers through critical congested locations. The location of the rail corridors makes passenger rail particularly important to provide access to the CBD. Where

appropriate, bus services will be reorientated to connect with and integrate with rail.

Rail has considerable under-used potential for the efficient movement of passengers and freight

through the region. Rail is not subject to the same congestion that leads to inefficiencies with road-based transport.

Rail users should be able to move seamlessly to other forms of public transport.



Buses

Buses are the staple public transport mode in the region, carrying 82 per cent of all public transport trips in 2004.

Buses are expected to continue to carry a large majority of total public transport passengers. They will form the northern corridor component of the rapid transit system, linking the key northern sub – regional centres with the CBD.

Suburban areas will continue to be serviced by buses, which will provide a transport service on most of the region's arterial roads – both in a radial pattern originating from the CBD and on cross-town routes.

This means bus services will form almost all of the quality transit network and the local connector network. Where appropriate buses will also provide connections to rural communities.

There is potential for greater integration between bus and rail services.



Ferries

Ferries provide the most direct connection between maritime suburbs and the CBD. These suburbs include Waiheke, Devonport, Birkenhead and Half Moon Bay.

The development of the Britomart Transport Centre has enabled a direct link between ferries and other types of public transport. Ferry transport within the region will be further improved by upgrades of

ferry terminal infrastructure along with new and more frequent services.

The CBD to Devonport and CBD to Waiheke services are components of the rapid transit network while the other ferry services will be part of the quality transit network. Some less frequent ferry services such as Gulf Harbour and Pine Harbour Marina may form part of the local connector.



Travel Demand Management

Car travel will remain an important part of Auckland's transport system. But the region cannot accommodate relentless growth in car use.

Travel Demand Management (TDM) is therefore an essential part of the RLTS. It aims to reduce car trips and to encourage more people to walk, cycle, catch public transport, carpool, and to work, shop and play locally.

TDM is wide-ranging, covering tools from land use planning to educating children on the benefits of walking to school.

TDM initiatives are successfully reducing traffic volumes in Britain and early measures introduced to Auckland have also produced promising results.

One of the big advantages of TDM projects is that

they are cheap for the transport benefit they deliver – especially compared to infrastructure construction costs.

The main TDM strategies are reducing the need to travel, providing for and influencing travel choices and road pricing.

Reducing the need to travel will be done through planning land use and transport systems in an integrated way. An increase in mixed-use developments with more urban activities than just housing will reduce the need to travel to other parts of the region.

Making walking and cycling more attractive by improving safety and facilities will have an effect on traffic volumes.

Walking has been declining. This is partly a response to more traffic making roads increasingly unpleasant,

inconvenient and unsafe for pedestrians.

Making walking a more popular transport choice will require investment in better footpaths, safer crossings and more pleasant shortcuts and walkways. Much of this investment will be at a local level, and needs to be designed to meet the needs of all pedestrians.

Cycling also has significant potential benefits as a mode of transport, particularly for short to medium distance journeys. More than half of all Aucklanders describe cycling as unsafe.

In cities where cycling is more popular there is a "safety in numbers" effect, indicating drivers are more considerate of cyclists when there are more on the roads.

Building up a comprehensive network of safe, pleasant

and direct cycle links is a crucial component of the RLTS.

School and business travel plans are already being developed and will play a greater role in the future. Travel plans aim to reduce the number of trips made using the car. They involve working alongside schools, community and businesses to address the barriers to more sustainable travel choices.

Charging people to use parts of the road network in the Auckland region – called road pricing – is another TDM tool. But it will not be considered by the RLTC until the Government has completed its current investigations into the issue and there has been extensive evaluation and public consultation across the region.



Freight Traffic

The ability of the transport system to efficiently move goods and services is a critical factor in the region's economic well-being. If the transport system does not enable these movements to take place efficiently, the competitiveness of the region's business and rural sectors will decline.

The RLTS aims to assist the movement of freight by providing additional roading, introducing carefully considered travel demand management measures and reducing demand for road space by improving public transport.

The Auckland Regional Freight Strategy is a separate document that details the issues, policies and actions for managing freight transport in the region.

Its policies include the identification of a strategic freight network and encouraging more use of rail for freight movements within the region.





Results expected by 2016



- Substantial progress in the completion of key links in the strategic roading network
- Increased provision of public transport, with improvements to bus and ferry services in addition to continued upgrading of rail
- People will have a greater choice of travel modes and it will be easier to change between them with the introduction of integrated ticketing
- Access opportunities to the transport system for people with disabilities is expected to improve
- Forty nine per cent of motorised trips into the CBD will be by public transport, compared to 32 per cent now
- Walking and cycling is expected to make up 15.5 per cent of all trips
- Crashes, deaths and injuries involving pedestrians and cyclists are expected to decrease
- In peak periods 11 per cent of trips are expected to be by public transport, compared to seven per cent now
- The reliability of public transport services will be much higher
- Despite traffic volumes between key business centres increasing by 45 per cent, interpeak travel speeds expected to decrease by only 5.6 per cent
- At least a 20 per cent reduction in emissions to air which are harmful to health
- In spite of these improvements, continued growth will result in a 22 per cent increase in CO₂ emissions.



Changes at the top

The way transport is organised and funded has changed since the last Regional Land Transport Strategy in 2003. The number of organisations making decisions about transport in the region has been reduced to:

- Auckland Regional Council (ARC) – responsible for strategic transport decision-making
- The Auckland Regional Transport Authority (ARTA) – a subsidiary of the ARC, responsible for planning, funding and developing the region’s transport system
- Auckland Regional Holdings (ARH) – a subsidiary of the ARC, responsible for transport investment on behalf of the ARC
- Local councils – responsible for planning transport investment and regular maintenance of roads and transport infrastructure at a local level
- Transit New Zealand – constructs and manages the state highway network including Auckland’s motorways.



Funding changes

The Government is providing extra funding for transport. It consists of the revenue raised in the region from the additional 5c/litre petrol tax, plus \$900 million from the consolidated fund. Since the draft strategy an additional \$330 million has been made available. This does not include potential additional funding from debit funding. This brings the total available funding expected over the next 10 years to \$11 billion.

Plan changes

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



Regional Growth Strategy

The RLTC plans a transport network that supports and responds to the objectives of the Regional Growth Strategy (RGS). The RGS was developed by the Regional Growth Forum, which is made up of all the local authorities in the Auckland

region. It is designed to accommodate population growth to minimise growth effects on the environment and ensure the region is economically successful and enjoyable to live in.

The RGS seeks to limit the outward spread of urban

Auckland, protect the natural environment and promote multi modal accessibility in the metropolitan urban area.

The roading and passenger transport system outlined in the RLTS support the RGS by providing access to nodal and corridor areas

identified for increased densities and mixed use development within existing urban areas; existing and developing employment areas; greenfield areas for future urban development; and small rural and coastal towns identified for limited growth.



Do you want more information?

For more information on the Regional Land Transport Strategy visit the ARC's website: www.arc.govt.nz

You can get a copy of the Regional Land Transport Strategy by:

- Downloading the PDF files from the ARC's website
- Email publications@arc.govt.nz and requesting a copy
- Requesting a printed copy by calling the ARC on [09 366 2000](tel:093662000).

09 366 2000 www.arc.govt.nz