

Factor	Rating		
	High	Medium	Low
Confidence	The analysis is well proven, the background data is current, complete and accurate, and the outcomes are insensitive to minor uncertainties in input factors. The sources of evidence (references) used in each assessment must also be identified. Note: Projects must also be included in the relevant EICP.	Neither high nor low.	Little or no supporting data is provided.
Consideration of options/optimisation	<p>The project scope including methodology and timescale is appropriate; and</p> <p>Alternatives and options have been fully considered; and</p> <p>Opportunities to integrate or link proposal with other projects have been explored; and</p> <p>The project reflects the outcomes of an appropriate consultation process; and</p> <p>The implementation risks are scoped, quantified and suitably managed.</p>	<p>The project scope including methodology and timescale is appropriate; and</p> <p>Alternatives and options have been fully considered; and</p> <p>The project reflects the outcomes of an appropriate consultation process.</p>	The project development process has not been sufficiently rigorous to ensure the best reasonable proposal has been identified.

APPENDIX B – LAND TRANSPORT NZ

GENERIC PROJECT PROFILES

Based on Land Transport NZ methodology and only applies to projects under \$3 million value. Likely to be revised for future years

Generic project	Seriousness & Urgency	Effectiveness
Commitments	H	H
Preventive maintenance	M	M
Emergency reinstatement	M	M
Traffic management – network efficiency	H	M
Bridge Renewals – structural – seismic strengthening	M	M
New roads and bridges (synthetic profile using 3905)	M	M
New roads and bridges – safety	H	M
New roads and bridges – route efficiency	L	M
Congestion improvements at intersections/along urban routes	H	M
Effluent disposal facilities	M	M
Passing lanes	M	M
Rural realignment (travel time)	M	M
Rural realignments (safety)	M	M
Safety improvements at intersections/along urban routes	H	M
Safety retro-fitting	H	M
Seismic retro-fitting	M	M
Street lighting improvements	M	M
Pavement smoothing	M	M
Seal extensions	M	M
Advanced property purchase – safety	M	M
Advanced property purchase – route efficiency	L	M
Advanced property purchase – alternative modes	M	H
Network support (walking and cycling)	M	L
Purpose built walking and cycling infrastructure	H	H
Improvements to existing mixed walking and cycling networks	H	M
Minor safety activities	M	M
Passenger transport funding (passenger services)	H	H
Rail and barge operations	H	H
Passenger transport funding (shelters and facilities)	H	H
Passenger transport funding (PT roading improvements)	H	H

APPENDIX C – ARTA

STATEMENT OF LAND TRANSPORT PRIORITIES

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1.0 Introduction

This document provides an outline of the Auckland Regional Transport Authority's (ARTA) view of land transport priorities for the Auckland region. This 'Statement of Priorities' will provide guidance for the Auckland territorial authorities in preparing their 2006/07 transport programmes, which will be submitted to ARTA as inputs to the Auckland Land Transport Programme (LTP).

The 'Statement of Priorities' is a complementary document to ARTA's Guidelines on Development of the 2006/07 Auckland LTP in particular, Attachment A of the ARTA Guidelines, which sets out the process for creating a project profile for evaluation purposes, refers to the Statement of Priorities to help determine project effectiveness.

The Statement of Priorities is also seen as the first step in developing the Auckland Transport Plan (ATP). The ATP will be an operational plan that outlines a prioritised phased set of transport improvement actions, both infrastructure and service projects, for the full Auckland land transport system. In later years it is envisaged that the ATP will provide a planning framework for development of the Auckland LTP.

This draft "Statement of Priorities" has been developed in collaboration with Transit New Zealand, the seven Auckland territorial authorities, the Auckland Regional Council (ARC), and Land Transport New Zealand.

1.1 ARTA objective and role

ARTA's statutory objective is:

"to plan, fund and develop the Auckland region's land transport system in a way that contributes to an integrated, safe, responsive, and sustainable land transport system for the Auckland region"

ARTA's main roles are to:

- > Provide a planning and funding framework to enable the integration of land transport infrastructure and services, to give effect to the Regional Land Transport Strategy (RLTS)
- > Prepare and manage a LTP for all of the Auckland region's transport activities, excluding State Highways
- > Prioritise local roading activities within the Auckland LTP
- > Plan and provide passenger transport services in the region
- > Plan and implement travel demand management (TDM) activities.

1.2 ARTA priorities – statutory framework

ARTA was established by the Local Government (Auckland) Amendment Act (LGAAA), Schedule 6 of the LGAAA amended the Land Transport Management Act (LTMA) which sets out the criteria for the development of the LTP. The legislation requires that:

"ARTA's land transport programmes for the year commencing 1 July 2006 and subsequent years must include a statement of its view of land transport priorities (including the priorities of other approved organisations) for the Auckland Region; and in preparing this statement of priorities, ARTA must take into account the 10 year financial forecast of the land transport expenditure of Land Transport New Zealand and the Auckland local authorities, and the priorities in the latest land transport programme of Transit; and

May include comment on Transit's latest land transport programme; and

Must be satisfied that the priorities contribute to its objective, including its social and environmental responsibilities, and contribute to the following:

- > Assisting economic development; and
- > Assisting safety and personal security; and
- > Improving access and mobility; and
- > Protecting and promoting public health; and
- > Ensuring environmental sustainability."

In its LTP, ARTA must give effect to matters in the Auckland RLTS "unless it is required to do otherwise by operational considerations that affect the sequencing and timing of activities, the funding available to it, or its statutory functions or powers".

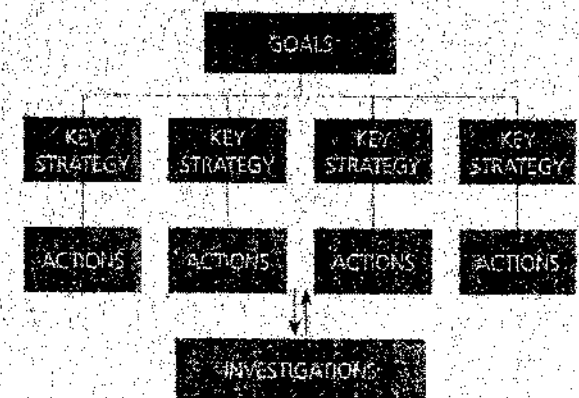
In addition when preparing a LTP, ARTA must take into account any current national land transport strategy (none exists at present) and the National Energy Efficiency and Conservation Strategy (NEECS).

1.3 Statement of Priorities – content

Based on the above considerations, ARTA has determined that its Statement of Land Transport Priorities will cover:

- > Overarching goals – long term (10 year and beyond) outcomes sought – performance in each major outcome area over a 10 year period and beyond
- > Key strategies over a 10 year period – PT, State Highways, Local Roading and TDM goals and focus over this time period, including funding allocations
- > Actions over a 10 year period – State Highway, Local Roading, PT and TDM identified by Transit NZ, the territorial authorities, OnTrack and ARTA including their current status and estimated cost. These 'Actions' to constitute large projects and packages of projects
- > A description of key investigations for the coming year.

Diagram showing above relationship:



The goals, strategies, actions and investigations are outlined in the remainder of this document. A more detailed diagrammatic representation of these is shown in Attachment A.

2.0 Overarching goals

ARTA's mission is:

"To deliver a world-class transport system that makes Auckland an even better place to live, work and play."

This reflects ARTA's role in the development of a transport system which gives effect to the RLTS.

The draft RLTS 2005 sets out seven key objectives for the Auckland land transport system:

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

ARTA is committed to planning, funding and developing a transport system that contributes towards these objectives by delivering outcomes in three key areas or goals:

2.1 Moving Auckland

This outcome involves the provision of better quality options for travel within the region to ensure Aucklanders can meet their economic, social and cultural needs.

2.2 Developing Auckland

This involves the development of a transport system that supports the development pattern identified in the Auckland Regional Growth Strategy, and the economic development objectives of the Auckland Regional Economic Development Strategy.

2.3 Sustaining communities

This outcome involves the provision of accessible and sustainable transport choices for all Aucklanders which manage the adverse effects of the transport system on the environment, involving the community in the decision making process and use the funding available to the best advantage.

3.0 Key strategies

ARTA has identified nine key strategies to deliver the overarching goals:

- > Make best use of the existing transport system. This will include:
 - > Maintain service levels of existing transport infrastructure
 - > Traffic management to improve the effectiveness and efficiency of the strategic routes (including State Highways) and regional arterial road network(s)
 - > Improve safety on the arterial road network
 - > Enhance service level of existing passenger transport services.
- > Develop and expand passenger transport infrastructure and services
- > Develop regional cycle network and pedestrian facilities
- > Develop strategic routes (including State Highways) and regional arterial road networks
- > Implement TDM measures including travel behaviour change TBC
- > Ensure coordination and integration of transport investments and land use planning
- > Establish a road safety culture
- > Improve environmental performance of the transport network
- > Improve the institutional arrangements around funding and delivery of transport solutions in the region.

There will be transport activities undertaken within the region that do not fit into the above strategies and these will generally be classified as a medium or low priority for regional funding.

4.0 Actions

Actions to implement the key strategies are assigned a high, medium or low priority based on their effectiveness in delivering the key strategies. The actions are listed, in no particular order, under their priority rating and the key strategy they relate to.

The first action, make best use of existing system, is however regarded nationally and regionally to have the first priority for funding.

The term 'Regional Standard' is used throughout the actions and indicates ARTA's goal to have regionally consistent standards. In the interim the term 'Regional Standard' shall be taken to mean either a national standard, such as Land Transport NZ Standards, or where no national standard exists the currently adopted standard of each territorial authority.

4.1 High priority actions

Make best use of existing system

- > Maintenance of transport infrastructure
- > Road maintenance and renewal to regional standard – routine and capital maintenance commensurate with the roading hierarchy
- > Maintenance and/or replacement of public transport infrastructure (including information systems).

Traffic management to improve effectiveness and efficiency of strategic routes (including State Highways) and regional arterial network(s)

- > Traffic signal coordination
- > Optimise existing road space – (e.g. bus priority, cycle lanes, pedestrian crossings)
- > Access and parking control measures
- > Targeted intersection upgrading
- > Manage strategic routes (including State Highways) and the regional arterial network(s) interface
- > Incident management (ATMS)
- > Safety improvements on arterial road network
- > Hazard removal
- > Improve safety at unsafe intersections
- > NZ standard for lighting
- > Consistent signage and markings
- > Pedestrian and cycle safety, including lighting
- > Geometric profile improvements (shape correction and widening for safety)
- > Maintain existing PT services
- > Ensure regional level of service standard provided.

Develop and expand PT infrastructure and services

PT network plan activities rated as high priority

These will include:

- > Bus shelters and bus stop signs
- > Bus stations
- > Bus/rail interchanges
- > Busway links (e.g. Takapuna/Bairys Point – Akoranga station)
- > Central transit corridor
- > Ferry terminals upgrade and new terminals
- > New bus lanes (widen roadway)
- > Northern busway
- > Park 'n ride facilities
- > Pedestrian links to PT (stations)
- > Rail electrification
- > Rail upgrade project
- > RTPIS signs.

Services

- > Develop rapid transit network
- > Develop quality transit network
- > Provide services to new growth areas
- > Review services to meet customer demand
- > New school bus services.

Quality/system

- > Integrated ticketing
- > Marketing/attitude change.

Develop cycle and pedestrian network

- > Implement actions rated as high priority in the regional cycle strategy
- > Pedestrian links to and in town centres
- > Pedestrian links to PT.

Develop strategic routes (including State Highways) and arterial road network(s)¹

- > Completion of the Western Ring Route, namely the SH20-SH16-SH18 route from Manukau City Centre to south of Albany including the duplication of the Manukau Harbour Crossing and upgrading of the Gloucester Park Interchange
- > Completion of key projects on SH1 (Southern & Northern Motorways) including completion of the Central Motorway Junction, the Newmarket viaduct, the Harbour Bridge to city and the Northern Motorway extension to Puhoi projects
- > The upgrading of the Neilson Street link between the SE Highway and SH20 at Gloucester Park, Onehunga
- > Implementation of strategic roading projects resulting from the Auckland Manukau Eastern Transport Initiative.

Determination of future additional strategic and arterial roading requirements within the region and associated route protection needs followed by their staged implementation

- > Arterial traffic management
- > Arterial road safety initiatives
- > Bus links on State Highways
- > Connections to other regions.

Implement TDM measures including TBC. Activities rated as high priority in TDM plan including:

- > School travel plans
- > Business travel plans
- > Community travel plans.

Ensure coordination and integration of transport investments and land use

- > Transit oriented development, including land acquisition
- > Public transport, pedestrian and cycle facilities to support intensification
- > Parking policy to support intensification.

Establish a road safety culture

- > Community programmes targeting regional safety priorities (speed, alcohol, pedestrian safety, intersection safety, at-risk road users)
- > Improve environmental performance of transport network
- > Improve the emission performance of PT vehicles
- > Advocate for fuel and vehicle improvements to control emissions
- > Improve water quality of road run-off.

Improve the institutional arrangements around funding and delivery of transport solutions in the region

- > Revise the public passenger transport procurement framework to better support regional outcomes
- > Review the institutional arrangements around the ownership, funding and delivery of rail infrastructure and services
- > Review the funding mechanisms for land transport infrastructure and services to facilitate funding of the RLTS.

4.2 Investigations

A number of high priority investigations have been identified:

- > CRD rail tunnel
- > Rapid transit network – rail network expansion
- > Investigate demand management options and road pricing
- > Investigate and develop alternative funding sources
- > Investigate long term scenarios
- > PT Network Plan
- > TDM plan
- > Auckland Transport Plan
- > Walking and cycling strategies
- > Motorway ramp metering
- > State Highway corridor
- > Corridor plans for regional arterial roads.
- > Regional Arterial Road Plan

4.3 Medium priority

- > District arterials efficiency
- > Safety projects not rated as high priority above
- > Local roading – intensification linked
- > TDM activities rated as medium priority in the TDM plan
- > PT activities rated as medium priority in the PT network plan
- > Cycle projects rated as medium priority in the regional cycle strategy

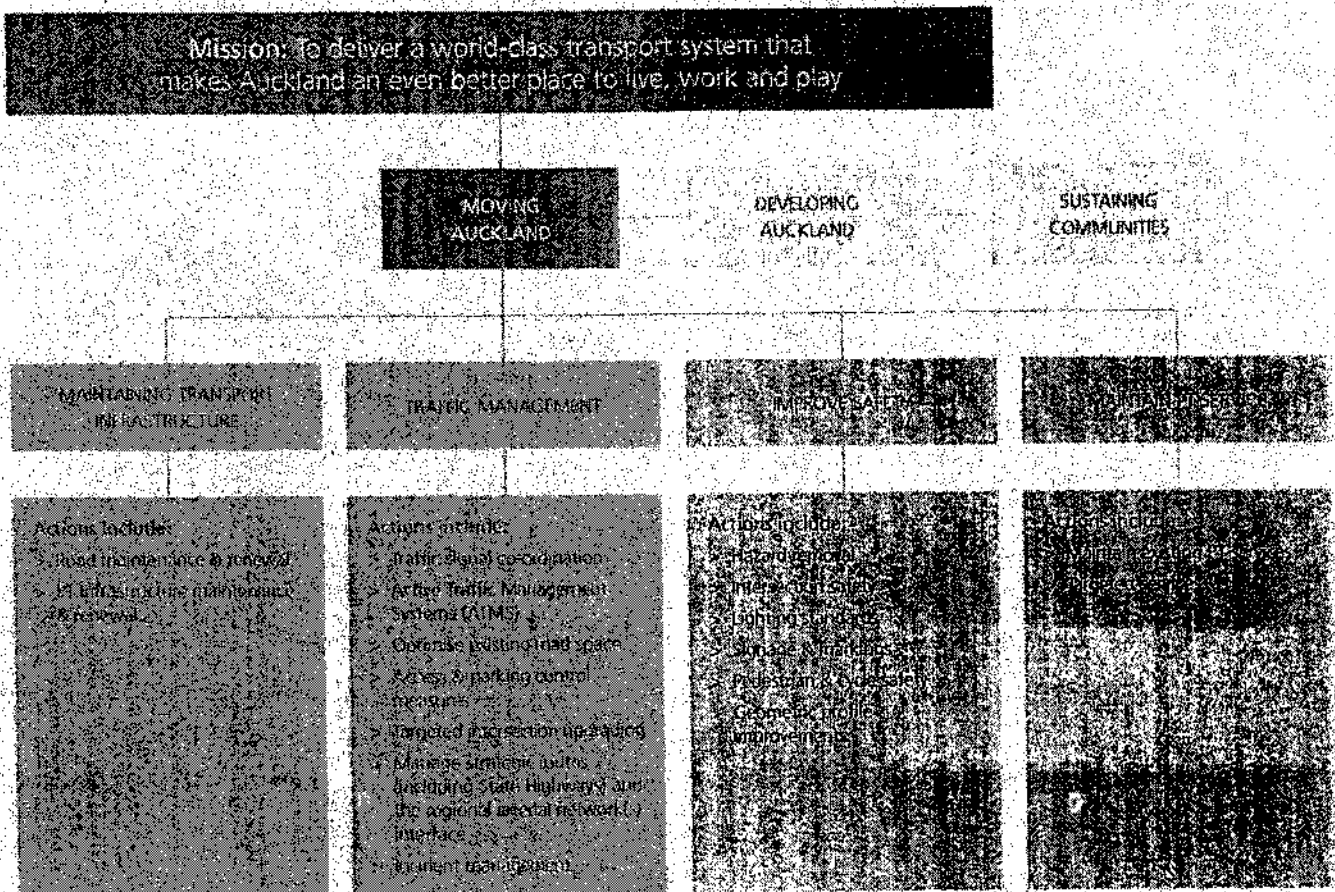
4.4 Low priority

- > Other local roading projects
- > TDM activities rated as low priority, or not included in the TDM plan
- > PT activities rated as low priority, or not included in the PT network plan
- > Cycle projects rated as low priority or not included in the regional cycle strategy.

¹ Development of State Highways is the responsibility of Transit, and funding is not provided through this ITP. However, there will be a need to provide works in support of these State Highway projects.

APPENDIX 1

MOVING AUCKLAND – STRATEGIES AND ACTIONS



APPENDIX 2 DEVELOPING AUCKLAND – STRATEGIES AND ACTIONS

Mission: To deliver a world-class transport system that makes Auckland an even better place to live, work and play

MOVING
AUCKLAND

DEVELOPING
AUCKLAND

SUSTAINING
COMMUNITIES

DEVELOP INFRASTRUCTURE
AND SERVICES

DEVELOP WALK/CYCLE
INFRASTRUCTURE

DEVELOP STRATEGIC ROUTES
AND ARTERIAL ROADS

COORDINATE AND INTEGRATE
TRANSPORT MODELS

Actions include:

- > Develop Rapid Transit Network
- > Develop Quality Transit Network
- > New services for new demand areas
- > PA infrastructure to support service development

Actions include:

- > High priority walking & cycling links
- > Links to M
- > Open public pedestrian access

Actions include:

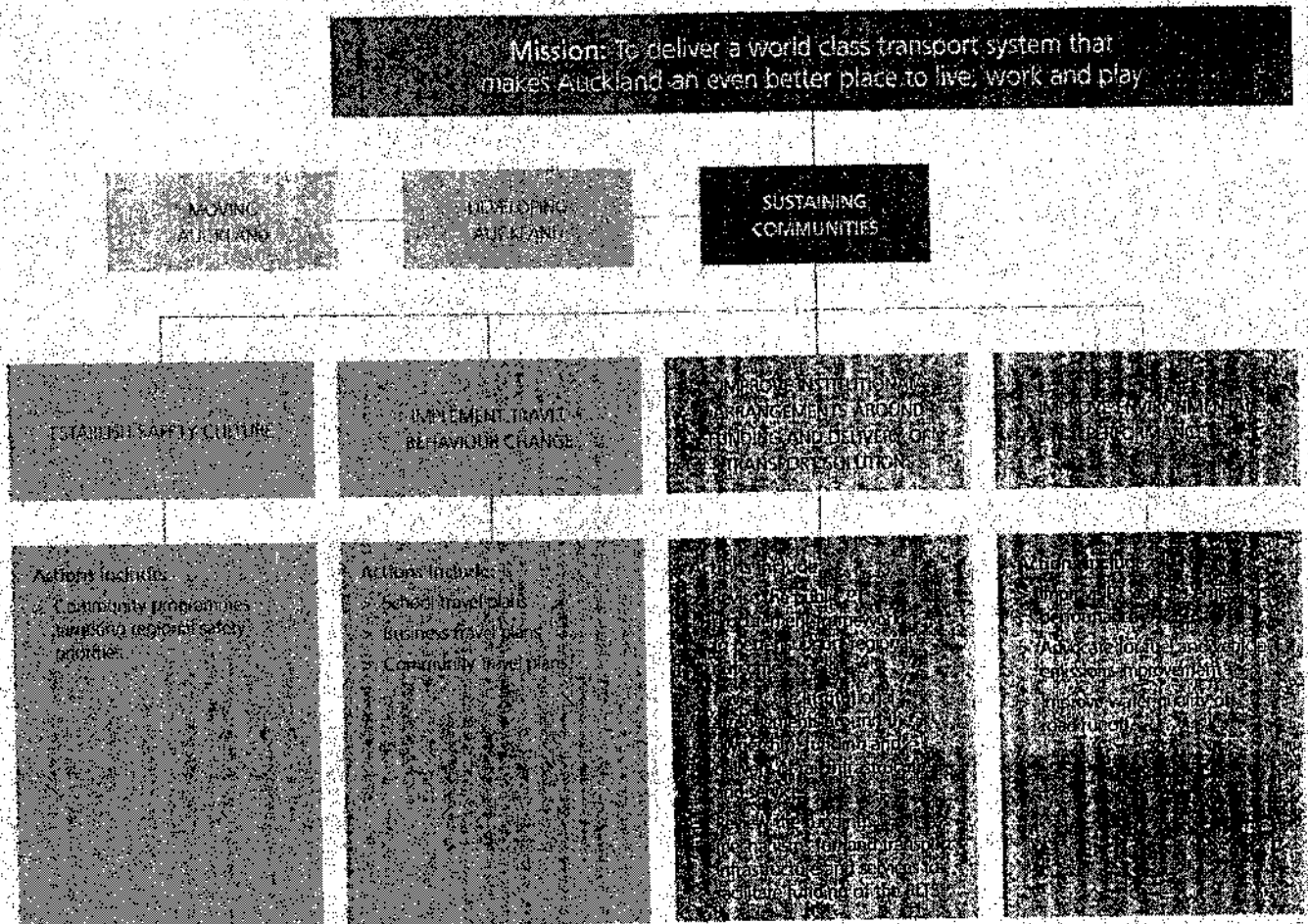
- > Complete Western Ring Route
- > PA projects
- > Strategic routes and local arterial roading
- > Transport projects

Actions include:

- > Support integration
- > Parking solutions
- > Management and protection of state roads (including state highways and regional roads)

APPENDIX 3

SUSTAINING COMMUNITIES – STRATEGIES AND ACTIONS



GLOSSARY

ACC	Auckland City Council
ARC	Auckland Regional Council
ARTA	Auckland Regional Transport Authority
ATMS	Active Transport Management Systems
FDC	Franklin District Council
LTNZ	Land Transport New Zealand
LGAAA	Local Government (Auckland) Amendment Act
LTCCP	Long Term Council Community Plan
LTMA	Land Transport Management Act
ETP	Land Transport Programme
MCC	Manukau City Council
NEECS	National Energy Efficiency and Conservation Strategy
NLTP	National Land Transport Programme
NSCC	North Shore City Council
PDC	Papakura District Council
PT	Passenger Transport
RDC	Rodney District Council
RGS	Regional Growth Strategy
RLTS	Regional Land Transport Strategy
TDM	Travel Demand Management
WCC	Waitakere City Council



Auckland Regional
Transport Authority

Date: _____

Auckland LTP Consultation
Auckland Regional Transport Authority
Private Bag 92 236
Auckland

SUBMISSION: Draft 2006/07 Auckland Land Transport Programme

Comments:

Please tick this box if you have attached further information to this form

You have an opportunity to speak to ARTA at a hearing. Please tick the box if you would like to speak at a hearing Yes

Your Name: _____

Your Organisation: _____

Your Postal Address: _____

Your Daytime Phone Number: _____ Your Email: _____

Signed: _____ Date: _____

Notes

If you have any questions relating to the draft LTP please phone ARTA reception on 09 379 4422
Written submissions must be received by 4pm on 22 February 2006.
The hearings will take place in the Council Chambers at 21 Pitt Street Auckland on 20, 21, 22 March 2006 (and on March 23 only if required).

ALP

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Auckland Regional
Transport Authority