

Transport Assessment Issues

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Flow Transportation Specialists

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Integrated Transport Assessments (ITAs) in Auckland: Statutory Context

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Purposes of ARTA

- (i) *“Setting the strategy for the Auckland regional land transport system; and*
- (ii) *Integrating the planning, funding and development of the Auckland regional land transport system”*

Local Government (Auckland) Amendment Act (2004)

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Auckland Regional Policy Statement

- ◆ *“TAs shall ensure that proposals for new major traffic generating activities are subject to an integrated transport assessment in accordance with Appendix J, as a specific part of the Assessment of Environmental Effects (AEE)”*

Auckland Regional Policy Statement: Proposed Change 6: Giving effect to the regional growth concept and integrating land use and transport: Appeals Version, (January 2008), section 2.6.12.7

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District Plan Changes

- ◆ Changes to District Plans on Transport Issues:
 - ◆ Recommendations on corridors v centres
 - ◆ Recognition of regionally significant infrastructure
 - ◆ Integrated transport assessments
 - ◆ Densities required to support public transport

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North Shore District Plan

- ◆ *“by requiring an integrated transport assessment to be prepared in accordance with Appendix J of the ARPS for any proposal to extend the metropolitan urban limits, any proposed structure planning process or any major trip generating proposals”*

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Auckland City Council District Plan

- ♦ *“Adopting a holistic approach in the assessment of transport impacts including requiring an integrated transport assessment for structure plans and major trip generating activities”*

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New Zealand Transport Strategy

- ♦ *“Residential areas are often physically remote from the facilities and services people need. This has created a high demand for transport and a reliance on cars to meet daily needs. Once development has taken place, its impacts on transport demand are long term. ... It is essential that future urban growth does not cause unnecessary increases in travel demand or place excessive costs on the transport sector”*

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Government Policy Statement

New GPS reflects

- ♦ The government’s priority of investment in transport infrastructure for economic growth
- ♦ The modal choices that are realistically available to New Zealanders
- ♦ Includes reference to ensuring integrated planning

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Need for ITA Guidelines

- ♦ The effective integration of land use and transport is a requirement of the:
 - ♦ Local Government (Auckland) Amendment Act,
 - ♦ National/Regional Strategic Documents
- ♦ “Guidelines on transport assessments are long overdue”

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Purpose of ITA Guidelines

- ♦ To improve consistency
- ♦ To ensure assessments address:
 - ♦ the same questions
 - ♦ the right questions

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Guidelines

- ♦ ARTA Integrated Transport Assessment Guidelines
- ♦ Transit New Zealand’s Integrated Transport Assessment Guidelines
- ♦ LTNZ/Beca Transport Impact Guidelines for Site Development
- ♦ NZTA Guidelines – under preparation
- ♦ Austroads: Traffic impacts of Developments – under preparation

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The ARTA Guidelines

- ♦ ITA Guidelines
- ♦ Supplementary documents
 - ♦ Assessing trip and traffic generation
 - ♦ Achieving multi modal developments
 - ♦ Travel management association guidelines
 - ♦ Regional cycle parking guidelines

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When an ITA is Required

- ♦ An extension to the Metropolitan Urban Limit (MUL)
- ♦ A Structure Plan Process
- ♦ Plan Change
- ♦ A major trip generating activity

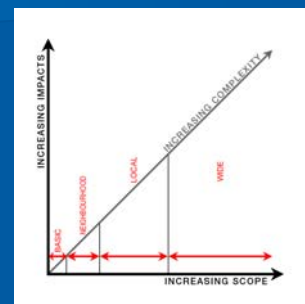
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Suggested Thresholds

- ♦ Full ITA required for:
 - ♦ 100 or more dwellings
 - ♦ 1,000 sq.m and above gross retail floor space
 - ♦ 2,500 sq.m and above gross office floor space
 - ♦ 5,000 sq.m and above gross industrial floor space
 - ♦ 10,000sq.m and above gross warehousing floor space.

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Tiers of ITAs



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Cascading series of ITAs

- ♦ Requirements for each ITA will be different
 - ♦ Different by site
 - ♦ Different by phase
 - ♦ Structure plans / plan changes
 - ♦ Individual developments

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Guidance on Multi-Modal Development

- ♦ The form and type of infrastructure or TDM initiatives recommended:
 - ♦ will vary
 - ♦ need to be sufficient and in an appropriate location
 - ♦ need to be considered early in the planning and design process

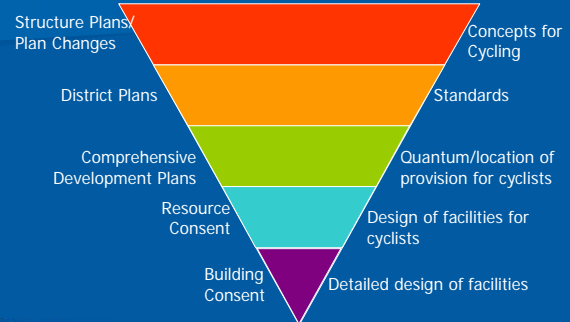
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Planning for Multi-Modal Development

- ♦ Can be done at various stages of the planning process, including:
 - ♦ structure plans
 - ♦ district plans, plan changes and plan variations
 - ♦ comprehensive development plans and concept plans
 - ♦ resource consents
 - ♦ building consents

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Example: facilities for cyclists



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ITA's: Emerging Practice

- ♦ What's in a name?
- ♦ Is there sufficient data?
- ♦ Extent of discretion in following guidelines?
- ♦ Are ITA's improving?

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Typical Conclusions

- ♦ *"This report has demonstrated that the traffic effects of the proposed development will be no more than minor"*
- ♦ *"Overall it is considered that a high standard of environment is provided for pedestrians and cyclists in the immediate area"*
- ♦ *"The site could not be better in terms of its accessibility characteristics"*

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Scoping

- ♦ Scope of Modelling
- ♦ Scope of ITA

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ITA Issues (1)

- ♦ ITA's still focus on traffic
- ♦ Reliance on traffic modelling
- ♦ Model inputs v model outputs
- ♦ Extent of model
 - ♦ Results influenced by conditions outside area?

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ITA Issues (2)

- ♦ Can we base predictions on historical trends?
- ♦ Do we know enough about travel?
 - ♦ Where are people going
 - ♦ Why are people travelling?
 - ♦ Do developments create or divert travel?
 - ♦ Relationship between trip rates and parking

Trip Purposes

Household trips (per day)

- ♦ 24% journeys to work
- ♦ 5% employer business
- ♦ 15% education related
- ♦ 10% serve passengers
- ♦ 22% shopping related
- ♦ 23% social or leisure

(See 2003 RLTS, page 27)

ITA Issues (3)

- ♦ Design for normal peak
- ♦ 85th percentile trip rates?
- ♦ Target level of service?
- ♦ Desirable level of service v desirable development?

ITA Issues (4)

- ♦ ITA thresholds
- ♦ Geographic thresholds
- ♦ Assessment of incremental effects

Conditions

- ♦ Quantum and type of development
- ♦ Off site road works
- ♦ Parking
- ♦ Staging of development
- ♦ Provision for non car modes
- ♦ Travel plans
- ♦ Monitoring
- ♦ Are conditions measurable and enforceable?

Conclusions

- ♦ ITA concept becoming widespread
- ♦ Room for improvement
- ♦ Need for more data
- ♦ Sophistication of modelling is often greater than the level of input data

Questions?

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