Pursuant to Clause 6 of the first Schedule of the Resource Management Act 1991

Submission on Tararua District Council's Proposed Plan Change No. 1

To: Manager Regulatory Services
Tararua District Council
26 Gordon Street
PO Box 115
Dannevirke 4942

From: NZ Transport Agency
PO Box 1947
Palmerton North 4440

1 The NZ Transport Agency (Transport Agency) generally supports Proposed Plan Change No. 1.

2 The specific provisions of Proposed Plan Change No. 1 that the Transport Agency's submission relates to are as follows:
   The proposed plan change provisions which are identified in 3.2.

3 The Transport Agency's submission is that:

3.1 Role of the Transport Agency

3.3.1 The Transport Agency's objective, functions, powers and responsibilities are derived from the Land Transport Management Act 2003 ("LTMA"), and the Government Roading Powers Act 1989 ("GRPA"). The Transport Agency's functions include "to contribute to an effective, efficient, and safe land transport system in the public interest"; and the "management of the state highway system, including planning, funding, design, supervision, construction, and maintenance and operations, in accordance with this Act and the Government Roading Powers Act 1989".

1. Section 95(1)(a) LTMA.
2. Section 95(1)(c) LTMA.
3.3.2 The Transport Agency is a Crown entity, with the sole powers of control and management for all purposes of all state highways. The Transport Agency is also an investor in Tararua District’s transport network, investing in roading maintenance and operations, and renewals, improvements, walking and cycling and public transport services. As an investor, we therefore have a significant interest in seeing that land use planning for the District is integrated with the transport system. We also have an interest in present and future land use decision-making to ensure that the public receive value for money transport outcomes from our investment.

3.3.3 The Transport Agency is a requiring authority and a network utility operator in terms of the Resource Management Act 1991. The network we operate within Tararua District includes the following transport corridors, classified under the One Network Road Classification as:

- National: State Highway 3 from the intersection with State Highway 2 to the Palmerston North City boundary, and State Highway 2 from the intersection with State Highway 3 to the Central Hawkes Bay District boundary
- Regional: State Highway 2 from the intersection with State Highway 3 to the Masterton District boundary

3.3.4 The Government Policy Statement (GPS) on Land Transport Funding issued by the Minister of Transport sets out the Government’s objectives and funding priorities for the land transport sector for a six-year period, with further indicative information for the following four years. The Transport Agency must give effect to the GPS when performing its functions in respect of land transport planning and fundings. The GPS confirms that economic growth and productivity remain the primary objective for land transport expenditure, and extends this to include value for money and road safety as additional priorities. In addition to investing in the State highway network, the GPS identifies that quality investment in public transport and improving the local road network both have roles to play. All of these areas of focus are directly relevant to Tararua District’s transport network and the relationship between land use planning, network management, and transport investment. The GPS also sets strong expectations regarding the role of integrated planning in transport investment.

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1 Section 93(2) LTMA.
2 Section 61 GRPA.
3 Section 167 RMA.
4 Section 70(1) LTMA.
3.3.5 To achieve an integrated approach to planning requires coordination of statutory resource management and transport infrastructure investment planning across three principal statutes: the Resource Management Act (1991), Local Government Act (2002), and Land Transport Management Act (2003). It is essential that a policy framework aligns land use and transport planning within Tararua District.

3.2 Specific comments applying to Proposed Plan Change No. 1.

The Transport Agency supports the overall intent and direction of Proposed Plan Change No. 1. The Transport Agency’s specific comments on Proposed Plan Change No. 1 are as follows:

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<thead>
<tr>
<th>Proposed District Plan provision and reference</th>
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<tr>
<td>5.1 Council Advisory/Warning Signs</td>
<td>Support in part further permitted activity category for advisory or warning signs erected by, or on behalf of, the Council to be added to Rule 5.4.3.2(b) as (viii). As the Road Controlling Authority, the Transport Agency seeks to manage the content and location of signs on State Highways in terms of minimising risks to the safety and efficiency of the State Highway network. The Transport Agency recommend inserting the following wording to the proposed permitted activity category: advisory or warning signs erected by, or on behalf of, the Council. Where an advisory or warning sign fronts State Highway, the New Zealand Transport Agency as the Road Controlling Authority shall be consulted.</td>
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6.1 Parking and Manoeuvring, Vehicle Access and Crossing Standards

Appendix 8 - Design of Road Access

8.1 Private Access to Primary Arterial Roads in Rural and Settlement Management Areas

All Primary Arterial Roads in Tararua District are State Highway, and therefore access to Primary Arterial Roads is managed by the Transport Agency as the Road Controlling Authority.

The proposed diagram 8.1 is not consistent with the relevant standards and guidelines for access to a private dwelling onto State Highway in speed environments of 70km/h or higher (i.e. outside of residential areas). The relevant Transport Agency access standard is Diagram C/Perspective C (attached to this submission).

In particular, the proposed diagram does not meet the minimum standards of the Transport Agency guidelines in terms of the design radius of the access. Furthermore, the demarcated “Area to be Sealed” contains the word “Preferred” – whereas under Transport Agency guidelines it is compulsory to
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<td>seal the demarcated area to ensure the safe entry and exit of vehicles. The Transport Agency seeks that Appendix 8 diagram 8.1 is replaced by the Transport Agency access standard Diagram C/Perspective C, or amended so that it is wholly consistent with this standard.</td>
<td></td>
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### 8.2 Private Access to Primary Arterial Roads in Rural and Settlement Management Areas - Frequent Use by Heavy Vehicles

All Primary Arterial Roads in Tararua District are State Highway, and therefore access to Primary Arterial Roads is managed by the Transport Agency as the Road Controlling Authority.

The proposed diagram 8.2 is not consistent with the relevant access standard and guidelines for access to a private dwelling onto State Highway in speed environments of 70km/h or higher (i.e. outside of residential areas), where:

- Equivalent car movements are equal or greater to 31 per day
- Or where more than one slow, heavy or long vehicle movement per week is generated

The relevant Transport Agency standard is Diagram D/Perspective D (attached to this submission).

In particular, the proposed diagram does not meet the minimum standards of the Transport Agency guidelines in terms of access design and dimensions. Furthermore, the demarcated “Area to be Sealed” contains the word “Preferred” - whereas under the Transport Agency guidelines it is compulsory to seal the demarcated area to ensure the safe entry and exit of vehicles.

The Transport Agency seeks that Appendix 8 diagram 8.2 is replaced by the Transport Agency access standard Diagram D/Perspective D, or amended so that it is wholly consistent with this standard.

### 8.3 Commercial Access in Rural and Settlement Management Areas

It is noted that the proposed diagram 8.3 denotes access onto “State Highway”.

Where commercial access is to a State Highway, the proposed diagram is not consistent with the relevant Transport Agency access standards and guidelines. The relevant standard is Diagram E/Perspective E (attached to this submission), where:

- more than one slow, heavy or long vehicle movement is generated per week, and the volume of equivalent car movements generated is equal or greater than 31 per day

In particular, the proposed diagram does not meet the minimum standards of the Transport Agency in terms of access design and dimensions. Furthermore, the demarcated “Area to be Sealed” contains the word “Preferred” - whereas under the Transport Agency guidelines it is compulsory to seal the demarcated area to ensure the safe entry and exit of
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<td>vehicles.</td>
<td>The Transport Agency seeks that Appendix 8 diagram 8.3 is replaced by the Transport Agency standard Diagram E/Perspective E, or amended so that it is wholly consistent with this standard.</td>
</tr>
</tbody>
</table>

8.4 Double Gate Access in Rural and Settlement Management Areas

It is noted that the proposed diagram 8.3 denotes access onto "State Highway".

The key on the proposed diagram demarcated “Area to be Sealed” contains the word "Preferred". Where a double gate access is from State Highway, the Transport Agency considers it compulsory for the demarcated area to be sealed to ensure the safe entry and exit of vehicles. The requirement for sealing of the demarcated area will allow for consistency with other access types on State Highways, and ensure that risks to the safety and efficiency of the State Highway network are minimised.

The Transport Agency seeks that the diagram key is amended to the following:

*Area to be Sealed (Preferred)*

Appendix 10 - Performance Standards Relating to Access Spacing and Sight Distances

10.1 Performance Standards for the Physical Distance (Spacing) Between Accesses and Intersections, and Sight Distance from Accesses (Primary Arterial Roads)

All Primary Arterial Roads in Tararua District are State Highway, and therefore access to Primary Arterial Roads is managed by the Transport Agency as the Road Controlling Authority.

The figures contained within the table in proposed Appendix 10.1 do not meet the Transport Agency minimum standards in terms of sight distances, and separation distances between accesses and intersections on State Highways.

The Transport Agency seeks that Appendix 10.1 is replaced by the Transport Agency standards (attached to this submission):

- Diagram A/Perspective A – Accessway Sight Lines; and
- Diagram B/Perspective B – Accessway Separation from Intersections and Other Accessways

or amended so that the appendix is wholly consistent with these standards.

3.3 The Transport Agency seeks the following decision from the Tararua District Council:

Should Proposed Plan Change No. 1 be approved, the Transport Agency requests that it is subject to the above amendments (or amendments to the same effect).
The Transport Agency looks forward to working further with Tararua District Council through the process.

4 The Transport Agency does wish to be heard in support of this submission.

Dated at Palmerston North the 21st day of November 2016.

[Signature]

Shaun Harvey
Senior Planning Advisor (Acting)

Pursuant to a delegation from the Chief Executive of the NZ Transport Agency.

Address for service: Shaun Harvey
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PO Box 1947
Palmerston North 4440

Telephone Number: 06 953 6671
E-mail: shaun.harvey@nzta.govt.nz
POINT A  Edge line
POINT B  3.5 metres from white lane edge line

NOTES
- Sight distances shall be measured 1.10 m (motorists eye level) above the finished surface of the accessway and 1.10 m above the highway
- There shall be no obstructions to visibility inside the area bounded by the sight lines

DIAGRAM A: ACCESSWAY SIGHT LINES

NOT TO SCALE
DISTANCE (d) | POINT A Edge line
---|---
SPEED LIMIT | POINT B 2.5 metres from white lane edge line
---|---
30 | 113
60 | 140
70 | 170
80 | 203
90 | 240
100 | 282

PERSPECTIVE A

NOTES
- Sight distances shall be measured 1.10 m (44 inches) eye level above the finished surface of the accessway and 1.10 m above the highway.
- There shall be no obstructions to visibility inside the area bounded by the sight lines.
NOTES:

Area to be constructed and sealed
*R=5.0m (light vehicles only)

Gate to be recessed back from highway sufficient distance to allow any vehicle using the driveway to stop clear of the highway traffic lanes while the gate is being opened or closed.

LEGAL BOUNDARY

CULVERT IF NECESSARY (minimum diameter = 375mm)

EDGE OF SEAL

SEAL UP TO BOUNDARY LINE

NOT TO SCALE
Gate to be recessed back from highway sufficient distance to allow any vehicle using the driveway to stop clear of the highway traffic lanes while the gate is being opened or closed.

Ground and ditch to be graded at 1 in 80 in the vicinity of culvert.
Gate to be recessed back from highway sufficient distance to allow any vehicle using the driveway to stop clear of the highway traffic lanes while the gate is being opened or closed.

Ground and ditch to be graded at 1V:8H in the vicinity of culvert.
### Length of Shoulder Widening

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>d (in)</th>
</tr>
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<tbody>
<tr>
<td>100</td>
<td>50</td>
</tr>
<tr>
<td>80</td>
<td>70</td>
</tr>
</tbody>
</table>

**Notes:**
- Area to be constructed and sealed
- R = 9.0m (Light vehicle use only)
- R = 15.0m (Frequent HCV use)

Gate to be recessed back from highway sufficient distance to allow any vehicle using the driveway to stop clear of the highway traffic lanes while the gate is being opened or closed.
Gate to be recessed back from highway sufficient distance to allow any vehicle using the driveway to stop clear of the highway traffic lanes while the gate is being opened or closed.

Ground and ditch to be graded at 1V:6H in the vicinity of culverts.

6.0m (minimum)

6.0m (minimum)

1 in 10 Taper