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# Part A

# Introduction



## A.1

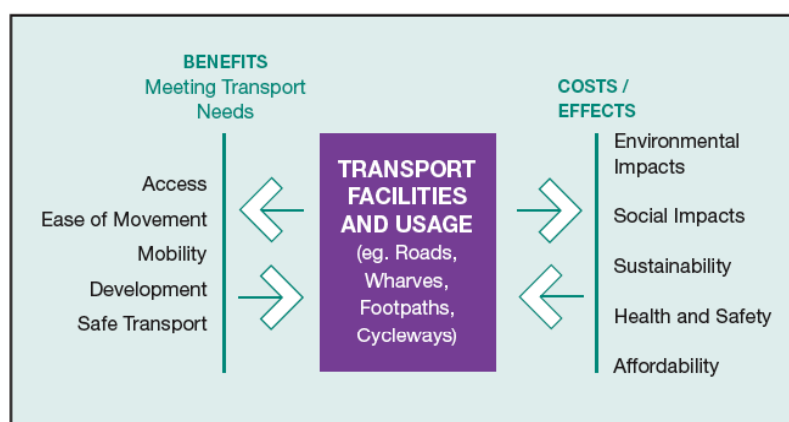
### *Purpose of the Transport Strategy*

How easy and efficient movement is and what transport choices are available, are highly important to the success of the North Shore as a place to live, work, play and do business.

Providing for transport and transport activities themselves - particularly the use of motor vehicles - greatly affects the attainment of other community objectives such as those relating to health, safety, the environment, the well-being of communities, and affordability. There are also financial constraints to providing for and using transport.

The challenge is how to achieve a balance between these objectives (which best meet the overall needs of the North Shore) and comply with regional and national obligations.

*FIGURE A.1 : Balance Between Meeting Transport Needs and Transport Costs and Effects*



This Transport Strategy sets out the North Shore City Council's approach to achieving this balance. It also sets out how Council plans to meet its ongoing transport obligations and how transport can contribute to meeting the city's overall vision and objectives – including those for city growth.



# Part A

# Introduction



## A.2 Approach

Broadly, the approach of the Transport Strategy is to:

- Recognise and adopt the community's vision, objectives and expected outcomes related to transport (Part B).
- Assess how well transport needs are being met, and could be better met, both now and in the future – and then to propose key strategies to handle future transport demand, achieve transport improvements and to support city growth and land use objectives (Part C).
- Highlight sustainability issues for transport and identify current and planned approaches and actions which will lead to immediate and longer term improvements (Part D).
- Outline operational obligations and requirements (Part E).
- Summarise how transport and land use can be integrated to achieve city growth and land use objectives (Part F).
- Describe implementation options that are to be included as part of consultation on the 2006-16 City Plan (Part G).
- Propose how achievement of the Transport Strategy will be monitored (Part H).

How the Transport Strategy is implemented will be set out in a separate document, the Transport Strategy Implementation Plan. This plan, to be completed once the 2006-16 City Plan has been adopted, will:

- Describe the implementation strategies adopted to achieve each key strategy;
- Detail the projects and programs to implement the strategy (including project description, timing and estimated cost);
- Summarise overall expenditure and funding requirements; and
- Establish how achievement of the Transport Strategy will be monitored.

In addition to the Implementation Plan, separate strategies and implementation plans have been and are being developed for cycling, walking, public transport, transport corridors and safety.

In developing the Transport Strategy, consideration is given to longer-term trends and needs, although robust transport analysis was only able to be undertaken to 2021. The Implementation Plan will cover the 10 year period from 2006/07 to 2016/17.



## Part A

## Introduction



### A.3

#### *Government and Regional Requirements*

The Council is required to operate in accordance with legislation affecting local bodies such as the Local Government Act 2002 (LGA) and Resource Management Act 1991 (RMA), and for transport, the Land Transport Management Act 2003 (LTMA) and Transport Act 1962. It is also affected by the Local Government (Auckland) Amendment Act 2004 (LGAAA) and related Regional Policy Statement covering planning for transport and land use in the Auckland region.

Where applicable, the Council must meet the requirements of Government agencies (e.g. Land Transport New Zealand procedures in the case of applying for Government funding) and the Auckland Regional Council (such as meeting stormwater discharge standards). Transport policies and strategies that particularly affect development of North Shore's Transport Strategy are the 2003 New Zealand Land Transport Strategy and 2005 Regional Land Transport Strategy.

Government and regional requirements are described further in APPENDIX A.



### A.4

#### *Role of the Council and Others*

The ability to influence North Shore's transport future is not in the hands of the North Shore City Council alone. Council's strategies need to take into account and coordinate with the ongoing, planned and potential actions of others - particularly National Government (significantly, Transit New Zealand and Land Transport New Zealand), Auckland Regional Council (ARC), Auckland Regional Transport Authority (ARTA), adjacent territorial local authorities, transport operators and land use developers.

The success of the Transport Strategy relies heavily on the willing cooperation and relationship of transport stakeholders to achieve city visions and objectives for transport and the activities that transport affects.



TABLE A1 : Key Roles of Council and Other Organisations

Organisation	Roles
North Shore City Council and other territorial local authorities	<ul style="list-style-type: none"> <li>▪ Provide and maintain transport facilities within the city.</li> <li>▪ Manage traffic and parking.</li> <li>▪ Advocate for public transport.</li> <li>▪ Integrate land-use and transport planning and development.</li> </ul>
Auckland Regional Council	<ul style="list-style-type: none"> <li>▪ Develops Regional Land Transport Strategy.</li> <li>▪ Allocates funding to ARTA for transport projects and programs.</li> </ul>
Auckland Regional Transport Authority	Coordinates, plans and allocates funding for the implementation of transport projects and services within the region.
Land Transport New Zealand	Provides Government funding for transport facilities and services (including public transport).
Transit New Zealand (Transit)	Provides, manages and maintains the State Highway road network within the region.
New Zealand Police Department	Carries out traffic enforcement. Promotes road safety.
Public Transport Operators	Operate commercial and subsidised bus and ferry services within the region.

## A.5 Uncertainties

How to account for uncertainties is always a challenge in planning for the future. Changes in transport costs and technology are inevitable. Other more immediate and specific uncertainties affecting planning for North Shore's transport future are:

- Plans for a further harbour crossing;
- Transit proposals for developing and managing the Northern Motorway (including ramp metering);
- Government investigation and potential application of regional road pricing measures (including tolling);

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## Introduction

- Effectiveness of regional travel demand initiatives;
- Funding and provision of future North Shore public transport services; and
- Role of ARTA in influencing the North Shore transport network.

The current investigation of a further harbour crossing by Transit is entering a critical phase because of the need to safeguard crossing options. Transit also has advanced plans to install ramp metering to manage flow on the Northern Motorway. Transit is working cooperatively with the North Shore City Council on both these initiatives. ARTA's role in the region is still developing, and the organisation is working closely with the region to achieve both regional and local body objectives.

It is also expected that having a sound Transport Strategy and Implementation Plan will greatly assist the Council in working with Transit in key studies and initiatives, and in associating with ARTA as its roles develop.

Finally, whilst Council has good information on the projects and programs it plans to implement over the next three to four years, options have yet to be evaluated and better defined for a range of key transport decisions affecting the longer term.

An urgent requirement is to identify, evaluate and begin planning for projects and programs that will need to be implemented in four to five years time. Proposed studies and investigations leading to the development of specific transport projects and programs will be described in the Implementation Plan.



### A.6 *City Plans*

The North Shore Transport Strategy comprises part of a suite of plans and strategies that guide and direct the development of the City and the actions of the Council.

The development of North Shore City is based on the Council's strategies for growth and redevelopment. The overriding plans for the City are contained in the draft 2006 Long Term Council Community Plan (the City Plan). This plan covers the agreed community outcomes and planned programmes and projects to be delivered by the Council in the 10-year period from 2006-2016.



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The Council's strategies for future development are found in the City Blueprint 2001. The City's second Strategic Plan adopted by Council in 2001 set the broad vision and outcomes sought by the community for the City. The City Blueprint took the vision in the Strategic Plan and developed a blueprint for the city's future form and structure – including strategies and policies covering transport. The draft City Plan 2006 replaces the 2001 Strategic Plan. The City Blueprint will be revised to bring it in line with the review of the Regional Growth Strategy due to begin in 2006.



### A.7

#### *Role of Transport Strategy in Relation to City Plans*

The Transport Strategy together with the Transport Strategy Implementation Plan forms the basis for the transport activity content of the 2006/ City Plan. The Transport Strategy is a “living document” which will be amended in conjunction with Annual and City Plan public consultation to reflect changes in priorities and circumstances.

Strategies and proposed work streams arising from the Transport Strategy and Transport Strategy Implementation Plan may require changes to be made to the District Plan. Additionally, reviews of the Regional Policy Statement and Regional Growth Strategy may also lead to transport and land use changes to the Northern Sector Agreement, City Blueprint and District Plan which will need to be reflected in the Transport Strategy.



### A.8

#### *Transport Strategy Contents*

Reflecting the approach outlined, contents are organised into eight parts:

- Part A:** Introduction
- Part B:** Vision, Objectives and Expected Outcomes
- Part C:** Meeting Transport Needs
- Part D:** Sustainability
- Part E:** Operational Requirements and Obligations
- Part F:** Role of Transport in City Growth and Land Use
- Part G:** Implementation
- Part H:** Monitoring

