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IMPROVED INTERGRATION OF LAND USE AND TRANSPORT

PLANNING PHASE ONE REPORT



2018-09



Prepared for the TSSD Planning Task Force by Sylvia Allan,
MWH New Zealand Limited

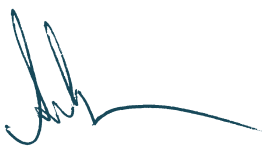
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FOREWORD

Better integration between transport and land use planning has long been recognised as a key contributor to achieving the Government's vision for a sustainable transport system. In recognition of this the Integrated Approach to Planning (IAP) project was identified as one of the government transport sector's strategic priorities in the Transport Sector Strategic Directions (TSSD) document, published in 2005.

The objective of the IAP project was to identify gaps and barriers to achieving better integration, both within and between transport planning and land use planning. In addition, it was to identify practical tools available to achieve better integration and undertake advocacy and information sharing on transport planning issues and priorities.

This report represents the findings of the first phase of the IAP project; six months of background work aimed at identifying issues, gaps and barriers in achieving better integration of land use and transport systems. It draws on the practical experiences of several central and local government agencies, and offers a unique insight into these issues, gaps and barriers.



ALAN THOMPSON

Chief Executive – Ministry of Transport and Chairman
of Transport Chief Executives' Group



Local Government New Zealand
te pūtahi matakōkiri

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POLICY (non-legislative)

The Integrated Approach to Planning (IAP) Project is a key priority of the government's drive to achieve a sustainable transport system. Though the project focus is on transport and land-use planning, other factors such as growth management, economic development, urban form and design, and sustainability have been considered.

The IAP Phase One Report represents six months of background work aimed at identifying issues, gaps and barriers in achieving better integration of land-use and transport systems. The project is one of seven separate targeted workstreams that have been sponsored by the Transport Sector Chief Executives' Group, as identified in the sector's Transport Sector Strategic Directions (TSSD1) document. It links closely with other government endeavours relating to sustainability, social wellbeing, climate change and economic development.

While there appears no need for a major legislative "fix", there are still some disconnects in the system.

The audiences for the Phase One Report include transport stakeholders, the Project Team (which includes the Ministries of Transport and Environment, as well as Transit New Zealand), the Transport Sector Chief Executives' Group, local government and the general public.

The report sets out the context, programme and timetable for the three stages of the IAP Project, before describing the

work undertaken in Phase One. This has largely entailed research and gathering information, including opinions of informed stakeholders and users of the present framework, and information on overseas practice.

There is a high convergence of issues between the themes, and actions to address shortcomings are discussed. Notwithstanding this, integrated land-use and transport planning, funding and implementation is best achieved through a comprehensive and integrated package of tools and measures. "Integration" needs to embrace wider and strategic social, economic, cultural and environmental considerations that include growth management and economic development.

Legislation

The key "integration" legislation - the Land Transport Management Act, the Resource Management Act and the Local Government Act - is not in itself seen as a major barrier. Recent reforms have encouraged integration nationwide. However, more time is needed for agencies, particularly local authorities, to develop policy and plans that make effective use of the possibilities of the new legislation. In Auckland, the area under greatest growth pressure, additional local legislation has compelled more effective integration, but in other areas agencies have been able to work within the existing legislative framework. While there appears no need for a major legislative "fix", there are still some disconnects in the system. Performance monitoring is needed, as well as active national support in some legislative areas. The report also proposes the consideration of existing legislative options that could give guidance in achieving an integrated approach to land-use and transport planning.



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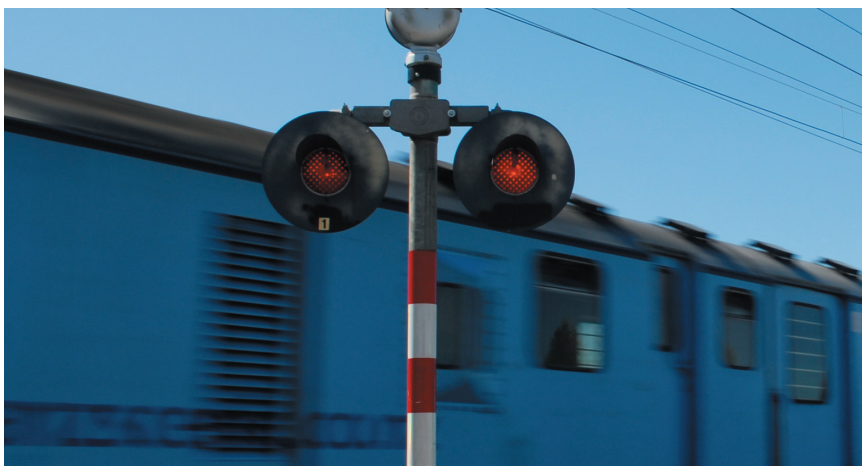
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Policy (non-legislative)

Most planning for land use and transport is undertaken by agencies working within devolved powers. This makes it



harder to achieve integration in practice within the overall policy framework set out in legislation, and broadly at national level through the New Zealand Transport Strategy (NZTS). The regional level is seen as the most effective place to ensure integration, but planning, funding and implementation are not necessarily aligned at this level. Active inter-agency involvement at national, regional and district level and amongst sectors is



FURTHER INFORMATION

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For project information and report downloads go to: www.transit.govt.nz/planning

