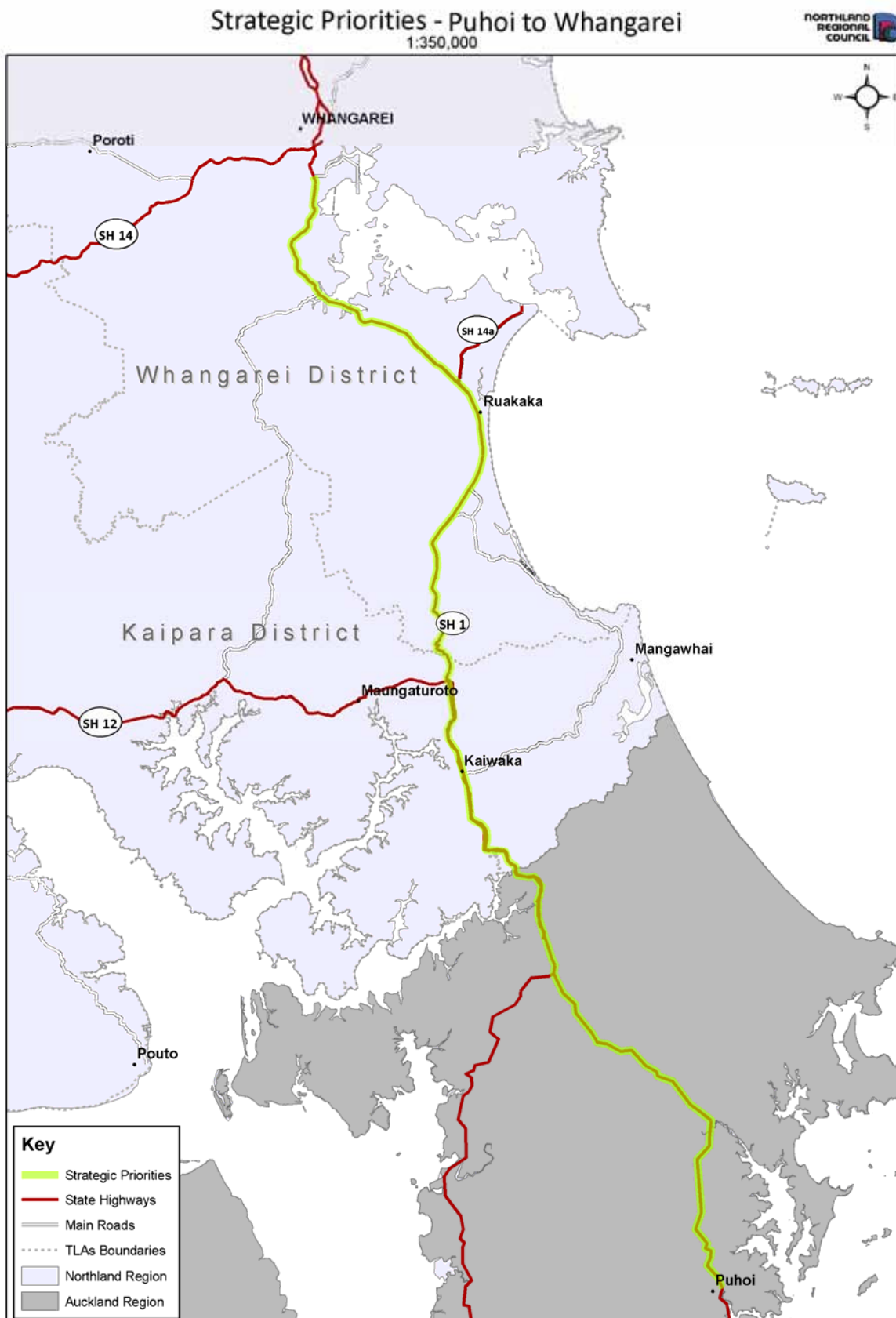


## APPENDIX A – Glossary of Terms

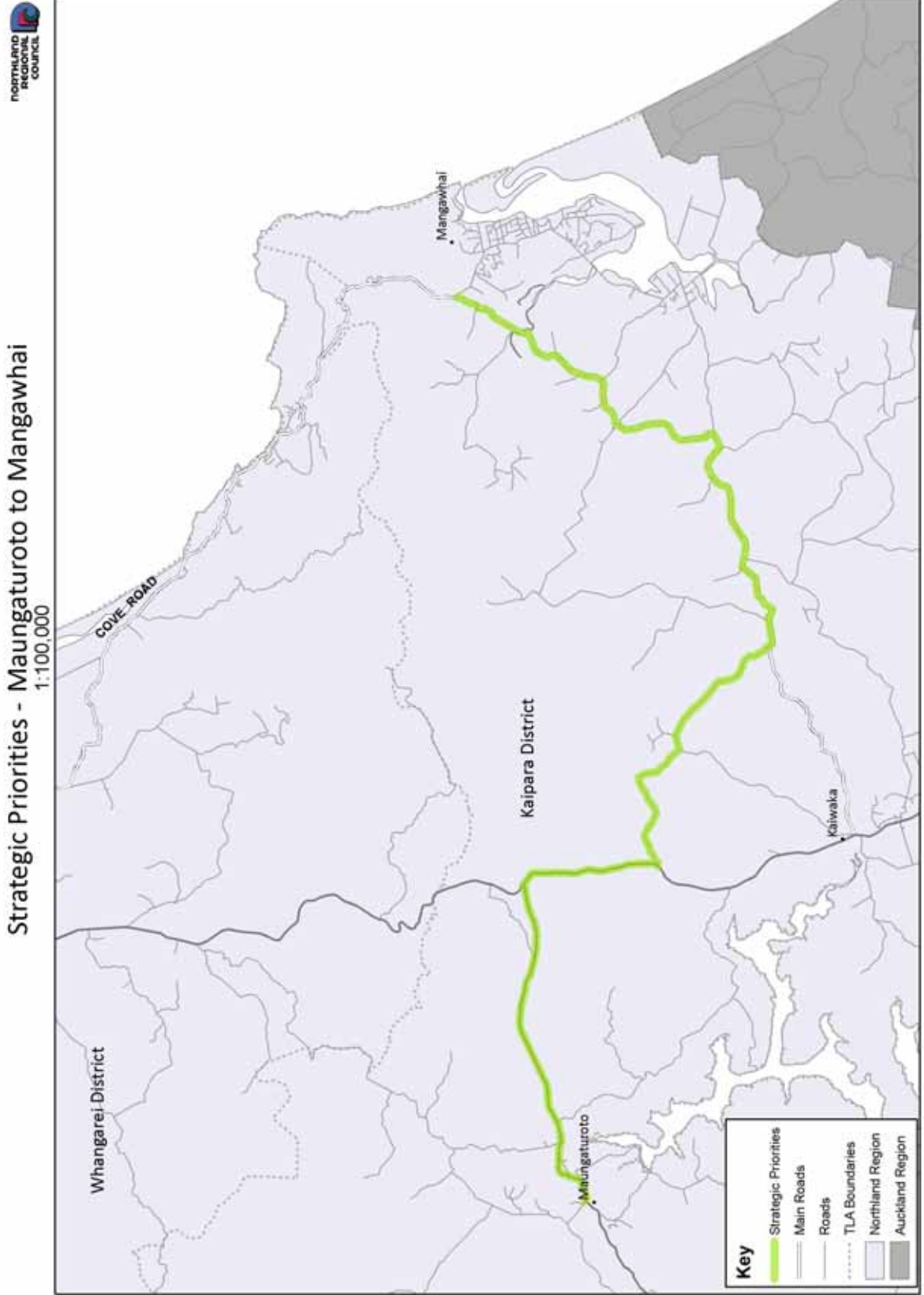
<b>Commuter airport</b>	Intended as an airport that focuses on frequency of flights for domestic travel within New Zealand.
<b>Destination airport</b>	Intended as a gateway airport used by national and international visitors to arrive and begin their holiday within Northland.
<b>Expressway</b>	Expressways are high-speed roads, usually dual carriageway with full or partial control of access. They may include well-spaced 'at-grade intersections' - which means they often have accesses and driveways on to them and sometimes traffic signals or roundabouts.
<b>GDP</b>	Gross Domestic Product.
<b>GPS</b>	Government Policy Statement.
<b>Land transport</b>	Transport on land (or water) by any means, and the infrastructure facilitating such transport, including all forms of road and rail transport. The definition also includes surface effect vehicles, e.g. hovercraft and harbour ferries.
<b>Local authority</b>	Any Regional Council or territorial authority as in section 5 (1) of the Local Government Act 2002.
<b>LTMA</b>	The Land Transport Management Act 2003.
<b>NZTA</b>	New Zealand Transport Agency.
<b>Minister</b>	The Minister of Transport.
<b>MoT</b>	Ministry of Transport.
<b>Motorway</b>	Motorways are access-controlled, high-speed roads, usually dual carriageway, that normally have 'grade-separated intersections' - which means they have over bridges (or underpasses) so road users don't have to stop at traffic lights.
<b>Pavement</b>	All the material between the road surface and the underlying foundation, which provides a smooth surface for vehicles and spreads vehicle loads.
<b>Regional Council (RC)</b>	As defined in section 5(1) of the Local Government Act 2002.
<b>Road</b>	As defined in section 2(1) of the Local Government Act 2002. Roading has a corresponding meaning.
<b>Road Controlling Authority (RCA)</b>	An RCA is an authority responsible for providing roading outputs. RCAs include New Zealand Transport Agency, territorial authorities, the Department of Conservation and the Waitangi Trust.
<b>RTC</b>	Regional Transport Committee.
<b>RFID</b>	Radio Frequency Identification Device.
<b>RONs</b>	Road of National Significance.
<b>RMA</b>	Resource Management Act, 1991.
<b>Strategy</b>	The 30 Year Transport Strategy for Northland (incorporating the Regional Land Transport Strategy).
<b>Urupa</b>	Maori cemetery, ancestral burial grounds, burial site, tomb.
<b>Waahi Tapu</b>	Sacred Site: these are defined locally by the hapu and iwi which are kaitiaki for the waahi tapu. Typically includes burial grounds and sites of historical importance to the hapu and iwi. In order to protect particular sites from interference and desecration, some hapu and iwi will refuse to disclose the exact location to outsiders.

# APPENDIX B – Detailed Maps of Strategic Roding Priorities

Map A: SH1 Puhoi to Whāngārei



# Map B: Maungaturoto to Mangawhai



# Map C: Waipapa, Kerikeri and Paihia Road Link

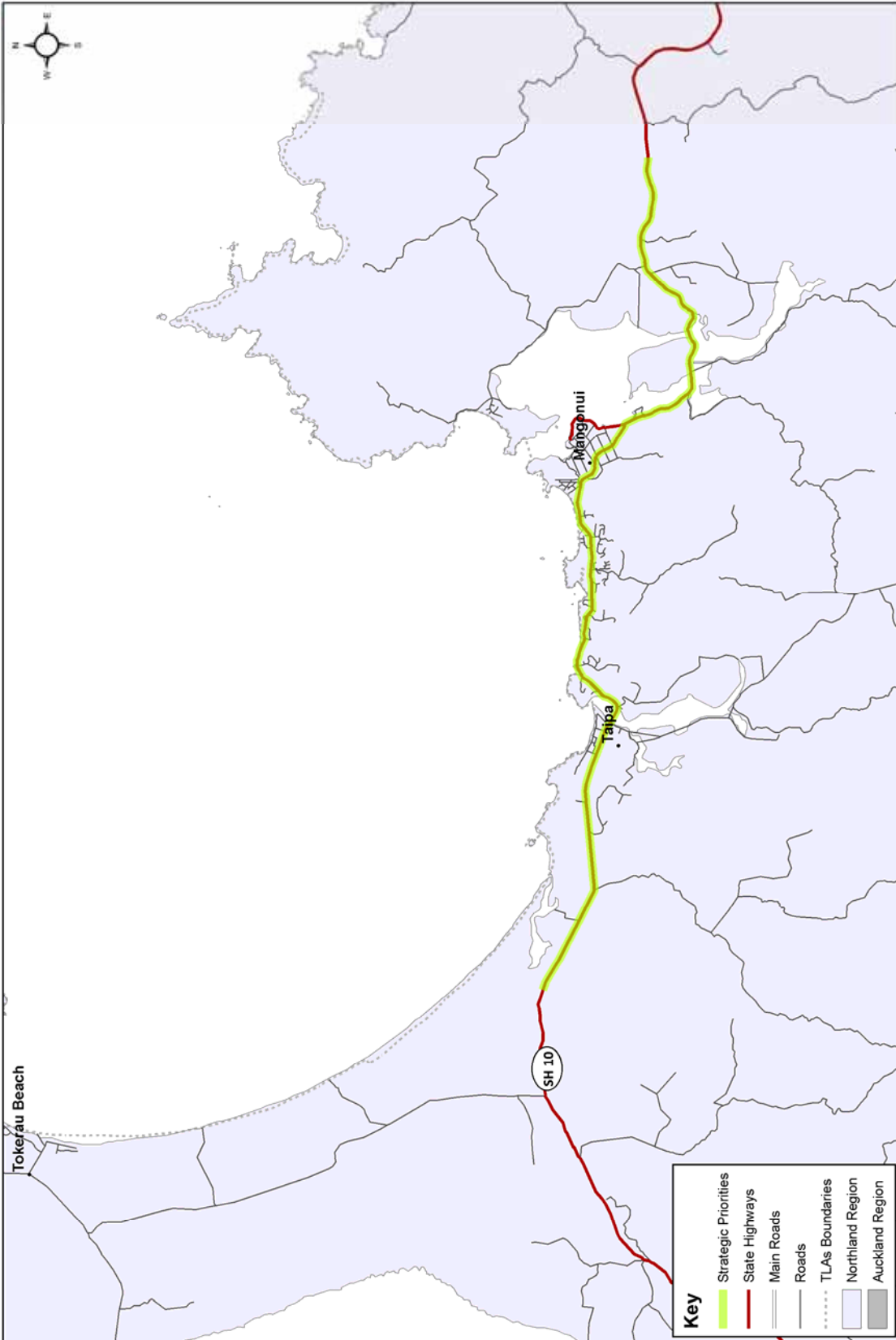
## Strategic Priorities - Waipapa / Kerikeri / Paihia - Proposed Link



Map D: Doubtless Bay Coastal Community – SH10

Strategic Priorities - State Highway 10

1:100,000



## APPENDIX C – Assessment of Compliance with Sections 75 & 76 of LTMA

<i>Statutory Requirement</i>	<i>Reference</i>	<i>Recommended documentation/action</i>	<i>Comments on Draft RLTS</i>
The RTC must ensure that the RLTS contributes to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.	LTMA 75 (a) (i)	Demonstrate through statements in the development of vision and objectives of the RLTS. Any variations from the LTMA aim should be explained.	The LTMA principles are prominent in the Strategy (which incorporates the RLTS). The principles are all contained in the Northland vision and principles, which also includes a statement for each principle that sets out the Northland perspective. The principles are also included in the introduction, and the section on consistency with national view.  While there is no explicit explanation of the contribution that the Strategy makes to the overall aim of the LTMA, it has attempted to outline the contribution that different initiatives are expected to make to the LTMA objectives.
The RTC must ensure that the RLTS contributes to each of the following: a) assisting economic development; b) assisting safety and personal security; c) improving access and mobility; d) protecting and promoting public health; and e) ensuring environmental sustainability.	LTMA 75 (a) (ii)	Demonstrate through statements in the development of vision and objectives of the RLTS. Any variations or additions to the LTMA objectives should be explained.	The 5 objectives are included and are explicitly mentioned in section 1.1 on “consistency with national view.” The Strategy also includes reference to the LTMA objectives in the discussion of Northland outcomes and an explanation of how the key Initiatives in section 6 of the RLTS have been used to link between Northland's outcomes and the LTMA objectives that they are supporting, using the table in section 6.1.
The RTC must ensure that the RLTS is consistent with any National Land Transport Strategy (NLTS).	LTMA 75 (a) (iii) (A)	No action required unless NLTS promulgated	This requirement is not applicable: there is no NLTS.
The RTC must ensure that the RLTS is consistent with any relevant national policy statement or any relevant RPS or regional plan that is for the time being in force under the Resource Management Act 1991.	LTMA 75 (a) (iii) (B)	Document any relevant statements or plans, the policies that are relevant, and note how the RLTS taken these into account.	These documents are mentioned in sections 1.1 and 1.2, and there is a summary of the content relevant to the RLTS in Appendix E. The Strategy pays particular attention to the RPS, and includes a table which summarises the relevant sections of the current operative RPS.

<b>Statutory Requirement</b>	<b>Reference</b>	<b>Recommended documentation/action</b>	<b>Comments on Draft RLTS</b>
The RTC must ensure that the RLTS avoids, to the extent reasonable in the circumstances, adverse effects on the environment.	LTMA 75 (a) (iv)	Demonstrate that, in developing strategic options, consideration was given to adverse effects, and that reasonable steps have been taken to avoid adverse effects, and that early options for avoidance of adverse effects have been taken into account.	The Strategy includes a discussion of the environmental effects of the land transport network (section 2.8) and climate change (section 2.3) as part of the overall discussion of challenges. It also includes a brief section (3.7) on addressing environmental effects: this references the Resource Management Act processes, and initiatives in section 6 that contribute to the outcomes of avoiding adverse effects on the environment and enhancing environmental and cultural values.
The RLTS must take into account the relevant GPS.	LTMA 75 (b) (i)	Demonstrate through statements in the development of vision and objectives of the RLTS.	The GPS is referenced in the Strategy, including the discussion on consistency with national view (section 1.1) and supported by a table that places the GPS challenges into a Northland context. These have been carried forward into the sections on Northland transport outcomes.
The RLTS must take into account any national energy efficiency and conservation Strategy.	LTMA 75 (b) (ii)	This should be done by ensuring that NEECS objectives are addressed as part of RLTS objectives and evaluation criteria, and identifying how RLTS actions give effect to NEECS actions.	The NEECS is referenced in section 1.1 and the Table in Appendix E provides an overview of its contents as they relate to the Strategy, and a reference to how the Strategy has taken these into account.
The RLTS must take into account any relevant district plans.	LTMA 75 (b) (iii)	Document any relevant district plan objectives and policies, and note how the RLTS taken these into account.	There is reference to district plans section 1.2, with some additional detail provided in Appendix E.
When preparing the RLTS, the RTC must take into account any guidelines issued by the Minister for regional land transport strategies.	LTMA 76 (a)	Documentation of matters covered by any guidelines, and how these have been taken into account in RLTS preparation	Not applicable: no guidelines have been issued to date.

<b>Statutory Requirement</b>	<b>Reference</b>	<b>Recommended documentation/action</b>	<b>Comments on Draft RLTS</b>
The RTC must take into account the land transport funding likely to be available within the region for implementing the Strategy during the period covered by the Strategy.	LTMA 76 (b)	Documentation of likely funding available, and implications for the affordability of the RLTS.	<p>A section on funding has been included as section 7.2. The material in this section is based heavily on the RLTP, and the focus is therefore on the first six years of the RLTS, rather than the 30 year statutory horizon. The Strategy notes that the adoption of the Strategy will trigger a review of the RLTP.</p> <p>This section includes discussion on the expected level of funding over the period covered by the Strategy and the implications if a funding gap occurs.</p> <p>The Strategy also mentions projects that are not covered by the RLTP such as the Marsden Point Rail Link, upgrading the North Auckland Rail Line and improvements to airports and coastal shipping facilities. These projects require further investigation through scoping studies which will include estimates of construction costs and benefits. Once this information has been determined a more robust assessment of the affordability of these parts of the Strategy can be undertaken.</p> <p>There is a risk assessment in section 7.3 which includes discussion on the potential for insufficient funding as a risk to the delivery of the Strategy.</p>
The RTC must take into account the views of affected communities.	LTMA 76 (c)	This requires identification of affected communities at the time that strategic options are developed, documentation of when and how they were contacted, feedback received and how this was taken into account.	The Strategy includes a brief explanation in section 1 in regard to how the views of affected communities were taken into account during both the informal and formal consultation processes. This includes discussion on the key changes as a result of this consultation process.
The RTC must take into account the views of land transport network providers in the region.	LTMA 76 (d)	Show documentation of contact and feedback received, and how it has been taken into account.	The Strategy includes a brief explanation in section 1 in regard to how the views of network providers were taken into account during both the informal and formal consultation processes. This includes discussion on the key changes as a result of this consultation process.



<b>Statutory Requirement</b>	<b>Reference</b>	<b>Recommended documentation/action</b>	<b>Comments on Draft RLTS</b>
The RTC must take into account the need to give early and full consideration to land transport options and alternatives in a way that contributes to the avoidance of adverse environmental effects, and the views of affected communities.	LTMA 76 (e)	Show documentation of contact and feedback received, and how this has been taken into account. This should include identification and documentation of alternatives at the strategic option stage, and documentation of the reasons for decisions relating to option selection.	The Strategy includes a brief explanation in section 1 in regard to how the informal and formal consultation processes were undertaken. This includes discussion on the key changes as a result of this consultation process.  There is a brief discussion in section 3 in regard to the consideration of “options and alternatives.” The Strategy has determined to retain the 2006 strategic approach.
The RTC must take into account the need to provide early and full opportunities for persons and organisations listed in section 78(1) to contribute to the development of the RLTS.	LTMA 76 (f)	Show documentation of contact and feedback received, and how this has been taken into account.	The Strategy includes a brief explanation in section 1 in regard to how the views of persons and organisations listed in section 78(1) were taken into account during both the informal and formal consultation processes. This includes discussion on the key changes as a result of this consultation process.
The RTC must take into account the need to take account of the relevant regional council's function under section 30(1) (gb) of the Resource Management Act 1991 to consider the strategic integration of transport infrastructure with land use through objectives, policies, and methods.	LTMA 76 (g)	Document the relevant considerations and demonstrate how these have been taken into account in the RLTS.	This requirement is referenced in the Strategy (section 1.2) where it is noted that the RPS does not yet address the integration of infrastructure with land use. However, there is further detail in section 3.8 on the integration of transport with land use.

## **APPENDIX D –Statement by Independent Auditor**

Under section 74 (1) of the Land Transport Management Act 2003 (the Act), the Regional Transport Committee of the Northland Regional Council is required to prepare a regional land transport strategy (RLTS) on the Council's behalf, for approval by the Council.

Further, section 77 (l) of the Act requires that the RLTS contains a statement provided by an independent auditor of how the process followed by the Regional Transport Committee complied with the requirements of the Act.

At the commencement of the development of the RLTS in August 2008 the Council jointly engaged Barry Mein (Mein Consulting Limited) and Dave Macdonald (OPOET Limited) as independent process auditors. The auditors' role was to provide an ongoing, independent review of procedural matters involved in the development of the RLTS, with a view to providing a statement of compliance in accordance with the Act.

Note that it is not the responsibility of the process auditors to provide legal advice on the RLTS, or to express opinion on the quality of the RLTS or its contents.

The auditors have met with Council officers at regular intervals throughout the period of the RLTS preparation. During this period, the auditors have provided verbal and written advice on process issues as these have arisen, and have been provided with all of the relevant information to enable the audit to proceed. A detailed report on the statutory compliance of the final Strategy has been prepared as part of the independent audit process. We recommend that this report be made available to anyone who requests it.

### **Opinion**

In our opinion, the process followed by the Northland Regional Transport Committee in preparing the 30 Year Transport Strategy for Northland dated May 2010 complies with the requirements of the Act in relation to the preparation of the RLTS.

In particular, the Regional Transport Committee has complied with the procedural requirements of the Act by:

- Being appropriately constituted, with members representing the required organisations and interests, and conducting its business in accordance with the Act and Council standing orders;
- Appointing an independent process auditor and ensuring regular engagement with the auditor regarding the relevant requirements of the Act;
- Meeting regularly and receiving reports from council staff and key advisors on the development of the RLTS;
- Carrying out consultation in accordance with the consultation principles and the special consultative procedure set out in the Local Government Act 2002; and
- Satisfying itself that the RLTS addresses, contains and complies with all matters required by the Act.

Barry Mein  
Mein Consulting Ltd

Dave Macdonald  
OPOET Ltd

Auckland, May 2010

## APPENDIX E – National and Regional Documents

Document	Scope	Main Points Relevant to the Strategy	Inclusion in Strategy
New Zealand Transport Strategy	National	<p>In August 2008, the government launched the New Zealand Transport Strategy 2008 (NZTS). This Strategy includes seven key challenges that it wants to see addressed:</p> <ol style="list-style-type: none"> <li>1. Responding to climate change.</li> <li>2. Energy security and cost.</li> <li>3. Funding of investment in infrastructure and services while keeping transport affordable.</li> <li>4. Increases in the environmental and social impacts of transport.</li> <li>5. Changing demands arising from the ageing of the population.</li> <li>6. Land use development and its impacts on transport demand.</li> <li>7. Global terrorism.</li> </ol>	The Strategy addresses each of these challenges and expresses them in a Northland context.
Government Policy Statement	National	<p>The GPS outlines government's priority for land transport investment which is to support national economic growth and productivity. The GPS will ensure the use of land transport funding does so by directing investment into high quality infrastructure projects and transport services that encourage the efficient movement of freight and people. Of particular importance to this priority are:</p> <ul style="list-style-type: none"> <li>• investing in the State highway network, as a key to the efficient movement of freight and people; and</li> <li>• generating better value for money from the government's investment across all land transport activity classes and enhancing the economic efficiency of individual projects.</li> </ul> <p>The specific impacts the government expects to be achieved through the use of the National Land Transport Fund in the short and medium term are set out below:</p> <ul style="list-style-type: none"> <li>• Impacts that contribute to economic growth and productivity.</li> <li>• Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through: <ul style="list-style-type: none"> <li>- improvements in journey time reliability;</li> <li>- easing of severe congestion;</li> <li>- more efficient freight supply chains; and</li> <li>- better use of existing transport capacity.</li> </ul> </li> <li>• Better access to markets, employment, and areas that contribute to economic growth.</li> <li>• A secure and resilient transport network.</li> </ul>	The Strategy includes recognition of the national goals set in the GPS. These are incorporated into the document under the 8 'outcomes' identified.

Document	Scope	Main Points Relevant to the Strategy	Inclusion in Strategy
		<p>Other impacts:</p> <ul style="list-style-type: none"> <li>• Reductions in deaths and serious injuries as a result of road crashes.</li> <li>• More transport choices, particularly for those with limited access to a car where appropriate.</li> <li>• Reductions in adverse environmental effects from land transport.</li> <li>• Contributions to positive health outcomes.</li> </ul>	
National Energy Efficiency and Conservation Strategy (NEECS)	National	<p>Central government Strategy outlining programmes to promote greater energy efficiency, energy conservation and the use of renewable energy across the economy. Energy impacts need to be appropriately recognised through planning and resource management procedures to support energy efficiency and renewable energy development.</p> <p>Key drivers of the Strategy include:</p> <ul style="list-style-type: none"> <li>• climate change response;</li> <li>• use of non-renewable fossil fuels; and</li> <li>• carbon dioxide (CO<sup>2</sup>) emissions from burning fossil fuels and resulting increase in greenhouse gases.</li> </ul>	<p>The Strategy has a potential role to deliver on transport related objectives of the energy efficiency and conservation Strategy such as reducing the need to travel through demand management policies and planning energy efficient transport alternatives to the car.</p> <p>The Strategy is generally aligned in regard to transport related aspects of energy efficiency and conservation identified in the Strategy as well as the movement of freight by different modes e.g. by rail and sea.</p>
National State Highway Strategy - 2007	National	<p>Main points of the document are:</p> <ul style="list-style-type: none"> <li>• Ensure state highway corridors make the optimum contribution to an integrated multi-modal land transport system.</li> <li>• Provide safe state highway corridors for all users and affected communities.</li> <li>• Ensure state highways enable improved and more reliable access and mobility for people and freight.</li> <li>• Improve the contribution of state highways to economic development.</li> <li>• Improve the contribution of state highways to the environmental and social wellbeing of New Zealand, including energy efficiency and public health.</li> </ul>	<p>The Strategy includes strong recognition of the importance of the state highway network for Northland. An outcome of the Strategy is to improve links between Auckland and Northland by upgrading SH1 into the region. Other outcomes also reflect the importance of the state highway network such as road safety and Northland's road network being maintained and developed so that it is fit for purpose. The state highway network is recognised as the key mover of freight and people flows in the region and this is deemed to be set to continue in the short and medium term.</p>
National Rail Strategy 2005 - 2015	National	<p>Main points of the document are:</p> <ul style="list-style-type: none"> <li>• To enhance rail's contribution to an energy efficient and environmentally sustainable land transport system.</li> <li>• To enhance rail's contribution to sustainable economic development.</li> <li>• To improve rail safety and personal security.</li> <li>• To maintain and develop access to rail passenger services.</li> <li>• To promote positive health outcomes through the enhanced use of rail.</li> </ul>	<p>The Strategy aims to increase the use of rail to carry freight by 10% by 2016 in the short term and in the long term (over 30 years) to investigate the feasibility of passenger transport services to Whāngārei and the Bay of Islands.</p>

Document	Scope	Main Points Relevant to the Strategy	Inclusion in Strategy
Seachange – transforming coastal shipping in New Zealand, 2008	National	Main target is to double coastal shippings modal freight share from its current level at 15% to 30%, by 2040.	The Strategy aims to increase the use of coastal shipping (and rail) by 10% by 2016.
Regional Policy Statement for Northland	Regional	<p>The significant transport related resource management issues identified in the RPS are:</p> <ol style="list-style-type: none"> <li>1. Motor vehicle exhaust emissions are a significant contributor to global warming.</li> <li>2. Road traffic is one of the main sources of noise, particularly in urban areas. It can affect the amenity values of adjacent properties.</li> <li>3. Runoff from street surfaces includes heavy metals, inorganic matter and hydrocarbons. This runoff may eventually find its way into watercourses and harbours, lowering water quality.</li> <li>4. Dust from vehicles on unsealed roads can cause contamination and be a nuisance to adjacent occupiers of properties.</li> <li>5. Road systems have the potential to cause erosion according to the methods of construction of cuttings and stormwater runoff design systems used.</li> <li>6. The construction and maintenance of adequate transport systems is seen as an important catalyst to economic growth, particularly in the areas of forestry and tourism.</li> <li>7. The efficiency and safety of railways and roads, particularly heavily trafficked routes in rural areas, can be adversely affected by adjacent land use developments and subdivision.</li> </ol> <p>The Strategy must not be inconsistent with the RPS or any other regional plan prepared under the RMA.</p>	<p>The Strategy has been aligned closely with the existing RPS. It should be noted that the existing RPS is under review and is likely to be replaced in 2010.</p> <p>Climate change is included in the ‘key challenges’ section of the document. Specific recognition is made of the need to manage travel demand to reduce carbon emissions that contribute to climate change.</p> <p>Environmental effects has been included in the ‘key challenges’ section. Importance of other modes has been emphasised throughout the document both through indicators and targets for modal shift under some of the outcomes along with a chapter on the role of transport modes in Northland.</p>
Heavy Traffic Volumes Report	Regional	<p>Main points of the document are:</p> <ul style="list-style-type: none"> <li>• The closing of Port Whāngārei and the subsequent changes in heavy traffic patterns, mainly being the increase in heavy traffic to the Marsden Point port;</li> <li>• Route security and the need for reliable access between the Auckland and Northland regions. SH1N is currently the only route and there are no viable alternatives.</li> <li>• Logging growth is outstripping the improvements that the roading industry can supply.</li> </ul>	Recognition is given in the Strategy of the need for a multimodal hub to service Northport and reduce the reliance on heavy goods vehicles. In the freight section of the document, importance is attached to ensuring effective and efficient ways of moving freight inter and intra regionally with particular reference to the logging industry. Route security is addressed in the ‘key challenges’ section of the document.

Document	Scope	Main Points Relevant to the Strategy	Inclusion in Strategy
Northland Region Road Safety Plan	Regional	<p>Main points of the document are:</p> <ul style="list-style-type: none"> <li>All road controlling authorities establish a Safety Management System.</li> <li>Roadsafe Northland continues to develop and implement regional and local road safety community development projects and programmes. These will be developed in partnership with key stakeholders and communities.</li> <li>All District Councils investigate problems and with the Land Transport Safety Authority, the police, and others prepare specific road safety action plans for priority crash factors.</li> <li>Continue to plan, implement and evaluate specific projects and programmes for at-risk groups.</li> </ul>	<p>Safety is recognised as one of the region's 'key challenges' in the Strategy and improving safety is recognised as a key outcome. Initiatives designed to improve safety encompass the traditional 3 E's of enforcement, engineering, and education.</p> <p>Indicators have been developed and the safety target in the Regional Road Safety Plan has been incorporated into the Strategy.</p>
Northland Economic Development Strategy	Regional	<p>Main points of the document are:</p> <p><i>"World class infrastructure – to be successful, New Zealand's globally competitive firms will need certainty of access to effective and efficient infrastructure, including transport..."</i></p> <p>An action and implementation plan was produced as part of the Strategy, of which the first step or 'development priority' is highlighted as progressing on major infrastructure projects, including regional land transport (particularly local roads, forest roads and rail).</p>	<p>Two key diagrams have been produced in the Strategy showing the current status of the transport/economy dynamic in Northland and how it could look in 2040, assuming certain infrastructure projects proceed. These two high level maps spatially pin down the vision of the document, namely 'people and freight in Northland have access to an affordable, integrated, safe, responsive, and sustainable transport system'.</p>
Scoping study into prioritising strategic transport links in Northland – 2005.	Regional	<p>Main points of the document are:</p> <p>Investigation of adverse economic effects that the region could be subjected to in the event of a major landslide on the south side of the Brynderwyn's.</p>	<p>Route security is addressed in the 'key challenges' section of the document. The Brynderwyn's is one of the areas identified in the strategic map of 'at risk areas'.</p>
Northland Integrated Transport Study, 2002	Regional	<p>Main points of the document are:</p> <ul style="list-style-type: none"> <li>Rail Link to Marsden Point</li> <li>Barging operation from Kaimaumu to Marsden Point to be investigated</li> <li>Upgrading of integrated transportation network within each district</li> <li>Improvement to the road standards through intersection improvements, seal widening and additional passing lanes. Construction and upgrading of the highway at selected locations.</li> <li>11-20 years – Continued upgrading of the Kaitāia – Awaroa Road</li> <li>20 years and greater – continued monitoring of the network and providing for improvements as the demand increases will be required.</li> </ul>	<p>The Strategy includes provision under key initiatives for a rail link at Marsden Point. This is underpinned through a target aiming to increase rail freight by 10% in Northland by 2016.</p> <p>Elsewhere in the document improving the roading network in Northland is identified as both a key challenge and a key outcome.</p>

Document	Scope	Main Points Relevant to the Strategy	Inclusion in Strategy
FNDC District Plan	Local	<p>Main points of the document are:</p> <p>The district has an extensive transport network that needs to be managed safely and efficiently in order to protect its operation. Any significant adverse effects of that operation also need to be managed sustainably. The plan recognises the balance required to achieve this continuation of the strategic direction while encouraging the development of the transport network.</p>	<p>This is most reflected in the Strategy through the key challenge of integrating land use planning and transport and the outcome of a 'sustainable transport system that supports the growth and existing economic development of Northland and New Zealand'.</p>
FNDC Long Term Council Community Plan	Local	<p>Main points of the document are:</p> <p><i>"Transport networks are maintained and developed to enable access to, from and within the district"</i> with indicators for this outcome being a reduction in the number of people killed or injured in crashes and a higher proportion of sealed roads as compared to unsealed.</p>	<p>The Strategy includes elements of this in its overall approach. Under key challenges this is addressed through safety, economic success, and connecting communities. Reflecting outcomes include 'Northland is well connected to Auckland and to the rest of New Zealand', Northland's roading network is developed and maintained so that it is fit for purpose and 'all road users are safe on Northland's roads.</p>
FNDC Asset Management Plans	Local	<p>The key purpose of this plan is to:</p> <ul style="list-style-type: none"> <li>• Convey the long-term Strategy for the management of the Transport assets.</li> <li>• Improve understanding of service level standards and options, while improving customer satisfaction and organisational image.</li> <li>• Identify minimum lifecycle (long term) costs to provide agreed level of service.</li> <li>• Provide the basis for improved understanding and forecasting asset related management options and costs to smooth peak funding demands.</li> <li>• Clearly justify the long term works programmes and justification of funding requirements.</li> <li>• Manage the environmental and financial risks of asset failure.</li> <li>• Demonstrate that the service potential of the Transport assets is being maintained</li> </ul>	<p>The issues addressed within the FNDC AMP are consistent with the long term approach of the Strategy.</p>
FNDC Kerikeri-Waipapa Structure Plan	Local	<p>Main points of the document are:</p> <p>Direction on long term growth of the Kerikeri and Waipapa area including anticipated transport connections.</p>	<p>The Strategy has included strategic roading priorities based on the anticipated growth in this area.</p>

Document	Scope	Main Points Relevant to the Strategy	Inclusion in Strategy
KDC District Plan	Local	<p>Main points of the document are:  <i>“To protect and where possible enhance the safety and efficiency of the transportation network”</i></p> <p>There are nine policies subsequent to this Objective, of which the following are applicable to the strategic direction of transportation and integrated land use in the Northland region:</p> <ul style="list-style-type: none"> <li>- <u>Road Classification and Management</u>  <i>Policy 1: To develop a functional classification of roads and use it as a basis for determining land use, vehicle access and traffic management controls, road maintenance and improvement programmes.</i></li> <li>- <u>Land use and Subdivision Activities</u>  <i>Policy 1: To control land use and subdivision activities on and adjacent to roads and prevent ribbon development along heavily trafficked strategic and arterial routes.</i>  <i>Policy 2: To encourage provision of pedestrian walkways and cycleways in urban areas.</i></li> </ul>	<p>Safety is included under key challenges in the Strategy and is also a key outcome.</p> <p>Developing a regional network road hierarchy is included as an initiative under the outcome ‘Northland’s roading network is developed and maintained so that it is fit for purpose’.</p> <p>This is most reflected in the Strategy through the key challenge of integrating land use planning and transport and the outcome of a ‘sustainable transport system that supports the growth and existing economic development of Northland and New Zealand’.</p> <p>Identified in the Strategy through the connecting communities key challenge and through the outcome of improving transport choices for people using non-car modes</p>
KDC Long Term Council Community Plan	Local	<p>Roading contributes to the following community outcomes:</p> <ul style="list-style-type: none"> <li>• Sustainable economy (through transport of people, goods and materials);</li> <li>• Strong Communities (appropriate transportation links between and within communities);</li> <li>• Safety and good quality of life (all weather surfaces for residents and emergency services); and</li> <li>• Special character and healthy environment (links communities and residents).</li> </ul> <p>There is also a thrust on providing adequate roading infrastructure for logging as an economic activity.</p> <p>The overall aim in the LTCCP is for the Kaipara District Council to provide “a useable and safe roading network aligned with District affordability”.</p>	<p>Key challenges in the Strategy include connecting communities and economic success (the latter recognising the importance of a good roading network). In addition one of the Strategy outcomes is that the roading network is developed and maintained so that it is fit for purpose.</p> <p>Recognition is given in the Strategy of the need for an inland freight distribution centre to assist Northport and reduce the reliance on heavy goods vehicles. In the freight section of the document, importance is attached to ensuring effective and efficient ways of moving freight inter and intra regionally with particular reference to the logging industry.</p>
WDC District Plan	Local	<p>Main points of the document are:  Two of the four Road Transport objectives in the plan apply to integrated land use and transport, being:  22.3.2 - <i>Avoid, remedy or mitigate any adverse effects of road transport activities on the surrounding environment.</i>  22.3.3 - <i>Protect the road transport network from the adverse effects of adjacent land use, development or subdivision.</i></p> <p>There is one policy that relates to the strategic direction of Road Transport in</p>	<p>The Strategy includes managing the environmental effects of transport under key challenges along with ensuring better integration of land use and transport.</p> <p>A key overarching objective in the Strategy is to develop ‘a sustainable transport system that supports the growth and existing economic development of Northland and New Zealand’.</p> <p>A further objective is to ensure that ‘people have transport choices to access jobs, recreation, and community facilities’.</p>



Document	Scope	Main Points Relevant to the Strategy	Inclusion in Strategy
		<p>the Whāngārei district, being:</p> <p><i>22.4.5 - Location of Activities</i></p> <p>To locate activities and developments in a manner that makes best use of the existing and proposed road transport infrastructure, and minimises adverse effects on traffic flows.</p>	
WDC Rooding Activity Management Plan 2005 - 2016	Local	<p>Main points of the document are:</p> <p>Goal 1: To provide a safe, convenient and efficient roading network.</p> <p>Goal 2: To provide and maintain pedestrian facilities, cycleway and public parking that meets the needs of our developing community.</p>	<p>These goals are well covered by the Strategy. Key challenges in the Strategy include connecting communities and economic success (the latter recognising the importance of a good roading network). In addition one of the Strategy outcomes is that the roading network is developed and maintained so that it is fit for purpose.</p> <p>Another outcome is to improve transport choices for people using non-car modes.</p>
Whāngārei District Strategic Plan	Local	<p>The roading and transportation provisions of the plan include safety and sealing improvements and pedestrian and cycle provision. However, the largest emphasis in the strategic plan for roading is on the provision of quality roads for forestry activities, as a large percentage of the district forests are expected to mature within the timeframe of the plan. The anticipated outcomes of the plan include:</p> <ul style="list-style-type: none"> <li>• Safety and capacity improvements to meet increasing demands and expectations.</li> <li>• Sealing of strategic unsealed roads at the rate of up to 25 km each year.</li> <li>• Strengthening and improving of the unsealed road network.</li> <li>• Safety improvements (road width, visibility and pavement strengthening) for the forestry access road network.</li> <li>• Major improvements to the central city roading system to improve its performance and remove unnecessary through traffic from the CBD.</li> <li>• Early construction of Stage Two of the Kamo Bypass by NZ Transport Agency and the associated construction of the Speddings Road link.</li> <li>• Completion of the new link road between State Highway One and Marsden Point.</li> <li>• Declaration of main logging traffic roads as State Highway (Marsden Point link, Otaika Valley Road, Mangakahia Road).</li> <li>• Develop more coastal roading links, including a possible ferry between Whāngārei Heads and Marsden Point.</li> <li>• Continued development of new footpaths and better maintenance of the existing network.</li> </ul>	<p>The Strategy recognises the importance of the forestry industry in Northland and includes the flow of wood to Northport from Northland forests in the two key economic diagrams in the document. Improving freight is also one of the eight outcomes in the document.</p> <p>The broad range of projects outlined on the left are reflected in the initiatives under the eight outcomes of the Strategy.</p>

Document	Scope	Main Points Relevant to the Strategy	Inclusion in Strategy
		<ul style="list-style-type: none"> <li>Completion of investigation into a second harbour crossing and implementation of the recommendations.</li> </ul>	
WDC Walking and Cycling Strategy	Local	<p>Main points of the document are:</p> <p>Improve infrastructure, safety, usage, mobility opportunities and integration with land use planning.</p>	The Strategy is closely aligned with local walking and cycling strategies in its desire to improve infrastructure, safety, usage, and accessibility. From a regional perspective, it also contains a section on strategic areas in and between settlements where walking and cycling can be improved.
FNDC Walking and Cycling Strategy	Local	<p>Main points of the document are:</p> <p>To encourage walking and cycling in the Far North District as safe modes of transport, provided for in a way that acknowledges the diverse needs of the different communities within the district.</p>	The Strategy is closely aligned with local walking and cycling strategies in its desire to improve infrastructure, safety, usage, and accessibility. From a regional perspective, it also contains a section on strategic areas in and between settlements where walking and cycling can be improved.
KDC Walking and Cycling Strategy	Local	<p>Main points of the document are:</p> <p>This Strategy has been prepared to give a framework for the promotion of walking and cycling, and the provision of facilities in the Kaipara District.</p>	The Strategy is closely aligned with local walking and cycling strategies in its desire to improve infrastructure, safety, usage, and accessibility. From a regional perspective, it also contains a section on strategic areas in and between settlements where walking and cycling can be improved.