



## Appendix 3: Auckland Regional Transport Strategy 2005 - Policies

The following are policies in the Auckland Regional Land Transport Strategy 2005 that apply to Territorial Authorities in the Auckland region and are adopted as part of the Waitakere City Transport Strategy 2006 – 2016. The responsible agencies are included in brackets and the maps referred to are in the Auckland Regional Land Transport Strategy 2005.

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

1.1 Ensure that transport decisions take into account the objectives of the Land Transport Management Act and the Regional Land Transport Strategy.

1.1.1 Ensure that specific decisions on the development and funding of land transport activities in the region take into account the objectives of the Land Transport Management Act and this Regional Land Transport Strategy. (Transit, TAs, ARTA, Land Transport NZ, OnTrack)

1.1.2 Report to the RLTC on a periodic basis about proposed or completed activities. The reports will show how these activities take into account or consider the objectives of this strategy. (ARTA, Transit, TAs)

1.1.3 Submit annual reports to the RLTC on progress towards implementing the RLTS. These will be included in the RLTS Annual Report. (ARTA, Transit, TAs)

1.2 Encourage organisations with responsibility for transport and land use decisions to act in an integrated manner, and fully consider the wider impacts of their decisions.

1.2.2 Coordinate and integrate the actions of all

organisations responsible for transport and land use decisions to take into account the Regional Land Transport Strategy policies to achieve the maximum benefit and avoid unnecessary costs. (Transit, OnTrack, Land Transport NZ, TAs)

1.2.3 Ensure that transport and land use planning takes account of the needs of, and impacts on, all users and those with disabilities, especially commercial traffic, public transport, pedestrians and cyclists. (ARC, ARTA, TAs, Transit, OnTrack)

1.2.4 Ensure that the transport and land use implication of major trip generating activities are understood and that location decisions promote walking, cycling and public transport modes. (TAs, ARTA, ARC)

1.2.6 That land use / rail planning takes steps to avoid, remedy and mitigate reverse sensitivity effects of each on the other and work together to ensure integrated outcomes in transport and medium/high density corridors (TAs, OnTrack, ARTA)

1.2.7 That all agencies responsible for implementing the land transport system in Auckland are to act in a manner which is supportive of the NZTS, the effective integration of land use and transport, and the Regional Growth Strategy. (ARC, ARTA, TAs, OnTrack, Transit, Land Transport NZ)

1.2.8 Encourage all agencies responsible for the Auckland land transport system to provide and support adequate training, recruitment measures and policies to ensure that there

- is a sustainable and adequate supply of well-trained professionals within the transport and planning industry to assist with the further development of the Auckland land transport system. (ARC, ARTA, TAs, On-Track, Transit, Land Transport NZ)
- 1.3 Improve the safety and security of the transport system for all users.
    - 1.3.2 Include safety and security-related issues in the development of roading, public transport, ridesharing, motorcycling, cycling, walking and other transport projects and programmes. (Transit, TAs, ARTA)
    - 1.3.3 Ensure at-risk road users and communities get priority for regional safety initiatives including engineering and strategies to promote walking, cycling and public transport. (Transit, TAs, ARTA, Land Transport NZ)
    - 1.3.4 Include the security needs of walkers, cyclists and public transport users (including lighting and surveillance requirements) in the design and assessment of town centre developments, new subdivisions and major redevelopment proposals. (TAs)
    - 1.3.6 Where at grade rail crossings are provided they should be designed in a way that they maintain safety for both the rail and road network while adequately providing for pedestrians. (ARTA, TAs, OnTrack)
    - 1.3.8 Coordinate rail safety initiatives through support of any national rail safety plan and/or the consideration and development of a Regional Rail Safety Plan. (ARTA, TAs, On-Track, Land Transport NZ, Rail providers)
  - 1.4 Involve communities in decisions about transport that affect them.
    - 1.4.1 Identify who is affected by transport decisions, and provide early and full opportunities for them to contribute to the planning and decision-making process. (Transit, TAs, ARTA)
  - 1.5 Ensure that transport decisions take into account the diverse transport needs of all users.
    - 1.5.1 Consider the equity implications of transport decisions and the distribution of costs and benefits, paying particular attention to the impacts on and improving access for the transport disadvantaged. (Transit, TAs, ARTA)
    - 1.5.4 Remove barriers to ensure the transport system is accessible by all people including those with disabilities. Upgrading of the transport system to meet international universal design standards. (ARTA, TAs)
    - 1.5.5 Remove barriers to ensure the transport system is accessible by all people including those with sensory disabilities. Upgrading of the transport system to meet international universal design standards. (ARTA, TAs)
    - 1.5.6 That the evaluation of public transport contracts consider operator and driver training to support the use of the public transport system for people with disabilities. (ARTA, TAs)
    - 1.5.7 Ensure that planning and management of parking facilities in developments recognise the needs of the special requirements for people whose disabilities prevent them using private vehicles or public transport. This should include the provision of short-term pick-up / drop-off locations for wheelchair accessible transport providers. (TAs)
    - 1.5.8 Ensure that the needs of the transport disadvantaged are considered in the development of parking policies across the region and ensure that they are included within the consultation process. (ARC, TAs)
  - 1.6 Increase the flexibility and resilience of the transport system to meet changing circumstances and the needs of future generations.
    - 1.6.1 Undertake multi-modal corridor studies to establish the future transport and land use requirements in key transport corridors. (ARC, Transit, TAs, ARTA, OnTrack)
    - 1.6.2 Take steps to protect strategic roading, rail and public transport routes identified in Maps 7.1, 7.2, 7.3 and 7.4, taking into account the need to preserve flexibility to deal with changing travel demands over time. (Transit, TAs, OnTrack)
    - 1.6.3 Support the Auckland Lifelines project and develop emergency management initiatives aimed at ensuring the ongoing operation of the network in emergencies. (ARC, Transit, TAs, ARTA, Environment Waikato, Northland Regional Council)
    - 1.6.4 Coordinate and manage the actions of road controlling authorities and utilities to minimise the disruption caused by construction and maintenance activities within transport corridors. (Transit, TAs, ARTA)
  - 1.7 Develop the transport system in a way that minimises the use of non-renewable resources.

- 1.7.8 Support the use and development of less energy intensive transport options to reduce the need to use vehicles to move people and goods around the region. (ARC, ARTA, TAs)
  - 1.7.10 Investigate improvements in traffic flow management and road network characteristics to achieve greater energy efficiency across the network. (ARC, Transit, TAs)
  - 1.7.14 Take steps to minimise the amount of land consumed for transport purposes through the efficient use of all transport infrastructure including corridors, car parking and park and ride facilities, while having regard to the need for safe and environmentally friendly transport infrastructure design. (TAs, ARTA, Transit, OnTrack)
  - 1.8 Take all reasonable steps to avoid, remedy or mitigate adverse environmental effects and improve health outcomes of transport.
    - 1.8.3 Encourage the government to introduce New Zealand-wide standards for transport noise and vibration and support initiatives to achieve the standards. (ARPHS, Transit, TAs, in consultation with MOT)
    - 1.8.4 Identify and implement processes to improve water quality and reduce sediment contamination in freshwater and marine ecosystems caused by run-off from the transport network. (ARC, Transit, TAs)
    - 1.8.5 Ensure that transport projects avoid to the extent reasonable in the circumstances adverse effects on significant cultural, ecological, geological and heritage sites in the region, and where this is not possible, seek to remedy or mitigate the adverse effects. (ARTA, TAs, Transit)
    - 1.8.6 Ensure that transport projects incorporate improvements to enhance the visual amenity and quality of the regional network. (ARTA, TAs, Transit, OnTrack)
    - 1.8.7 Promote the recovery and disposal of transport related wastes and other contaminants, especially oil and effluent disposal from campervans, trains, ferries and stock trucks. (Transit, TAs, ARC)
    - 1.8.12 Ensure that transport projects consider, at an early stage of the scheme assessment, options to avoid and/or remedy adverse effects on human health and the natural and physical environments. (ARTA, TAs, Transit)
    - 1.8.13 Ensure that appropriate environmental mitigation techniques are implemented for transport projects where adverse effects cannot be avoided or remedied. (Transit, TAs, ARTA)
    - 1.8.14 Take steps to ensure that environmental mitigation associated with transport projects is coordinated with wider environmental improvements (e.g. stormwater catchment works) (ARC, ARTA, Transit, TAs)
    - 1.8.15 Work with the road network controlling authorities to identify and implement improvements within the existing network to reduce environmental effects. (ARC, ARTA, TAs and Transit)
    - 1.8.16 Ensure that monitoring programmes which track air, water, noise impacts, environmental health effects and natural and cultural heritage effects are developed for new transport projects at the time they are approved. (ARC, ARTA, TAs, Transit)
    - 1.8.17 Ensure that transport projects avoid or, in exceptional circumstances, limit the adverse effects on the region's volcanic cones. (ARC, Transit, ARTA, TAs)
- 2 Make best use of the existing transport system**
- 2.1 Ensure that the region's transport system is well maintained.
    - 2.1.1 Ensure that asset management plans are in place for the transport system. (Transit, TAs, ARTA, OnTrack)
    - 2.1.2 Develop an integrated approach to asset management and maintenance standards between different agencies. (Transit, TAs, ARTA, OnTrack)
    - 2.1.3 Ensure that land transport assets in the region are maintained to an acceptable standard, as determined in asset management plans. (Transit, TAs, ARTA, OnTrack)
  - 2.2 Implement a road hierarchy for the region.
    - 2.2.1 Adopt the strategic and regional arterial road networks for the region shown on Maps 7.1 and 7.2. (ARTA, Transit and TAs)
    - 2.2.2 Develop standards or guidelines for how the strategic and regional arterial networks should be managed. These standards or guidelines are likely to address matters such as geometric standards; provision for heavy vehicles, public transport, walking and cycling; property access; provision for parking

and integration with town centres. (ARTA, Transit and TAs, Environment Waikato, Northland Regional Council)

2.2.3 Develop, prepare and implement corridor management plans for developing the strategic and regional arterial networks and corridors taking into account the standards or guidelines developed in 2.2.2. (ARTA, Transit and TAs)

2.3 Implement network management techniques to optimise the performance of the transport network, taking into account the needs of all modes.

2.3.1 Develop traffic management systems that reflect and reinforce the roading hierarchy identified in maps 7.1 and 7.2, and implement management policies for each level of the hierarchy consistent with the following principles:

- On strategic roads the movement of people and goods should predominate and property access should be allowed only where the transport function is not compromised
- On regional arterial roads the movement of people and goods on the road should generally have priority over the access function of the road
- On both strategic and regional arterial corridors provision should be made for pedestrians and cyclists to move safely and conveniently
- Both strategic and regional arterial roads should facilitate the movement of heavy motor vehicles
- Both strategic and regional arterial roads should be designed to accommodate public transport and to provide priority for public transport vehicles where warranted by demand and traffic conditions
- The design and operation of regional arterial roads should support the amenity of communities they pass through
- Where regional arterial roads pass through high density centres and corridors<sup>2</sup>, the balance of travel and land use demands should be carefully considered to ensure that the road network supports the growth strategy in an integrated manner
- Consistent, coherent and high quality signage (both directional and street) should be implemented on strategic and regional arterial roads. (Transit, TAs, ARTA)

2.3.2 Finalise the current strategic and regional arterial road networks for the region shown on Map 7.1. (ARTA, ARC, Transit and TAs)

2.3.3 As appropriate, investigate and implement technologies for improving traffic management such as ramp metering, incident detection and traveller information, where these are feasible and where they can improve system capacity without compromising the efficiency of the local road network or the outcomes sought by the Regional Land Transport Strategy. (Transit, TAs, ARTA)

2.3.4 Develop and implement an integrated set of local traffic management techniques to complement the integrated traffic management system, and give effect to these principles. (TAs)

2.3.5 Ensure that network changes and management of all levels of the road hierarchy take into account the needs of all users including pedestrians, cyclists, public transport and freight. (Transit, TAs, ARTA)

2.3.6 Provide for the coordinated management of non-transport uses in road and rail corridors, including utilities and community activities and recreation, to minimise disruption while taking the road's wider community into consideration. (OnTrack, Transit, TAs)

2.3.7 Ensure that the needs of pedestrians and cyclists are considered in the design of traffic management systems in town centres and local community areas. (TAs)

2.3.8 Design traffic management systems on the road network (including strategic and regional arterials) to give priority to public transport and high occupancy vehicles, where appropriate. (Transit, TAs, ARTA)

2.3.9 Investigate the feasibility and cost effectiveness of traffic management systems to give priority to commercial traffic. (Transit, TAs)

2.3.10 Ensure that traffic management and priority systems are adequately enforced. (Transit, TAs, Police)

2.3.11 At grade rail crossings should be minimized. Where existing they should be designed in a way that maintains the efficiency of both the rail and road network while adequately providing for pedestrians. (ARTA, OnTrack, TAs)

2.4 Take steps to facilitate the movement of freight traffic within the region.

- 2.4.1 Support investment in the strategic road, rail and ferry transport network in a way that provides congestion relief for freight, particularly for connections to strategic links in Auckland's logistics chain such as the port and airport. (ARC, Transit, OnTrack, TAs)
- 2.4.2 Institute a data collection programme which provides good information on the movement of freight around the region. (ARC, Transit, OnTrack, TAs)
- 2.4.3 Identify a strategic freight network and prepare policies for the development, operation and/or enforcement of that network. (ARC, Transit, OnTrack, TAs, Environment Waikato, Northland Regional Council)
- 2.4.4 Prepare guidelines for the development of Local Area Freight Management Plans. (ARC, OnTrack, Transit, TAs)
- 2.4.5 Establish better communication with freight stakeholders. (ARC, TAs)
- 2.4.6 Encourage the effective and efficient intra and inter regional movement of freight by rail and by sea (ARC, TAs, Environment Waikato, Northland Regional Council)
- 2.4.7 Support and encourage the development and increased use of inland port terminals accessed by rail, as well as roads (ARC, TAs)

### **3 Manage travel demand**

- 3.1 Ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular travel.
  - 3.1.1 Give priority to transport investments and network improvements which give effect to the Auckland Regional Land Transport Strategy 2005 and Auckland Regional Council growth concept of the Regional Growth Strategy and the Regional Policy Statement as required by the Local Government (Auckland) Amendment Act 2004. (Transit, TAs, ARTA, OnTrack, Land Transport NZ)
  - 3.1.2 Wherever possible, programme transport investment to fit with the growth sequencing identified in the Regional Policy Statement. (Transit, TAs, OnTrack, ARTA)
  - 3.1.3 Support the Regional Growth Strategy and Regional Policy Statement emphasis on focusing intensification in locations with existing or potential transport characteristics that

support higher intensity and mixed land use activities. These include locations where:

- Good connections exist or can be established within the high density centres and corridors for all transport modes, including walking and cycling
- Strong public transport links exist or can be established with neighbouring high density centres and corridors, the CBD and key employment centres
- There is good 'permeability' (connections between high density centres and corridors and its surrounding area) or where good permeability can be established
- Good connections exist or can be established between high density centres and corridors and other parts of the region. (Regional Growth Forum, ARC, TAs)

- 3.1.4 Ensure that the provision of parking in areas of high parking demand does not outstrip the ability of the road network to service this demand. (TAs)
- 3.1.5 Manage traffic within intensification areas so that traffic loads are spread rather than concentrated. (TAs)
- 3.1.6 Design transport connections within high density centres and corridors to give priority to supporting pedestrians, cyclists and public transport and to enable improved urban amenity and land use integration, rather than to provide for the free flow of vehicle traffic. (ARTA, TAs, Transit NZ, OnTrack)
- 3.1.7 Ensure that good urban design is included in the planning and implementation of new transport projects or redevelopment of existing transport infrastructure. This should include consideration of noise / vibration, the built environment, public space and access for people with disabilities. (TAs)
- 3.1.8 In preparing district plans and in considering development and redevelopment proposals, consider the documents 'Public transport Supportive Land Use Guidelines' (June 1995); 'People, Places and Spaces: a design guide for urban New Zealand' (Ministry for the Environment March 2002); the New Zealand Urban Design Protocol (Ministry for the Environment 2004); the Urban Area Intensification and Structure Planning regional practice guides (both 2000); Crime Prevention Through Environmental Design;

- and relevant local authority urban design guides and provisions that ensure land use and transport systems are mutually supportive. (TAs)
- 3.1.9 Encourage, through district plans and long term plans, 'transit orientated developments' (TOD), which include a mixture of land uses which decreases the need for vehicle travel and increases community benefits, including removing barriers to working from home. (TAs)
- 3.1.10 Encourage the investigation of a regional land use development agency or agencies to support 'transit orientated development' (TOD) within identified centres and on rapid transit corridors. (ARC, TAs)
- 3.1.11 Support the use of regional and local developer contributions levied from (re)development for transport improvements which provide a direct benefit to that development. (ARC, TAs, ARTA)
- 3.1.12 Promote commercial and public awareness of the opportunities of private sector involvement in public facilities while developing or redeveloping key sites in transport corridors and growth nodes. (ARC, TAs, ARTA)
- 3.2 Provide attractive transport choices for individuals, communities and businesses.
- 3.2.1 Improve walking, cycling and public transport networks through the policies outlined in sections 4.2, 4.3 and 4.4. (Transit, TAs, ARTA)
- 3.2.2 Encourage households and businesses to take advantage of improvements to communications technology, by removing barriers to working from home and supporting teleworking initiatives. (TAs, ARTA)
- 3.3 Ensure that resources are made available to understand and influence travel choices being made in the region.
- 3.3.1 Develop and implement a travel planning programme which ensures that individuals are aware of and encouraged to use alternatives to private vehicles. (ARTA, with support from TAs)
- 3.3.2 Gain a better understanding of community needs and current transport choices. (ARTA, with support from TAs)
- 3.3.3 Work with schools to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel for trips to and from school. (ARTA, with support from TAs)
- 3.3.4 Work with tertiary institutions, hospitals, public authorities, businesses and communities to develop travel plans which identify existing travel choices and opportunities for reducing the level of vehicle travel needed, including for trips to and from those destinations and provision for teleworking. (ARTA, with support from TAs)
- 3.3.5 Ensure that transport services and infrastructure development support travel planning initiatives. (ARTA, Transit, TAs)
- 3.3.6 Support technology improvements which reduce the need to travel. (TAs, with support from ARTA)
- 3.3.7 Support initiatives that encourage ridesharing, teleworking and flexible work hours. (ARTA, with support from TAs)
- 3.4 Ensure that the planning and management of parking resources in the region supports the region's land use and transport outcomes.
- 3.4.1 Achieve a balance between the provision of car parking and managing peak period traffic demands in areas of high parking demand such as the Auckland CBD and other regional centres. This should include consideration of parking ceilings in these areas. (ARC, ARTA and TAs)
- 3.4.2 Support the development of the region's public transport and active mode outcomes through appropriate parking policies and measures. This includes parking measures to influence the travel decisions of commuters through pricing and the planning and management of parking supply. (ARC, ARTA and TAs)
- 3.4.3 Support the region's travel demand management outcomes through appropriate parking policies and measures. This will include developing parking management measures, including parking restraint, to complement travel demand management initiatives and improvements to the public transport network. (ARC, ARTA and TAs)
- 3.4.4 Support the implementation of the Regional Growth Strategy land use outcomes through appropriate parking policies and measures. To facilitate this policy a better understanding of the dynamics of parking in areas of intensification and its consequential impacts is needed. (ARC, ARTA and TAs)

- 3.4.5 Effectively manage the short-term parking requirements around the region's activity / commercial centres. In areas of high activity the highest priority should be given to short-stay non-residential parking. The provision of long-stay parking should be planned and, if necessary, appropriately priced in areas of lower demand or activity. (ARC, ARTA and TAs)
- 3.4.6 Develop a Regional Parking Strategy to provide regional policy direction on all parking issues including a regional policy position for the provision of park and ride facilities. (ARC, ARTA, and TAs)
- 3.5 Evaluate options to establish an efficient road pricing system.
- 3.5.1 Work with the government to progress the Auckland road pricing evaluation study. (ARC, TAs, ARTA)
- 3.5.6 New roads may only be considered as possible toll roads in situations where:
- There is a suitable alternative route
  - Tolling would only have a minor adverse effect on the benefits of constructing the road (particularly safety benefits and relief of traffic pressures on communities)
  - The adoption of tolling does not prevent other transport or safety improvements in the network
  - There is traffic relief for bypassed communities.
- In addition, consideration will be given to the social and economic impacts on bypassed communities. (Transit, TAs)
- 4 Increase the capacity of the transport network**
- 4.1 Improve, upgrade and expand the region's public transport infrastructure and services.
- 4.1.6 Continue development of the Quality Transit Network in the region. (ARTA, TAs)
- 4.1.9 Ensure that public transport services are planned and provided for, to new and (re)developing areas. (ARTA, TAs)
- 4.1.10 Ensure that the design and construction of public transport infrastructure takes into account the requirements for safety and security of passengers. (ARTA, TAs)
- 4.1.11 Plan and protect the ability for additional Quality Transit Network connections throughout the region. (ARTA, TAs)
- 4.1.13 Undertake an investigation into development of the regional standardisation of transit and bus lanes. (ARTA, TAs)
- 4.1.17 Ensure that when changes are made to public transport services, individuals, communities and existing passengers are consulted with in a manner which is appropriate to the degree of change, and that the outcome of the consultation is communicated effectively to existing and potential passengers. (ARTA, TAs)
- 4.2 Upgrade and provide additional road infrastructure to improve network efficiency and effectiveness.
- 4.2.1 Finalise the future strategic and regional arterial road networks for the region shown on Map 7.2. (ARTA, ARC, Transit and TAs)
- 4.2.2 Undertake a programme to develop the strategic road network including completion of strategic connections identified in Maps 7.1 and 7.2, taking into account the preferred strategic option in the RLTS. (Transit, TAs)
- 4.2.3 Undertake a programme to develop the local road network, to give effect to the preferred strategic option in the RLTS. (ARTA, TAs)
- 4.2.5 Coordinate the planning and programming of state highway and local road improvements to ensure that the development of the region's road network reflects the preferred strategic option of the RLTS. (ARTA, TAs, Transit)
- 4.2.6 Continue work to investigate and protect the ability to construct roading infrastructure that may be required beyond the term of the RLTS. (Transit, ARTA, TAs)
- 4.2.7 Ensure that priorities for the development of roading infrastructure reflect the need to maintain and enhance access to key locations of economic activity, including strategic facilities such as the port and airport. (Transit, ARTA, TAs)
- 4.3 Upgrade and provide additional rail infrastructure to improve network efficiency and effectiveness.
- 4.3.1 Identify and protect the existing and future strategic rail network. (OnTrack, ARTA, TAs)
- 4.3.3 Continue work to investigate and protect the ability to construct rail infrastructure that may be required beyond the term of the RLTS. (OnTrack, ARTA, TAs)
- 4.4 Provide additional infrastructure to improve conditions for walking.

- 4.4.1 Incorporate national guidelines and standards for walking into transport planning, design and management activities. (Transit, OnTrack, TAs)
  - 4.4.2 Implement improvements to safety and access for walkers, and support initiatives to increase the use of walking. (Transit, OnTrack, TAs)
  - 4.4.3 Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for walkers and local communities. (TAs)
  - 4.4.4 Recognise that urban road corridors are public places and that amenity needs to be protected through appropriate urban design. (TAs)
  - 4.4.5 Promote walking in the context of improved safety through a comprehensive assessment of safety and security impacts, and the implementation of appropriate infrastructure to both encourage walking and ensure the safety and security of users. (Transit, OnTrack, TAs)
  - 4.4.6 Plan for the needs of walking and pedestrian amenity in the design and assessment of new subdivisions and major redevelopment proposals. (TAs)
  - 4.4.7 Ensure that direct, attractive and safe walking routes are available to public transport stops. (TAs, OnTrack, ARTA)
  - 4.4.8 Plan for and protect the ability to provide for additional pedestrian connections throughout the region, where required. (ARTA, Transit, OnTrack, TAs)
  - 4.5 Provide additional infrastructure to improve conditions for cycling.
    - 4.5.1 Incorporate national guidelines and standards for cycling into transport planning, design and management activities. (Transit, OnTrack, TAs)
    - 4.5.2 Develop and implement a regional cycle network that is well connected across the region. (TAs, OnTrack, ARTA)
    - 4.5.3 Implement improvements to safety and access for cyclists, and support initiatives to increase the use of cycling. (Transit, OnTrack, TAs)
    - 4.5.4 Introduce traffic calming and enforcement measures where appropriate on local roads to improve the environment for cyclists. (TAs)
    - 4.5.5 Consider the needs of cycling in the design and assessment of new subdivisions and major redevelopment proposals. (TAs)
    - 4.5.6 Ensure that direct, attractive and safe cycling routes are available to major public transport stops and ferry terminals. (OnTrack, TAs, ARTA)
    - 4.5.7 Plan for and protect the ability to provide for additional cycling connections throughout the region. (ARTA, OnTrack, Transit, and TAs)
    - 4.5.8 Plan for cycling in ways that encompass the 'whole of journey' concept including:
      - Infrastructure treatments
      - Safety at and across intersections
      - Secure bike facilities
      - Connection to activity centres. (ARTA, OnTrack, Transit, and TAs)
    - 4.5.9 Ensure that needs of different cyclists – including recreational cyclists, fitness cyclists and children – are considered in the design of infrastructure. (TAs)
    - 4.5.10 Plan and provide for safe and effective cycle facilities in local road corridor. (TAs, ARTA)
- 5 Allocate the available transport funding to ensure the Regional Land Transport Strategy's policies are achieved**
- 5.1 Allocate land transport funding to reflect the preferred strategic option of the RLTS.
    - 5.1.1 Ensure that actions reflect the following general allocations of funding over the next 10 years:
      - TRAVEL DEMAND MANAGEMENT 4%
      - PUBLIC TRANSPORT 34%
        - Infrastructure 18%
        - Services 16%
      - ROADS 62%
        - Infrastructure 30%
        - Safety measures 34%
        - Traffic management 42%
        - Maintenance & renewals 26%(Transit, ARTA, TAs, Land Transport NZ)
  - 5.2 Promote changes to the land transport funding systems to enable implementation of the preferred strategic option.
    - 5.2.1 Work with the Ministry of Transport, Land Transport NZ and other appropriate central



government agencies to ensure that funding arrangements, particularly related to local/regional shares, do not constrain the implementation of the preferred strategic option. (ARC, TAs, ARTA)

5.3 Take steps to mitigate the risks that have been identified with respect to implementation of the preferred strategic option.

5.3.2 Collaborate with the government and training institutions to address skill shortages in areas of increased demand. (ARC, Transit, ARTA, TAs)

