

# Appendices

## **Appendix A:**

Relevant Legislation, Strategies, Policies and Plans

## **Appendix B:**

Capital Works Program Options



## APPENDIX A :

### Relevant Legislation, Strategies, Policies and Plans

Government legislation directs what Council can do and what it must do in relation to transport and how transport relates to other activities and consequences. Legislation also directs and provides the framework for the strategies, policies and plans which shape how transport is planned and delivered.

#### Legislative Framework

##### Resource Management Act 1991

Local authorities have significant powers and responsibilities through the Resource Management Act (RMA) to manage the environmental and community effects of transport.

Section 31 of the RMA states that every local authority shall establish, implement, and review the objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district, for the purpose of giving effect to the RMA in its district. This includes the local road network.

##### Land Transport Act 1998

Under section 175(2) of the Land Transport Act, every Regional Council is required to prepare a land transport strategy (RLTS) for its region. The current RLTS was approved and released by the ARC in 2005 and takes into account changes made by the Land Transport Management Act 2003 (requiring a contribution to an integrated, safe, responsive and sustainable land transport system).

District councils own and operate most of the local road network. The RLTS is an important document for high level policy on transportation within the City that the North Shore Transport Strategy must be consistent with.

##### Local Government Act 2002 (LGA)

The purpose of local authorities is to:

- Enable democratic local decision-making and action by, and on behalf of, communities; and
- Promote the social, economic, environmental, and cultural well being of communities, in the present and for the future.

Local authorities are tasked with identifying the outcomes that the community values. The local authority must identify which outcomes are required, how it will assist in promoting and delivering the outcomes, the costs associated with those outcomes and how those costs will be funded.

Section 14 the LGA outlines the principles relating to local authorities:

- (1) *In performing its role, a local authority must act in accordance with the following principles:*
  - (a) *A local authority should -*
    - i. *Conduct its business in an open, transparent, and democratically accountable manner;*
    - and*
    - ii. *Give effect to its identified priorities and desired outcomes in an efficient and effective manner*
  - (h) *In taking a sustainable development approach, a local authority should take into account -*
    - i. *The social, economic, and cultural well-being of people and communities; and*

- ii. The need to maintain and enhance the quality of the environment; and*
- iii. The reasonably foreseeable needs of future generations*

Section 93 of the LGA requires a Long Term Council Community Plan (City Plan), which is constructed around the community outcomes.

### **Land Transport Management Act 2003**

The Land Transport Management Act requires Council to show how it will achieve the Governments transport vision and objectives. The objectives are specified as matters that must be taken into account when preparing a Land Transport Programme or included in the City Plan or Annual Plan in its place.

Local authorities have a number of regulatory roles in transport as well as their ownership interests. The most significant responsibilities are in land transport and harbour management. Regional councils or unitary authorities are required to develop regional land transport strategies. These strategies set out the identified land transport needs of the region and outline objectives to meet those needs. A region's public transport plans and funding arrangements are included in the strategies. Land transport decisions made by central government transport agencies and by district councils are to be not inconsistent with the strategies.

### **Local Government (Auckland) Amendment Act 2004**

The Local Government (Auckland) Amendment Act 2004 (LGAAA) is responsible for changes in transportation governance throughout the Auckland region. Under this legislation, the ARC assumed principle responsibility for setting strategy and the integration of planning, funding and implementation of Auckland's regional transport system.

The new legislation was also responsible for the establishment of two new authorities to assist the ARC in the discharge of its new responsibilities. They are Auckland Regional Holdings (ARH), which is responsible for managing assets and investments on behalf of the ARC, primarily those transferred from Infrastructure Auckland (now disestablished), and Auckland Regional Transport Authority (ARTA) which is responsible for planning, funding and developing the Auckland regional land transport system. The LGAAA influences the North Shore City Transport Strategy through the required changes to the RLTS and plans created under the RMA.

## **National Strategies, Policies and Plans**

### **New Zealand Transport Strategy**

The Land Transport Act 1998 requires the establishment of a national land transport strategy. This strategy may include the Crowns goals for transport, their policies objectives, and measurable targets for achieving the policy objectives.

The New Zealand Transport Strategy 2002 sets out the Government's vision for transport. It is a statement on the approach government will take to transport now and in the future. The Strategy is used to guide future policy decisions about transport and needs to be reflected in the activities of all government agencies that have responsibilities for, or an interest in, transport.

The national vision and objectives for transport are outlined in the 2002 New Zealand Transport Strategy. The overall vision for transport is:

*'By 2010 New Zealand will have an affordable, integrated, safe, responsive and sustainable transport system.'*

This vision is underpinned by four principles of: sustainability, integration, safety and responsiveness.

The Strategy outlines the Government objectives for transport. These objectives are:

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

The New Zealand Transport Strategy is implemented through policy development, rules and legislation such as the Land Transport Management Act, the Road Safety Strategy 2010 and work on emission control.

#### **Environmentally Sustainable Transport (EST)**

EST is endorsed by all members of the Organisation for Economic Co-operation and Development (OECD) as a practical tool to guide the development and implementation of national environmentally sustainable transport strategies. Its 10 guidelines encompass a long-term vision, trends, health and environmental objectives, targets, strategies, social and economic assessment, measures to achieve targets, implementation plan, monitoring, and building support and co-operation.

#### **The Kyoto Protocol**

The Kyoto Protocol is a plan for environmental action that aims to reduce global greenhouse gas emissions and has been ratified by the New Zealand government. Specific commitments and targets include accounting for reductions in carbon dioxide (CO<sub>2</sub>) emissions, which the transport sector contributes to.

## **Regional Strategies, Policies and Plans**

#### **Regional Policy Statement**

The Auckland Regional Policy Statement (RPS) is a statement about managing the use, development and protection of the natural and physical resources of the region. It sets in place the policy for promoting the sustainable management of these resources and clarifies the respective roles of the agencies with responsibilities under the Resource Management Act (RMA) in the Auckland region.

The aim of the document is to achieve integrated, consistent and co-ordinated management of the region's resources. The Regional Policy Statement (RPS) sets the major direction of transport policy in the Auckland region. The components of that policy are more fully developed through the Regional Land Transport Strategy (RLTS).

**Regional Growth Strategy**

The strategy sets a vision for how the region's growth can be sustainably managed over the next 50 years. It aims to balance social, environmental and economic values to help ensure that Auckland in 2050 will be a good place to live and do business. The Regional Growth Strategy identifies transport as a key issue, and must be considered when Council is developing its transport plan.

**Regional Land Transport Strategy**

The Auckland Regional Land Transport Strategy (RLTS) details the way forward for the region's transport system. It outlines what is needed to achieve a land transport system that can cope with current and future transport demand in a manner consistent with the Regional Growth Strategy and Regional Policy Statement.

The RLTS sets regional objectives and policies that provide a framework for transport planners and services providers in the Auckland region to work within.

Unlike previous Strategies the LGAAA 2004 does not allow the Auckland RLTS to refer to specific projects or their priority. Deciding which projects should proceed and their timing is the responsibility of the Auckland Regional Transport Authority (ARTA) and Transit New Zealand.

## APPENDIX B : Capital Works Program Options

PROJECTS	CAPITAL WORKS OPTIONS		
	STATUS QUO	MID	FULL
<b>Northern Busway</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
Northern Busway - Albany Station	0.4	0.4	0.4
Northern Busway - Constellation Station	0.4	0.4	0.4
Northern Busway - Sunnynook Station	5.7	5.7	5.7
Northern Busway - Westlake Station	11.5	11.5	11.5
Northern Busway - Akoranga Station	12.6	12.6	12.6
<b>TOTAL</b>	<b>30.6</b>	<b>30.6</b>	<b>30.6</b>
<b>Public Transport</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
Ferry Wharf Complementary Works - Takapuna			4.1
Bus Priority Measures - East Coast Road (Sunset to Forrest Hill)	0.3	0.3	0.3
Forrest Hill Road / Tristram Avenue	2.2	2.2	2.2
Bus Priority Measures - Wairau Valley		2.3	2.3
Bus Priority Measures - East Coast Road (N of Constellation)			0.7
Bus Priority Measures - Lower Glenfield		1.7	1.7
Bus Priority Measures - Long Bay Catchment Area			0.6
Bus Priority Measures - Beach Haven loop		1.3	1.3
Bus Priority Measures - Mairangi Bay		1.2	1.2
Browns Bay - PT Measures		1.5	1.5
PT - global projects allowance	1.0	1.0	1.0
Bus Priority Measures - North Harbour Industrial (incl Apollo Dr)	3.3	3.3	3.3
Bus Priority Measures - Forrest Hill Road	1.3	1.3	1.3
Bus Priority Measures - Carlisle Road	1.3	1.3	1.3
Bus Priority Measures - Constellation Drive	0.8	0.8	0.8
Suburban Bus Station - Takapuna	1.6	1.6	1.6
Albany Civic Crescent PT Measures	2.0	2.0	2.0
Suburban Bus Station - Rosedale/Greville stations			5.6
Suburban Bus Station - Highbury	0.2	0.2	0.2
Suburban Bus Station - Glenfield shops	0.1	0.1	0.1
Suburban Bus Station - Milford	1.2	1.2	1.2
Information Technology - Real Time	2.4	2.4	2.4
Bus Shelter Programme - Refer to Sub Projects	5.4	5.4	5.4
Ferry Wharf Complementary Works	0.2	0.2	0.2
Ferry Wharf Complementary Works - East Coast			4.1
<b>TOTAL</b>	<b>23.2</b>	<b>31.2</b>	<b>46.3</b>
<b>Corridor Upgrading</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
Onewa Road - Corridor Improvements		7.4	7.4
East Coast Road / Spencer Road	1.0	1.2	1.2
East Coast Road / Forrest Hill Road Intersection Improvements			0.7
Lake Road - Hauraki to Eversleigh	6.7	6.7	6.7
Lake Road - Belmont Shops			3.1
Glenfield Road / Pupuke Road		6.8	6.8
Glenfield South - Glenfield Rd/Coronation Road signalisation			3.4
East Coast Road (Rosedale to Greville)		5.0	5.0
Albany Highway (Schnapper Rock Rd to SH17) - Stage 2		2.1	2.1
Wairau Road - improvement works	1.1	1.0	1.0
Albany Highway (Schnapper Rock Rd to Bass Rd) - Stage 1	1.9	7.2	7.2
Wairau Road / Archers Road	1.0	1.0	1.0
Wairau Road/ Diana Drive / View Road	0.2	0.2	0.2
Akoranga Drive - Stage Two	13.2	13.2	13.2
East Coast Road (Sunset to Constellation)	3.6	3.6	3.6
East Coast Road (Hastings to Rosedale)	3.7	3.7	3.7
Albany Highway (Sunset to SH18)	3.5	5.0	5.0
Wairau Road/Hillside Road	0.2	0.2	0.2
East Coast Road/Oteha Valley Rd intersection			2.6
Glenfield Road (Kaipataki to Bentley)	2.3	2.3	2.3
Anzac Street Corridor	9.6	9.6	9.6
Lake Road (Esmonde to Jutland)	5.6	5.6	5.6
Esmonde Road (Lake Rd to Motorway)	2.0	2.0	2.0
Esmonde Road to Akoranga Drive connection works and links	0.5	0.5	0.5
Akoranga Drive - Stage 1	2.4	2.4	2.4
Glenfield Road (Bentley to Sunset)	7.2	7.2	7.2
Taharoto/Wairau Corridor	15.0	15.0	15.0
Scheme Assessment for Corridor Upgrading	2.0	2.0	2.0
Onewa Road (Lake to Sylvan)	7.0	7.0	7.0
<b>TOTAL</b>	<b>89.7</b>	<b>117.9</b>	<b>127.6</b>

PROJECTS	CAPITAL WORKS OPTIONS		
	STATUS QUO	MID	FULL
<b>Reconstruction / Upgrading</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
East Coast Road / Aberdeen Road	0.5	0.7	0.7
McClymonts Road (Don McKinnon to Medallion Way)		4.3	4.3
King Edward Parade	2.7	0.9	0.9
SH17 / The Avenue		4.2	4.2
Hillside Road / Poland Road	0.2	0.3	0.3
Downing Street/Bentley Avenue Intersection Upgrade			1.6
Sunnybrae Road - Northcote to Archers			5.6
Archers Corridor (including Archers/Sunnybrae intersection)	2.9	2.7	2.7
Beach Road - Milford to Browns Bay intersections incl Beach Rd/Aberdeen			2.8
Northcote Road / Hillcrest Road / Lake Road		2.6	2.6
Gills Road (Living Stream Avenue to SH17)	3.6	3.6	3.6
Bracken / Burns / Auburn / Killarney		10.1	10.1
Lonely Track / Gills/Albany Heights intersection-Stage 2			0.6
Lonely Track-Gills to Fairview-Stage 3			2.7
Mokoia Road		4.8	4.8
Oteha Valley Road / Fairview Road	0.6	0.7	0.7
Chivalry Road/Diana Drive/Chartwell Avenue intersection			0.9
Sunset Road / Ramp Road		0.3	0.3
Sunset Road/Target Road/Caribbean Drive intersection	0.6	1.5	1.5
Lonely Track Road (Fairview to East Coast Road)		1.6	1.6
Greville Road (Hugh Green Drive to SH18)	0.7	0.2	0.2
Bush Road / Paul Matthews Road (stage 2)	1.1	1.2	1.2
Greenhithe/Tauhinu Junction improvement			0.3
Elmore Road upgrading			1.4
Okura River Rd/Vaughans Rd Upgrading incl Vaughans			5.4
Paremoremo Road - Stage Four	0.7	0.7	0.7
Glenvar Road	0.9	4.3	4.3
Greenhithe Streets Upgrading	8.6	8.6	8.6
Greenhithe Streets Upgrade - Isobel Rd Sunnyview & Outlook	0.0	0.0	0.0
East Coast Road / Glenvar Road / Lonely Track Road	2.4	2.4	2.4
Glendhu Road upgrading and link	1.6	1.6	1.6
Kyle Road reconstruction	4.2	4.2	4.2
Albany Highway/Bush Road/Schnapper Rock Road	1.0	1.0	1.0
Improvements Complementing Development - General	3.8	3.8	3.8
ICD - Gills Road	0.4	0.4	0.4
Fairview Avenue	0.7	0.7	0.7
Barrys Point Road (Esmonde to Anzac)			1.6
Ocean View Rd / Raleigh Rd Intersection			0.7
Scheme Assessment for Reconstruction/Upgrading	2.0	2.0	2.0
<b>TOTAL</b>	<b>39.2</b>	<b>69.2</b>	<b>92.7</b>
<b>New Roads</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
Long Bay Structural Plan	14.8	14.8	14.8
Takapuna East-West connection			12.5
Massey Link - Coliseum to Albany Highway		5.1	5.1
Scheme Assessments for New Roads	0.6	0.6	0.6
<b>TOTAL</b>	<b>15.4</b>	<b>20.5</b>	<b>33.0</b>
<b>Land Acquisition</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
Strategic Land Acquisition	5.0	25.0	25.0
<b>TOTAL</b>	<b>5.0</b>	<b>25.0</b>	<b>25.0</b>

PROJECTS	CAPITAL WORKS OPTIONS		
	STATUS QUO	MID	FULL
<b>Parking</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
Parking - Projects	1.0	1.0	1.0
Killarney Street Carpark Additional Levels	4.5	15.0	15.0
Browns Bay Parking			0.5
<b>TOTAL</b>	<b>5.5</b>	<b>16.0</b>	<b>16.5</b>
<b>Traffic Safety</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
Travel Behaviour Change	0.5	0.5	0.5
Corridors Safety Improvements		42.0	42.0
Pedestrian Crossing Upgrades	1.5	1.5	1.5
Minor Traffic Safety Improvements	2.0	2.0	2.0
Travelwise to School	9.3	9.3	9.3
<b>TOTAL</b>	<b>13.3</b>	<b>55.3</b>	<b>55.3</b>
<b>Other</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
Northcote Central Project		4.3	4.3
Relocation of Takapuna Visitor Information Centre	0.4	0.4	0.4
Commercial Area Development - Projects Forecast Expenditure	12.5	12.5	12.5
Commercial Area Development - Minor Capital Projects	0.4	0.4	0.4
Albany Community Board Discretionary Projects	0.4	0.4	0.4
Birkenhead-Northcote Community Board Discretionary Projects	0.8	0.8	0.8
Devonport Community Board Discretionary Projects	0.3	0.3	0.3
East Coast Bays Community Board Discretionary Projects	0.7	0.7	0.7
Glenfield Community Board Discretionary Projects	0.6	0.6	0.6
Takapuna Community Board Discretionary Projects	0.8	0.8	0.8
Strategic Cycle Network	9.7	9.7	9.7
Isolated Intersection Upgrades - Scheme Assessment	4.0	4.0	4.0
Local Area Traffic Management	1.5	1.5	1.5
New Footpaths	1.0	1.0	1.0
New Footpaths - Albany	0.8	0.8	0.8
Minor Street Lighting	0.5	0.5	0.5
Major Street Lighting	3.0	3.0	3.0
Destination signage	1.2	1.2	1.2
Traffic Management	3.0	3.0	3.0
<b>TOTAL</b>	<b>41.5</b>	<b>45.8</b>	<b>45.8</b>
<b>SUMMARY</b>	<b>\$mills</b>	<b>\$mills</b>	<b>\$mills</b>
Northern Busway	30.6	30.6	30.6
Public Transport	23.2	31.2	46.3
Reconstruction / Upgrading	39.2	69.2	92.7
Corridor Upgrading	89.7	117.9	127.6
New Roads	15.4	20.5	33.0
Land Acquisition	5.0	25.0	25.0
Parking	5.5	16.0	16.5
Traffic Safety	13.3	55.3	55.3
Other	41.5	45.8	45.8
<b>Grand Total</b>	<b>263.4</b>	<b>411.5</b>	<b>472.7</b>



