

Integrated Planning Strategy

Better transport systems and options creating better places



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

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The NZ Transport Agency's statutory purpose is to contribute to an affordable, integrated, safe, responsive and sustainable land transport system. Put simply, we focus on building a better transport system for New Zealanders. This is because transport is a significant contributor to economic growth and productivity, and a determinant of how well urban and rural areas function and the quality of life offered.

Part one

Purpose

This strategy sets out what the NZ Transport Agency (NZTA) aims to achieve from an integrated planning approach. It shows how the NZTA intends to embed this approach into all aspects of its business: planning, investing, building, operating, regulating and working with others.

As part of the NZTA strategy set, this Integrated Planning Strategy will help us deliver on:

- a) our long-term and intermediate outcomes
- b) our strategic priorities
- c) the Land Transport Management Act 2003 (LTMA) and the *Government policy statement on land transport funding* (GPS)
- d) guiding frameworks such as the NZ Urban Design Protocol and *Safer Journeys*.

The NZTA experience to date confirms the significant benefits of an integrated approach to planning, investment and delivery. This strategy builds on that foundation.

Our approach to integrated planning is evolving, and this strategy will be reviewed as our experience and practices develop.

Role of integrated planning in our business

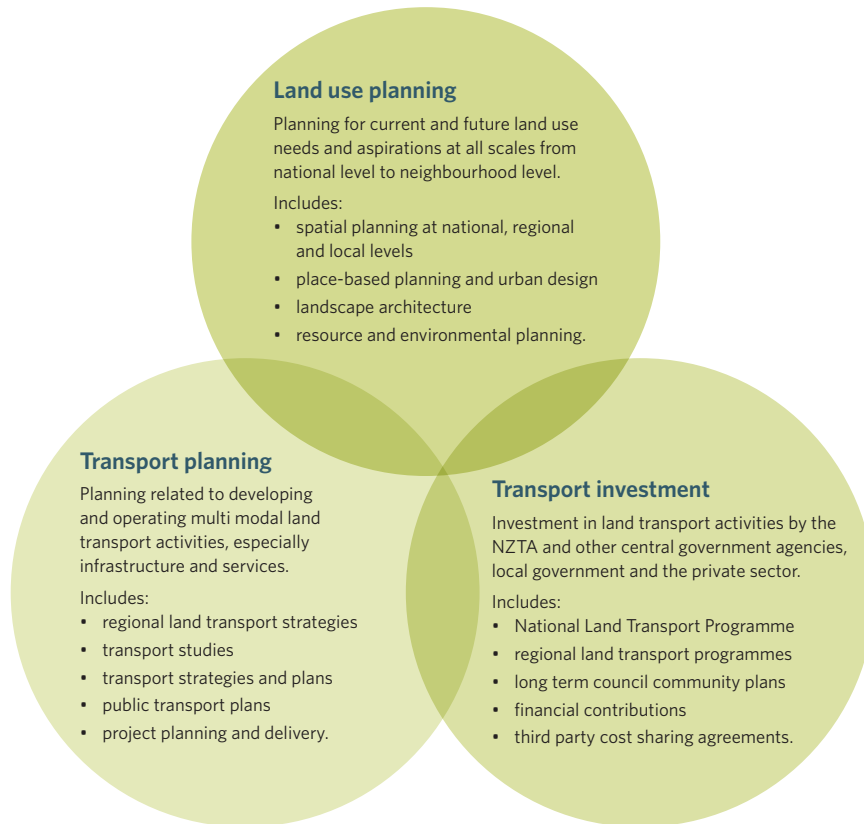
The NZTA's statutory purpose is to contribute to an affordable, integrated, safe, responsive and sustainable land transport system. Put simply, we focus on building a better transport system for New Zealanders. This is because transport is a significant contributor to economic growth and productivity, and a determinant of how well urban and rural areas function and the quality of life offered.

Integrated planning is pivotal to fulfilling our purpose because it enables us, in partnership with others, to provide greater certainty for infrastructure planning and investment in New Zealand. This leads to:

- a) improved transport efficiencies and lower costs to deliver on economic growth and productivity goals
- b) better management of environmental and social impacts to enhance quality of life for New Zealanders, and
- c) enhancements to the public realm to generate employment and community wellbeing.



An integrated planning approach brings together many different but highly interdependent planning-related activities to direct and influence the transport system:



The NZTA's definition of integrated planning

For the NZTA, integrated planning means leading and working with central, regional and local government, private developers and other partners such as KiwiRail and port companies, to bring land use planning, and transport planning and investment together, to deliver an affordable transport system that supports a growing economy, safe and vibrant communities and a healthy environment, now and in the future.

It is an **approach we follow** to deliver on the **outcomes we seek**.

The alternative to integrated planning is the risk of missing opportunities and creating sub-optimal outcomes that meet one need but not others.

Vision

The NZTA aims to use all of its functions to help create better transport systems and options (safer, cheaper and offering more choice, reliability and efficiency) for all of our customers (commuters, freight operators, consumers, tourists, students and the wider public), especially at peak travel times. This will reduce the economic and social burden of inefficient essential travel, defer the need to invest in additional capacity in some situations and improve environmental quality.

In turn, the transport system will be better able to support 'places of exchange' (towns, cities, main streets, freight hubs, ports and airports) that increase productivity, prosperity and amenity. People will increasingly want to live and work in New Zealand, and businesses will want to invest and operate in the New Zealand marketplace.

Objectives for integrated planning

To achieve its vision, the NZTA has set six long-term objectives.

1. **To support and influence national, regional and local spatial planning:**

All regions strategically plan for change pressures, such as growth and demographics, in a collaborative manner, and provide for long-term land use and transport needs together, enshrining the outcomes in national, regional and local plans/strategies and upholding them consistently. Inter-regional needs and national needs are also met.

2. **To ensure transport investment decisions implement agreed strategy:**

Investments in network developments and service improvements implement affordable national, regional and local plans. Transport strategies and packages of activities are developed, along with land use strategies and implementation plans, to contribute collectively to the efficient use of public funds. The transport costs of growth are met, in whole or in part, by the generators of growth.

3. **To safeguard existing and planned investment in the transport network:**

Planning policies, rules and decisions reflect the importance placed on safeguarding the safety and efficiency of the state highway network, particularly national strategic routes (as per the state highway classification system). Investments in significant transport activities such as public transport interchanges and major arterials are protected from activities or cumulative impacts that degrade their function. Decisions capitalise on the strengths of each transport mode and make the best use of existing infrastructure and services first before embarking on new projects.

4. **To improve quality of life in cities and towns:** All opportunities to foster wealth generation and to improve environmental and community wellbeing are pursued. These include opportunities to deliver more and safer transport choices, to create better linkages within and between transport modes, to encourage contained settlement patterns and mixed land uses, and to provide less need to travel as well as improved protection of ecosystems. Communities are encouraged to follow the planning and design principles set out in documents such as the *NZ urban design protocol* and *People, places, spaces*.

5. **To give effect to the NZTA's strategic priorities:** Joined-up planning and investment decisions enable more effective public transport, more efficient freight movements, improved road safety, and will deliver the roads of national significance.

6. **To develop capability and confidence to implement an integrated planning approach:** Adopting a stronger integrated approach requires new skills, new evidence and new ways of working. We recognise the importance of developing our people to lead and support this approach.



Part two

Roles and responsibilities

The foundations for integrated planning in the transport sector derive from various sources, which are summarised in Appendix 1.

The statutory and policy context indicates the NZTA has three important collaborative roles.

1. **Invest** in land transport activities that deliver integrated planning outcomes.
2. **Deliver** integrated planning outcomes in relation to the state highway network.
3. **Promote** integrated planning outcomes for the land transport system – generally and in conjunction with partners and stakeholders.

Investing in the transport system is our primary lever because it enables us to assess network-wide performance (national, regional or local) and support activities that contribute to our integrated planning vision and objectives.

Invest
Deliver
Promote



The main touch points for delivering on the vision and objectives are:

NZTA'S ROLE	INDICATIVE ACTIVITIES	LEAD BUSINESS GROUP	POTENTIAL PARTNERS
Advocate and facilitator of transport infrastructure and land use integration	<ul style="list-style-type: none"> Influencing legislation, regulation and policy (national level) Influencing multiparty statutory and non-statutory planning processes and facilitating desired outcomes (regional level) Promoting integrated planning outcomes when providing assistance and advice to partner organisations Advocating for integration through monitoring, education, consultation and media functions (local level) Sharing knowledge, experience, successes and learnings (all levels) Fostering partnerships to achieve joint outcomes 	<p>Strategy and Performance group (national)</p> <p>Regional Partnerships and Planning group (regional and local)</p> <p>Highways and Network Operations group</p> <p>Access and Use group (local)</p>	<p>Ministry of Transport and other government agencies such as Ministry for the Environment and Environmental Protection Authority</p> <p>Regional and local government</p> <p>Transport partners - KiwiRail, ports, airports</p> <p>Network utility operators</p>
Transport investor (and co-investor)	<ul style="list-style-type: none"> Investment policies, rules and decisions Influencing long-term council community plans re: local transport investment plans Influencing regional land transport programmes 	Regional Partnerships and Planning group	<p>Central, regional and local government</p> <p>Private sector</p>
Transport planner	<p>Transport system planning for the future through leadership of:</p> <ul style="list-style-type: none"> regional land transport strategies and regional land transport programmes strategic transport studies and corridor plans freight strategies RoNS network integration plans <p>Transport system planning for the future through input into:</p> <ul style="list-style-type: none"> growth and development strategies regional policy statements and spatial plans district plans and structure plans passenger transport, cycling and walking and accessibility plans road safety action plans third party resource consents and designations 	Regional Partnerships and Planning group	<p>Regional and local government</p> <p>Transport partners - KiwiRail, ports, airports</p> <p>Community groups</p> <p>Network utility operators</p>
Network developer	<p>Development of the state highway network, including investigation, design and delivery of new projects:</p> <ul style="list-style-type: none"> Network integration plans (incl RoNS) Consenting strategies, securing consents and designations Design plans and mitigation/enhancement strategies Property acquisition, management and disposal 	Highways and Network Operations group	<p>Regional and local government</p> <p>Community groups</p> <p>Private sector developers</p>

NZTA'S ROLE	INDICATIVE ACTIVITIES	LEAD BUSINESS GROUP	POTENTIAL PARTNERS
Network operator	<p>Operation of the state highway network on a daily basis:</p> <ul style="list-style-type: none"> ▪ Influencing third party land use issues to mitigate network effects, including negotiating cost sharing agreements ▪ Influencing local transport network and service interface eg. passenger transport operations ▪ Asset management planning ▪ Resource consents for routine or emergency works ▪ Property and project management 	Highways and Network Operations group	<p>Local government</p> <p>Private sector</p> <p>Network utility operators</p>
Network regulator	<p>Highway control functions:</p> <ul style="list-style-type: none"> ▪ Motorway and state highway controls ▪ Limited access road declaration, management and review ▪ Heavy vehicle controls, including route management and permitting processes <p>Land transport rules and standards especially those regulating safety standards on the network</p>	<p>Highways and Network Operations group</p> <p>Access and Use group</p>	<p>Local government</p> <p>Land owners</p> <p>Private property developers</p> <p>Private transport operators</p>

When NZTA representatives participate in the activities above, we expect them to:

- a) get involved early, and influence the decisions made by working in partnership with others
- b) seek out solutions that are commercially viable and affordable, from public and private perspectives
- c) be a steward of the transport system and take a lead role on transport planning, making sure decisions are not made in a vacuum
- d) promote national and inter-regional network perspectives, recognising that the best solutions are usually those tailored to local circumstances
- e) take a long-term perspective, knowing that the decisions we make (or don't make) shape the environment future generations will inherit
- f) follow good planning and design principles, such as those articulated in the *NZ urban design protocol* and *People, places, spaces*
- g) ensure investment in critical transport infrastructure, including state highways, motorways, major urban arterials and major passenger transport facilities, is recognised and provided for
- h) provide robust assistance and advice on the development and operation of local transport networks and services, where appropriate.

Strategic objectives: 2010 to 2020

Clarifying our position

We believe there are benefits to clarifying the NZTA's position on certain issues. Our current position on four key issues is set out in the section below.

- a) **Multi-modal issues:** The LTMA makes clear that our role is to promote matters relating to the land transport system. This means we actively promote the efficiency and effectiveness of road (buses, taxis, cycling, walking and private vehicles), rail (passenger and freight) and coastal shipping networks and services. However, because we invest in road and passenger rail-related activities through the NLTP, we prioritise our involvement in these matters.
- b) **Land use matters off the state highway network that have an adverse impact on that network:** Managing the state highway system is a clear requirement of the LTMA. Our role extends to any activity that adversely affects that system, such as increasing congestion, or reducing safety on a highway, regardless of whether that activity is adjacent to or distant from the highway concerned.
- c) **Land use matters that adversely impact local transport networks or services but do not affect the state highway network:** We prefer to support the efforts of the relevant approved organisation in reducing adverse transport effects rather than being involved in its own capacity. Our advice can be important to focus on the efficient use of public funds, and ensure value for money from NLTP investment, but accountability for local transport networks and services rests with the approved organisation. A consequence of poor planning is that the transport solution is unlikely to attract financial assistance from the NZTA.

An important exception to our working through approved organisations applies where there has been, or will be, significant NLTP investment in the local transport infrastructure or service concerned. We may become actively involved in these situations to ensure existing or planned investment is protected and optimised for the future through supportive land use.
- d) **Land use matters that are contrary to good planning principles but do not have transport impacts:** These matters fall within the ambit of the relevant regional or territorial authority rather than with the NZTA. We cannot resource active involvement in such matters and are not normally involved unless there are exceptional circumstances.

The NZTA has established strategic objectives for integrated planning. These allow us to prioritise organisational effort and resources at national and regional levels. Immediate strategic objectives cover 2010 to 2012, while ongoing strategic objectives extend from now until 2020. The following table provides a guide on how we determine our priorities:

PRIORITY	ACTIVITY OR ISSUE	GEOGRAPHIC LOCATION
High (immediate): what we will increase our focus on	Fulfils at least one immediate strategic objective and at least four ongoing strategic objectives	Identified in Appendix 2
High (ongoing): what we will maintain our focus on	Fulfils at least four ongoing strategic objectives	Identified in Appendix 2
Medium	Fulfils one to three ongoing strategic objectives	Identified in Appendix 2
Low	Any activity or issue that is not a high or medium priority	Not identified in Appendix 2



Immediate strategic objectives (2010–2012)

IMMEDIATE STRATEGIC OBJECTIVES	STRATEGIC DELIVERABLES
1. Support reviews of Regional Land Transport Strategy and Regional Policy Statement documents	<ul style="list-style-type: none"> • Commit resources that enable us to take a leadership role on transport aspects • Work with others to ensure each Regional Land Transport Strategy and Regional Policy Statement has integrated land use and transport outcomes • Promote our integrated planning objectives throughout the review process
2. Support development of regional strategic growth plans, especially the Auckland Spatial Plan	<ul style="list-style-type: none"> • Commit resources that enable us to take a leadership role on transport issues • Work with others to maximise the benefits of a spatial plan for integrated land use and transport outcomes in the Auckland region • Promote the NZTA's integrated planning objectives throughout the development process • Recognise that growth rates (positive and negative) vary across NZ and investment in strategic growth planning should be proportionate to these growth rates, or other relevant significant change pressures
3. Plan, deliver and operate roads of national significance	<ul style="list-style-type: none"> • Develop RoNS network integration plans in partnership with key stakeholders and champion implementation by all parties • Ensure regional and local planning documents and decisions recognise and provide for RoNS as nationally significant infrastructure • Obtain necessary planning and environmental approvals for new RoNS works • Seek surrounding land use decisions that are compatible with RoNS purpose and function, now and in the future, and objecting to incompatible proposals where negotiated solutions cannot be reached
4. Support critical statutory reviews (Resource Management Act, Land Transport Management Act, Public Transport Management Act, Local Government Act)	<ul style="list-style-type: none"> • Commit resources to support the Ministry of Transport's role in these processes • Work with others to maximise the benefits of statutory reform for integrated land use and transport outcomes • Promote the NZTA's integrated planning objectives throughout the review process

Ongoing strategic objectives (2010–2020)

ONGOING STRATEGIC OBJECTIVES	STRATEGIC DELIVERABLES
5. Optimise existing significant transport investment	<ul style="list-style-type: none"> • Promote complementary land use patterns such as transit-oriented developments to support urban rail intensification and mixed use intensification around major public transport routes and interchanges in strategic planning processes • Conserve transport capacity and protect functionality, especially in peri-urban, rural and coastal areas under pressure, by seeking compatible land use patterns and objecting to incompatible proposals when negotiated solutions cannot be reached • Phase transport investments to deliver desired land use patterns and travel behaviours as well as address transport challenges • Seek provisions in district plans that recognise the NZTA as an affected party for Resource Management Act processes where significant transport investment is involved or where cumulative impacts may arise • Advocate for effective long-term tools to safeguard existing and planned transport corridors, as well as for streamlined planning processes that include transport, through statutory reform processes such as the Resource Management Act review
6. Improve journey time reliability at peak travel times, particularly in severely congested urban areas and on key freight routes	<ul style="list-style-type: none"> • Promote compact, mixed-use settlement patterns through strategic planning processes and the NZTA-led network development projects • Reduce congestion through public transport planning and investment, and seek supportive urban planning practices, such as parking rules and charges • Incorporate intelligent transport systems in future network planning to provide real-time traveller information to customers • Object to land use proposals that compromise journey time reliability on severely congested urban routes and/or on key freight routes when negotiated solutions cannot be reached

ONGOING STRATEGIC OBJECTIVES	STRATEGIC DELIVERABLES
7. Reduce private vehicle travel, especially at peak travel times	<ul style="list-style-type: none"> • Complete 'missing links' in existing public transport and walking and cycling networks in major urban areas, in collaboration with others • Support initiatives that reduce travel demand in major urban areas, such as carpooling websites, airport bus services, telework initiatives and land use patterns that avoid long distances between home/work/school and business/market • Deliver education packages to change behaviour, such as walking school buses • Demonstrate the financial and societal benefits of more walking and cycling in urban areas through the Model Communities Programme • Work with freight logistics operators to plan for freight hubs, such as inland ports, where these meet the needs of the freight sector
8. Adopt the Safe System approach to improve road safety on local roads and state highways	<ul style="list-style-type: none"> • Work with local government, ACC, NZ Police and the Ministry of Transport to implement <i>Safer Journeys</i> initiatives and high priorities • Review our investment policies and rules to ensure <i>Safer Journeys</i> initiatives can be delivered in a timely and effective manner, especially on the local road network • Apply the Safe System approach to transport and land use planning, recognising that integrated planning is a prerequisite to a safe road system • Ensure regional and local planning decisions maintain or improve the safety performance of the state highway network • Actively participate in, and lead where appropriate, road safety action planning and delivery that fulfils <i>Safer Journeys</i> high priorities
9. Promote compact, mixed use settlement patterns	<ul style="list-style-type: none"> • Recognise that three models of growth are acknowledged internationally - single centre, multiple centres, and unplanned spread - and promote the NZTA's view that for towns and smaller urban areas a compact urban form is desirable, and for larger cities and regions a planned multi-centre approach is more desirable. For areas experiencing growth, a dispersed development strategy (or no development strategy) is not acceptable, and all strategies, plans, packages and activities implementing such an approach cannot be supported by the NZTA • Monitor the transport benefits of compact, mixed-use settlements in New Zealand and promote this information to encourage the widespread adoption of this approach • Encourage partners to make decisions (transport and non-transport) that support and lock-in desired transport benefits
10. Enhancing the public realm around significant urban transport networks	<ul style="list-style-type: none"> • Invest in activities that incorporate or support quality public spaces and places • Adopt a context-sensitive approach to network planning and design at all levels, from major projects through to minor improvement works • Work with local government and community groups to understand the local context and respond appropriately when planning and implementing state highway projects • Negotiate cost-sharing agreements where the outcomes sought by local communities, such as major gateway features or artworks, cannot be funded from the National Land Transport Programme
11. Improve public health and reduce adverse environmental effects	<ul style="list-style-type: none"> • Promote route selection choices that help to protect ecosystems and minimise adverse social impacts, where practicable and affordable • Ensure planning documents and decisions recognise reverse sensitivity as a transport issue, and proactively manage it in ways that do not hinder the transport system's effective operation • Manage road traffic noise from new and altered roads in network planning and development processes through New Zealand Standard 6806 and the NZTA (Transit) noise guidelines • Work with others, especially the Ministries of Transport and Environment, to better understand the health impacts of transport-related air pollution, and update data in the public arena • Plan for the effects of climate change in network development and design

Part three

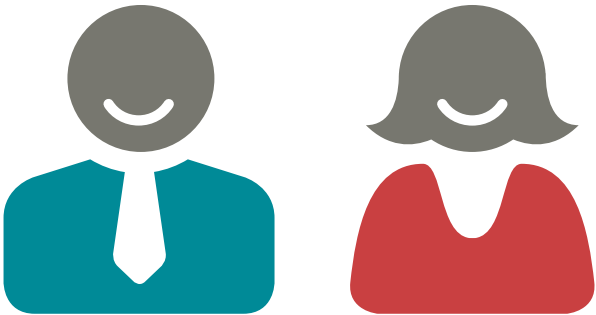
Implementation

This strategy builds on current good practice, and aims to build confidence and capability to extend that practice both within the NZTA and externally. It will be embedded as we all make decisions and interact with others on a daily basis.

The Regional Partnerships and Planning group has a key role to play in leading the implementation of an integrated planning approach across the NZTA and the sector. Regional Partnerships and Planning will align its activities with this strategy, particularly high priority focus areas, by reviewing national and regional activities and reprioritising resources and effort, where required.

As part of the implementation process, a range of initiatives are being developed to help us become stronger in three key areas: capability, capacity and confidence.

CAPABILITY	CAPACITY	CONFIDENCE
Guidance eg, integrated planning toolkit and revised planning policy manual	Align resources with the Integrated Planning Strategy	Clear roles and accountabilities eg, planning delegations
Sharing of expertise eg, urban design advice in project development Peer review processes	Review of systems and processes eg, integrated planning stocktake with view to streamlining processes	'Ask the expert' process to test ideas and approaches
Forums and training to develop knowledge and expertise	Standardise processes and documents where possible to save time and money	Case studies to demonstrate integrated planning outcomes and share learning and innovations (NZ and international)



Relationship to the transport planning activity class

When applying the Integrated Planning Strategy to decisions made in the transport planning activity class, the following weighting shall generally apply, in conjunction with the relevant detail in the *Planning, programme and funding manual*:

Alignment of Integrated Planning Strategy focus areas with transport planning activity class

HIGH STRATEGIC FIT	MEDIUM STRATEGIC FIT
<ul style="list-style-type: none"> Support reviews of Regional Land Transport Strategies and Regional Policy Statements <ul style="list-style-type: none"> Studies to support the review due to a significant change in strategic context (eg, RoNS) 	<ul style="list-style-type: none"> Support reviews of Regional Land Transport Strategies and Regional Policy Statements <ul style="list-style-type: none"> Where criteria for high fit do not apply
<ul style="list-style-type: none"> Support development of regional strategic growth plans, especially the Auckland Spatial Plan <ul style="list-style-type: none"> In areas experiencing significant growth, transport studies that seek to respond or adapt to projected demographic or other significant change pressures 	<ul style="list-style-type: none"> Support development of regional strategic growth plans, especially the Auckland Spatial Plan <ul style="list-style-type: none"> Where criteria for high fit do not apply
<ul style="list-style-type: none"> Plan, deliver and operate roads of national significance 	
<ul style="list-style-type: none"> Optimise existing significant transport investment <ul style="list-style-type: none"> Studies and plans in areas projected to experience demographic or other significant change pressures 	<ul style="list-style-type: none"> Optimise existing significant transport investment <ul style="list-style-type: none"> Where criteria for high fit do not apply
<ul style="list-style-type: none"> Improve journey time reliability at peak travel times, particularly in severely congested urban areas and on key freight routes <ul style="list-style-type: none"> Studies and plans for high volume freight routes (to be aligned with state highway classification) 	<ul style="list-style-type: none"> Improve journey time reliability at peak travel times, particularly in severely congested urban areas and on key freight routes <ul style="list-style-type: none"> Where criteria for high fit do not apply
	<ul style="list-style-type: none"> Reduce private vehicle travel, especially at peak travel times
	<ul style="list-style-type: none"> Adopt the Safe System approach to improve road safety on local roads and state highways
<ul style="list-style-type: none"> Promote compact, mixed-use settlement patterns <ul style="list-style-type: none"> Strategies, studies and plans in urban and major urban areas projected to experience significant growth 	<ul style="list-style-type: none"> Promote compact, mixed use settlement patterns <ul style="list-style-type: none"> Where criteria for high fit do not apply
	<ul style="list-style-type: none"> Enhance the public realm around significant urban transport networks
<ul style="list-style-type: none"> Improve public health and reduce adverse environmental effects <ul style="list-style-type: none"> Studies to address statute or standards' projected risk of breach of environmental standards at a regional network level 	<ul style="list-style-type: none"> Improve public health and reduce adverse environmental effects <ul style="list-style-type: none"> Where criteria for high fit do not apply

Measuring success

The NZTA believes an important long-term transport goal is to reduce the amount of time and money that businesses and households spend on essential travel, especially at peak travel times. This allows resources to be invested in more productive activities, and enables money that would otherwise be invested in additional transport capacity to be spent on non-transport activities within the economy. We also strive to deliver improved mode choice, especially in major urban areas, as well as improved environmental and social wellbeing, and improved access to key services for people and freight.

The NZTA's *Statement of intent* includes recognition of the NZTA's contribution to the realisation of the transport sector's long-term outcomes and policy context and establishes eight desired long-term sector inputs. These are shown linking to both the government's long-term outcomes and the NZTA progress indicators.



Government's long-term outcomes

	DESIRED COMBINED IMPACTS OF THE NZTA OUTPUTS	MAIN PROGRESS INDICATOR FOR THE NZTA FOR 2010-13	DESIRED TREND
A & B & C	Better use of existing transport capacity	Vehicle kilometres travelled per network kilometre	Improving
	More efficient freight supply chains	Variability of journey times on the national strategic freight routes	Reducing
A & C & D	A resilient and secure transport network	Percentage variability of travel time by road	Stable or reducing
A & C	Easing of severe urban congestion	Levels of severe road network congestion in main urban areas	Reducing
A & D	More efficient vehicle fleets	Energy use per vehicle kilometre travelled	Reducing
C & D	Reductions in deaths and serious injuries from road crashes	Reported road fatal and injury crashes per vehicle kilometres travelled	Reducing
	More transport mode choices	Perceptions of access to work or study in Auckland	Improving
	Reduction in adverse environmental effects from land transport	Modelled results of stormwater runoff quality	Improving

A = An efficient transport system that supports high levels of economic productivity, provides strong international connections for freight, business and tourism, and meets international obligations.
 B = A sustainable funding basis for transport infrastructure investments and use.
 C = A high-quality transport system for Auckland, the nation's largest economic hub.
 D = An accessible and safe land transport system that contributes positively to the nation's economic, social and environmental welfare.

Appendices

APPENDIX 1:

The NZTA integrated planning statutory and policy foundations

SOURCE	RELEVANCE
Land Transport Management Act (LTMA) 2003	<p>The NZTA functions include:</p> <ul style="list-style-type: none"> • promote an affordable, integrated, safe, responsive and sustainable land transport system • manage the funding of the land transport system, including using revenue in a manner that seeks value for money • manage the state highway system, including planning • assist, advise and cooperate with approved organisations • issue guidelines for regional public transport plans
Government Roadway Powers Act 1989	<p>The NZTA functions include:</p> <ul style="list-style-type: none"> • sole powers of control for all purposes, including planning, of state highways and motorways • declare and manage limited access roads
Public Transport Management Act (PTMA) 2008	<p>As well as the NZTA functions identified in the LTMA, the PTMA identifies that a purpose of that Act is to:</p> <ul style="list-style-type: none"> • help regional councils and the NZTA obtain the best value for money in achieving an affordable, integrated, safe, responsive, and sustainable public transport system, having regard to the desirability of encouraging fair competition and a competitive and efficient market for public transport services
Local Government Act (LGA) 2002	<p>The NZTA contributes to regional and local planning processes, such as non-statutory growth plans that are enabled through the LGA</p> <p>The NZTA contributes to the preparation of long-term council community plans including the identification and prioritisation of community outcomes that:</p> <ul style="list-style-type: none"> • provide opportunities for communities to discuss their desired outcomes in terms of the present and future social, economic, environmental, and cultural well-being of the community • allow communities to discuss the relative importance and priorities of identified outcomes to the present and future social, economic, environmental, and cultural well-being of the community • provide scope to measure progress towards the achievement of community outcomes • promote better coordination and application of community resources • inform and guide the setting of priorities in relation to the activities of the local authority and other organisations
Resource Management Act (RMA) 1991	<p>The NZTA controls land subject to a designation for which the NZTA is the requiring authority</p> <p>The NZTA is an applicant and affected party for a wide range of planning and environmental matters. Fulfilling the purpose of the RMA, being the sustainable management of natural and physical resources, is an expected outcome of these processes</p>
<i>Government policy statement on land transport funding (GPS) (2009)</i>	<p>The GPS emphasises the importance of integrated planning</p> <p>'The government is particularly concerned to see that better integration of land use, transport planning and urban design activity contribute to national economic growth and productivity. In particular, land use and transport planning processes should ensure that:</p> <ul style="list-style-type: none"> • the transport needs of future growth are considered in planning and developing the transport system • future transport corridors are safeguarded from other development • the long-term sustainability of land transport funding is secured through ensuring that urban growth meets the costs of the infrastructural impact that such growth generates for the wider transport network • opportunities are created for better integration within and between transport modes'

SOURCE	RELEVANCE
National Infrastructure Plan (2010)	Recognition in the vision section that: <ul style="list-style-type: none"> our cities and towns will offer a high standard of urban amenity, with infrastructure investment strongly integrated with land-use planning. Central government and our cities and regions will plan together for growth, recognising that strategic decisions about the location and timing of major, place-shaping infrastructure assets have implications for all. Coordinated infrastructure investment will enable the right infrastructure to be provided in the right place at the right time, ensuring we get maximum value from the investment
<i>Safer Journeys: road safety strategy to 2020</i>	<i>Safer Journeys</i> recognises that land use planning has a major influence on the safety of the transport system. The strategy includes a range of actions for improving road safety, including strengthening techniques to integrate safety into land use planning 'A well laid out community reduces the need for car-based trips and provides safe and convenient access to schools, shops, work and other amenities for all modes of transport. This also improves the efficiency of the network. A poorly planned community places extra pressure on the network and increases safety risk'
<i>NZ urban design protocol, MfE 2005</i>	The NZTA is a signatory to the urban design protocol. This includes a commitment to putting the urban design protocol into effect by developing, monitoring and reporting on a set of actions that over time will change the way our towns and cities are managed, and will ensure that the commitment to quality urban design is carried out throughout the work of signatories. The protocol identifies seven essential design qualities that create good urban design. Known as the 'Seven Cs', they are: context, character, choice, connections, creativity, custodianship and collaboration
<i>People, places, spaces, MfE 2001</i>	A design guide for urban New Zealand, this publication explains what urban design is and how to achieve better urban design
NZ Energy Efficiency and Conservation Strategy	The New Zealand Energy Efficiency and Conservation Strategy recognises that the quality of urban form and design influence the need for energy and transport services
<i>Planning, programming and funding manual, NZTA</i>	Confirms the importance of integrated planning for the NZTA and approved organisations and establishes linkages with the funding process
<i>Planning policy manual, Transit NZ</i>	Although it is a legacy document, the <i>Planning policy manual</i> confirms the importance of integrated planning from a state highway perspective and provides guidance on how to achieve desired outcomes. Current until replaced

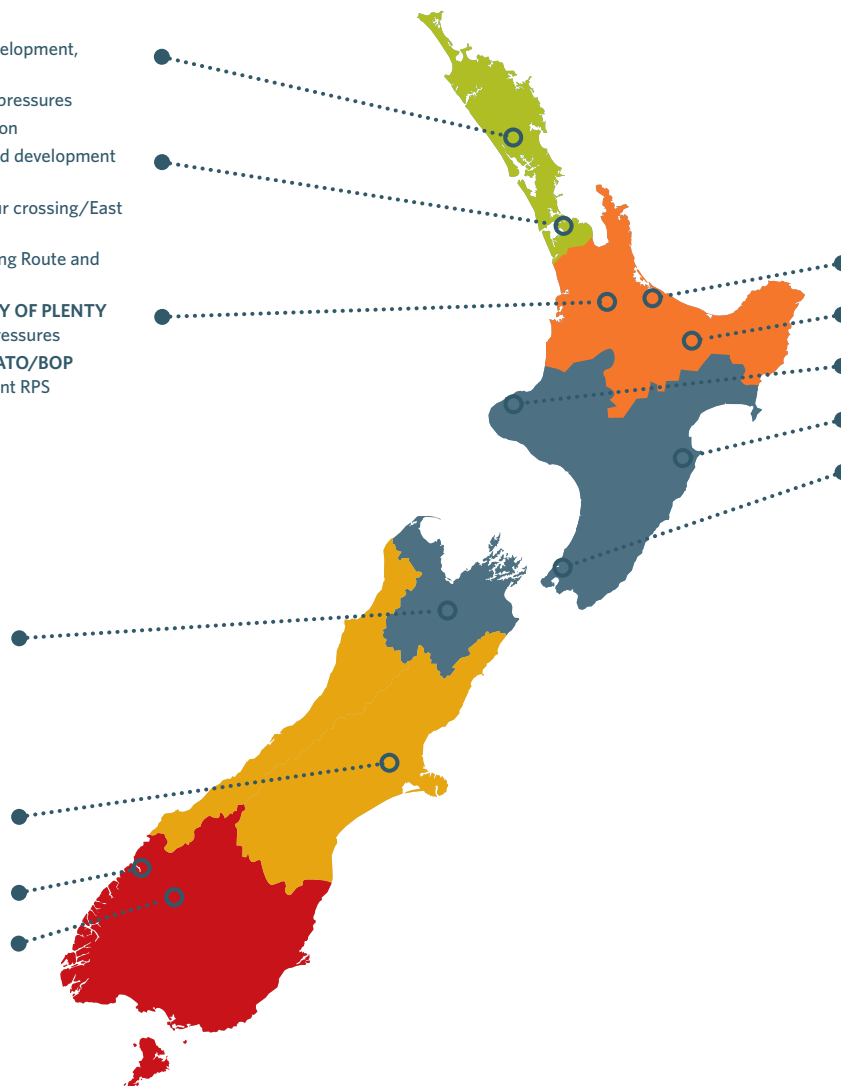
APPENDIX 2: The NZTA priority locations

NORTH ISLAND

- **NORTHLAND EAST COAST** Managing development, route resilience to Bay of Islands
- **WHANGAREI AND SURROUNDS** Growth pressures
- **AUCKLAND/NORTHLAND** RoNS integration
- **AUCKLAND** 'Supercity' implementation and development of spatial plan
- **AUCKLAND** Additional Waitemata Harbour crossing/East West link/route protection for urban rail
- **AUCKLAND** Completion of the Western Ring Route and strategic public transport system
- **NORTHLAND/AUCKLAND/WAIKATO/BAY OF PLENTY** Managing rural and coastal development pressures
- **'GOLDEN TRIANGLE': AUCKLAND/WAIKATO/BOP INTER-REGIONAL ISSUES** Developing a joint RPS and spatial plan

SOUTH ISLAND

- **NELSON/RICHMOND** Growth, freight and tourism pressures/route resilience
- **TASMAN/MARLBOROUGH** Freight and tourism pressures/route resilience
- **CHRISTCHURCH AND SURROUNDS** Implementation of urban development strategy, RoNS integration, airport access
- **CANTERBURY/WEST COAST AND CANTERBURY/MARLBOROUGH** Inter-regional route resilience
- **MILFORD SOUND** Route resilience and tourism pressures
- **QUEENSTOWN AND SURROUNDS** Growth and tourism pressures



NORTH ISLAND

- **WAIKATO** Implementation of 'future proof' and RoNS integration
- **WESTERN BOP GROWTH** Implementation of 'smartgrowth' and RoNS integration
- **ROTORUA AND TAUPO** Growth and tourism pressures
- **NEW PLYMOUTH AND SURROUNDS** Industrial growth pressures, port and airport access
- **NAPIER/HASTINGS AND SURROUNDS** Rural and coastal development pressures
- **KAPITI COAST** Growth pressures and RoNS integration
- **WELLINGTON** RoNS integration and city intensification - Wellington, Hutt, Porirua

