

# Protecting State Highways

*what does that really mean?*



# Presentation outline

- The sustainability challenge
- Transit's planning toolbox – methods to ensure sustainable state highways



# NZ state highway network



- The national network to move people, goods and services
- A key asset that must be **sustained** to service national and local needs now and in the future

# Increasing focus on sustainability

- Global expectation that transport will become more sustainable
- Transit now has a statutory mandate to operate the state highway system in a manner that contributes to an integrated, safe, responsive and **sustainable** land transport system
- Things have moved far beyond the old mantra of “safety and efficiency”!





# Sustainability

*is about getting more  
from less for longer*

(Parliamentary Commissioner for the Environment)



# Business-as-usual is not sustainable

- Development is occurring regardless of whether supporting infrastructure exists
- We're building bypasses around bypasses
- Congestion is increasing
- Houses without noise insulation are being built next to major roads
- Harmful vehicle emissions are rising
- *Where does it stop?*



# Transit's contribution to sustainability

Our vision:

*A transport system that builds  
a better New Zealand*





# What sustainability involves for Transit

- Thinking and planning 30+ years ahead
- Integrating social, environmental and economic aspects into everything we do
- Sustaining the benefits of the state highway network for future generations
- Managing demand for private vehicle trips and promoting alternative modes
- Working closely with others to develop optimal solutions



# Fulfilling Transit's vision

Transit is reinforcing the fact that:

- a) state highways are strategic routes that form a key national asset; and
- b) that asset needs protecting to ensure current and future generations gain optimal benefit from it.



# Transit's motives

We're protecting state highways to ensure:

- economic development occurs in forms that can be supported by affordable, timely infrastructure
- state highways can support economic development now and in the future
- state highways make a real contribution to economic, social and environmental prosperity
- the national asset is not compensating for poor local planning



# Protecting state highways involves

- Strategic planning within and between urban areas
- Total transport upgrading packages, including demand management
- Getting the most out of the existing asset
- Controlling direct and indirect access to avoid ribbon development
- Ensuring new sensitive land uses near state highways mitigate adverse effects from the highway



# How Transit protects the network

- Strategic land use and transport planning to ensure alignment
- Ensuring all planning decisions are consistent with a functional roading hierarchy
  - recognising that different roads have different functions: *not all roads are equal!*
  - recognising the importance of *road networks*
- Controlling direct and indirect access to state highways
- Managing reverse sensitivity effects





# Strategic planning

- as an example -

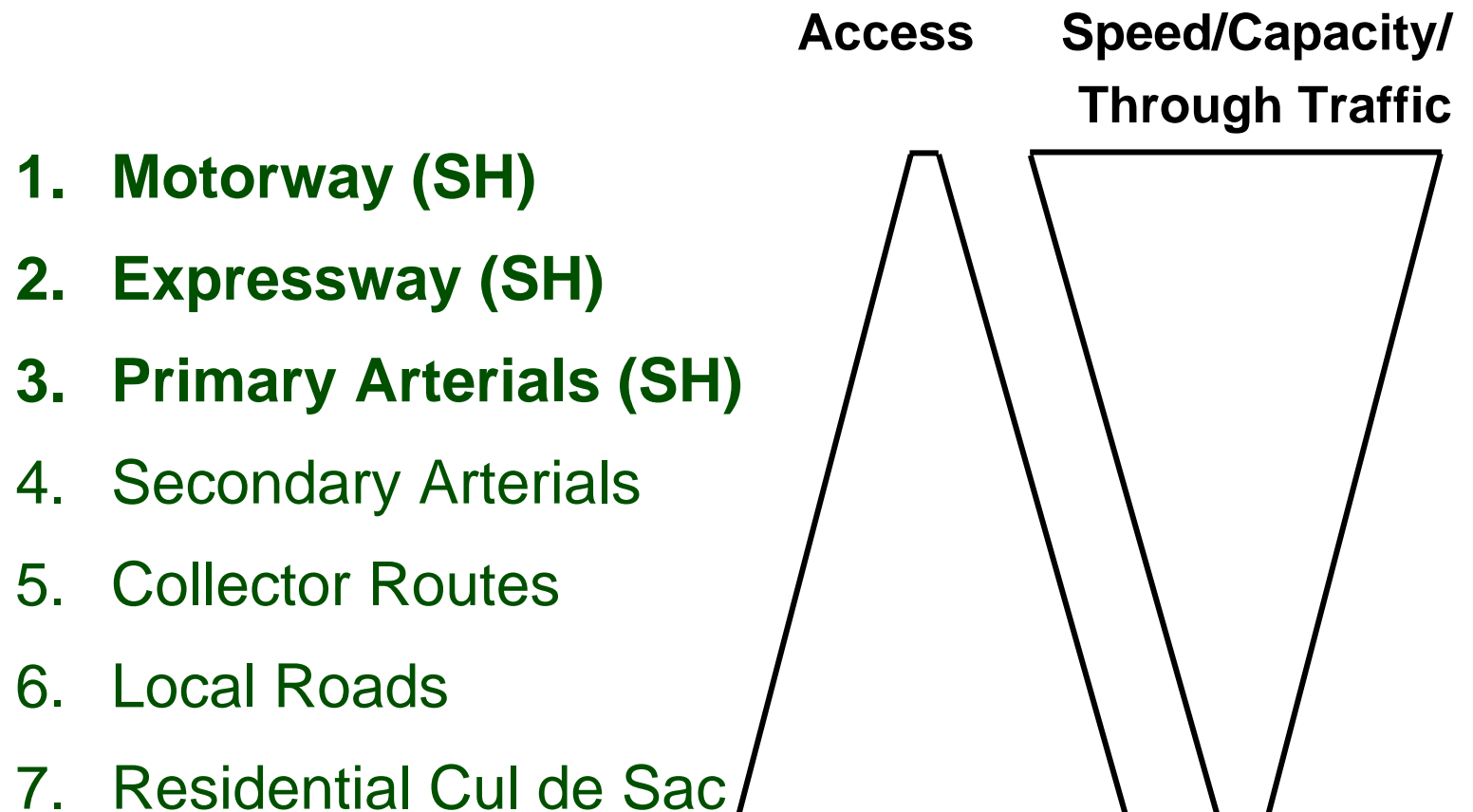
- Proactive involvement in regional and local planning initiatives is core business eg growth strategies and transportation studies
- Seeking to ensure development, growth, land use and transport are compatible and realistic
- Looking for opportunities to get greater integration between land use and transport – *through collaborating with local and regional authorities and other transport agencies*



# Roading hierarchy

- as an example -

Core functions of different roads in the hierarchy:



# Access management

- as an example -

- Long term thinking is vital (30+ years)
- Transit's check is now a transport planning one rather than just a traffic engineering one
- New access proposals are assessed in the context of:
  - a plan for the relevant network and surrounding land use / growth trends
  - a package of measures to ensure that an acceptable level of service on the state highway is sustained in the long term



# Reverse sensitivity

- as an example -

- Sensitive land uses such as houses that establish near major state highways need to share responsibility for mitigating adverse effects from the road, such as traffic noise
- Transit now expects developers to meet a range of performance standards if they wish to build near state highways
- This protects current and future residents, as well as the highway





# Expected outcomes include

- Land use and development happening in parallel with transport infrastructure
- Individual developments occurring in the context of a planning framework
- Safe access points to state highways from integrated local roading networks
- Reduced reliance on private motor vehicles, especially for short trips
- Greater compatibility between major urban highways and adjacent land use



# Statutory backing

Transit's protection of state highways is backed by the:

- Land Transport Management Act
  - requires Transit to contribute to a sustainable land transport system
- Transit Act
  - provides Transit with control of all state highways and powers to limit access
- Resource Management Act
  - requires everyone to ensure natural and physical resources are sustainably managed



# Protecting state highways in your region

- discussion of local case studies –
- SH 1 Applefields subdivision, Belfast
- SH 1 CIAL
- SH 8 Pukaki Airport
- SH 1 Johns Rd
- SH 1 Nth of Kaikoura
- SH 1 Timaru

# Want to know more?

Download the new Planning Policy  
Manual Supplement from:

**[www.transit.govt.nz](http://www.transit.govt.nz)**





# Thank you



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