

# Auckland Integrated Transport Plan (AITP)

## Glossary

Auckland Council	(AC)
Auckland Transport	(AT)
New Zealand Transport Agency	(NZTA)
KiwiRail	(KR)
Auckland Integrated Transport Plan	(AITP)
Draft Auckland Plan	(DAP)
Auckland Plan	(AP)

## Executive Summary

The Auckland Plan has set some ambitious transformational shifts for Auckland to become the world's most liveable city. These include creating a well-connected and accessible Auckland. This will involve delivering key projects and challenging shifts in behaviour by Aucklanders to shift to public transport and active modes. The AITP will strategically coordinate, prioritise and sequence the activities of Auckland's transport network providers (AT, NZTA and KR) so that, over the next 30 years, they can deliver the spatial development needs set out in the AP. It will analyse the transport element of the AP and assess its performance. In order to test the resilience of the programme, it will compare the network performance under different growth, land use development and transport investment scenarios after 10, 20 and 30 years. It will also show the consequences in terms of network levels of service of the different investment levels.

The AITP is being prepared through the consultation period for the Long Term Plan and Regional Land Transport Programme. Before finalisation it will be reviewed and refined to take account of the consultation feedback and the deliberations of the hearings panel.

The AITP will be a living plan that will be enhanced and developed over time as more information, in particular about actual growth, project costs, desired levels of service and asset condition becomes available. The first version of the plan will be produced in July 2012.

The benefits of the AITP will be to improve the coordination and prioritisation of Auckland's transport programme.

## Recommendations

It is recommended that the Board:

- i). Receive the report and
- ii). Note progress towards the development of the AITP to deliver the AP.

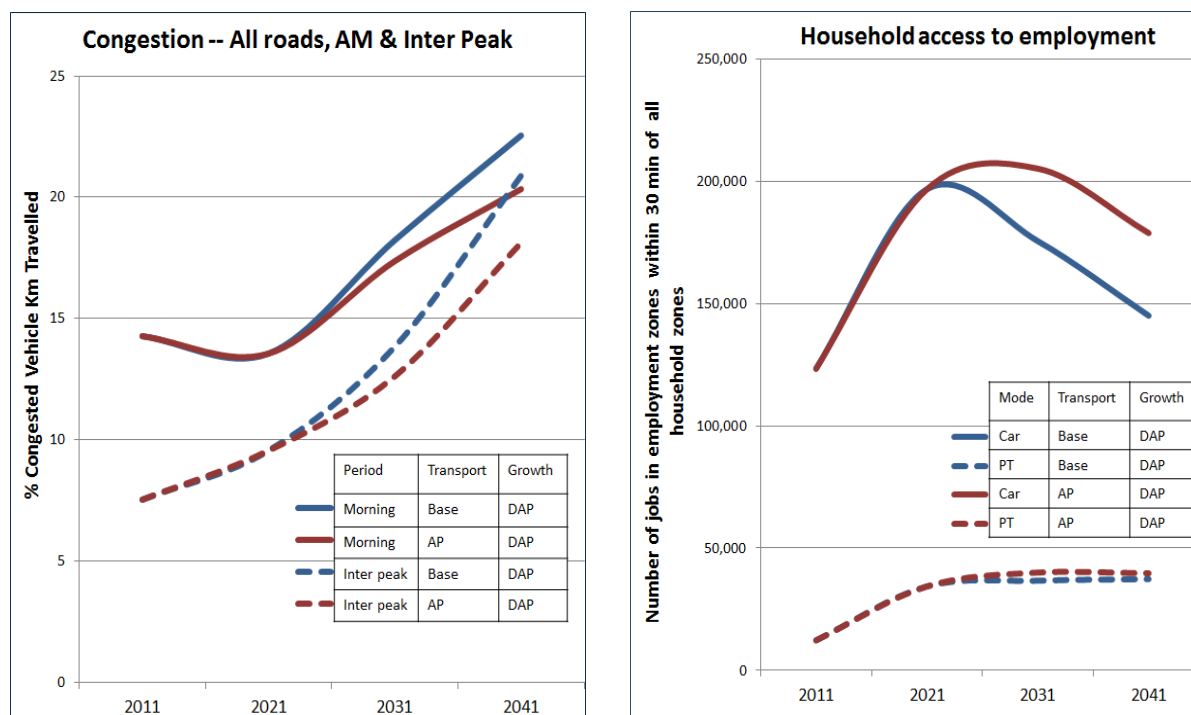
## Purpose of this Report

AT and NZTA have been collaborating with support from AC to prepare an integrated transport plan for Auckland. This report updates the Board on progress.

Preparation of the AITP is progressing well and further progress is now dependent on inputs from the modelling of the final Auckland Plan Development Strategy. At the time of preparation of this report the modelling was expected to be completed in the first week of April.

Evaluation of the transport investment scenarios necessary for the analysis of the system performance has therefore not been completed. Modelling has been progressed based on a Draft AP development scenario and will be used for sensitivity analysis. Examples of the

initial work to evaluate the performance of the network are shown in Figure 1 below for the AP transport investment scenario and a base or minimum transport investment scenario with the DAP growth scenario to demonstrate the nature of assessment that will be presented.



**Figure 1 Examples of Network Performance**

It is intended that the AITP will be developed in stages, the first of which is planned for completion in July 2012. This first version will include a clear outline of and programme for the next steps necessary to enhance the AITP.

## Background

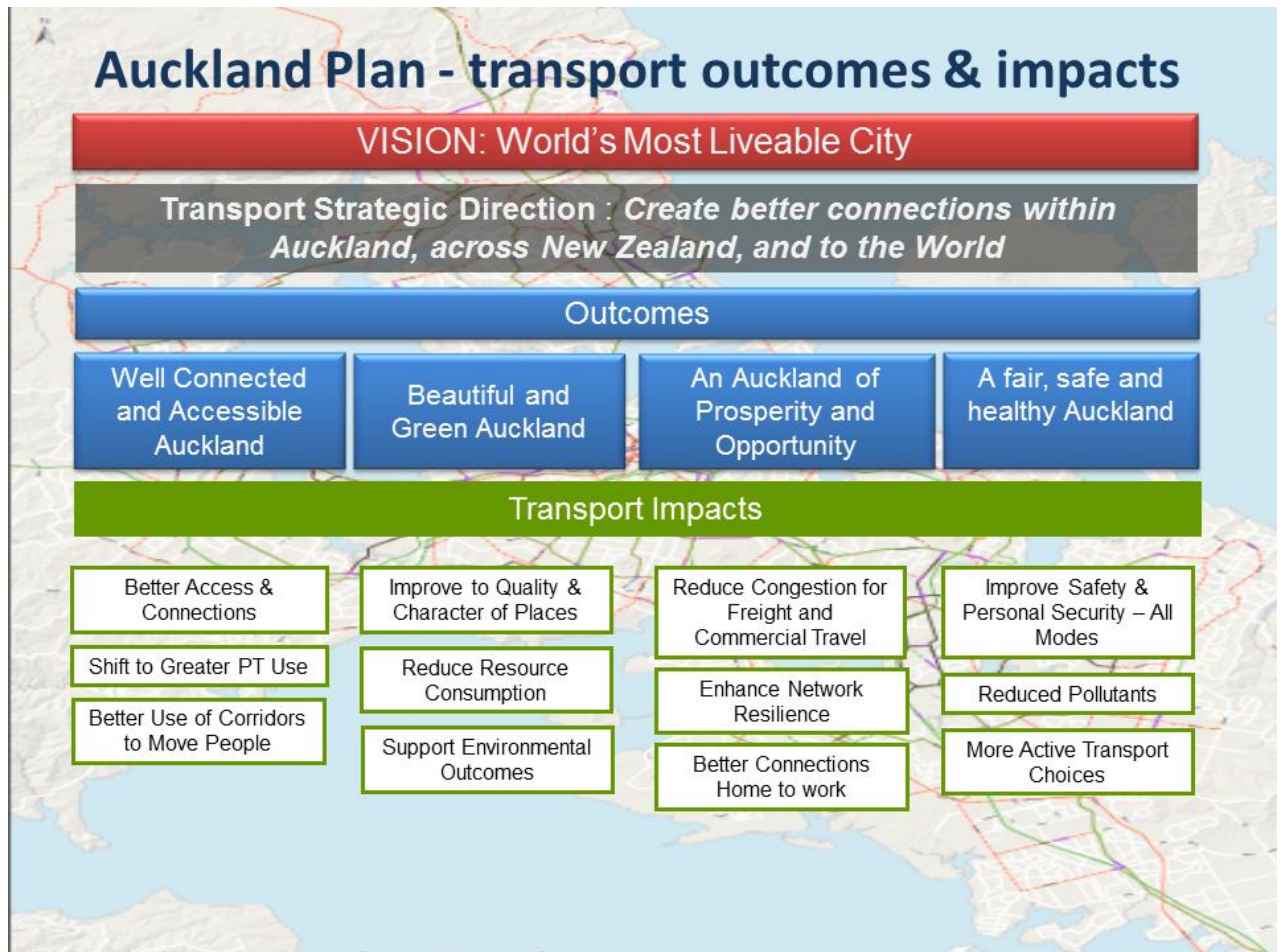
Through the AP, the Mayor has set a vision to make Auckland the world’s most liveable city by 2040. The AP contains a bold programme of transformational shifts to create a globally competitive city and accommodate an anticipated additional one million people.

The Mayor’s vision will mean that by 2040 Auckland will be:

- A fair, safe and healthy Auckland;
- A green Auckland;
- An Auckland of prosperity and opportunity;
- A well connected and accessible Auckland;
- A beautiful Auckland that is loved by its people; and
- A culturally rich and creative Auckland.

The strategic direction of primary relevance to Auckland’s transport system is to *create better connections and accessibility within Auckland, across New Zealand and to the world.*

The linkage from the Auckland Plan vision, outcomes and the impacts required from the transport system are illustrated in Figure 2 below.



**Figure 2 Auckland Plan Vision and Transport Impacts**

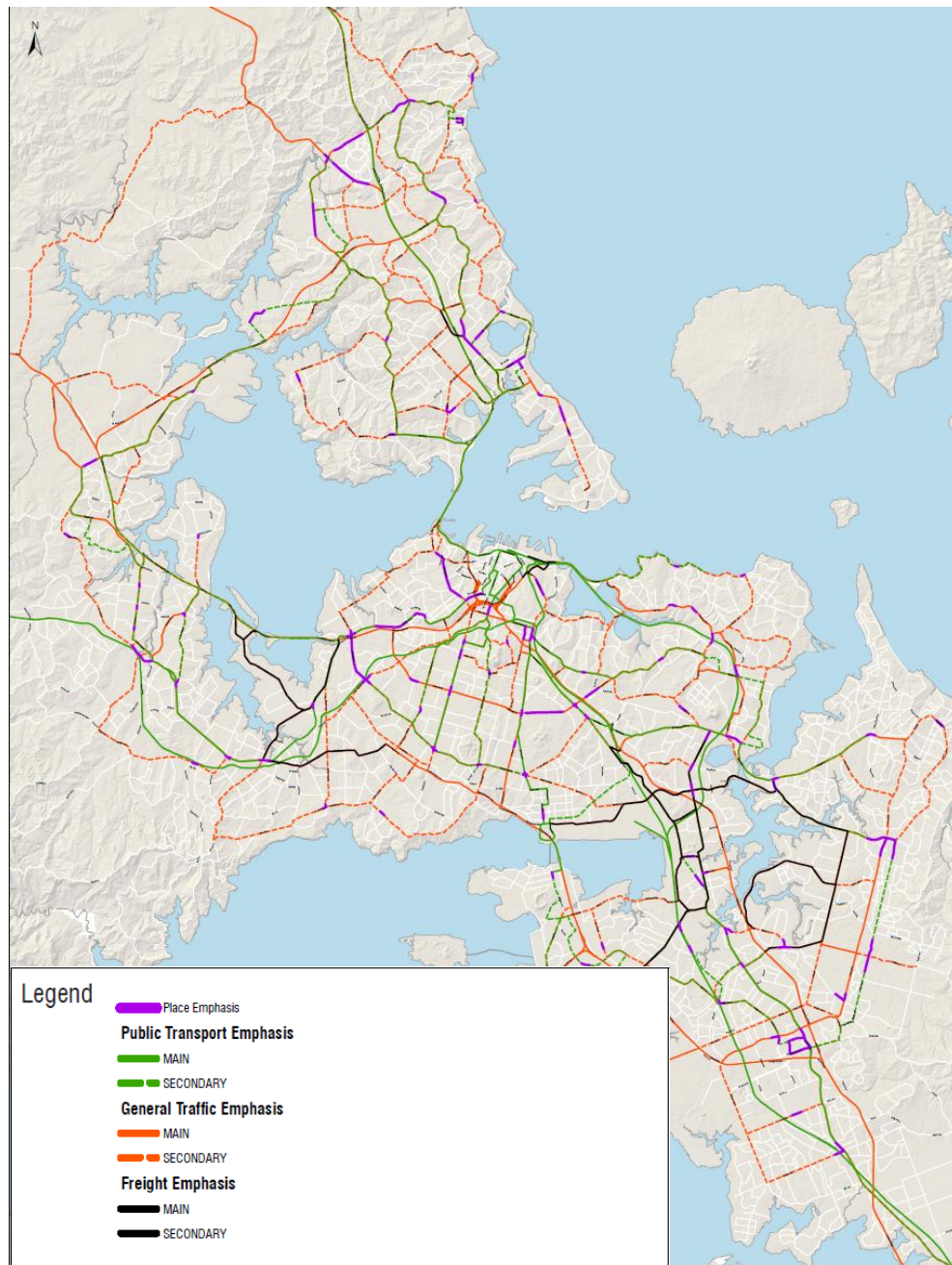
Four transport priority areas are provided in the AP :

- manage Auckland's transport as a single system
- integrate transport planning and investment with land use development
- prioritise and optimise investment across transport modes
- implement new transport funding mechanisms

The "One System" of transport networks is depicted in Figure 3 below. This diagram depicts how the different parts of the network are prioritised for different functions.

The AITP is being produced jointly by AT and NZTA, with the support of AC. It focuses on the transport investment that will be needed to deliver the vision and outcomes of the AP, taking into account central government policy statements on transport.

To do this, the AITP will provide an integrated view of investment needs across the whole multi-modal transport system, including state highways and local roads, railways, buses, ferries, footpaths, cycle ways, intermodal transport facilities, and supporting systems. The plan will be developed collaboratively between network providers, user groups and other key stakeholders, with the aim of being customer-focussed and performance-based, and able to adapt to changing circumstances



**Figure 3 Auckland Networks as One System**

The benefits of the AITP will be to improve the coordination and prioritisation of Auckland's transport programme. In particular the AITP will :

- guide implementing agencies in developing their asset management plans and detailed planning activities for the maintenance, operation, renewal and development of the transport system
- help to prioritise and phase the detailed programming of activities through the Regional Land Transport Programme process
- communicate to stakeholders and the public how the vision and outcomes of the AP will be addressed for each of the 10 year periods to 2040 in terms of the transport services to be delivered.

This will be the first version of the AITP which, following publication of the AP in April, will be produced in the light of the current asset management and operational plans of the implementing agencies. Subsequent versions of the AITP will be produced as those detailed

plans are developed and more information becomes available on growth trends, desired levels of service, asset condition, and programme costs.

Auckland’s transport system is supported by existing multi-modal network tiers which together enable people to travel by different modes, at different times of the day and to access different activities and places across the Auckland region.

The network tiers include:

- State highway
- Passenger transport – rail, bus, ferry
- Arterial & local roads
- Freight
- Active – cycling and walking facilities
- Parking Facilities

These network tiers supply infrastructure and services to support the travel choices and movements of Aucklanders and businesses. The recognised networks and the prioritised transport responses are illustrated in Figure 4 below:

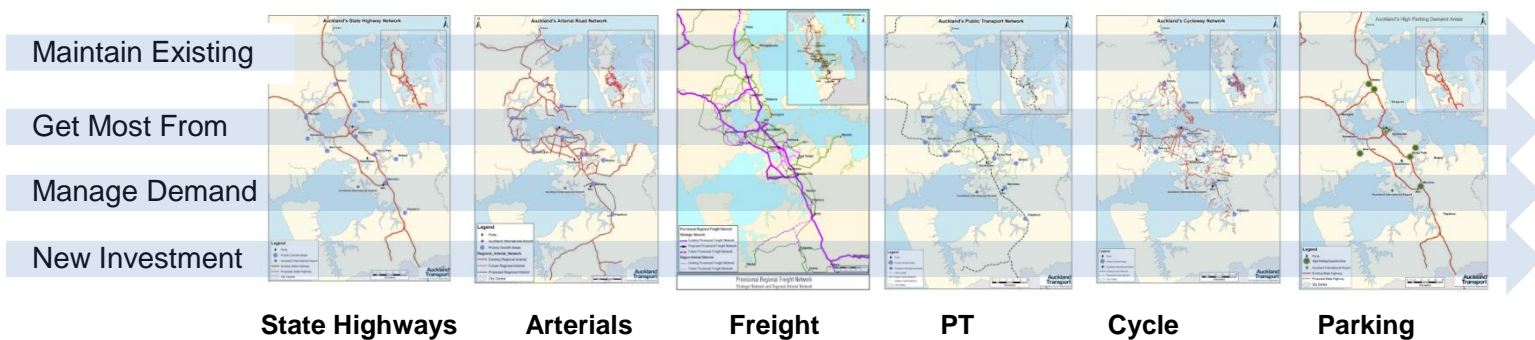


Figure 4 Networks and transport responses

## Next Steps

Work will proceed over the next few months to progress the modelling, analysis and programme development to complete the plan. On completion of version 1 of the AITP publication will follow endorsement by the AT Board and presentation to the NZTA Board. An update on progress will be presented to the NZTA Board when they visit Auckland in May.

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