

7 The Future Role of Transport Modes

7.1 Introduction

A requirement of the updated RLTS as defined by the Land Transport Management Act (2003) is to identify an appropriate role for each land transport mode in the region, including freight traffic, passenger transport, cycling and walking. This chapter sets out the role of each land transport mode for the future, and the challenges that face each role. Each of the modes of transport are considered within the Northland context for example, Northland's highly dispersed population needs to be considered alongside the provision of public transport.

It is important to understand how each mode contributes to the overall regional vision as well as the objectives of the New Zealand Transport Strategy.

7.2 Private Vehicles & the Roothing Network

It is known that traffic volumes are increasing in the region and hence the roading network requires significant upgrades. Many single lane roads are currently carrying more than 20,000 vehicles per day and require upgrades if traffic is going to increase in the future. In addition, there are a number of issues with windy and narrow rural roads with often little or no opportunities to pass or for slow vehicles to pull over.

The high dependence on private vehicle use for, in particular, rural and remote communities as well as visitors/tourists to Northland, requires the need for more investment in the road transport system in the short to medium term.

In the medium to long-term, however travel demand measures (or TDM) may assist with reducing demand for private vehicles. In key urban areas such as Kerikeri and Whangarei City, TDM may help reduce congestion. In more rural areas, TDM may help address issues of social isolation. In addition, with fuel prices on the increase, there may opportunities and more demand for shifts to other modes of transport, particularly to service more rural and remote communities.

7.3 Rail and its Role in Freight Transport

The future role of the rail network is uncertain. Following the Government's buy-back of the national rail system, it is now the responsibility of the national organisation 'ONTRACK' to administer and manage. After years of little or no expenditure on the Northland network under the previous regime, there is now a significant investment required to improve it. The extent of that investment is currently being assessed along with the funding required to establish a rail link to the Marsden Point port.

If freight volumes on the existing network are to be increased then the dimensions of the seven tunnels on the North Auckland line need to be modified. Currently these are too small to allow movement of high cube containers increasingly favoured by shipping companies for freight transport. The floor of the tunnels would need to be lowered to accommodate these.

If it were to be affordable, the construction of the rail link to Marsden Point would also greatly assist with freight transport and increase rail freight volumes. It is relevant to note that AFFCO, Fonterra, Golden Bay Cement, and Ballance Fertiliser are connected to the rail network. There are also other good rail loading facilities within and around the Northland region.

Maintenance and investment improvements could open up opportunities in the long-term for a passenger rail service between Whangarei and Auckland – a service desired by the key transport stakeholders.

7.4 Passenger Transport

7.4.1 Public Bus Services

Northland has one of the highest percentage of deprived communities in New Zealand. It also has one of the highest rates of unemployment. These issues contribute to Northland having one of the highest levels of people without access to a private car (14%).

Congestion in urban centres, principally Whangarei City, is also becoming an issue and therefore promotion of and improvements to passenger transport services in these areas needs to be made.

It is clear that there is public support for the operation of subsidised public passenger services outside of Whangarei. However investigations will first need to be undertaken to determine the actual need and financial feasibility of such services.

In accordance with Section 175(2)k of the Land Transport Management Act 2003, this Strategy includes the Northland Regional Passenger Transport Plan (RPTP) prepared under the Transport Services Licensing Act 1989. (See Appendix E)

The RPTP is will shortly be reviewed to ensure that the proposed enhancements to passenger transport as detailed in the RLTS are incorporated into this document.

7.4.2 School Bus Services

The cumulative effects of congestion in key urban centres (e.g. Whangarei) will require the need to promote alternative travel modes such as school bus services. School bus travel is an importance component of school travel plans as proposed in this strategy.

7.4.3 Rail Passenger Services

There is currently no provision for passenger services other than a small tourist service between Kawakawa and Port of Opuia. However if the north Auckland trunk line is upgraded, there would seem to be opportunity for future passenger services between Whangarei and Auckland.

7.5 Cycling and Walking

There is a strong desire from key stakeholders for more cycling and walking facilities in the region. In addition, the draft Northland Walking and Cycling Strategy identifies a number of reasons why cycling (and walking) should be encouraged. These are:

- Not all people have cars (young and the elderly);
- There are substantial health benefits;
- Walking and cycling are the most environmentally friendly forms of travel;
- A low cost alternative to the car and public transport is not always available; and
- Walking is already a component of most trips.

The Northland Regional Council, district councils and Transit New Zealand are currently each producing walking and cycling strategies.

7.6 Summary

In summary, road transport is likely to remain the main means of moving freight and people in the Northland region. However, there is an emerging role and a strong desire for the promotion of other forms of transport. In particular, bus services in key urban centres and increased promotion of walking and cycling. Rail (although uncertain) continues to play a role in the region for moving freight, with future potential role to increase freight transport should the rail link to Marsden Point be established. Future passenger rail services were also strongly desired by key stakeholders.

The next chapter discusses possible transport options for Northland's transportation system.

8 Implementation Outcomes and Actions

8.1 Introduction

In order to achieve Option 6, a number of actions have been identified for the outcomes under each of the key areas for Northland. The actions are outlined under the key outcome headings below:

- Rooding
- Passenger Transport
- Travel Demand Management
- Walking and Cycling
- Road Safety
- Environment
- Integrated land use & transport planning

Each of the outcome sections have a number of actions. The actions are listed with the lead agency/agencies highlighted and detailing the specific responsibility of the agency and the timeframe.

The actions were developed with consideration of the following information to date:

- Review of relevant previous RLTS issues (from 2003);
- Key stakeholder consultation;
- Regional Land Transport Committee input;
- Alignment with preferred option (Option 6);
- Level of priority and affordability within the 10 year period.

The actions include current and new actions that align with the preferred option (option 6). Where indicated, each of the actions identify additional funding sought under the preferred option (option 6). It should be noted that this is not an exhaustive or complete list of actions. It is expected that new actions will be required to be added and reviews will continue during the strategy period.

8.2 Rooding

8.2.1 Rooding Outcomes

- Maintained and predictable vehicle travel times between communities, businesses and regional destinations.
- Effective and efficient transport links between communities and regional destinations.
- 100% accessibility to remote dispersed populations.
- A road transport system resilient enough to deal with foreseen and unforeseen events that could affect it (e.g. appropriate alternative route choices and protection of existing roads).
- A road transport system that promotes economic development supporting business and tourism.
- Reduction in road congestion at peak periods through key urban centres and state highway bottlenecks.

- Provision of alternative heavy vehicle routes where practical to achieve traffic separation, protection of existing routes to minimise community severance and improve safety.
- A land transport system that provides for safe walking and cycling (including separate facilities where appropriate).

8.2.2 Roading Actions

Proposed Action	Authorities	Timing
<p>1 Far North District Council</p> <p>In addition to the current LTCCP, if additional funds are made available, then the following options will be prioritised and investigated as part of Option 6.</p> <ul style="list-style-type: none"> • Increase the Road Seal Extension Programme (ROC \$10 million); • Kerikeri CBD Bypass (ROC \$7-\$14 million); • Access to industrial/urban/commercial areas around Kerikeri & Waipapa (ROC \$5 million); • New Link Road Between Kerikeri & Paihia (ROC \$16 million); • Walking and Cycling projects (ROC \$6 million). <p>Total additional funds required is \$42 million</p>	<p>Far North District Council</p>	<p>TBA</p>
<p>2 Whangarei District Council</p> <p>In addition to the current LTCCP, if additional funds are made available, then the following options will be prioritised and investigated as part of Option 6.</p> <ul style="list-style-type: none"> • Infrastructure for School Travel Plans (ROC \$3.75 million); • Increase in Seal Extension Programme (ROC \$10 million); • Onerahi to Whangarei Cycleway (ROC \$0.5 million); • Walking and Cycling projects (ROC \$9 million). • Completion of Mangakahia and Otaika Valley Roads RDF Projects (note: RDF funding available); <p>Total additional funds required is \$23.25 million</p>	<p>Whangarei District Council</p>	<p>TBA</p>
<p>3 Kaipara District Council</p> <p>In addition to the current LTCCP, if additional funds are made available, then the following options will be prioritised and investigated as part of Option 6.</p> <ul style="list-style-type: none"> • Increase in Seal Extension Programme (ROC \$4 million); • Increase in Upgrading of Roads (ROC \$4 million); • Walking and Cycling projects (ROC \$2 million); <p>Total additional funds required is \$ 10 million.</p>	<p>Kaipara District Council</p>	<p>TBA</p>
<p>4 Transit New Zealand</p> <p>In addition to the current Transit New Zealand 10-year State Highway Plan and Forecast and its recently announced 5-Year Plan, if additional funds are made available, then the following options will be prioritised and investigated.</p> <ul style="list-style-type: none"> • Pull off/over areas for slow vehicles with traffic volume < 2000 AADT (ROC \$30 million); 	<p>Transit NZ</p>	

Proposed Action	Authorities	Timing
<ul style="list-style-type: none"> • Whangarei City Congestion Relief on major intersections (ROC \$10 million); • Shoulder widening for cycle lanes and safety improvements; (ROC \$20 million); • Whangarei Intersections from Oakleigh to Kauri (ROC \$7.5 million); • Realignment and Widening of SH11 (ROC \$8 million); • SH1N 4-laning Whangarei to One Tree Point (ROC \$40 million); • State Highway Curve Easing (ROC \$30 million); • SH1N Whangarei to Wellsford Alternative Routes (i.e. Mangawhai/Cove Road ROC \$30 million); • One Way Bridge upgrades Taipa and Kaeo River on SH10, Rangiahua on SH1N, and Tirohanga on SH11 (ROC \$15 million); <p>Total additional funds required is \$190.5 million.</p>		TBA
<p>5 Corridor Management</p> <p>Develop corridor management plans with a 20 year time horizon to manage the effects of growth and associated impacts along the State Highway Network and major arterial routes (ROC \$0.25 million is included in Option 6).</p> <p>Priority areas are:</p> <ul style="list-style-type: none"> • SH1N Rewarewa Road to One Tree Point; • 10km North, South, West of Whangarei; • SH11; • SH10 Taipa/Coopers Beach and Waipapa/Kerikeri area. 	Transit NZ & District Councils	2006 - 2009
<p>6 Northland Transport Network Study</p> <p>Undertake a Northland Transport Network Study in order to define an agreed roading hierarchy and level of service for the management of Northland's roads, and a system for setting regional priorities for transport expenditure. (ROC \$0.15 million for Northland Transport Study).</p>	Northland Regional Council, Transit NZ and District Councils	2006 - 2007
<p>7 Interregional Transport Forum</p> <p>Establish and maintain an interregional transport forum with the Auckland Regional Council to facilitate discussion over interregional transport issues including the maintenance and enhancement of State Highway 1N between Whangarei and Auckland and the transport of freight on that route.</p>	Northland Regional Council; Auckland Regional Council	2006 - 2007 Onwards
<p>8 State Highway Emergency Detour Routes</p> <p>Upgrade the level of service (this may include seal extensions) and eliminate bridge weight restrictions on alternative/emergency State Highway routes.</p>	Northland Regional Council, Transit NZ, District Councils	2006 - 2007
<p>9 State Highway Review</p> <p>Continue to upgrade Mangakahia and Otaika Valley Roads in preparation for state highway status. Continue to encourage heavy vehicles to use this central route. Refer to proposed Action 2.</p>	RLTC; Transit NZ, ; Far North & Whangarei District Councils	Ongoing

Proposed Action	Authorities	Timing
10 Management of Flooding Closures Manage early closure of key routes due to extreme events (e.g. flooding). Priority area is the arterial network.	NRC, Transit NZ, District Councils & Lifelines	Ongoing
11 Pouto Road Lobby to have Pouto Road as a primary heavy traffic route for traffic to and from the Pouto Peninsula classed and funded as a Special Purpose Highway or State Highway.	Kaipara District Council	Ongoing
12 Tourist and Truck Stop Facilities Continue to improve existing tourist and road stop facilities (rest areas/stops, lookouts, load checking areas for trucks). Identify sites for additional facilities. Refer to proposed Action 4.	Transit NZ, District Councils	2006 - 2007
13 Tourist Routes Advocate for increases in funding for specific high usage tourist routes (e.g. Poutu Road, Aucks Road to Russell, Kerikeri Road to Kerikeri, Ngunguru Road to Tutukaka, Twin Coast Discovery route to Land Transport New Zealand.	Transit NZ, District Councils	Ongoing
14 Road Monitor and Usage Monitor, benchmark and report on transport objectives and trends.	Northland Regional Council, District Councils, Transit NZ	Annually
15 Bridge Upgrades Undertake a bridge upgrade programme to upgrade one lane bridges to two lanes. Refer to proposed Action 4.	Transit NZ, District Councils.	See Action 4

8.3 Passenger Transport

8.3.1 Passenger Transport Outcomes

- Increased passenger transport patronage (includes school bus transportation).
- Efficient and reliable passenger transport.
- Quality passenger transport infrastructure.
- Improved accessibility (buses, ferry services, taxi) including for people with disabilities.
- Improved customer satisfaction.
- Connectivity and integration between modes.
- Reduced private car use in line with the objectives of the NEECS

8.3.2 Passenger Transport Actions

Action	Authorities	Timing
16 Review of Regional Passenger Transport Plan Update the Regional Passenger Transport Plan to give effect to the preferred Option 6.	Northland Regional Council; District Councils	2006 - 2007
17 Whangarei Park & Ride Identify sites for a trial Park and Ride service in Whangarei and provide secure parking. (ROC \$0.2 million included in Option 6).	Northland Regional Council,	2006 - 2007

Action	Authorities	Timing
	Whangarei District Council	
<p>18 Total Mobility Investigate and, if feasible, implement the extension of the total mobility²⁰ services scheme to the following priority areas: Dargaville, Kaikohe, Kaitaia and Bay of Islands (ROC \$3 million included in Option 6).</p>	<p>Northland Regional Council, Kaipara and Far North District Councils</p>	2006 - 2007
<p>19 Public Transport Integration Improve the integration of public passenger transport services timetables (including regional transport services) so that passengers can link trips. Identify opportunities for the efficient linkage of walking and cycling facilities to public passenger transport services.</p>	<p>Northland Regional Council, District Councils.</p>	2006 - 2009
<p>20 Whangarei Bus Services Maintain and undertake further improvements to Whangarei City bus services (including improved route frequency, city coverage, vehicles, timetable information and bus stop facilities). (ROC \$5 million proposed for action 19 & 20 included in Option 6). Review the viability of renewing previous trialled services to Hikurangi and Waipu/Ruakaka</p>	<p>Northland Regional Council, Whangarei District Council</p>	Ongoing
<p>21 Kaipara & Far North Public Transport Services Investigate opportunities to improve services between and within towns through strategies such as information, expanding health related transport services and assistance to taxi services. Priority areas include: <ul style="list-style-type: none"> • West Coast service; • Mid North service linking rural areas to urban centres; • Dargaville to Whangarei service. (ROC \$5 million proposed for action 19 & 20 included in Option 6).</p>	<p>Northland Regional Council, Far North and Kaipara District Councils</p>	2006 - 2007
<p>22 Public Passenger Transport Vehicles Ensure that all public passenger vehicles operated on subsidised services allow easy access to all passengers, including the disables community (e.g. low floor public passenger vehicles)</p>	<p>Northland Regional Council</p>	Ongoing
<p>23 Rail Passenger Transport Investigate opportunities for a passenger rail service between Auckland and Whangarei and within Whangarei City. Recognise the importance of the existing Kawakawa to Port of Opua rail service to the tourist industry.</p>	<p>Northland Regional Council, ONTRACK; Whangarei District Council; Auckland Regional Council.</p>	2006 - 2007
<p>24 Whangarei Harbour Ferry Service</p>	<p>Whangarei District Council;</p>	2006 - 2008

²⁰ The Northland Regional Council also administers a Total Mobility scheme for people with disabilities in Whangarei. Total Mobility entitles eligible people (those with a disability that prevents them from using the city bus services) to a discounted taxi fare. The scheme is funded by Land Transport New Zealand (40%) and Whangarei District Council (60%).

Action	Authorities	Timing
Investigate options for ferry services on Whangarei Harbour – including consideration for a vehicular ferry service between Whangarei Heads and Marsden Point.	Northland Regional Council	
25 Customer Satisfaction Surveys Carry out customer satisfaction surveys for contracted public passenger services and the subsidised Total Mobility Scheme	Northland Regional Council	Annually

8.4 Travel Demand Management (TDM)

Another new requirement of the Land Transport Act 1998 relates to travel demand management or TDM. Section 175(2)(o) of the Act requires that regional land transport strategies *include a demand management strategy that has targets and timetables appropriate for the region*. TDM can be defined as action and/or programmes that promote and reduce the use and impact of private vehicles on the environment and communities

8.4.1 TDM Outcomes

- Increased travel plans/choices to schools.
- Increased travel choices to employment areas and commercial centres.
- Increased mode share for alternative journeys to work (passenger transport, walking and cycling).
- Improved parking management in key urban centres.
- Provision of freight alternatives (e.g. rail link to Marsden Point port, coastal shipping).
- Alternatives to travel in line with NEECS objectives (e.g. E-learning centres).

8.4.2 TDM Actions

Proposed Actions	Authorities	Timing
26 School Travel Plans Investigate, prioritise and implement a travel plan programme. A key priority is school travel plans in the Whangarei urban area and other key urban centres. See Action 2 - School Travel Plans. This will allow for reduced traffic congestion at peak periods and provide positive health benefits. (ROC \$3.75 million included in Option 6).	Northland Regional Council, Department of Education, LTNZ, District Councils	2006 - 2009
27 Travel Behaviour Education & Promotion of Alternative Modes of Transport Develop an ongoing education campaign to promote changes in travel culture in Northland to reduce the dependency on motor vehicles. (including promotion of cycling, walking and public transport). (ROC \$1.0 million included in Option 6).	Northland Regional Council;	2006 - 2009
28 Rail Link to Marsden Point Develop a rail link from Oakleigh to Marsden Point. The priority is to designate the route and to ensure that it is recognised in the relevant regional and district plans. This will allow for greater use of alternative modes of freight transport. (ROC \$86 million funds are not included in Option 6 funding but is supported by the	Northland Regional Council, ONTRACK; Whangarei District Council	2006 - 2007

Proposed Actions	Authorities	Timing
RLTS).		
<p>29 Rail Improvements</p> <p>Maintain the existing rail network, and identify and quantify opportunities to increase the capacity and safety of the network.</p> <p>Identify opportunities for increased freight transport by rail between Auckland and Whangarei and thereby promote the greater use of rail transport.</p> <p>Include as a discussion topic for the Interregional Forum – See Action 7.</p>	<p>Northland Regional Council; Auckland Regional Council; ONTRACK</p>	<p>2006 - 2007</p> <p>Ongoing</p>
<p>30 Parking Management Strategy for Whangarei</p> <p>Develop a parking management strategy for Whangarei to assist in the reduction of congestion. (ROC \$100,000).</p>	<p>Whangarei District Council</p>	<p>2006 - 2009</p>
<p>31 Promote Remote Access to Information</p> <p>Support the development of e-learning centres and high speed internet access (Broadband), thus lessening the need to travel.</p>	<p>Private providers, Northland Regional Council</p>	<p>Ongoing</p>

8.5 Walking and Cycling

8.5.1 Walking and Cycling Outcomes

- More facilities for pedestrians and cyclists.
- Increased focus on needs of the disabled community and their safety
- Walking and cycling activity is continuously increased.
- Walking and cycling safety is continuously improved.
- An increase in cycle and walking events in Northland.
- Improved pedestrian and cyclist attitudes and behaviour with respect to the road and rail network through education and enforcement.
- Improved attitude and behaviour of motor vehicle drivers towards pedestrians and cyclists with respect to the road network through education and enforcement..
- Improve safety for pedestrians and cyclists with respect to the rail corridor through education and the provision of safe and efficient crossings.

8.5.2 Walking and Cycling Actions

Proposed Actions	Authorities	Timing
<p>32 Northland Walking & Cycling Strategy</p> <p>Adopt and support regional and district cycle and walking strategies. Strategies need to promote the planning and establishment of safe and convenient networks of cycleways, cycle routes and the shared use of the road reserve. Priority areas are schools, colleges, tertiary education establishments and the central business districts.</p>	<p>Northland Regional Council, District Councils, Transit NZ</p>	<p>2006 - 2007</p>

Proposed Actions	Authorities	Timing
<p>33 Develop more Cycle Facilities & Cycle Networks</p> <p>Priority areas for 2006/2007 include:</p> <ul style="list-style-type: none"> Riverside Drive/Onerahi Rd cycleway; (\$0.5 million for WDC); Ruawai Township to Ruawai School cycleway; Waipapa to Kerikeri; Kerikeri to Paihia (Bay of Islands); State Highway network improvements (shoulder widening). <p>See also Actions 1, 2 and 3 (ROC Far North \$6 million, Whangarei \$9 million, Kaipara \$2 million & Transit NZ \$20 million included in Option 6).</p>	<p>District Councils, Transit NZ; Northland Regional Council.</p>	<p>2006 - 2009</p>
<p>34 Development of Pedestrian Networks</p> <p>Investigate the establishment of safe, convenient, and continuous network of footpaths (with minimum number of intersections with vehicular carriageways) in order to link areas of high pedestrian generation.(ROC for \$100,000 for actions 35 & 36)</p>	<p>District Councils, RoadSafe Northland, Key stakeholders.</p>	<p>2006 - 2009</p>
<p>35 Pedestrian Safety</p> <p>Identify priority communities, including people with disabilities, where a programme of intensive remedial actions may greatly improve the walking environment and reduce the risk of pedestrian injury.</p>	<p>District Councils, Land Transport NZ, Northland Regional Council, Transit NZ</p>	<p>2006 - 2009</p>
<p>36 Road Design Standards for Walking and Cycling Facilities and New Roding Projects</p> <p>Using appropriate road design standards, include, where feasible walking and cycling facilities in key roading projects (including pavement reseal, shape correction, safety improvements and other road works programmes).</p>	<p>Transit NZ, District Councils</p>	<p>Ongoing</p>
<p>37 Promotion of Cycling and Walking as a Viable Mode of Transport</p> <p>Identify and develop opportunities for the promotion of cycling and walking as viable modes of transport with a particular focus on:</p> <ul style="list-style-type: none"> Driver awareness campaigns of cyclist rights; (e.g. 'share the road' and pedestrian safety campaigns); Support for national, regional and local events (e.g. National Bike Week); Cycle training and skills programmes. <p>(ROC \$1 million included in Option 6)</p>	<p>Northland Regional Council, District Councils</p>	<p>2006 - 2009</p>
<p>38 Rail Safety</p>	<p>ONTRACK,</p>	<p>Ongoing</p>

Proposed Actions	Authorities	Timing
<p>Cycle training and skills programmes improve safety for pedestrians and cyclists through:</p> <ul style="list-style-type: none"> • Training and skills programmes; • Education; • Provision of safe and efficient crossings 	District Councils	

8.6 Road Safety

8.6.1 Road Safety Outcomes

- Reduction in road traffic crashes.
- Improved driver attitudes, driver behaviour and the safety of identified at risk groups
- Improved reporting, recording and investigation of crashes.
- Safer tourist facilities/destinations.
- Coordinated road safety education and enforcement..
- Defined 'fit for purpose' emergency detour routes.

8.6.2 Road Safety Actions

Proposed Actions	Authorities	Timing
<p>32 Safety Management System</p> <p>All road controlling authorities are using a working safety management system to ensure the most appropriate strategies, policies standards, procedures and expertise are in place to create a roading system that incorporates safety at all levels.</p> <p>Promote road safety action plans in each district council, including key road safety partners and integrate these with regional activities and initiatives.</p>	District Councils	Ongoing
<p>33 Regional Road Safety Plan Review</p> <p>Review the Regional Road Safety Plan to improve coordination and develop regional road improvements, safety programmes and priorities. Priority areas are identified in district road safety plans that present key issues for enforcement, engineering and education and take into consideration all types of road users..</p> <p>Ensure adequate resources for road safety coordination.</p>	Northland Regional Council , District Councils; Land Transport NZ, NZ Police, and Transit NZ through RoadSafe Northland	2006 - 2007
<p>34 Crash Reporting</p> <p>Promote better recording of injury and non-injury crashes and integration with existing databases, including addressing the problem of under-reporting of cycling accidents.</p>	Land Transport NZ ; Northland Regional Council, District Councils, Transit NZ, NZ Police, RoadSafe Northland and	Ongoing
<p>35 Police Enforcement</p>	NZ Police	

Proposed Actions	Authorities	Timing
Promote enforcement that is evidence based and targeted to the high risk areas and high risk behaviours.. (ROC \$2 million included in Option 6).		2006 - 2009
36 Driver Education Promote coordination of key partners to conduct evidence based projects, programmes and campaigns that aim to improve road user behaviour and attitudes.. (ROC \$3 million included in Option 6).	Northland Regional Council ;Land Transport NZ, New Zealand Police, RoadSafe Northland, district councils, Transit NZ, , ACC, Health Authorities	Ongoing
37 Wandering Stock Control Develop policies to reduce incidence of wandering stock..	District Councils	2006 - 2009
38 Safer Routes Programme Develop and implement a “Safer Routes Programme”. The Safer Routes programme addresses education, enforcement and engineering measures to improve safety for walking and cycling in a community. (ROC \$0.4 million included in Option 6).	Land Transport NZ, District Councils.	2006 - 2009
39 State Highway Emergency Detour Routes See action 7. Ensure detour routes are well managed, fit for purpose and are clearly signed and delineated.	Northland Regional Council, Transit NZ, District Councils, New Zealand Police, New Zealand Fire Service.	2006 - 2007
40 Rail Crossing Barrier Arms Create a prioritised schedule of all rail crossing sites that require barrier arms, considering factors such as traffic volume. Priority areas already identified are: <ul style="list-style-type: none"> • Port Road (Whangarei); • Waiotu (SH1N); • Towai (SH1N). (ROC \$0.24 million included in Option 6)	ONTRACK, Land Transport NZ.	2006 - 2009
41 Vehicles on Beaches Investigate mechanisms at key locations to control vehicle use on beaches to improve safety.	Northland Regional Council, DOC, District Councils	2006 - 2007

8.7 Environment

8.7.1 Environmental Outcomes

- Cleaner emissions and more fuel efficient vehicles.
- Reduced private vehicle usage.
- Reduced effects on communities from noise and vibration which originate from the transport system.
- Reduced discharges originating from the transport infrastructure (dust, contaminants, spills, abandoned vehicles, etc.).
- Management of sites of significant landscape and natural and historic heritage value from the effects of transport infrastructure.
- Management of significant ecosystems from the effects of transport infrastructure.
- Control of pest plants on road reserves.
- Reduced community adverse effects (e.g. physical severance and isolation of segments of the community, reductions in property enjoyment, access and value, congestion, lowering of accepted safety standards and increased health risks).
- Management of stock truck effluent disposal.
- Use of rail as a relatively fuel-efficient and cleaner mode of freight and passenger transport.

8.7.2 Environmental Actions

Proposed Actions	Authorities	Timing
<p>42 Reduced sediment runoff and dust nuisance.</p> <p>Increase the road seal extension programme.</p> <p>Consider the effects of dust nuisance in land use planning and provision for subdivisions .</p> <p>(See proposed Actions 1, 2 & 3)</p>	District Councils	Ongoing
<p>43 Reduce fuel consumption through:</p> <ul style="list-style-type: none"> • promotion of alternative modes such as walking and cycling and promotion of public transport; • reduced congestion and travel times. <p>(See proposed Actions under section 8.3.2, 8.4.2 & 8.5.2)</p>	Northland Regional Council, District Councils	Ongoing
<p>44 Erosion Management</p> <p>Provide designated dump sites, and improved stormwater management to minimise slips and scours.</p>	Northland Regional Council, Transit NZ, District Councils	Ongoing
<p>45 Environmental Awareness</p> <p>Ensure that the construction, operation and maintenance effects of land transport projects on air quality, water and soil quality noise levels and environmentally sensitive sites are considered.</p>	Northland Regional Council, District Councils, Transit NZ, ONTRACK.	Ongoing
<p>46 Stock Effluent Disposal</p> <ul style="list-style-type: none"> • Support the adoption of the Code of Practice for the 	Northland Regional Council, District	

Proposed Actions	Authorities	Timing
<p>Minimisation of Stock Effluent on Roads by all members of the industry.</p> <ul style="list-style-type: none"> Complete the stock effluent disposal site in Whangarei. FNDC to install stock effluent disposal at the Kaikohe Sale yards or alternative. (ROC \$0.3 million included for in Option 6) Support from LTNZ funding and maintain (FNDC) the provision of stock effluent disposal facilities at Moerewa and Dargaville respectively (ROC \$0.6 million included in Option 6) 	Councils, Land Transport NZ	2006 - 2009
<p>47 Roadside Storm Water Management</p> <p>Review Regional Water and Soil Plan Provisions for roads and car parks in relation to stormwater discharges. Improved storm water management to minimise slips and scours.</p>	Northland Regional Council , District Councils	2006 - 2009
<p>48 Roadside Litter</p> <p>Provide refuse facilities for roadside litter management and increased education/enforcement (including management of road side dumping of vehicles). Priority areas are key tourist routes.</p>	Transit NZ, District Councils	Ongoing
<p>49 Vehicle Emissions</p> <ul style="list-style-type: none"> Investigate the use of the Environmental Capacity Analysis process (as recommended in the Vehicle Fleet Emissions Control Strategy) as part of everyday management of the roading networks. Ensure the provision of low vehicle emissions on subsidised public passenger vehicles. Develop a strategy to address the results of air pollution monitoring procedures, particularly Whangarei's historical carbon monoxide exceedences and the contribution of traffic to urban PM10 concentrations. Encourage the reduction in vehicle emissions from private vehicle use by promoting alternative transport modes. 	Northland Regional Council	2006 - 2009
<p>50 Camper Van Effluent Disposal Sites</p> <p>Investigate opportunities for increased camper van effluent disposal sites (ROC \$0.5 million included in Option 6).</p>	District Councils , Transit NZ	2006 - 2009
<p>51 Urban Severance Management</p> <p>Support the implementation of measures to reduce and/or slow traffic throughout Northland towns and beach settlements and where appropriate promote heavy traffic by-passes.</p>	District Councils , Transit NZ	Ongoing
<p>52 Landscape & Heritage & Urban Design</p> <p>Make provision for the protection of landscape, historical, and cultural values when undertaking the construction, maintenance and operation of the land transport network.</p> <p>Promote urban design protocol.</p>	Transit NZ, District Councils	Ongoing
<p>53 Cultural Sites</p>	District Council;	

Proposed Actions	Authorities	Timing
Recognise the significance of cultural sites and the negative impact the construction, maintenance and operation of the land transport network can have on such sites and mitigate the effects.	Northland Regional Council, Transit NZ, Historic Places Trust.,	Ongoing
54 Pest Plant Management in Road Corridors Support the improvement of the regional pest/plants management alongside road corridors.	Northland Regional Council , Transit NZ, District Councils	2006 - 2009
55 Promotion of Rail Where appropriate, encourage increased use of rail as a relatively fuel-efficient and cleaner mode of freight and passenger transport.	Northland Regional Council , District Councils; ONTRACK.	Ongoing

8.8 Integrated Land-Use & Transport Planning

8.8.1 Integrated Land-use & Transport Planning Outcomes

- Growth locations that support public transport, walking and cycling opportunities.
- An agreed strategic approach to managing urban and coastal growth pressures.
- Improved District Planning in relation to land use effects on local, collector and arterial routes including the protection of corridors on critical routes.
- Identification and protection of existing and future rail corridors.

8.8.2 Integrated Land-use & Transport Planning Actions

Proposed Actions	Authorities	Timing
56 Northland Transport Study Undertake a strategic transport study to assess the existing performance of the transport network, future expected traffic growth, and land use in order to identify strategies and priorities for Northland's Transportation network. This study to also include a defined hierarchy of roads for Northland's transportation network. The study is programmed for 2006/2007 (ROC \$0.15 million).	Northland Regional Council in consultation with key transport stakeholders	2006 - 2007
57 Regional Policy Review the Regional Policy Statement and ensure consistency with the RLTS and Regional Land Transport Management Act.	Northland Regional Council	2006 - 2007
58 Structure Plans Develop a programme to undertake structure plans for priority areas such as: - Ruakaka, Mangawhai, Kerikeri/Waipapa, Coopers Beach, Cable Bay, and Maungatapere-Whangarei), Opononi/Oampere, and Paihia. These structure plans to include appropriate provision for transport needs.	District Councils	2006 - 2009
59 Developer's Contributions for Walking and Cycling Facilities Identify opportunities for developer contributions for walking and	District Councils	2006 - 2009

cycling facilities in coastal and new subdivisions.		
60 Land Use Consents Improve process for assessing the implications of land use and subdivision applications on Northland's transportation network, particularly in regard to intensive urban development.	Northland Regional Council, District Councils	2006 - 2009
61 Forestry Industry Continue to review and monitor the predictive wood flow and traffic flow models (as per Regional Transport Plan) using current and accurate information provided by the forestry industry to enable the roading system to cater for growth and changes.	Northland Regional Council	Annual
62 Protection of Rail Corridors Ensure that existing and future rail corridors are recognised in the appropriate regional and district plans and are protected in those plans from inappropriate subdivision and land-use activities which could give rise to adverse reverse sensitivity effects.	,Northland Regional Council, District Councils; ONTRACK.	Ongoing
67 Land Use Planning Manage the control of sensitive land-use activities along key road and rail corridors to minimise reverse sensitivity matters and to enable the road to develop over time.	Northland Regional Council, District Councils; ONTRACK.	Ongoing
68 Arterial Routes that may become State Highways Develop a policy for the protection of alternative routes for state highways.	Northland Regional Council, Transit NZ, District Councils	2006 - 2009
69 New Urban Developments & Promotion of Alternative Modes Ensure that new urban developments consider the provision for public transport and walking and cycling, including provision for mobility scooters.	District Councils; Northland Regional Council	Ongoing

9 Monitoring

The Regional Land Transport Strategy is to be monitored and reviewed on a regular basis. Monitoring of the strategy will be carried out by the Northland Regional Council in conjunction with the other land transport authorities that were involved in its formulation.

The nature of the monitoring undertaken by the Regional Council will be outlined in an annual report prepared each year. Under Section 182 of the Land Transport Act, 1998, an annual report is required describing progress made in implementing the Regional Land Transport Strategy. The Regional Council intends undertaking a review of the strategy in line with the requirements set in the Land Transport Act.

Monitoring will be undertaken of both the outputs and outcomes of the Regional Land Transport Strategy. In terms of monitoring the **outcomes** the key question is, have the actions specified in the Strategy been achieved?

It is important that Northland Regional Council monitor the relevance of the Regional Land Transport Strategy to this vision as a major change in national or regional direction would render the Strategy ineffective. The monitoring of the **outcomes** of the Regional Land Transport Strategy requires the following questions to be addressed:

- What progress has been made towards meeting the performance targets specified in the Strategy?
- Are the objectives specified in the Strategy still relevant to Northland?

Monitoring the outcomes of the Regional Land Transport Strategy will guide the length of the review period. If no significant changes occur in the next three years then a five-year review is appropriate.

Table 9-1 contains suggested indicators that could be used to monitor the relevance of the Regional Land Transport Strategy and the progress that is being made towards meeting the specified performance targets. The key to this monitoring is that many organisations already gather this data and the preparation of a monitoring report is an exercise in data compilation.

Table 9-1: Outcomes and possible indicators

RLTS Outcomes	Possible Indicators
Roading	<ul style="list-style-type: none"> • Strategic road network average speed. • Improvements in travel times (e.g. reduction in congestion delay points in the network). • Satisfaction of road users with the land transport network. • Monitor the number and duration of road closures due to adverse climatic conditions. • Monitor the number and duration of road closures due to crashes. • Monitor road restrictions (i.e. bridge and road weight restrictions including closures over extended periods). • Monitor the availability of the SH system by number of closures (i.e. where delay > 5min in vehicle kilometres travelled). • Monitor congestion during peak periods. • Monitor investment and level of service. • Length or percentage of unsealed roads
Passenger Transport	<ul style="list-style-type: none"> • Passenger transport patronage. • Satisfaction of passenger transport users with services. • Passenger transport network coverage and frequency. • Investment in passenger transport infrastructure.

RLTS Outcomes	Possible Indicators
Travel Demand Management	<ul style="list-style-type: none"> • Number & evaluation of travel plans. • Reduction in total car trips. • Increase in freight transported by rail.
Walking & Cycling	<ul style="list-style-type: none"> • Length of cycleways. • Length of walkways. • Road upgrades that included the provision of cycle and pedestrian facilities. • Increase in number of cyclists. • Number of cycling, walking/running events.
Road Safety	<ul style="list-style-type: none"> • Monitor and promote progress towards 2010 safety target. • Reduction in road traffic death and injuries. • Reduction in pedestrian and cyclists injuries. • Reduction in level crossing accidents.
Environment	<ul style="list-style-type: none"> • Number of vehicles and average age registered in Northland. • Number (length) ? of archaeological and waahi tapu sites associated with the Transportation network. • Number (length) ? of locations where noise and vibration are an issue. • Number (length) ? of locations where landscape and natural and historic heritage value is being actively managed. • Number (length) of locations where ecosystems are being actively managed. • Increase in freight transported by rail. • Number of campervan effluent disposal sites. • Number and distribution of stock truck dump sites. • Number and distribution of designated dump sites for slip material. • Reduction in weeds and litter on road sides.
Integrated Land Use & Transport Planning	<ul style="list-style-type: none"> • Regional growth effectively managed (Regional Growth Strategy). • Cycle and walking strategies for growth areas. • Corridor management plans for all key routes. • Improved integration between Transit and Territorial Authorities. • District Plan road planning in location and width for the future. • Existing and future rail routes identified and designated.

Northland Regional Council will implement those parts of the Regional Land Transport Strategy where it has particular responsibilities, such as accessibility to the land transport network and environmental quality.

Under the Transit New Zealand Amendment Act, 1995, District Councils are required to implement the Strategy through their district land transport programmes unless it is impracticable to do so. The programmes are to contain statements outlining how each project complies with the Regional Land Transport Strategy.

Transit New Zealand and the Land Transport New Zealand are also required to have regard to the strategy and the five key objectives of the Land Transport Management Act when preparing their national programmes.

The Regional Land Transport Committee will take the lead in lobbying the other authorities identified in this Strategy to undertake the necessary actions to implement the Strategy where there is no statutory requirement that they do so.

Appendices

Appendix A: Land Transport Act 1998

175 Regional Land Transport Strategies:

- (1) Every regional council must prepare a land transport strategy for its region.
- (2) Every regional land transport strategy must—
 - (a) contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system; and
 - (b) take into account how the strategy—
 - (i) assists economic development; and
 - (ii) assists safety and personal security; and
 - (iii) improves access and mobility; and
 - (iv) protects and promotes public health; and
 - (v) ensures environmental sustainability; and
 - (c) take into account any national land transport strategy and National Energy Efficiency and Conservation Strategy; and
 - (d) take into account the land transport funding likely to be available within the region during the period covered by the strategy; and
 - (e) avoid, to the extent reasonable in the circumstances, adverse effects on the environment; and
 - (f) take into account the views of affected communities; and
 - (g) take into account the views of land transport network providers; and
 - (h) take into account the need for persons and organisations preparing regional land transport strategies to give early and full consideration to land transport options and alternatives in a way that contributes to the objectives referred to in paragraphs (e) and (f) when preparing a regional land transport strategy; and
 - (i) take into account the need to encourage persons and organisations preparing regional land transport strategies to provide early and full opportunities for persons and organisations listed in section 179(1) to contribute to the development of those regional land transport strategies; and
 - (j) identify an appropriate role for each land transport mode in the region, including freight traffic, public passenger transport, cycling, and pedestrian traffic; and
 - (k) include any regional passenger transport plan (within the meaning of section 47 of the Transport Services Licensing Act 1989) that has been prepared by the regional council that has prepared the strategy; and
 - (l) identify land transport outcomes sought by the region and the strategic options for achieving those outcomes; and
 - (m) identify any strategic options for which co-operation is required with other regions; and
 - (n) identify persons or organisations who should be involved in the further development of strategic options; and
 - (o) include a demand management strategy that has targets and timetables appropriate for the region; and
 - (p) provide for the strategy to be independently audited; and
 - (q) take into account any guidelines issued by the Minister for the purposes of this section.

- (3) A regional land transport strategy may not be inconsistent with any regional policy statement or plan that is for the time being in force under the Resource Management Act 1991.
- (4) A regional land transport strategy may not be inconsistent with any national land transport strategy that is for the time being in force at the time of preparation of the regional land transport strategy.

Appendix B: Stakeholders Attending Consultation Workshops

The workshops were undertaken over a period of three days between 18 – 20 October 2005. The workshops were aligned to the LTMA objectives and were divided into five two hour workshops as below:

- Workshop 1: Assisting Economic Development
- Workshop 2: Safety and Personal Security
- Workshop 3: Improving Access and Mobility
- Workshop 4: Protecting and promoting public health
- Workshop 5: Ensuring environmental sustainability

The list of stakeholder organisations are listed below:

Workshop 1: Assisting Economic Development

Attendees: Tuesday 18 October, 10.00am – 12.00pm

Bike! Whangarei
Carter Holt Harvey Ltd – Forest Resources
Disabled Persons
Federated Farmers
Fonterra
Forestry Industry Advisor
Golden Bay Cement
Land Transport New Zealand
Multi Serve Education Trust
Northland Regional Council
Northport Limited
Road Transport Association
Tourism Development
Transit New Zealand
Works Infrastructure Ltd

Workshop 2: Assisting Safety & Personal Security

Attendees: Tuesday 18 October, 2.00pm – 4.00pm

Bike! Whangarei
Federated Farmers
Land Transport New Zealand
Northland Regional Council
Roadsafe Northland
Transit New Zealand
Works Infrastructure Ltd

Workshop 3: Improving Access & Mobility

Attendees: Wednesday 19 October, 10.00am – 12.00pm

Age Concern
Auckland Regional Council
CCS
Epilepsy Northland;
Greypower Whangarei Inc
Land Transport New Zealand
Northland Regional Council
Roadsafe Northland
VK Engineering (representing Transit NZ)
Works Infrastructure Ltd

Workshop 4: Protecting & Promoting Public Health

Attendees: Wednesday 19 October, 2.00pm – 4.00pm

Auckland Regional Council
Bike! Whangarei
Land Transport New Zealand
Northland Health
Northland Regional Council
Road Safety LTNZ
Highways North (State Highways)
VK Engineering

Workshop 5: Ensuring Environmental Sustainability

Attendees: Thursday 20 October, 10.00am – 12.00pm

Auckland Regional Council
Environmental
Historic Places Trust
Northland Health
Northland Regional Council
Highways North (State Highways)
Transit New Zealand
VK Engineering (State Highways)
Whangarei District Council

Appendix C: Other International and National Policy Documents

Kyoto Protocol

The Kyoto Protocol was ratified by New Zealand in 2002. The protocol commits New Zealand to reducing global greenhouse gas emissions to 1990 levels by 2012. The protocol acknowledges the need to significantly reduce carbon dioxide (CO₂) emissions which the transport sector directly contributes to.

Energy Efficiency Conservation Strategy

The National Energy Efficiency and Conservation Strategy (NEECS) sets the agenda for government programmes to promote greater energy efficiency and renewable energy across the economy. The Strategy was released in September 2001 and has the following objectives for transport:

1. Reduce energy use through reducing the need for travel
2. Progressively improve the energy performance of the transport fleet
3. Improve the provision and uptake of low energy transport options.

The Strategy recognizes the role that both central and local government can play in leading the integration of sustainable energy outcomes. The Strategy includes objectives, targets, and policies and how these are to be achieved.

National Rail Strategy to 2015(2005)

Following government purchase of the rail network in 2004, a National Rail Strategy was released in May 2005. The Strategy is framed around the NZTS objectives. Key results sought are more freight carried by rail and more passengers carried on urban services. For Northland, the freight focus is relevant, particularly for movement of forestry products, demand for which will increase significantly in the region in future years.

Road Safety to 2010

National strategy which aims to reduce road casualties to no more than 300 deaths and 4,500 hospitalisations a year by 2010 through engineering, education and enforcement actions.

New Zealand Health Strategy

Provides the framework within which District Health Boards and other organisations across the health sector will operate. The Strategy contains seven principles, ten goals and 61 objectives. There are 13 population health objectives for action in the short to medium term, including reducing obesity and increasing the level of physical activity. Reduction of inequalities in health status is a priority, and the Strategy will work to ensure accessible and appropriate services for people from lower socioeconomic groups, Maori and Pacific peoples.

New Zealand Disability Strategy(2001)

In April 2001, the Government published the New Zealand Disability Strategy. The key aim of the strategy is “to eliminate any barriers people with disabilities face in taking a full part in society”. The strategy contains a number of action statements particularly in relation to accessible public transport and routes for people with disabilities. This strategy also links with meeting the requirements of section 35 of the requirements of the Land Transport Management Act 2003.

Getting There – On Foot, By Cycle (2005)

This Strategy sets out a national strategy to advance walking and cycling in New Zealand. The Strategy is integral to achieving the objectives of the New Zealand Transport Strategy and articulates the Government’s vision of a “New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment”. The vision is supported by three goals – community environments and transport systems that support walking and cycling, more people

choosing to walk and cycle, more often, and improved safety for pedestrians and cyclists. The Strategy includes a range of priorities for action.

Sustainable Development for New Zealand – Programme for Action

The Action plan sets out a programme for long term sustainability in New Zealand. The key focus areas are water quality and allocation, energy, sustainable cities, and child and youth development.

Growth and Innovation Framework – Growing an Innovative New Zealand

The framework sets out the direction the government will follow to enhance innovation in New Zealand to achieve economic and social goals. The framework places specific emphasis of the need for higher levels of economic growth in New Zealand.

Appendix D : Iwi Consultation

Three Iwi/Runanga provided feedback, which is summarised below :

- Impact of increased number of logging trucks and associated increase in maintenance of roads;
- Narrow and windy carriageways (e.g. Merowharara – Waipoua Forest);
- Need to promote the “Twin Coast Discovery highway” together with more tourist facilities;
- Single lane bridges between Matakohe and Brynderwyn junction, and Te Taraire, Waimamaku;
- Need for increased road-stop areas (Waipoua Forest) and photo-stop viewing areas;
- Provision of increased road safety information for visitors/tourists;
- Invasive weed species (Waipoua Forest); roadside dumping of vehicles/whiteware; visual pollution – road side signage;
- Biosecurity issues – weeds from private landholders & impact on waterways (e.g. Agapanthus planting);
- Safe dairy herd and stock crossing points;
- A large proportion of unsealed roads;
- Improving land use and transport planning (e.g. buildings too close to roads).