

22 Road Transport

22.1 Significant Issues

Road transport activities and infrastructure can have adverse effects on the environment and community.

Land use activities can have adverse effects on the safety and efficiency of the roading network.

An acceptable public roading network is necessary to enable appropriate subdivision, use and development of land.

22.2 Overview

An effective transportation network is a key element in the efficient functioning of the District. An interrelationship exists between land use activities and transport, which is more obvious in the urban built environment, but certainly exists on a District-wide basis. A rural example is the growth of forestry and associated transport demands.

The principal land transport link for the District is by road, with State Highway One being the main arterial link. The population of the District is heavily dependent on the use of the private motor vehicle.

The environmental impacts of road transport include health and safety issues, effects on landscape and ecological values, demands for off-street parking and loading areas, amenity effects, such as noise, vibration, and visual intrusion, and emissions of lead, dust, greenhouse gases and other materials.

While the roading network and motor vehicles have potentially great adverse effects on the environment, there are also positive effects in providing mobility for a large percentage of the community. Establishing clear environmental criteria for the transport network, and promoting its safe and efficient use, is important for the community.

An important issue within the District is the lack of roads to serve future developments in some areas. Presently there are large areas of land which may be suitable for more intensive development, but which have inadequate access.

22.3 Objectives

22.3.1

Establish and maintain a safe and efficient road transport network.

22.3.2

Avoid, remedy or mitigate any adverse effects of road transport activities on the surrounding environment.

22.3.3

Protect the road transport network from the adverse effects of adjacent land use, development or subdivision.

22.3.4

To ensure that the effects of roading infrastructure on landscape and ecological values are avoided, remedied or mitigated.

Explanation and Reasons: The road transport network is very important to the community. It consumes a large amount of resources and has the potential to create many adverse effects. The efficiency and safety of the road transport network impacts on the well-being of the community. It is also recognised that the transport network can have a significant effect on the natural environment and amenity values. Managing the location of activities and development, relative to the transport network, is one way of avoiding the effects of transportation being spread over a wide area, where mitigation is more difficult to implement.

22.4 Policies

22.4.1 Road Hierarchy

To ensure that all roads are consistent with the roading hierarchy, which categorises roads by their function, to achieve a safe and efficient transport network using the following classifications:

- State Highways;
- Arterial Roads;
- Collector Roads;
- Local Roads;
- Cycle Ways.

Explanation and Reasons: The roading hierarchy is based on road function and planned levels of service. It indicates the importance of roads in the District, against which effects of land use and development can be ascertained. The road hierarchy will classify all roads in the District in terms of their function and strategic importance to our transport network.

The roading hierarchy develops the basis for the management of effects of traffic on adjacent activities, and the effects of activities on the transportation network. A roading hierarchy sets out the factors (length, width, volume) which define a road as being in a certain category.

The roading hierarchy will include State Highways, Arterial, Collector and Local roads. The major function of State Highways is to carry through-traffic from one major centre to another. Arterial roads are major roads with high traffic volumes or a significant component of through-traffic. These include major roads into and through the District (excluding State Highways), and roads servicing significant areas of development. Collector roads are those that collect traffic from specific areas, or link important roads or major traffic generators, such as industrial areas, or tourist attractions. Local roads are those that are not classified into the above categories, and whose major function is to provide access to property, rather than to provide routes for traffic.

State Highways are defined in the Transit New Zealand Act 1989 and are the responsibility of Transit New Zealand, in accordance with the Transit New Zealand Act. The Transit New Zealand Act provides Transit New Zealand with the power to declare sections of State Highway as Limited Access Roads in order to manage access.

22.4.2 Road Linkages

To identify and provide for future road linkages.

Explanation and Reasons: Indicative roads can be identified in the Plan to illustrate where it is desirable to construct roads in the future. They can be used to guide development into certain areas of the District. The design and location of indicative roads will contribute to a safe and efficient road transport network.

22.4.3 New Roads and Intersections

To design and construct new public and private roads, intersections, vehicle crossing places and entranceways to meet the minimum standards in Appendix 9, to avoid, remedy or mitigate adverse effects on the environment and the roading network.

Explanation and Reasons: New roads, intersections and access points need to be designed and located in such a way that any impacts on existing infrastructure and the environment are kept to within acceptable limits, and are constructed to Council-approved performance standards. Where works directly impact on the State Highway network, the works shall be designed and constructed to Transit New Zealand performance standards.

22.4.4 Ecological, Landscape and Amenity Values

To ensure adverse effects of road transport activities on ecological, amenity and landscape values should be avoided, remedied or mitigated to the extent practicable.

Explanation and Reasons: Roads can detract from the visual character of an environment. Ecological values can be compromised by inappropriate roading location and can provide a vector for plant and animal pests. Such adverse effects can be minimised through sensitive design and construction practices.

22.4.5 Location of Activities

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.

Explanation and Reasons: Various major activities need to be assessed for transport effects, such as impacts on safety, speed, traffic volumes, effects on the capacity and function of the adjacent road network, and the generation of secondary traffic effects, such as dust, noise and vibration. These effects can diminish safety, convenience and amenity. In particular, traffic generating activities may have unacceptable effects in residential areas.

22.4.6 Pedestrian Safety

To ensure that cyclists and pedestrians, including vulnerable groups, such as the young, the elderly and the disabled, are safe from vehicles and other road traffic.

Suitable facilities for cyclists and pedestrians should be provided in new developments and within the existing roading hierarchy, as appropriate.

Explanation and Reasons: Some pedestrians are particularly vulnerable due to age or disabilities. Special consideration needs to be given to their safety and mobility needs.

22.4.7 Parking and Manoeuvring

- To provide adequate parking, turning and manoeuvring space on every site, other than sites in the areas shown in Figures 6A.1 and 6A.2 to Appendix 6, to accommodate traffic generated by the activity, and to maintain the safe and efficient operation of the transport network.
- To facilitate the provision spaces (owned by Council and/or private companies) in the areas shown in Figures 6A.1 and 6A.2 to Appendix 6, both on and off roads.

Explanation and Reasons: Activities on sites may adversely affect the operation of the road transport network. Providing an adequate number of parking, turning, and manoeuvring spaces are on site, the quantity of which should be dependent on the traffic generation by the activity, and adequate access to sites can reduce interference with the movement of traffic.

In the areas shown in Figures 6A.1 and 6A.2 to Appendix 6, there is generally insufficient space to provide for parking within individual sites. However, the parking demand must still be adequately catered for. Council's Works and Services will prepare a strategic plan to quantify parking needs in those areas, identify any deficiencies and recommend measures to address those deficiencies. The measures necessary to address any deficiencies will then be implemented through the Annual Plan Process. As part of the process of preparing the parking strategic plan for those areas, landowners, and businesses within them, will be formally consulted about their parking needs and given the opportunity to comment on drafts of the plan.

The parts of the Business 1 Environment outside the area show in Figure 6A.2 are not yet considered sufficiently developed to warrant unconditional exemptions from on-site parking requirements.

22.4.8 Visual Obstruction

To ensure that the design, location and extent of buildings, advertising signs and vegetation adjacent to roads does not compromise the safe and efficient operation of the road transport network.

Explanation and Reasons: Buildings, signs and vegetation have the potential to limit visibility and can increase the risk of an accident occurring. The design, location and size of buildings, signs and vegetation, can reduce clear sightlines at key intersections and vehicle crossing points, and need to be controlled.

22.4.9 Accessible Parking

To require accessible parking to be provided for every activity in accordance with NZS 4121:2001 to increase access to the community for parking permit holders.

22.5 Methods

22.5.1 Regulatory Methods

- Implementation of a roading hierarchy (Policy 22.4.1).
- Identification of road hierarchy status on the Planning Maps (Policy 22.4.1).
- Identification of Indicative Roads on the Planning Maps (Policy 22.4.1).
- Environment rules controlling land use by reference to traffic generation effects, location of buildings and signs, parking and manoeuvring standards, design and construction of roads, vehicle crossings, and sightlines (Policies 22.4.1 to 22.4.8).
- Conditions on resource consents, including financial contributions (Policies 22.4.1 to 22.4.8).
- Whangarei District Council Environmental Engineering Standards (Policy 22.4.3).
- Environment rules regarding the modification of Significant Ecological Areas (Policy 22.4.4).
- Subdivision rules regulating subdivision size (Policy 22.4.5).

22.5.2 Other Plans and Legislation

- The Transit New Zealand Act 1989 (Policies 22.4.1 to 22.4.8).

22.5.3 Information, Education and Advocacy

- Liaison with the Northland Regional Council (Policies 22.4.1 to 22.4.8).
- Liaison with adjacent territorial authorities (Policies 22.4.1 to 22.4.8).
- Liaison with Transit New Zealand (Policies 22.4.1 to 22.4.8).

22.5.4 Council Works and Services

- Works and services relating to provision of new roads and linkages (Policy 22.4.2 and 22.4.3).

- Provision for convenient and safe cycle ways and cycle lanes, and footpath networks that link activity centres and local facilities in existing and new developments (Policy 22.4.6).
- Advocate for, and ensure the safety and accessibility of, the road transport network for disabled and elderly persons (Policy 22.4.6).
- Preparation of a strategic plan of parking needs in the Business 1 Environment, and all associated consultation.

22.6 Anticipated Environmental Results

The following results are expected to be achieved by the foregoing Objectives, Policies and Methods. The means of monitoring whether the Plan achieves the expected outcomes are set out in the Whangarei District Council Monitoring Strategy.

- The efficient and orderly provision and maintenance of a safe roading network to serve the District's communities, both urban and rural, and its business activities.
- The protection of natural, cultural and historic heritage from adverse effects of road transport.
- Amenity values in the different Environments are not adversely affected by the roading network.
- The roading network is protected from adverse effects of adjacent land use and development.
- The roading network makes provisions for pedestrian and cyclist safety, car parking and street lighting.

Revision and Sign-off Sheet

Date Approved	Author	Paragraph	Change description	Decision date
12 May 2010	FP	22.4.9	Plan change 96 decision: Addition of Policy for Accessible Parking	Council 12 May 2010 Operative 25 May 2010

