7. TRANSPORTATION

7.1 OVERVIEW

The transport of goods and people is a resource use activity in itself, (involving land, materials and energy); it is also an inextricable aspect of every other resource use activity.

Waipa District has well established transport networks and facilities providing a high standard of accessibility within the District and to places beyond, most importantly to the regional centre of Hamilton. State Highway 1 links Cambridge to Hamilton and to points south while State Highway 3 similarly serves Te Awamutu. The Main Trunk Railway crosses the District and the Hamilton Airport is located at the northern end of the District. Arterial roads within the District are of a high standard and even the minor rural roads are nearly all sealed.

These transport networks and facilities are a physical resource which has to be sustainably managed, bearing in mind the importance of transport for the sustainable management of all other resources available to the people of the District.

The following objectives and policies are complementary to the detailed proposals set out in the Waikato Regional Council's Regional Land Transport Strategy, as required by Section 75(2)(c) of the Act.

7.2 OBJECTIVES

Objective TR1
To facilitate efficient, safe, and sustainable transport of goods and people within the District.

Explanation

An efficient, safe and sustainable transport system will provide the accessibility necessary for economic, social and cultural development.

The present transport system in the District and in New Zealand generally relies heavily on the use of a non-renewable energy source (oil) and ultimately is not sustainable. This Plan has been prepared in the absence of any national or regional policy framework addressing the major transport energy issues facing New Zealand such as the allocation of fossil fuel resources and the effect of exhaust emissions on the ozone layer but the Plan recognises that changes must be anticipated. It is likely that energy efficiency will become increasingly important and this has implications for the road network (Objective TR2), public transport (Objective TR3), and necessity for transport created by patterns of land use (Objective TR5).

(Refer to Policies SU19, SU24, TR1-TR6, TR8-TR11, Rules 2.4.21, 2.4.22, 2.7.10, 2.7.11)

Objective TR2
To manage the road network so as to efficiently use existing roads, resources available for maintenance and improvement, and energy.

Explanation

The existing District road network, including the two State Highway sections, is the most valuable (based on construction costs) built resource in the District. Annual maintenance and improvements cost several million dollars. These costs represent real resources with alternative uses.

While the allocation of funding to meet this objective is an Annual Plan and Budget matter, the District Plan defines the existing and future road network and controls land use, such as ribbon development, which could compromise the Objective.

(Refer to Policies TR1-TR6, TR8, TR9)

Objective TR3
To recognise and provide for the needs of public transport and to provide for the safe movement of pedestrians.

Explanation

Public transport, although not a major element of the District's transport system at present, has the potential to reduce the need for roading investment, reduce accidents, reduce pollution and save energy.

Walking forms a portion of any trip made and there is scope to improve facilities for pedestrians through the District. To some extent walking (and cycling) are alternatives to motor vehicles and encouragement of walking and cycling promotes Objective TR4 below.

(Refer to Policies TR1, TR8, Rule 10.6.2)

Objective TR4
To minimise the adverse effects of the use and development of the District's transport facilities and networks on people and the environment.

Explanation

The impacts of the transport system can be many and far ranging if care is not taken to minimise the adverse effects which may be produced. There are not only the direct effects of accidents,

vibration, fumes and noise, but also the indirect effects of loss of privacy, loss of land and separation of neighbourhood areas.

Ways to reduce the local impact of these adverse effects include landscaping of roads and the Main Trunk Railway, reducing the amount of traffic on minor urban roads, and designing roading improvements such as the Cambridge bypass with regard for impact on the immediate environment.

(Refer to Policies TR1, TR3, TR5-TR7)

Objective TR5
To minimise the need for travel and goods transport, to the extent that this is compatible with retaining access to the District's resources.

Explanation

While mobility and accessibility are highly valued, and necessary for use of the District's resources, unnecessary personal travel and transport of goods can result from the pattern of development permitted under a District Plan.

Consolidation of Cambridge and Te Awamutu rather than an emphasis on scattered rural-residential development for example would minimise travel and transport. Similarly, the concentration of employment close to residential areas (specifically, the provision of Industrial Zones as extensions of Te Awamutu and Cambridge) rather than remote from residential areas reduces the length of the home/work journeys.

(Refer to Objective IN4, Policies RS12, RS15, RS17, RS27, RS28, TR2)

Objective TR6
Hamilton Airport Limited is the owner of the land on which Hamilton Airport is situated. Hamilton Airport Limited is the certificated operator of Hamilton Airport pursuant to Civil Aviation Rules Part 139 and has powers in accordance with the provisions of the Airport Authorities Act 1966 and is a Requiring Authority in the terms of the Resource Management Act 1991.

(Refer to Policy TR11, Planning Maps, Appendices 5 and 15, Designations 39, 71, 130)

7.3 POLICIES

Policy TR1
To promote the safe operation of the District's transport facilities and networks.

Explanation

Safety, especially road safety, is promoted in a number of ways by this Plan: through the 'rooms and corridors' approach to the road network, through controls on land use to prevent ribbon development, and through performance standards such as requirements for off-street parking.

(Refer to Objectives TR1-TR4, Policies SU19, RU63-2.3.4.6, Rules 2.4.8, 2.4.10, 2.4.13, 2.4.18.2, 2.4.20, 2.4.21, 2.4.22, 2.4.31, 2.7.10, 2.7.11, 2.7.12, and to the relevant access, parking, manoeuvring and signage rules for each Zone)

Policy TR2
To identify a hierarchical network of roads in both the rural parts of the District and the towns as a framework for roading investment, traffic management, and controls on activities affecting roads.

Explanation

There are essentially two ways of managing the road network. One is to spread traffic over as many roads as possible; the other is to adopt a 'rooms and corridors' approach encouraging through traffic to use identified arterial routes leaving local roads primarily for property access.

The 'rooms' and 'corridors' approach has been clearly established internationally as more cost-effective in terms of roading investment, level of service (time and speed), safety and energy consumption.

Continuing implementation of a 'rooms and corridors' approach involves co-ordinated action on roading investment (through the Annual Plan and Budget), traffic management (such as priority at intersections), and controls on land use (for example, roadside stalls), access and off-street parking.

The roading hierarchy is shown on the Planning Maps. For the purposes of this Plan only a distinction between 'Primary' Roads (including the State Highways) and 'Secondary' Roads is needed. A more detailed classification is used for Council engineering purposes. The functions of all roads classified in the Plan's hierarchy have been defined and are used as a mechanism under the Plan to vet and regulate activities. It is the Council's intention to co-operate with the Waikato Regional Council and bordering District Councils to ensure that mismatches in the roading hierarchy do not occur.

A proposed 'ring' road system around the most central blocks of Te Awamutu will involve strengthening the role of sections of Mahoe Street, Mutu Street, Rewi Street, Vaile Street, Park Road and George Street. This is a matter of incrementally making this 'ring' attractive to use

through changes in intersection priorities (where possible), intersection improvements, signposting and the location of entry points to carparks and service lanes around the ring, coupled with further measures to discourage the use of Alexandra Street as a through route. While implementation of the 'ring' road system is primarily a matter of traffic control measures and works funded through the Annual Plan and Budget, the concept is included in this Plan because it is an important element of the overall strategy for central Te Awamutu.

The Council recognises the need to investigate the impact of heavy through traffic using roads through the Pirongia township and other small rural settlements. The implementation of any new bypass system is primarily a matter of traffic control measures and works funded through the Annual Plan and Budget. However the concept is included in this Plan as it is part of the overall strategy for small rural settlements affected by through traffic.

(Refer to Objectives TR1, TR2, TR5, Rules 2.4.8, 2.4.10, 5.4.9, 6.4.6, 7.4.10, 10.10.2, 10.10.3, Appendix 18)

Policy TR3
To protect the efficient operation of arterial roads and to protect and enhance the residential environment of local streets in residential areas by controlling the location and design of vehicle access/egress points.

Explanation

Rules in this Plan are designed to minimise the disruption to traffic flow on both rural and urban arterial roads caused by vehicles entering and leaving frontage properties. The Rules also control the establishment of access/egress points serving commercial and industrial activities along residential streets.

(Refer to Objectives TR1-TR4, Rules 2.4.8, 2.4.10, 3.4.15, 6.4.6, 10.6.2)

Policy TR4
To designate the future Cambridge external bypass State Highway 1 route and to take account of this in all resource management decision-making.

Explanation

New Zealand Transport Agency has undertaken considerable investigation of options to replace the existing State Highway 1 route through Cambridge. The present route has disadvantages from New Zealand Transport Agency's perspective (primarily delay and conflict at intersections) and it also detracts significantly from the Town through traffic impacts such as noise, congestion and danger.

Options for upgrading the present route or constructing a new 'internal' bypass incorporating railway land have now been discarded as offering no real long term solution.

Several possible alignments for an external bypass have been investigated over a long period and New Zealand Transport Agency has decided to confirm the alignment designated under the previous District Scheme (with some minor modifications).

The timing of construction and the standard of road built are beyond the Council's control. Confirmation of the route is however important because it allows the Council and the Cambridge community to plan within the framework of eventual relocation of the State Highway. For example, there is no need to set back new buildings along the present route in the expectation of widening.

(Refer to Objectives TR1, TR2, Rule 6.4.6, Appendix 15, Planning Maps)

Policy TR5
To encourage and require the provision of service lanes to provide off-street access and loading within the shopping 'core' area of Cambridge and Te Awamutu.

Explanation

Loading of goods across the footpath of retail frontages is inconvenient and even dangerous; properly designed service lanes are a necessary element of efficient safe and pleasant town centres. Te Awamutu, Cambridge and even Kihikihi have partly developed systems of service lanes, some of which are privately owned.

It is not considered necessary for the Council to designate and assume responsibility for the existing private service lanes or the future service lanes shown on the Planning Maps. For security reasons businesses sometimes prefer to retain control of access to the rear of their properties. The proper functioning of private service lanes requires co-operation between parties with an interest in a service lane, and if necessary the Council will consider designation and purchase to ensure the availability of service lanes.

(Refer to Objectives TR1, TR2, TR4, Policy CO11, Rules 6.4.5, 10.10.2, 10.10.3)

Policy TR6
To require the provision of off-street carparking and goods loading facilities to cater for the normal anticipated demands of the activities on each site.

Explanation

Provision of adequate off-street parking and loading facilities ensures that the safety, capacity and amenity of surrounding streets is not unduly reduced by parked or manoeuvring vehicles. Standards for dimensions, landscape planting etc. in the Rules are designed to ensure parking and loading areas meet functional requirements and do not create problems for neighbours.

In the central shopping areas of Cambridge and Te Awamutu the location of carparks and loading areas is particularly important. It is generally not practical or desirable for individual property owners to provide parking and in these areas the Council will assume a co-ordinating role. The Rules require financial contributions to be paid to the Council when sites are redeveloped and the funds will be used to develop additional public parking as opportunities arise.

The Rules encourage the reciprocal use of off-street parking areas by allowing businesses sharing parking a concession on normal requirements, especially where it can be shown that peak parking demands of the businesses sharing parking do not coincide.

(Refer to Objectives TR1-TR4, Policies CO10, CO11, Rules 2.4.21, 2.7.11, 3.4.9, 5.4.8, 6.4.5, 7.4.9, 10.10.3)

Policy TR7
To design new road works to visually compliment or improve the locality concerned and to incorporate landscape planting where appropriate.

Explanation

The Subdivision Rules in this Plan encourage imaginative design of new subdivisional roading and the incorporation of landscape planting.

(Refer to Objective TR4, Rule 10.10.3)

Policy TR8
To encourage the use of public transport, bicycles and walking as alternatives to private cars.

Explanation

Implementation of this Policy relies mainly on funding through the Annual Plan and Budget and on Council actions as the Roading Authority (for example, provision of bus stops). There is a role for this Plan however in the definition of a concentrated pattern of development (particularly the concentration of retail activities in the 'core' town centre areas which is conducive to greater use of public transport, bicycles and walking). Reference should also be made to Section 3.6 of the Waikato Regional Council Regional Land Transport Strategy, in particular Objectives 3.5 and 3.6.

(Refer to Objectives TR1-TR3, Rules 5.3.1, 6.3.1, 6.4.5)

Policy TR9
To avoid, remedy or mitigate any adverse effects of signage and access along the State Highways.

Explanation

Although it is recognised that some accesses and signage (particularly within towns) are necessary, accesses and signage along State Highways cause accidents and reduce efficient operation of these major roads.

(Refer to Objectives TR1, TR2, Rules 1.4.2, 1.4.3, 1.5.2.3, 1.5.3.7, 2.4.20, 3.4.23, 10.3.1.6, Part 3 Section 9 and 19, and to the relevant access and signage Rules for each Zone)

Policy TR10
To acknowledge the importance of rail transport in the District.

Explanation

The future of rail transport depends mainly on the actions of Tranz Rail Ltd. There is a role for the Plan to acknowledge the importance of the North Island Main Trunk Line and the Cambridge Branch Line. The latter Branch Line is used regularly to service the Hautapu Dairy Factory and occasionally freight from Cambridge. Rail transport avoids the greater environmental impact of transport of bulk commodities by road.

(Refer to Objective TR1, Rule 2.4.31, Appendix 15, Planning Maps, Designations 1, 2)

Policy TR11
To recognise the importance of Hamilton International Airport for the District and the Region and to provide for the efficient and safe operation of Hamilton International Airport by controlling;

(i) noise sensitive activities (such as residential and rural residential activities) around it to avoid reverse sensitivity effects, and

(ii) Activities at both ends of the main runway to mitigate risk of accidents.

Explanation

The Plan designates areas for airport use to protect them from development which could adversely affect the expansion and/or operation of the Airport. Height restrictions for buildings are imposed adjacent to the Airport and controls

on development are imposed within defined areas subject to aircraft noise associated with the Airport. Runway Protection Area overlays are also located over land at either end of the main runway to protect the public and property from risk and to ensure that activities in these areas do not compromise the safety of aircraft landing and taking off at the airport.

(Refer to Objectives TR1, TR6, AB1, AB2 and AB3, Rules 2.4.18, 2.4.24, Planning Maps, Appendices 5, 15 and 29, Designations 39, 71, 130