

The Land Transport Act and its use of Impact assessment

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Land Transport Management Act (2003)

Directional change for Transit

Transit's purpose:

Was: “to operate a safe and efficient state highway system”

Now: “to operate the state highway system in a way that contributes to an integrated, safe, responsive and sustainable land transport system”

Introduction

“In meeting its objective, Transit must exhibit a sense of social and environmental responsibility, which includes:

- avoiding, to the extent reasonable in the circumstances, adverse effects on the environment; and
 - * taking into account the views of affected
 - * communities; and
 - * giving early and full consideration to land transport options and alternatives in a manner that contributes to (a) and (b) ...”

Presentation Covers

- Update
 - * What Transit has been doing
 - * Strategic approach to network planning
 - * Network and corridor planning
 - * Access management
 - * Delivering through people
- Draft 10-year State Highway Plan

Update

- Reviewing projects and strategies in the light of the Land Transport Management Act

- Collaboration and integration of Transit's activities with partner organisations, including local authorities

Review

Collaboration & Integration

- Transit is working more closely than ever with local and regional councils
- Network level:
 - * regional growth strategies
 - * regional land transport strategies
 - * planning documents
- Transport corridor level:
 - * Joint corridor development teams

Strategic Approach to Network and Corridor Planning Issues

- Failure to appropriately develop and manage the roading hierarchy
- Inconsistent consideration of land use / transport interaction
- Reverse sensitivity

Network Planning

- Review of regional growth strategies and regional land transport strategies
- What's new?:
 - * Reviewed against the objectives of the LTMA
 - * Consider all alternatives, including travel demand management
 - * Balance between social, economic and environmental
 - * Funding plans required
 - * Linked to land transport programmes and long term council community plans (LTCCPs)

Transit's Focus

Corridor Planning - Rural

- Develop and use a national state highway transport model to forecast intercity travel demand

- Determine the cross-section/level of service to be provided between cities as part of Transit's National State Highway Strategy for the next say 30 years
- Actively protect the state highway to undertake its function properly for the long term – “sustaining the benefits of the infrastructure”

Corridor Planning - Rural

Access Management

- The check is now a transportation planning rather than a traffic engineering one
- New access proposals are being assessed in the context:
 - * of a *plan* for the relevant network
 - * of a *package* of measures to ensure that an acceptable level of service on the state highway is sustained in the long-term
- Long term thinking is vital

Delivering Through People

Transit's New Structure

- Under the Board a new General Management Team:
 - * CEO
 - * General Managers:
- Transport Planning
- Capital Works
- Network Operations
- Corporate Strategy
- Corporate Services

Transport Planning

- Front end of business

Covers:

- Land & transport planning and interaction
- Environmental planning
- Travel demand management
- Corridor / activity planning

- Review of National State Highway Strategy
- Standards
- Programming

Ongoing Challenges

- Aging population
- Significant increases in freight movement and impact of hubbing
- Managing increasing costs
- Balancing transport, environmental and social needs

Draft 10-year State Highway Plan

- Key Consultation Milestones
- Changes Since 2004/05 10-year SH Plan