

**Version 8**  
**March 2006**

**Rodney Transport Strategy**

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## Introduction

Transport is a key issue in Rodney District. As Rodney's population has grown and its economy expanded, the demand for travel within the district has increased.

In some cases, the growth in vehicle travel demand has outstripped the capacity of the transport network to cater for this growth in a safe and efficient manner. This has led to a number of impacts:

- Congestion on some key routes
- Safety issues
- Reduced community amenity
- Environmental impacts
- An increasing burden on the district's financial resources.

As a result of these changes, the Rodney District Council, together with other public authorities, is faced with increased demands for improving the district transport system within a constraint of limited resources. A strategic approach to determining the community's transport priorities is needed.

Recent changes to transport legislation have highlighted the need for such an approach. The Land Transport Management Act (LTMA) requires transport decisions and funding to take account of five key objectives, including:

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

Within Rodney, a strategic approach is needed to ensure that transport investment aligns with the community's growth objectives, as expressed in Vision Rodney. Vision Rodney identifies the need to manage change in the district with intent to:

- Keep our country look and feel
- Not let our towns and villages sprawl
- Maintain our lifestyle and look after the environment
- Take care of ourselves while working with others
- Be able to make our living in Rodney
- Determine the future of our district

A strategic approach to transport is also required to ensure that the goals outlined in "A Living Vision for Rodney's Economy" (the Council's strategy for Rodney's economy) are met.

Publishing the Rodney Transport Strategy is a key step in developing this strategic approach to transport in the district. It addresses the transport issues facing the Rodney District now and in the future and provides a set of objectives for how the transport system should develop. It also indicates the priority areas for improvement over the next ten years, and gives consideration to needs beyond ten years.

The purpose of the strategy is to provide a clear, consistent framework within which the Rodney District Council can make future transport decisions, including:

- The prioritisation of the council transport resources, to ensure that they are directed to the areas of greatest need
- Advocacy to other transport agencies, to ensure that their actions support Rodney's transport priorities.

The Rodney Transport Strategy also needs to be considered alongside the Auckland Regional Land Transport Strategy (RLTS), which sets out the broader regional context for land transport policy and funding in the Auckland region. The RLTS was issued by the Auckland Regional Council in December 2005.

The Rodney Transport Strategy has taken account of the policy framework in the RLTS, and provides more detail on the specific transport priorities within Rodney. Appendix A summarises the key elements of the RLTS, and shows how these affect the Rodney Transport Strategy.

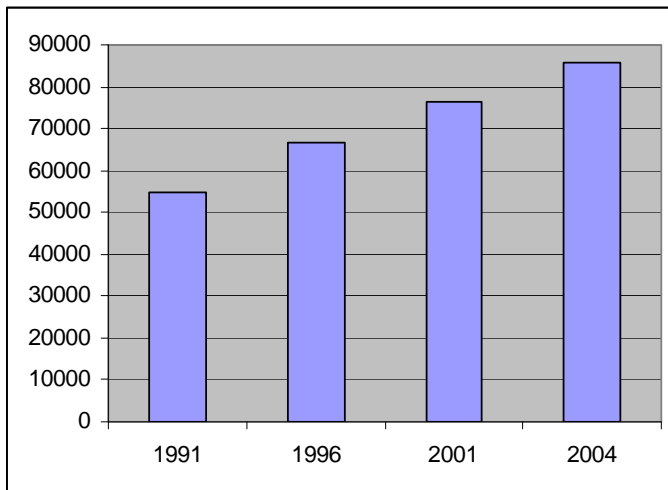
## Background

As the demands on Rodney's transport system grow, so too does the need to find innovative ways to respond to those demands. The first phase of the strategy development process was to identify the key trends and issues that need to be taken into account in developing the strategy<sup>1</sup>. The key points are set out below:

### Rodney is a fast growing and diverse district

- Rodney's population continues to grow at a faster rate than most other parts of the country. Between 1991 and 2001, the population increased by 39%. Estimates for 2004 show that this growth rate has been maintained (Figure 1).

**Figure 1: Rodney District Usually Resident Population 1991-2004**



- Rodney has been traditionally made up of:
  - A rural population, working on farms or commuting short distances to service centres for school and work
  - A retirement population, centred on places like Hibiscus Coast, Helensville, Warkworth and Snells Beach
  - A commuter population living in places like Hibiscus Coast and countryside living areas, who travel to Auckland to work.

<sup>1</sup> More detailed background information is available in a series of background papers:

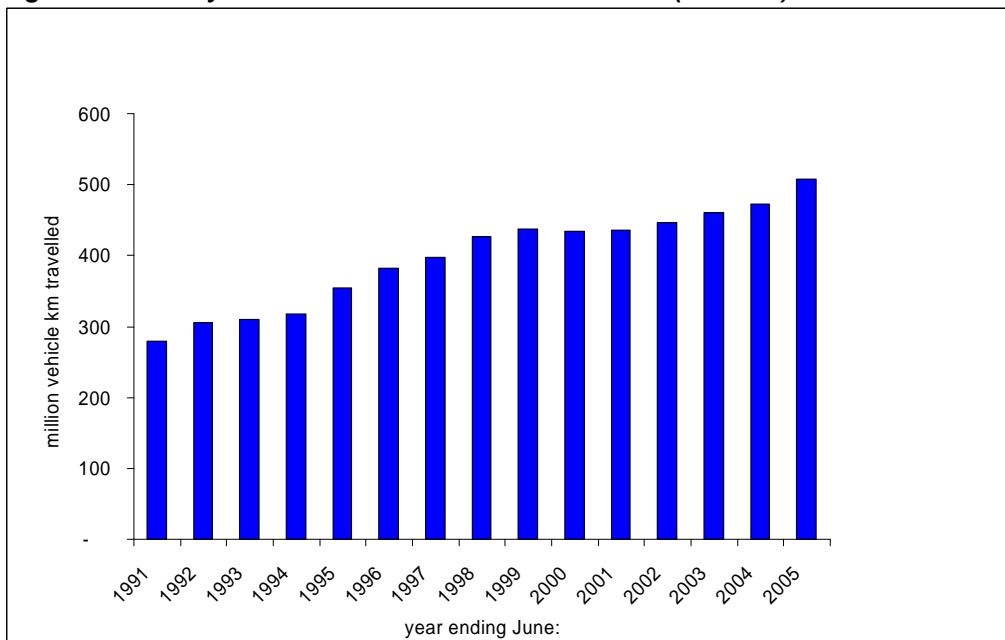
- External environment scan
- Rodney's strategic direction
- Population and growth patterns, demographic and socio-economic trends and key travel generators
- Current network assessment
- Current approach to transport planning, funding and decision making
- Community responses and expectations

- The district's demographic characteristics are changing from the traditional retirement and rural population, towards a younger population with larger families, increased household incomes, and more mobility. Low income and less mobile communities are becoming increasingly confined to certain parts of the district, and the retired population is focused more on the northern parts.
- The opening of the Albany to Orewa motorway in 2000 has resulted in an increased number of commuters. Further extensions to the State Highway network (Orewa to Puhoi) can be expected to result in the continuation of this trend.

## **Rodney's transport system is under pressure**

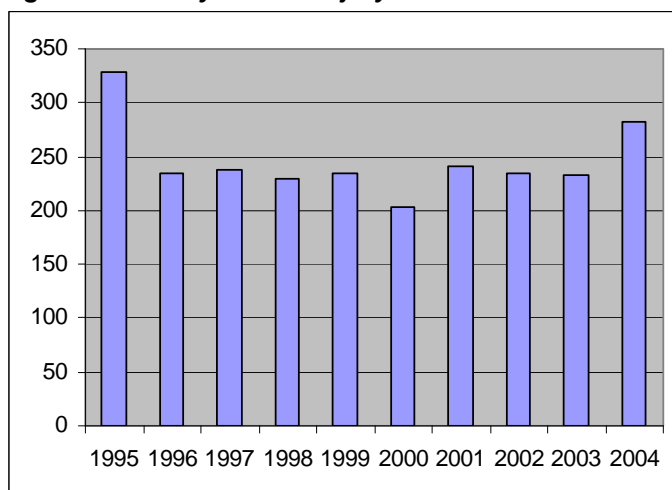
- Population growth has added to demand for travel, most of which is done in private cars. There were 508 million vehicle kilometres travelled in Rodney in 2005, up 82% since 1991. (Figure 2) This compares with a population increase of 56% over the same period.
- This growth in demand has meant that congestion is becoming a significant issue in parts of the district, particularly for Hibiscus Coast. There are plans for significant further development on the Hibiscus Coast, which will create additional traffic volumes.
- Weekend and holiday period congestion is increasingly common on the main routes north of Auckland, and is particularly acute in and around the urban centres and towns in Rodney, which act as bottlenecks.
- Transport is a major expenditure item for Rodney District Council, representing approximately half of the total annual budget. Around 45 per cent of this is spent on road maintenance. While maintenance is generally keeping pace with demand, slip repairs and maintenance to roads which are heavily used by logging trucks are major items that are over and above the regular maintenance programme. The expenditure on forestry roads in particular is out of proportion to the financial contribution made by the forestry sector.

**Figure 2: Rodney District vehicle kilometres travelled (millions)**



- The district has over 750 km of unsealed roads. The current seal extension programme provides for 10 km per annum of these roads to be sealed, at a cost of about \$350,000 per km. This programme could be accelerated if the budget was increased and/or the standard of new seal was relaxed. At the current rate, however, it would take about 75 years to seal all of the unsealed roads across the district.
- The Council must have an active and comprehensive set of level-of-service guidelines for roading which can be used to guide future investment. These will simplify prioritisation of expenditure, and help to avoid ad hoc decision making and inefficient use of resources.
- There were 283 crashes involving injury or death in Rodney in 2004 (Figure 3), with 19 fatalities. The number of crashes has remained relatively constant in Rodney in recent years, despite a significant increase in traffic. However, crash rates are still above the regional average.

**Figure 3: Rodney District injury and fatal crashes 1995-2004**



## The external transport environment has changed

- New transport legislation has introduced some significant changes to land transport decision making and funding arrangements. Future decisions and funding allocations will need to be made with reference to the New Zealand Transport Strategy, and will need to consider all of its objectives.
- More money has been made available for land transport in New Zealand, but there are a number of competing demands on funds. Under current proposals, an increase in the local share (via rates or development contributions) will be needed in order to attract new regional funding to local projects. To the extent that ratepayer input is limited, the lion's share of additional funding will be spent on State Highway projects, and elsewhere in the Auckland region.
- Road pricing on existing roads is being examined by the government, but implementing any pricing scheme would present significant challenges, particularly in gaining community support. In the meantime, charging tolls on individual new roads is permitted, and this has recently been approved for the Orewa-Puhoi section of the State Highway 1 realignment. Other toll roads are likely in the future. Tolls and other funding techniques can be used to accelerate transport development.
- Transport governance arrangements have changed in Auckland with the establishment of the Auckland Regional Transport Authority (ARTA). This is changing the nature of transport decision making in the region. The initial focus of ARTA is on public transport, but it will play an increasing role in local road funding over time. From the 2006/07 year, ARTA is responsible for preparing a single road funding programme for all councils in the Auckland region.

- The Council intends to implement a transport audit procedure to be carried out prior to approving any development which may place a significant demand or effect on the transport system.
- The need for greater coordination between land use and transport has led to changes to the Regional Policy Statement and District Plans, and has placed increased emphasis on the need to address sustainability issues in transport planning. In addition, Transit New Zealand has adopted a far more comprehensive approach regarding State Highway access, including full corridor reviews and an increased emphasis on network efficiency. This is having an impact on development within the district. There is a view in the community that the Council should challenge the policies of Transit NZ. The Council will continue to work with Transit NZ to resolve these issues however we accept that there may come a time when we must defend our right to “determine the future of our district”.

# Transport Issues

Analysis of the background information identifies 12 key issues (see Appendix B for details). These issues have been grouped into five main themes, as set out below. An aim of the Transport Strategy is to provide guidance to the Council in addressing these issues.

## Growth and Diversity

- **Land Use and Transport:** *What is the long term relationship between land use and transport, including the impact of growth and land use changes on transport demand, and the potential impact of new transport connections on land use and development (positive and negative)?*
- **Meeting Needs of a Growing Population and Dispersed Communities:** *How can the transport needs of a growing population and dispersed communities be met and paid for?*
- **Demographic Needs:** *What accessibility and transport needs arise from the district's demographic characteristics, activity patterns and distinct sub-district differences (e.g. ageing population, mobility requirements and access to community health and recreation facilities, educational demands, college and tertiary locations, connectivity of rural towns and communities, especially as the population ages)?*

## Meeting Transport Demands

- **Transport Needs of Key Economic Sectors:** *What are the specific transport needs of key and emerging economic sectors (e.g. tourism, education, forestry and other resource industries etc ), and how can the transport system contribute and encourage (or hinder) economic development in the district?*
- **Implications of Major Regional Developments:** *What are the transport implications of major regional developments such as the proposed Whenuapai airport?*
- **Increasing Community Expectations of Service:** *How should increasing community expectations of service level and quality be managed and funded, and how can this be achieved while retaining Rodney's "town and country" feel?*

## Dealing with Transport Impacts

- **Adverse Effects:** *How can the adverse effects of 'through' traffic be addressed?*
- **Safety and Security:** *What is needed to improve the levels of safety and security of the transport system?*

## Encouraging Alternatives

- **Alternative Modes:** *What needs to be done to encourage alternative modes of travel, including public transport, ride sharing, walking and cycling? The answers must address low public transport supply (both within Rodney and between Rodney and Auckland) and institutional barriers.*

## Funding and Decision Making

- **Funding:** *What steps are necessary to address funding of transport in the district, particularly in relation to the relatively low population-to-roading densities and national/regional funding priorities?*
- **Allocation of Scarce Resources:** *How should scarce resources be allocated between competing expenditure demands, and how should priorities be established and standards developed to guide investment?*
- **Interaction with Regional Organisations:** *How should the Council interact with regional transport organisations (e.g. ARTA, Transit New Zealand Auckland Office, Transfund, the future of ARTNL etc) and ensure that Rodney's needs are reflected in regional priorities?*

## Sub-District Differences

Our assessment of the demographic and social patterns in Rodney identifies six distinct areas which exhibit different transport characteristics. These areas are generally focused on the key urban centres, and are summarised in the table below (Table 1):

**Table 1: Transport Characteristics by Area**

Area	Growth/ demography	Travel focus	Implications for Transport Strategy
Wellsford & the rural north	Low growth, rural economy	Social focus towards Whangarei	<ul style="list-style-type: none"> <li>Facilitate access to Wellsford from surrounding area, and possibly to Whangarei</li> <li>Transport system needs to address social accessibility issues that may arise from this</li> <li>A bypass for Wellsford is probably not a high priority for Transit NZ as it is not on their 10 year work programme. Therefore the location of the current highway may not detract from economic &amp; growth prospects, but the Council and Transit need to address community severance issues</li> </ul>
Warkworth & the north-east coast	High growth, coastal focus	Warkworth is key centre, with focus south	<ul style="list-style-type: none"> <li>Need to improve Hill St intersection as growth increases</li> <li>The potential growth of Warkworth in terms of both population and as a service centre for its surrounding communities, is currently constrained by the route of SH1 though the centre of the potentially developed area, and the lack of effective routes to cross. This needs to be resolved.</li> <li>Growth demands on SH1 capacity and safety from Puhoi to Warkworth, especially after completion of ALPURT B2.</li> <li>PT linkages within the area start to become more important as population grows and it takes on more urban characteristics</li> </ul>
Hibiscus Coast	Continued urban growth; intensification of town centres, economic growth focus on Silverdale	Focus internal, and commuter focus towards Auckland	<ul style="list-style-type: none"> <li>Peninsula access critical to improving access</li> <li>Access to/from Silverdale important to economic prospects, including links with SH1 from Wainui Road and improved access to Small Road</li> <li>Silverdale development can act as counterbalance to southern commute demand &amp; potentially ease SH1 pressure</li> <li>Extension of Northern Busway concept to the Orewa commercial area can improve its accessibility to rest of region</li> <li>As HBC matures as an urban area and town centre intensification proceeds, internal PT services need to increase frequency and focus on Orewa,, Whangaparaoa and Silverdale, with effective connections to the Northern Busway</li> <li>Need to address high cost of PT services</li> <li>Need to mitigate of the effects of State Highway 1 through Silverdale</li> <li>Need to mitigate of the effects on Orewa of the alternative route to ALPURT B2</li> </ul>
Helensville & rural west	Low growth, rural economy	Focus on Helensville	<ul style="list-style-type: none"> <li>Bypass does not appear to be justified as high priority</li> <li>Incremental improvements to social &amp; cultural infrastructure needed ahead of major transport</li> </ul>

			<p>investments</p> <ul style="list-style-type: none"> <li>• Social requirements may drive greater focus on PT links to employment etc in Westgate &amp; beyond. This suggests bus rather than rail</li> </ul>
Kumeu-Huapai	Growth pressures for lifestyle blocks	Commuter and social focus on Waitakere & Auckland	<ul style="list-style-type: none"> <li>• Facilitate access to Westgate and beyond as employment focus develops. This implies improvements to SH16 capacity, and public transport connections via Westgate (bus, park &amp; ride) (Note: Further growth of Westgate as an employment centre is subject to planning decisions)</li> </ul>
Dairy Flat-Coatesville	Growth pressures for lifestyle blocks	Commuter and social focus on North Shore and Auckland	<ul style="list-style-type: none"> <li>• Access to North Shore is key focus. May be assisted by park &amp; ride opportunities connected to Northern Busway.</li> </ul>

## Vision and Outcomes

The previous sections identify transport issues that face Rodney now. In dealing with these issues, it is important to have a clear picture of where we wish to go in the future: How do we want the district to look, and how do we want the transport system to respond to future challenges?

As a starting point, our vision for transport in Rodney is:

*“A transport system that enhances Rodney as a great place to live, work and play”.*

Under the vision, we have identified a preliminary set of outcomes, which describe the desired future state for transport in Rodney. These outcomes have drawn on two key sources:

- Vision Rodney, which sets out a statement of the future that we, the people and communities of Rodney, want for ourselves. It highlights the things that we value about the district, and the ways that we intend to manage future development
- The New Zealand Transport Strategy (NZTS), which sets out the principles and objectives governing future development of New Zealand’s transport system. The NZTS sets a vision for transport as “by 2010 New Zealand will have an affordable, integrated, safe, responsive, and sustainable transport system.” The vision is underpinned by four principles: Sustainability, Integration, Safety and Responsiveness.

Taking these factors into account, the following outcomes have been identified for transport in Rodney:

- Safety: travel in Rodney is safe and secure
- Accessibility: all sections of the community have easy access to meet their needs
- Economic development: the transport system facilitates economic activity and enhances people’s ability to make their living in Rodney
- Environmental sustainability: Rodney’s transport system makes wise use of resources and has limited impact on the environment
- Public health: Rodney’s transport system makes a positive contribution to the health of the community
- Country feel: the transport system enhances Rodney’s country look and feel
- Land use: the transport system helps to prevent urban sprawl
- Flexibility: the transport system offers choices and is able to cope with unexpected disruptions
- Local control: Rodney people are able to determine the future development of their transport system
- Affordability and efficient use of resources: transport expenditure in Rodney achieves the best value for the money spent.

## Options for the Future

Three alternatives for the future of Rodney's transport system have been developed, representing the extremes and emphasising roads, public transport or demand management.

As a starting point for each of the options, it is assumed that the current commitments to development of the transport system, as reflected in the LTCCP and Transit programmes, will be completed. The list of components assumed common to all options is set out in Appendix C.

The main features of the three options are:

- ***Moving Rodney with a Roading Emphasis:*** the focus of this option is on increasing the capacity of the road network to accommodate future demand. Public transport services and demand management activity would remain at current levels.
- ***Moving Rodney with a Public Transport emphasis:*** the primary focus of future investment would be on improvements to the public transport system, including extensions to rail, ferry and bus services, and significantly improved levels of service on existing routes. Limited additional resource would be put into new road development or demand management.
- ***Moving Rodney with a Demand Management emphasis:*** limited investment would be put into new road or public transport infrastructure or services and the focus would be on demand management, both non pricing and pricing (including tolls and congestion charges in appropriate places).

For each of these options, three packages of possible projects have been developed, as set out below<sup>2</sup>. These were evaluated against a range of criteria to determine how well they met the Vision and Objectives of the Strategy.

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<sup>2</sup> For details of the projects within each of these packages, refer to Appendix D

**Table 2: Three Transport Options for Rodney**

Moving Rodney: with a Roothing emphasis	Moving Rodney: with a Public Transport emphasis	Moving Rodney: with Demand Management emphasis
<p><b>R1: Capacity improvements</b></p> <p>Projects that increase the capacity of key routes, and/or provide new connections to developing areas</p>	<p><b>P1: Increased service levels</b></p> <p>Improvements in the level and quality of PT services to areas already served</p>	<p><b>D1: Policy and pricing</b></p> <p>Pricing, land use and parking policies which influence the level and location of travel demand</p>
<p><b>R2: Bypasses</b></p> <p>Projects that allow through traffic to by-pass town centres (including associated land use controls)</p>	<p><b>P2: Services to new areas</b></p> <p>Provision of new PT services to areas not currently served</p>	<p><b>D2: Alternative works</b></p> <p>Physical works to support alternative modes, e.g. walk/cycle</p>
<p><b>R3: Safety and amenity works</b></p> <p>Roothing projects that are focused on addressing safety and/or amenity issues</p>	<p><b>P3: Ancillary facilities</b></p> <p>Provision of facilities and promotions to make PT easier and more convenient to use</p>	<p><b>D3: Travel planning &amp; promotion</b></p> <p>Promotion of alternatives to vehicle travel through travel planning &amp; promotional activities</p>

## Evaluation of Options and Packages

A set of evaluation criteria has been developed to assess the three transport options relating to Vision Rodney and NZTS objectives. See the table below (Table 3).

**Table 3: Evaluation Criteria for Assessing Options**

<b>Criteria</b>	<b>Outcome sought</b>
1. Economic development: general	The package improves the accessibility of areas where economic activity is high and/or is planned to increase to a high level (relative to other areas)
2. Economic development: primary/extractive	The package meets the transport needs of the primary/extractive sector
3. Economic development: tourism & visitors	The package meets the transport needs of the tourism & visitor sector
4. Economic development: education	The package meets the transport needs of the education sector
5. Safety and personal security	The package reduces the number of crashes, injuries and deaths, and improves personal security
6. Access and mobility	The package improves access and mobility, especially for vulnerable users and those without access to a car, or easy access to essential services
7. Public health	The package contributes to improved public health (including a more active population & cleaner air)
8. Environmental sustainability	The package promotes environmental sustainability, including energy efficiency, emissions to air and water, and biodiversity
9. Amenity	The package improves the amenity of local communities
10. Country look and feel	The package reinforces Rodney's country look and feel
11. Sprawl	The package reduces pressure for sprawl
12. System flexibility	The package improves the ability of the transport system to respond to major disruptions (including natural hazards)

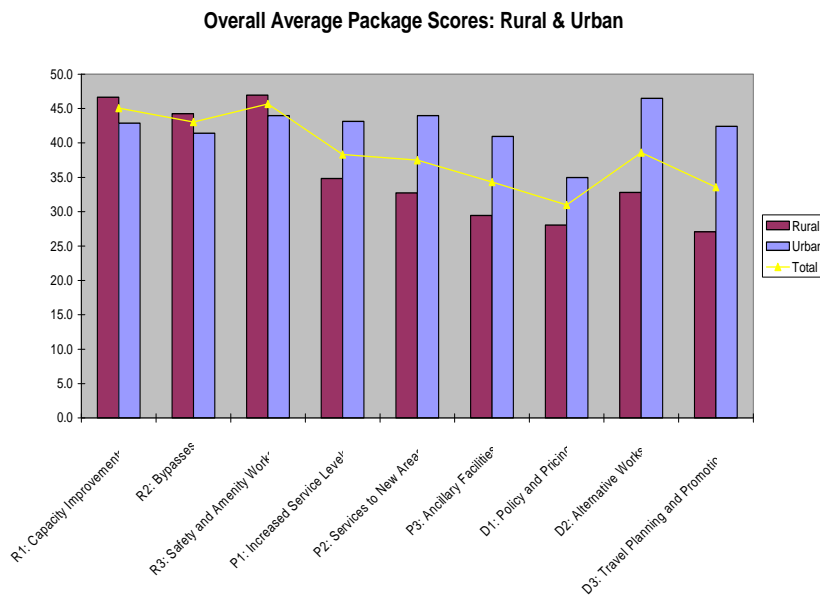
A preliminary evaluation of the transport packages by Councillors shows the differences in scoring between rural and urban Councillors (Figure 4). Rural councillors allocated the highest scores against the evaluation criteria to the roading packages. For urban Councillors, however, there was more even support across the packages, with demand management, alternative works and public transport receiving similar scores to the roading.

The result highlights the different transport priorities in different parts of Rodney, and reinforces the need for the Strategy to adopt a “horses for courses” approach to resource allocation across the district.

While the overall transport system will continue to include elements of roading, public transport and demand management, the emphasis will vary across the district. In rural areas, the emphasis will be on improvements to the roading system, particularly the development of bypasses, improvements to highway capacity, and safety and amenity.

For Hibiscus Coast the approach will be more mixed: with road capacity and safety improvements being supplemented by improved public transport and demand management initiatives.

**Figure 4: OVERALL TRANSPORT PACKAGE SCORES:**



# Indicative Priorities for Transport Investment

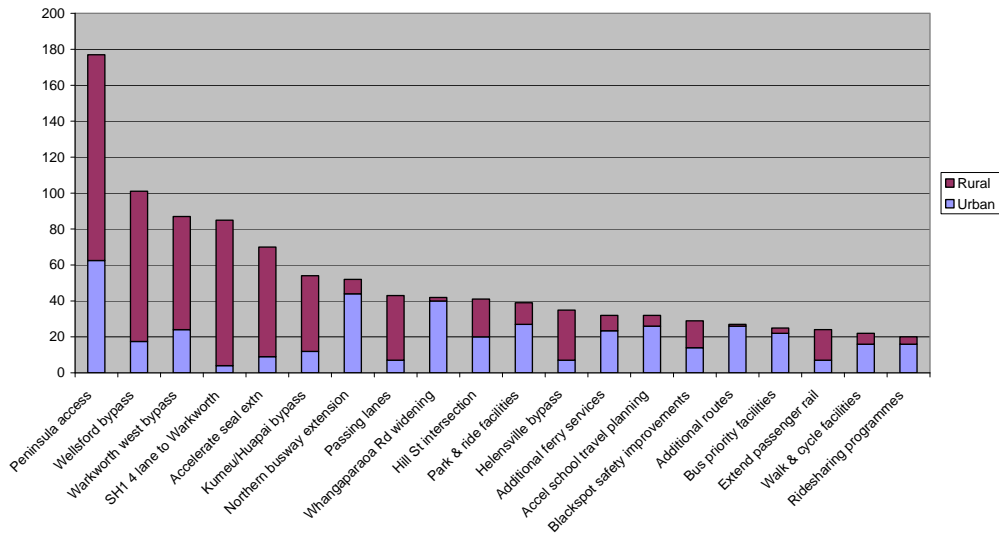
Despite recent increases in the amount of funding available for transport nationally, there will not be sufficient resources to progress all the transport projects identified in Rodney. This means that choices will need to be made, and priorities established for the use of limited transport resources.

It is also important to note that the Rodney District Council controls only a small proportion of the total transport resource used in the district. Significant expenditure is also undertaken by Transit New Zealand on the State Highway network, and ARTA on the public transport system. For these areas, Rodney must take an advocacy role, to ensure that Transit and ARTA expenditure complements that of the Council, and contributes to the achievement of our transport objectives.

To provide guidance for the allocation of transport resources amongst projects, Councillors have identified general priorities for the future, summarised in Figure 5 below. Compared to the package evaluation in Figure 4, this result shows a much stronger emphasis on completing key roading projects.

It is important to note that these priorities are indicative only, and do not represent a formal priority for funding. They are one input to the final Strategy that has been developed.

**Top 20 ranked projects**



Although there is variation in Councillors' priorities, all Councillors place Peninsula access at the top of their list.

For rural councillors, the key priorities are improvements to the district's roading system including: peninsula access, bypasses at Wellsford and Warkworth, the four-laning of SH1 as far as Warkworth, and an acceleration of the seal extension programme.

For urban Councillors, a different set of priorities is identified. Peninsula access remains the top priority, followed by the extension of the Northern Busway, the widening of Whangaparaoa Road, Park&Ride facilities, and accelerated school travel planning. The size of the likely costs has led to some indicative choices being made and the project team producing some 'rough order costs'. These can be found next to the projects in the table in Appendix D.

## Key Conclusions

The evaluation of transport options in the district, combined with the Councillors' assessment of priorities, has led to the following key conclusions:

- Different parts of the district have different travel demand and growth profiles, and require different approaches to transport investment in the future.
- For Hibiscus Coast, this means making best use of the available transport capacity, and exploring options for alternatives to single occupant vehicles.
- In the rural parts of the region, the focus needs to be on maintaining adequate access through a safe and efficient roading system, and addressing the safety, capacity and amenity impacts that arise.
- Despite recent increases in funding, there is not enough funding to do all of the things that people want for the transport system in the district.
- The Council's priorities for improving its transport system do not match current Transit and Land Transport New Zealand funding priorities and funding allocations.
- Prioritisation of projects and expenditure is essential. Inevitably, some projects will need to be deferred, but the choices made must be transparent. It is important that scarce transport funds are allocated to projects that will yield the best transport results.
- A wider funding base will be needed if faster progress is to be made on key transport priorities. This needs to include both a smarter approach to utilisation of current funds, and also exploration opportunities for new funding.

## Findings from the Consultation Process

Consultation on the Draft version of "Moving Rodney" was undertaken via the Special Consultative Procedure under the Local Government Act 2002.

The Council received 354 written submissions, and 25 of these submitters made verbal presentations to a hearing by the Strategy and Policy Committee on 5 October 2005. A summary of the points of submission made is available in the document "Report on Submissions to Moving Rodney".

Analysis of the submissions showed that:

- the priorities of the respondents align well with those in the Draft Transport Strategy, and
- the priorities vary based on location of respondents, which supports a mixed strategy solution.

Particular areas in which the submissions supported the Strategy were:

- Most overall support for a roading emphasis: The strategy identifies that 9 of the top 10 ranked projects were roading projects, and the consultation submissions identified that roading was clearly the most preferred option. The strategy and the submissions also both identify public transport as the second priority overall.
- The strategy identifies that different parts of the district require different approaches. This is supported by the consultation which identified how priorities vary with geographical location

Some topics which were raised during the submission process have subsequently been added to the document, or given increased emphasis. Some examples of these are:

- that more weight should be given to the “off-road” economic benefits of roading projects when considering them for prioritisation
- more consideration needs to be given to the mitigating the effects of traffic through urban areas
- the increased risk of sea inundation to transport infrastructure, due to rising sea levels
- the use of parking as a demand management tool.

## The Proposed Transport Strategy

The focus of this strategy is to ensure that transport priorities reflect the variations in land use and travel patterns around the district. This means a different approach is needed for Hibiscus Coast compared to the rest of the district.

For Hibiscus Coast, the strategic focus will be on improving access to the Whangaparaoa peninsula, taking advantage where possible of opportunities to incorporate toll funding to ensure that work can be advanced as soon as possible. In addition, a stronger emphasis on demand management will be introduced, together with improved provision for alternative modes. Where possible, these alternative modes will receive priority use of roads space.

Outside of Hibiscus Coast, the emphasis will be on safe and efficient highway connections between towns and villages, and on the allocation of transport resources to areas where they are most needed. This will be assisted by the refinement of a clear road hierarchy, which will reflect function and demand, and take into account likely future growth. From this, the council will be able to set clear level-of-service expectations for each level of the hierarchy, and allocate investment accordingly.

The proposed transport strategy for the district arising from these themes is set out in five sections:

- Land Use
- Roading
- Public Transport
- Demand Management
- Funding

NB: The strategic actions set out below do not mirror the Councillors' expenditure priorities set out earlier. The strategy has also taken into account input from stakeholders, the emerging growth demands in the district, the regional and national policy context, the need for different approaches in urban and rural areas, and further discussion of these issues with Councillors.

### Proposed strategy: Land Use

Due to continued growth pressures facing the district, it is essential that the development of the Rodney's transport system is closely synchronised with land use decisions. The following actions are proposed:

- Integrate transport decisions with the evolving growth management initiatives in the district including the development of a District Spatial Strategic Plan, which will be used to manage and sequence development as provided for in the District Plan. This will ensure that attention is focused on areas where demand is expected to increase and will allow the Council to move from a reactive to a proactive approach to infrastructure provision

- Focus road and public transport investment on improving access to areas where economic activity is high and/or is planned to increase to a high level. In the short to medium term, the focus needs to be on improving accessibility of Orewa town centre, Silverdale and Warkworth
- Ensure that transport effects of land use development are considered more explicitly in the resource consent and approval process, through district plan changes to the extent that these are necessary. In particular, Transport Audits will be carried prior to approval of: the extension of the metropolitan urban limits, any structure plan related to one of the growth areas in schedule 13b of the District Plan (as proposed by variation 22), and any significant land use proposal for a major traffic generating activity.
- Examine options for street calming in commercial areas or reorientation of town development away from State Highways to remove or prevent conflict between through traffic and property access, to improve safety, amenity and / or commercial outcomes.
- Examine options to avoid adverse effects of heavy traffic on sensitive land uses e.g. consider increasing the minimum setback distance from the front boundary for dwellings in the District Plan.
- The Council intends to consider future inundation risk when designating future roads.

## Proposed strategy: Roading

The continued growth of traffic in Rodney means that some significant improvements to roading capacity and safety works are needed over the next few years. Road improvements will also focus on supporting economic development by ensuring that growth opportunities are not constrained by poor access.

The following actions are proposed:

- An increase in road capacity to the Whangaparaoa peninsula, but this will be accompanied by demand management and/or tolling options where possible. There are two options for achieving this:
  - Develop the Weiti crossing as a toll road, and preferably as a State Highway and/or a public-private partnership
  - Should the Weiti crossing project be delayed, bring forward the widening of Whangaparaoa Road, ensuring there is a higher carrying capacity. This should include examination of potential for it to operate using either a high occupancy vehicle lane or a high occupancy toll lane.
- Resolution of the long term peninsula access options will take some time, so there is a need for the development of an immediate interim relief package for the Whangaparaoa peninsula, including selected intersection upgrades
- Traffic management on key roads in Hibiscus Coast, aimed at increasing their person-carrying capacity by affording priority to buses and higher occupancy vehicles
- The development of a clear road hierarchy in the district, based on function, demand and expected growth. Future investment will be tailored according to this hierarchy

- Advocate to Transit NZ to review access rights to State Highways, in some specific situations.
- Work with Transit to focus on safety, capacity and amenity improvements in key locations where growth is projected. Improvements at Schedewy's and the Warkworth bypass have been identified as the top priorities
- Beyond this, work with Transit to develop a staged programme for further State Highway improvements and bypasses, taking account of safety, capacity and amenity priorities, and economic growth potential.

## **Proposed strategy: Public Transport**

This Strategy proposes an improvement to existing public transport service levels for Hibiscus Coast, Kumeu and Helensville. For the remainder of the district, there is a need to improve accessibility opportunities for residents that lack choices. This need not involve a traditional public transport this is often expensive and may not suit community needs. Instead, the development of a localised, "Rodney-specific" approach to meeting the community's access requirements is proposed.

The following actions are proposed:

- Advocate for extension of the Northern Busway operating concept from Albany to Orewa . This would not involve extension of the busway by itself, but the introduction of express bus services extending north from the busway terminus at Albany as far as Orewa, with selected service and frequency improvements to local services to connect with those mainline services
- Improve bus and / or rail services along State Highway 16 to connect with the future rapid transit network at Westgate.
- Develop Park&Ride facilities at selected locations to take advantage of increased frequency of mainline bus services
- Explore new models of public transport delivery and procurement that better suit Rodney's accessibility needs. This will be focused primarily on services to new areas, and to towns and villages. It is expected that this will lead to a more community based approach to access
- Look at options to reduce the cost of public transport services to Hibiscus Coast. The subsidy for existing services has recently increased by 100% to \$3.4 million per annum.
- Examine the economic viability of ferry extensions, including increased frequency on the existing Gulf Harbour service and the potential for other connections.
- Ensure that identified high growth nodes (Orewa and Silverdale) will have effective public transport.

## **Proposed strategy: Demand Management**

The capacity of the roading system in Rodney is limited, and steps will be needed in the future to ensure that the available capacity is effectively managed. Accordingly, a focus on demand management and provision for alternatives, including walking and cycling,

will need to be a key part of the district's transport strategy, particularly for Hibiscus Coast. The following actions are proposed:

- Allocate additional resources to travel planning, with an initial emphasis on developing school travel plans for Hibiscus Coast, the development of a travel plan for the council (both as a large employer and a role model)
- Support travel plans with selected improvements to the walk and cycle environment in key locations, particularly for Hibiscus Coast and in town centres
- Ensure that walking and cycling interests are explicitly considered in the design of new transport facilities
- Identify and implement means of providing priority to buses and high-occupancy vehicles where this will assist in achievement of the region's transport objectives
- Take account of demand management opportunities including parking, in all transport projects, particularly as part of funding applications
- Work with local communities to facilitate responses to local access needs, with an emphasis on low cost solutions that involve the community.

## **Proposed strategy: Funding**

The development of the Strategy highlights the gap between available funding and desired levels of transport development. A commitment to increasing the range of funding will be required, but there will also be a need to make choices to delete or defer expenditure in certain circumstances, and ensure that available funding is allocated to achieving the best transport results.

The following actions are proposed:

- Articulate the funding limitations that face Council in its transport allocations and ensure that the public is able to understand the choices that need to be made through the LTCCP and Annual Planning processes
- Actively promote alternatives to rates funding for transport. While Council will advocate for increased allocation of national transport funding, additional sources such as tolls, development contributions, and local improvement initiatives will also need to be considered (see details under Funding Options below).
- Adopt a more comprehensive forward planning approach to transport program development in order to maximise the contribution from national funding sources. This may require some changes to the mix between operating and capital expenditure
- Establish a protocol and cost sharing arrangement with the forestry and aggregate industries, to ensure that a fair contribution to the roading system is made from these sectors
- Establish a clear and simple process for making transport funding decisions, based on evaluation criteria developed in this strategy consistent with the requirements of the Land Transport Management Act and Vision Rodney.
- Improve the quality of information on transport supply and demand, impacts and costs. This will include the completion of transport models for Hibiscus Coast, North Rodney and West Rodney.

- Develop and maintain close working relationships with external transport agencies, including ARTA, ARC, Transit, and Land Transport NZ.

## Funding Options

The Strategy has identified a range of funding options which need to be explored. An innovative approach would be required and it is likely that a combination of options will be necessary. The following options have been identified:

- Advocacy for a wider funding base from national sources, including increased allocation of Land Transport NZ funding via the National Land Transport Program (including both national and regional allocations), financial contributions, and local improvement initiatives
- Toll funding will be important for some roads, to enable them to proceed earlier than would have otherwise been the case.
- Review Council's vesting policy for new roads to ensure it is not saddled with increased funding commitments as a result of new subdivision and development service roads being vested in the Council.
- The opportunity also exists to review the split between operating and capital expenditure, and to ensure that this enables the maximum level of subsidy from Land Transport NZ. This will require a stronger commitment to forward planning of transport expenditure, to comply with Land Transport NZ requirements.
- In some cases, expenditure expectations will need to be reduced to fit with funding availability. This may require an acceptance of lower levels of service in some parts of the network, within the context of a refined road hierarchy.
- Another option is to constrain growth in travel through demand management initiatives. In this way, expensive capital expenditure on infrastructure may be able to be deferred or avoided.

## Appendix A: The Draft Rodney Transport Strategy and the Regional Land Transport Strategy

The following table shows how the Rodney Transport Strategy has taken into account the policies established in the Draft Auckland Regional Land Transport Strategy 2005 (RLTS). The RLTS policies are shown in the left hand column, and the right hand column summarises how each has been taken into account in the Rodney Transport Strategy.

RLTS Policy	Rodney Transport Strategy
<b><i>Contribute to an integrated, safe, responsive, and sustainable transport system.</i></b>	
1.1 Ensure that transport decisions take into account the objectives of the Land Transport Management Act and the RLTS.	Land Transport Management Act and RLTS objectives are reflected in the objectives that were developed for the Rodney Transport Strategy. (See vision and outcomes section).
1.2 Encourage organisations with responsibility for transport and land use decisions to act in an integrated manner, and to fully consider the wider impacts of their decisions.	The Strategy includes actions to integrate transport decisions with the evolving growth management initiatives in the district, including the development of a district spatial strategic plan. It also includes actions to ensure that transport effects of land use development are considered more explicitly in the consent and approval process.
1.3 Improve the safety and security of the transport system for all users.	The Strategy includes a focus on safety outcomes including advocacy for Transit to focus on safety improvements in key locations, including bypasses.
1.4 Involve communities in decisions about transport that affect them.	A key role of the Strategy is to develop a wider community view of transport priorities within the district, and to provide a framework for future decisions to take into account community preferences. The Strategy also proposes working with local communities to facilitate proposals that respond to their own

	local access needs, with an emphasis on low-cost local solutions that involve community participation.
1.5 Ensure that transport decisions take into account the diverse transport needs of all users.	A key conclusion of the Strategy is that different parts of the district have different travel demand and growth profiles, and require different approaches to transport investment in the future.
1.6 Increase the flexibility and resilience of the transport system to meet changing circumstances and the needs of future generations.	Some of Rodney's key transport corridors are confined to a single highway, which limits choices and is susceptible to disruptions. The Strategy aims to provide additional options in these key corridors.
1.7 Develop the transport system in a way that minimises the use of non-renewable resources.	The Strategy contributes to this policy through better aligning land use and transport, and increasing the attractiveness of public transport in the urban parts of the district.
1.8 Take all reasonable steps to avoid, remedy or mitigate the adverse environmental and health effects of transport.	The Strategy contributes to this policy through proposals to bypass key urban areas in the district, and to promote walking and cycling alternatives.
<b><i>Make best use of the existing transport system</i></b>	
2.1 Ensure that the region's transport system is well maintained.	The Strategy provides for maintenance of the existing roading and public transport system as a base level of activity. It also promotes the development of a clear road hierarchy which will assist in the prioritisation of maintenance resources.
2.2 Implement a road hierarchy for the region.	The Strategy complements the regional road hierarchy with the current proposal to develop a more detailed district road hierarchy.
2.3 Implement network management techniques to optimise the performance of the transport network, taking into account the needs of all modes.	The focus of traffic management techniques will be in the urban areas, particularly the Whangaparaoa peninsula, and is aimed at increasing the person carrying capacity by affording priority to higher occupancy

	vehicles.
2.4 Take steps to facilitate the movement of freight traffic within the region.	The Strategy places emphasis on improving access to areas where access for freight is important, particularly Silverdale and Warkworth. These actions, together with bypasses and state highway improvements, will facilitate freight movements within the district.
<b><i>Manage travel demand</i></b>	
3.1 Ensure that land use development and the transport system are mutually supportive and recognise the importance of design for non-vehicular travel.	The Strategy highlights the need to integrate transport decisions with growth management initiatives in the district, and to examine options for reorientation of town development away from state highways, to remove conflicts and improve safety and amenity outcomes.
3.2 Provide attractive transport choices for individuals, communities and businesses.	The Strategy proposes improvements to existing public transport services, and working with local communities to facilitate proposals that respond to their own local access needs.
3.3 Ensure that resources are made available to understand and influence travel choices being made in the region.	The Strategy proposes allocating additional resources to travel planning, and to improving the quality of information on transport supply and demand impacts and costs.
3.4 Ensure that the planning and management of parking resources in the region supports the region's land use and transport outcomes.	The Strategy does <i>not</i> specifically address parking issues. .
3.5 Evaluate options to establish an efficient road pricing system.	The Strategy includes an action to actively promote alternatives to rate funding for transport. This may include toll funding, development contributions and local improvement initiatives.
<b><i>Increase the capacity of the transport network</i></b>	
4.1 Improve, upgrade and expand the region's public transport infrastructure and services.	The Strategy includes a number of initiatives to improve the existing public transport service in Hibiscus Coast, Kumeu and

	Helensville, and to explore new models of public transport delivery that better suit Rodney's accessibility needs.
4.2 Upgrade and provide additional road infrastructure to improve network efficiency and effectiveness.	The Strategy proposes a number of improvements to Rodney's roading network, including improved road access to the Whangaparaoa peninsula, improvements at Schedewy's Hill and Warkworth bypass, and a staged program for further state highway improvements and bypasses.
4.3 Provide additional infrastructure to improve conditions for walking.	The Strategy proposes support for travel plans through selected improvements to the walk and cycle environment in key locations, particularly in Hibiscus Coast and in town centres.
4.4 Provide additional infrastructure to improve conditions for cycling.	As for 4.3 above
<b><i>Allocate the available transport funding to ensure RLTS policies are achieved</i></b>	
5.1 Allocate land transport funding to reflect the preferred strategic option.	The preferred strategic option in the RLTS involves significant increases in public transport and demand management expenditure. The Strategy proposes improvements in both of these areas.
5.2 Promote changes to the land transport funding systems to enable implementation of the preferred strategic option.	The Strategy proposes active promotion of alternatives to rate funding for transport, to address the gap that exists between available funding and the desired level of transport system developments.
5.3 Take steps to mitigate the risks that have been identified with respect to implementation of the preferred strategic option.	The principal risk to the implementation of the Strategy is funding, which is addressed through proposals for the active promotion of alternatives. (See 5.2 above).

## Appendix B: Summary of Issues

This is a brief summary of each of the 12 Issue Papers identified in the preparation of the Strategy. The material is based on the executive summaries of the issues papers that were prepared as part of the background work for the Strategy. The briefing papers address the following matters:

- Background: why is this an issue?
- What will be the implications of not addressing this issue?
- What information is needed to help address the issue?
- Which of this information is readily available?
- How have similar issues been addressed elsewhere?
- What are the options open to address the issue in Rodney?
- What matters need to be taken into account in evaluating these options?
- What further analysis is required to address this issue, and what are the resource and timing implications?

### Land Use and Transport

*Issue: What is the long term relationship between land use and transport, including the impact of growth and land use changes on transport demand, and the potential impact of new transport connections on land use and development (positive and negative).*

Land use dictates land value and creates transport demands which must be managed in an integrated way if the maximum benefits of infrastructure investment are to be achieved. In particular, when designing greenfields developments, street layouts should enable a mutually beneficial relationship between public transport systems and the lifestyle of those living in, working in or visiting the area.

Any examination of the long term relationship between land use and transport needs to take into account the differing objectives of Vision Rodney, the District Plan, the Regional Growth Strategy, the Regional Policy Statement, Rodney's economic strategy (A Living Vision for Rodney's Economy), and other strategic planning exercises.

Other decision makers including ARTA and ARC must be engaged to work toward aligning these documents. Not addressing these relationships allows urban sprawl to continue, leading to unsustainable infrastructure investment and investor uncertainty. Reduced employment and opportunities for skill development may result from settlement decisions that provide poor access to labour markets and education opportunities.

### Adverse Effects

*Issue: How can the adverse effects of 'through' traffic be addressed?*

Through traffic traversing Rodney towns impact negatively on both the communities and motor vehicle users. Safety, land values, pollution and increased costs of travel are among the effects of through traffic. If the issue is not dealt with it compromises the ability to keep a 'country look and feel' as spelt out in Vision Rodney. While the specific challenges are unique to Rodney's localities, the issue is shared with other towns around the country; most notably where State Highways pass through local towns and communities such as Kumeu, Orewa, Warkworth and Wellsford.

Responses to the issue vary, and include the creation of bypasses, retrofitting, promoting public transport, and modifying land use through District Plans e.g. considering mitigation responses where residential activity is likely to be affected by heavy traffic noise.

Rodney needs to take a case-by-case approach while considering issues such as 'mobility versus amenity' cost effectiveness and appropriate monitoring.

### **Alternative Modes**

*Issue: What needs to be done to encourage alternative modes of travel, including public transport, ride sharing, walking and cycling? The answers must address low public transport supply and institutional barriers.*

Transport in Rodney District is dominated by single occupant private vehicle trips and a private/public/alternate mode mix unlike any other district or city in the Auckland region. Regional and national change - particularly to funding procedures - is encouraging authorities to facilitate the development of alternate modes of travel.

Options for addressing the issue are likely to include an increased focus on travel planning (school travel plans for example), along with improved public transport provision, encouraging teleworking and the growth of employment in Rodney's towns and villages.

### **Interaction with Regional Organisations**

*Issue: How should the Council interact with regional transport organizations (e.g. ARTA, Transit New Zealand Auckland Office, Transfund, the future of ARTNL etc) and ensure that Rodney's needs are reflected in regional priorities?*

Influencing and managing the timing and nature of Rodney transport investment through regional organisations such as ARTA is critical to achieving many of the outcomes identified in Vision Rodney, particularly if the district is to absorb its expected future increase in population.

Potential impacts of not having sufficient influence include new funding rules that produce undesirable investment patterns for transport and land use within Rodney, Strategies that are not aligned with Vision Rodney, and decisions being made independent of Rodney's needs.

Rodney needs to upgrade its regional advocacy reporting for transport and land use while taking into account issues such as alternatives for "new" transport options, and the "local share" issue (to be resolved including Financial Assistance Rates from Transfund).

### **Meeting Needs of a Growing Population and Dispersed Communities**

*Issue: How can the transport needs of a growing population and dispersed communities be met and paid for?*

Rodney District has 86,000 people distributed unevenly across 2,500 square kilometres. Within its borders are areas of exceptionally high growth and some of extraordinary deprivation. The characteristic pattern is dispersed communities with pockets of high growth/steady growth. As communities grow public transportation expectations increase and highlight the approaching challenges of providing equitable levels of transport infrastructure and public transport service across the district.

Similar issues have been addressed elsewhere in New Zealand and abroad and indicate the solution is in a mix of the three elements: roading; public transport and demand management.

### **Transport Needs of Key Economic Sectors**

*Issue: What are the specific transport needs of key and emerging economic sectors (e.g. tourism, forestry, education etc), and how can the transport system contribute and encourage (or hinder) economic development in the district?*

The Council recognises the importance of addressing the current imbalance between the size of the available workforce living in Rodney and the amount of employment. Key existing and emerging sectors like forestry and other resource industries, tourism and education have particular demands on the transport system, requiring specific attention. However, the cost of not adequately providing for these demands is not well understood. The Council intends to quantify the employment and economic benefits of transport system improvements to these sectors (rather than just to the road users as per normal practice for evaluating transport projects). To help direct responses, a range of learning opportunities are available within the Auckland region and within New Zealand, though any response must take into account values expressed in Vision Rodney while linking closely with other strategic documents including Rodney Economic Development Strategy, Auckland Regional Economic Development Strategy and the Regional Growth Strategy.

### **Implications of Major Regional Developments**

*Issue: What are the transport implications of major regional developments such as the proposed Whenuapai airport?*

A range of current and proposed major developments in the region; such as the extension of the Northern motorway, the potential development of a commercial airport at Whenuapai and the commercial and industrial development in Albany, are likely to have pronounced impact on the district's economy and travel patterns. Alignment of the effects of these projects with Vision Rodney and other strategic documents is critical to avoid being dominated by regional and/or national priorities.

Rodney will have to undertake specific measures, including increasing engagement with infrastructure investors and decision makers, and increasing project monitoring resources within the district.

Some learning is available from Transit NZ, along with Rodney's own economic impact study of the ALPURT B2 project. Any response must take into account consent processes, the need for informed advocacy, Vision Rodney objectives, strategic prioritisation of effort, and relationship to risk analysis of projects.

### **Safety and Security**

*Issue: What is needed to improve the levels of safety and security of the transport system?*

Safety and security are fundamental to successful transport provision, concerning both tangible (e.g. road black spots, speeding and drunk driving) and less tangible factors (e.g. the perception of personal security when using either private or public transport). The needs of a growing population will require a variety of investment including infrastructural upgrades and increased public promotion about the issues.

A range of options exists for the district under the titles Transport Safety (covering Road, Pedestrian and Cyclist safety) and Transport Security (covering Passenger Transport and Walkway/Cycleway security). A programme addressing some of the issues has been drafted and is being implemented (Draft Road Strategy Programme for 2004-2005).

### **Increasing Community Expectations of Service**

*Issue: How should the increasing community expectations of service level and quality be managed and funded, and how can this be achieved while retaining Rodney's "town and country feel"?*

As Rodney develops so do expectations of metropolitan levels of service. These expectations have been expressed, but are yet to be refined and their implications for transportation have also yet to be defined. Not defining them will risk compromising the desired future expressed in Vision Rodney.

The development of the Rodney Transport Strategy should address the first need: in the area of community expectations of levels of service, but much remains to be done. There appears to be a dearth of information on how the issue has been addressed in New Zealand, but Tauranga's experiences, findings and solutions developed for the SmartGrowth growth management strategy are one likely source of information.

## **Funding**

*Issue: What steps are necessary to address funding of transport in the district, particularly in relation to the relatively low population/roading density and national/regional funding priorities?*

Despite attracting half the Council's annual budget, only a small proportion of transport funding is 'discretionary'. The effect of this is that future work such as options identified in the Rodney Transport Strategy will require significant additional funds. There will be competing demands and there needs to be a framework in place for prioritised fund allocation which supports community outcomes identified in Vision Rodney.

## **Allocation of Scarce Resources**

*Issue: How should scarce resources be allocated between competing expenditure demands, and how should priorities be established and standards developed to guide investment?*

Until now, there has not been a decision framework in place within the Council for such allocations to be made. A clear articulation of the outcomes and objectives for the transport strategy, together with a set of measures relating to these objectives is needed.

An assessment of the contribution that each project will make to the desired outcomes is also required. This could take the form of a broad assessment of benefits and costs (but needs to be wider than the previous Benefit Cost Ratio approach). The development of a logical and straightforward framework for allocating funds is essential. The Rodney Transport Strategy work streams have developed evaluation criteria in relation to these outcomes.

The options facing Rodney include:

- continue with current ad hoc decision making framework
- adopt an "off the shelf" approach from another organisation
- develop a Rodney-specific approach, either quantitative (e.g. a benefit cost analysis approach), or qualitative (e.g. a multi criteria evaluation process).

Further analysis is likely to include an assessment of the potential costs of developing a Rodney-specific evaluation model, versus the option of picking something up "off the shelf".

## **Demographic Needs**

*What accessibility and transport needs arise from the district's demographic characteristics, activity patterns and distinct sub-district differences (e.g. ageing population, mobility requirements and access to community health and recreation facilities, educational demands, college and*

*tertiary locations, connectivity of rural towns and communities, especially as our population ages)?*

Transport options have already begun to, and will continue to, influence the choices Rodney residents make about where they live, work and play. In return, these choices, and Rodney's changing population needs, must influence the type of transport system that is provided.

Ideally, people will have shorter travelling distances between home, school, work and leisure, although currently there is a tendency for residents in parts of the district to leave the district for work and schooling in particular, and also for shopping and leisure. The challenge for transportation planning is how it responds to such trends.

## Appendix C: Common Elements Assumed for All Packages

As a starting point for development of future transport options, it has been assumed that the existing system (roads and public transport) will be maintained, and that current commitments to the development of the transport system, as reflected in the LTCCP and Transit programmes, will be completed. These projects are summarised below:

- ALPURT B2 (as toll road)
- Whangaparaoa Road widening (Red Beach to Vipond)
- Taupaki & Waimauku roundabouts (safety projects)
- Hibiscus Coast Boulevard, Orewa, (traffic calming, associated with ALPURT)
- Windy Ridge passing lanes (safety project)
- Hoteo River SH16 passing lane (safety project)
- \$2 million per annum sealing programme (less than \$3m existing LTCCP)
- Bus shelter upgrades (at historical level of \$30k pa)
- Travel demand management \$100k pa (4 school travel plans @\$25k pa)

## Appendix D: Package Descriptions and Costs Subject to Investigation (STI)<sup>3</sup> in \$m

Roading	Public Transport	Demand Management
<p><b>R1: Capacity improvements</b></p> <ul style="list-style-type: none"> <li>Peninsula access \$200m</li> <li>Silverdale Parkway \$25m</li> <li>Silverdale south access \$20m</li> <li>Hibiscus Coast main route intersection improvements \$10m</li> <li>SH1 4-laning to Warkworth \$300m</li> <li>Additional widening of Whangaparaoa Rd \$56m</li> <li>Increase SH16 capacity \$150</li> </ul> <p><b>Total \$761m</b></p>	<p><b>P1: Increased service levels</b></p> <ul style="list-style-type: none"> <li>Northern Busway extension to Orewa (STI)</li> <li>Increased frequencies on existing routes, with connections to Northern Busway &amp; west \$49m</li> <li>Additional route connections within Hibiscus Coast, and to Albany (STI)</li> <li>Increased ferry frequency to Gulf Harbour, with bus connection \$20m</li> </ul> <p><b>Total (N/A)</b></p>	<p><b>D1: Policy and pricing</b></p> <ul style="list-style-type: none"> <li>Land use policies aimed at reducing travel demand and managing location of major trip generators (STI)</li> <li>Restrict parking supply and increase parking charges \$3m</li> <li>Road pricing on main routes (and to CBD) (STI)</li> </ul> <p><b>Total (N/A)</b></p>
<p><b>R2: Bypasses</b></p> <ul style="list-style-type: none"> <li>Kumeu/Huapai bypass \$42m</li> <li>Warkworth western bypass \$34m</li> <li>Wellsford bypass \$37m</li> <li>Helensville bypass \$28m</li> <li>Warkworth eastern bypass and Snells bridge \$50m</li> </ul> <p><b>Total \$191m</b></p>	<p><b>P2: Services to new areas</b></p> <ul style="list-style-type: none"> <li>New bus services to serve north and west parts of the district \$5m</li> <li>On-call public transport services (similar to airport shuttle) \$6m</li> <li>Better east-west connections to/from Orewa \$12m</li> <li>Additional ferry services: City/HBC/Mahurangi \$17m</li> <li>Extend passenger rail to Kumeu/Waimauku, Helensville and further? (STI)</li> </ul> <p><b>Total \$40m</b></p>	<p><b>D2: Alternative works</b></p> <ul style="list-style-type: none"> <li>Walk and cycle facilities, with focus on functionality and safety (i.e. move beyond recreational facilities) \$55m</li> <li>Priority for walking, cycling in local road corridors &amp; new subdivisions (e.g. new cycle lanes, footpaths etc) \$91m</li> <li>Expand rail freight and barging options \$35m</li> <li>Hibiscus Coast traffic calming \$2m</li> </ul> <p><b>Total \$183m</b></p>
<p><b>R3: Safety and amenity works</b></p> <ul style="list-style-type: none"> <li>Safety improvements at black spots \$20m</li> <li>Accelerate seal extension programme (beyond existing \$3m LTP commitment) \$15m</li> <li>Passing lanes on arterial roads and State Highways (incl. Schedewys, Dome Valley) \$19m</li> <li>Improved forestry and aggregate service roads \$56m</li> <li>Improved signage \$1m</li> <li>Improved east-west &amp; internal links, (eg Coatesville-Riverhead, Kahikatea Flats) \$59m</li> </ul>	<p><b>P3: Ancillary facilities</b></p> <ul style="list-style-type: none"> <li>Improved passenger facilities at stops incl. real time information system \$2m</li> <li>Accelerate bus shelter programme to complete 100 in 10 years \$1m</li> <li>Bus priority facilities (signal pre-emption, bus lanes on main routes) \$41</li> <li>Park&amp;Ride facilities at key locations \$15m</li> <li>Improved information and awareness/promotion of PT</li> </ul>	<p><b>D3: Travel planning &amp; promotion</b></p> <ul style="list-style-type: none"> <li>Accelerate school travel plan programme to complete in 3-4 years \$6m</li> <li>Increased focus on travel plans for businesses and communities \$17m</li> <li>RDC travel plan and demand management measures \$18m</li> <li>Education and information on travel choices to raise awareness \$6m</li> <li>Promote improvements via info-technology options (e.g teleworking) \$5m</li> </ul>

<sup>3</sup> Subject To Investigation (STI) means these costs are still subject to investigation because they can not be determined until the proposed projects are more clearly defined.

<ul style="list-style-type: none"> <li>Selective improvements to unsealed roads (STI)</li> </ul> <p><b>Total \$173m</b></p>	<p>(STI)</p> <ul style="list-style-type: none"> <li>Reduce PT fares \$16m</li> </ul> <p><b>Total \$75m</b></p>	<ul style="list-style-type: none"> <li>Ridesharing programmes \$8m</li> </ul> <p><b>Total \$60m</b></p>
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## Appendix E Project Funding Sources

	Rates <sup>4</sup> YorN/%	Rates <sup>5</sup> Local Share	Financial <sup>6</sup> Contribution	Regional <sup>7</sup> R Funds	NLTP <sup>8</sup> Funds	Private Funds <sup>9</sup> PPP's	
<b>R1 New Capacity Works</b>							
Peninsula Access	Y/100	Y/42	Y/25	Y/10	Y/50	Y/75	
Silverdale Parkway	N	N	Y/100	N	N	N	
Silverdale S Access	N	N	Y/50	N	Y/50	Y/50	
HBC Hiway Intersection Improvements	N	Y/42	Y/25	N	Y/100	N	
SH1 4-laning to Warkworth	N	N	N	N	Y/100	Y/50	
Additional Widening - Whangaparaoa Road	Y/100	Y/42	Y/25	N	N	Y/50	
Increase SH16 Capacity	N	N	N	N	Y/100	N	
Hill Street Intersection	Y/100	Y/42	N	Y/10	Y/100	N	
<b>R2 Bypasses</b>							
Kumeu/Huapai	N	N	Y/25	N	Y/100	N	
Warkworth	N	N	Y/25	N	Y/100	N	
Wellsford	N	N	Y/25	N	Y/100	N	
Helensville	N	N	Y/25	N	Y/100	N	
Associated Land Use Measures	Y	Y	Y/25	N	N	Y	
<b>R3 Safety Improvement Works</b>							
Black Spots	Y/100	Y/42	Y/25	Y/10	Y/100	N	
Accelerate Seal Extension program	Y/100	Y/42	Y/25	Y/10	Y/58	N	
Passing Lanes – Schedewy's – Dome Valley	N	N	N	Y/10	Y/100	N	
Passing Lanes – Major	Y/100	Y/42	Y/25	Y/10	Y/58	N	

<sup>4</sup> Rates: Funded 100% by ratepayers through district-wide, ward, or by special rates assessment. Limited by ratepayers' willingness to pay

<sup>5</sup> Rates/Local Share. These funds are for local works involving rates, and which qualify for Land Transport New Zealand assistance at 58%.

<sup>6</sup> Financial Contribution. These funds are charged to works where an assessment can be made for financial contributions from developers, where one of the causes for the work is due to population growth in the district. Estimates here are notional only.

<sup>7</sup> Regional/R Funds. These funds come either from the Auckland Regional Transport Authority, or from "R" money shares from petrol excise tax. Council must compete for these funds based on regionally assessed priorities, against the seven other authorities in the Auckland region.

<sup>8</sup> NLTP Funds. These are funds from the National Land Transport Fund, subject to regional and national prioritisation processes, and Council must compete for these against over 80 other authorities. They are primarily for State Highway projects, and limited coastal shipping.

<sup>9</sup> Funds provided by private investors, where infrastructure is built with private funds, usually repaid by revenue streams, such as tolls, parking fees, etc. Estimates here are notional only.

Arterials						
Improved Forestry and Aggregate Service Roads	Y/100	Y/42	Y/25	N	Y/10	N
Improved Signage	Y/100	Y/42	N	Y/10	Y/58	N
Improved East-West links – C/R Hwy, K Flats	Y/100	Y/42	Y/25	Y/10	Y/58	N
Improve Unsealed Roads	Y/100	Y/42	Y/25	N	Y/58	N

	Rates	Rates Local Share	Financial Contribution	Regional/R Funds	NLTP Funds	Private Funds – PPP's
P1 Increased Service Levels – Existing Services						
Northern Busway Extension to Orewa	N	Y/58	N	Y	Y	N
Higher Frequencies	Y/100	N	N	Y	N	N
Additional Routes, HBC and to Albany	Y/100	N	N	Y	N	N
Increased Ferry Services – and Connections	Y/100	N	N	Y	Y	Y/N
P2 – Services to New Areas						
Service to N and W of District	Y/100	N	N	Y	N	N
On-call PT services	Y/100	N	N	Y	N	N
E-W Connectors to Orewa	Y/100	N	N	Y	N	N
New Ferry Services	Y/100	Y/58	N	Y	Y	Y
Extend Pass'ger Rail – H'ville, W'm'ku, Kumeu	N	N	N	Y	Y	N
P3 Ancillary Facilities						
Improved Passenger Facilities incl. Real-time Information	Y/100	Y/58	N	Y	Y	N
Accelerate Bus Shelter Program	Y/100	Y/58	N	Y	N	Y
Bus Priority Lanes, Signal Pre-emption	Y/100	Y/58	Y	Y	Y/42	N
Park&Ride	Y/100	N	Y	Y	Y/42	Y
Improved Advertising and Promotion of PT	Y/100	N	N	Y	N	N

	Rates <sup>10</sup>	Rates Local Share	Financial Contribution	Regional/R Funds	NLTP Funds	Private Funds – PPP's
<b>D1 Policy and Pricing</b>						
Land Use Policies - Reduce Demand, Manage Trip Generation	Y/100	N	N	N	N	Y
Restrict Parking, Raise Charges	Y/100	N	N	N	N	Y
Road Pricing – Main Routes	N	N	N	Y	Y	Y
<b>D2 Alternative Works</b>						
Walk and Cycle Facilities – Functional v Recreational	Y/100	Y/58	Y	Y	Y/42	N
Priority for Walking and Cycling	Y/100	Y/58	Y	Y	Y/42	N
Expand Rail Freight and Barging options	N	N	Y	Y	Y	Y
Traffic calming	Y/100	Y/58	Y	N	Y/42	N
<b>D3 Travel Planning and promotion</b>						
Accelerate School Travel Plans	Y/100	Y/58	N	Y	Y/42	N
Business and Community Travel plans	Y/100	Y/58	N	Y	Y/42	N
RDC Travel Plan	Y/100	N	N	Y	N	N
Education re Travel Choices	Y/100	N	N	Y	N	N
Technology Options - Teleworking	Y/100	N	N	Y	N	N
Ridesharing Programs	Y/100	N	N	Y	N	N