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**Appendix 3D**  
**Key studies and plans identifying integrated land use  
and transport solutions**

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## Appendix 3D – Key studies and plans

### **Key studies and plans**

Transit is involved in the development of several key studies and plans which are intended to promote the integration of land use and transport planning within defined geographic areas. These include:

- Regional and sub-regional growth strategies
- Strategic studies
- Structure plans
- Regional state highway strategies and network management plans.

An overview of these documents, including Transit's role in their development and implementation, is provided below.

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### **Terms of reference for studies**

Transit will seek to ensure that the terms of reference for growth studies, strategic studies and structures plans:

- consider the wider strategic context for the study e.g. Transit's NSHS and other high level policy directives associated with economic development, land use planning and urban design;
- reflect the national interest in the situation being addressed;
- are consistent with legislation and with adopted strategic integrated planning documents e.g. the regional land transport strategy; regional policy statements, regional and local growth strategies and structure plans;
- consider all relevant transport modes, including interchange and integration aspects;
- consider the need to maximise the efficiency of the existing network before considering additional capacity on state highways;
- evaluate the extent to which the options considered contribute to community planning and urban design;
- reflect realistic timeframes and funding assumptions, based on a comprehensive understanding of the legal processes and requirements;
- identify consultation needs and processes in accordance with Transit's Consultation Manual. This includes considering the consultation outcomes of other related planning processes (e.g. RLTS preparation) in determining the need for further consultation;
- where consultation is required, ensure consultation with stakeholders and the general public is undertaken as early as practicable to ensure community needs are understood and inform option development and assessment;
- involve a multi-disciplinary team with disciplines based on the needs of the specific study; and
- work with Land Transport NZ/local authorities/stakeholders in pursuit of a positive and balanced local outcome

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<b>1. Regional and Subregional Growth Strategies</b>	
<b>Purpose</b>	To identify the community's vision for future growth and to develop a conceptual implementation plan within a region or sub-region. This should include the development of long-term, integrated land use and transport solutions to assist in the sustainable management of growth.
<b>Transit's Role</b>	Transit is a non-funding partner/stakeholder. Local authorities usually lead the process.
<b>Key Features</b>	<ul style="list-style-type: none"> <li>• Big picture thinking to explore different land use growth scenarios and transport concepts/alternatives.</li> <li>• Long term focus (30+ years).</li> <li>• Multi agency participation during development.</li> <li>• Strategy development informed by:               <ul style="list-style-type: none"> <li>○ The legislative and policy frameworks of contributing agencies.</li> <li>○ Funding and feasibility constraints of infrastructure providers.</li> <li>○ Feedback from public engagement (usually includes formal and informal consultation).</li> </ul> </li> <li>• Transit's key 'organisational inputs' to strategy development usually include the National State Highway Strategy, State Highway Forecast, current regional/subregional state highway strategies and network management plans and other Transit policies and manuals eg PPM.</li> </ul>
<b>Intended outputs</b>	<ul style="list-style-type: none"> <li>• An agreed, affordable strategy detailing the community's vision of future growth, together with a conceptual plan of land use and infrastructure solutions (including transport and funding mechanisms) required to support that vision.</li> <li>• A strategy endorsed by the community and key stakeholders/agencies with delivery responsibilities.</li> <li>• Likely to include conceptual, multimodal transport solutions and land use density guides.</li> <li>• Directly informs regional policy statements, strategic studies, RLTS, RMA plans and structure plans.</li> </ul>

## Appendix 3D – Key studies and plans

<b>2. Strategic Studies</b>	
<b>Purpose</b>	To develop an indicative package of transport activities, including indicative timing and funding plans, required to support planned growth (as identified in regional growth strategies, local growth plans and/or regional policy statements) and regional land transport strategies.
<b>Transit's Role</b>	Transit will either be the lead agency or joint lead (with local authority). Transit's funding contribution is dependent on Transit's role.
<b>Types</b>	<p>There are three main types of strategic studies:</p> <ol style="list-style-type: none"> <li>1. <b>Planning-led strategic studies</b> – initiated in response to a decision by Transit and/or a local authority(s) to support the delivery of planned growth. Examples include: <ul style="list-style-type: none"> <li>• Localised urban strategic studies eg East Tamaki – Onehunga Strategic Study</li> <li>• Inter/Intra regional link studies eg SH1-SH29 Strategic Study</li> </ul> </li> <li>2. <b>Development-led strategic studies</b> – initiated in response to a specific land use development proposal, which is consistent with planned growth e.g. the proposed development of the Albany Basin, North Shore.</li> <li>3. <b>Transport network-led strategic studies</b> – initiated to consider transport needs and issues in an integrated way, but taking account of future land use changes. Examples include provision of walking and cycling facilities</li> </ol>
<b>Key Features</b>	<p><b>General features of planning and development-led strategic studies:</b></p> <ul style="list-style-type: none"> <li>• Builds upon the conceptual, multimodal transport solutions identified in the Regional Growth Strategy or Regional Policy Statement. If regional growth planning does not exist, the studies will include an analysis of growth pressures and future land use development patterns, based on existing information sourced from district plans and local growth planning projects.</li> <li>• Typically includes the use of high-level workshops with key stakeholders in the first instance, to provide an opportunity for national, regional and local interests to be clearly identified. Beyond this point, the level of engagement with stakeholders will be determined on a case by case basis depending on: <ul style="list-style-type: none"> <li>○ the integrity of the background information;</li> <li>○ the extent to which issues/potential options are understood;</li> <li>○ the number and complexity of potential options; and</li> <li>○ the extent of consultation/public engagement to date.</li> </ul> </li> <li>• Traffic modelling may support option identification and analysis, where appropriate.</li> <li>• Development of a strategic study may be staged.</li> </ul> <p><b>Additional features of planning-led strategic studies:</b></p> <ul style="list-style-type: none"> <li>• Medium to long term focussed.</li> <li>• Longer implementation timeframes usually means there is more scope to influence land use and transport solutions than development-led strategic studies.</li> </ul> <p><b>Additional features of development-led strategic studies:</b></p> <ul style="list-style-type: none"> <li>• Short term focussed. Often driven by the need to progress development or provide for immediate growth pressures.</li> <li>• Process likely to include an integrated transport assessment.</li> <li>• Scope of the study likely to reflect the magnitude and nature of anticipated transport effects.</li> </ul>

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### 2. Strategic Studies (continued)

<b>Intended outputs</b>	<p>The strategic study will identify an indicative package of transport activities necessary to support planned growth. The package of activities may include:</p> <ul style="list-style-type: none"> <li>• multimodal capital improvement projects on state highways and/or local roads; and/or</li> <li>• recommended operating and management standards relating to speed environments, access controls, travel demand measures, public transport provision etc.</li> </ul> <p>While proposed activities will be identified with some certainty, further work will be required to assess the feasibility of activities and, where appropriate, to fully scope and develop the activities into construction projects and operating standards. This work is not part of the scope of strategic studies.</p> <p>Dependent upon the mix of activities, the package of recommended transport activities may be an input into:</p> <ul style="list-style-type: none"> <li>• Transit’s State Highway Forecast, subject to a satisfactory project feasibility assessment;</li> <li>• Transit’s regional/subregional state highway strategies and network management plans;</li> <li>• the Regional Policy Statements and regional and district plans to support identified integrated land use and transport solutions; and</li> <li>• the development of detailed structure plans.</li> </ul> <p>The package will be supported by a complete funding plan that includes all relevant agencies and ensures planning expenditure matches revenue. The agreed funding arrangements (including any developer contributions) will be included in Transit’s State Highway Forecast, regional land transport strategies, long term council community plans/annual plans and regional and/or district plans as appropriate. The strategic study will produce sufficient information to allow evaluation of recommended projects in accordance with the Land Transport New Zealand funding allocation process.</p>
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## Appendix 3D – Key studies and plans

<b>3. Structure Plans</b>	
<b>Purpose</b>	<ul style="list-style-type: none"> <li>• To mitigate the impact of proposed development on existing land use and transport networks by identifying integrated land use and transport solutions.</li> <li>• To identify infrastructure requirements to support proposed development.</li> </ul>
<b>Transit's Role</b>	Transit will either be a partner or stakeholder. Local authorities usually lead structure planning processes. Transit's funding contribution will be dependant on Transit's role.
<b>Area</b>	Discrete area – typically green or brown fields.
<b>Key Features</b>	<ul style="list-style-type: none"> <li>• Typically short term focussed. Often driven by a need to progress development or provide for immediate growth pressures.</li> <li>• Ideally, Transit will contribute to the development of a structure plan by undertaking a development-led strategic study of the proposed development. Transit will then seek to ensure the structure plan is informed by the outcomes of this study.</li> </ul>
<b>Intended outputs</b>	<ul style="list-style-type: none"> <li>• Defined transport and land use projects to be considered for inclusion in the State Highway Forecast, regional land transport strategies, long term council community plans and regional or district plans, as appropriate.</li> <li>• Provision in regional policy statements and regional and district plans for collecting developer contributions.</li> <li>• A complete funding plan that incorporates all relevant agencies and ensures planning expenditure matches revenue.</li> <li>• Sufficient information to allow evaluation of recommended projects in accordance with the Land Transport New Zealand funding allocation process.</li> </ul>

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<b>4. Regional and Sub-regional State Highway Strategies and Network Management Plans</b>	
<b>Purpose</b>	<p>The purpose of regional/sub-regional state highway strategies and network management plans is to provide an implementation plan for the long term management and development of a regional or sub-regional section of the state highway network, in accordance with the NSHS and supporting documents such as the PPM. The plans do not address asset maintenance issues, however they may inform Transit Asset Management Plans.</p> <p>While regional/sub-regional state highway strategies will gradually be developed to cover the entire network, network management plans will only be developed in areas where there are significant transport issues and the treatment of the network is sufficiently complicated to warrant a more detailed approach. Where network management plans are required, the state highway strategy will contain high-level principles, with the detailed standards and requirements expressed in the network management plans. State highway strategies and network management plans therefore ultimately serve the same purpose and are differentiated by the level of detail.</p>
<b>Transit's Role</b>	Transit is either the lead or sole agency. Transit's Transport Planning and Network Operations divisions jointly develop the strategies and plans.
<b>Key Features</b>	<p>State Highway strategies and network plans typically detail operational policies and management plans relating to:</p> <ul style="list-style-type: none"> <li>• Access management and parking provision e.g. policies for the application of LAR powers.</li> <li>• Safety management and personal security e.g. safety management plans for black spots and sections of the state highway with high accident rates and plans to address personal security issues.</li> <li>• Traffic management e.g. specific traffic plans for managing capacity constraints; and policies in relation to information signs, over-dimension and overweight loads and emergency management.</li> <li>• Road user services (including services for cyclists and pedestrians and consideration of other transport modes) e.g. identification of demand estimates and facilities for cyclists and pedestrians.</li> <li>• Non-road user services e.g. policies in respect of livestock control, grazing, droving, stock underpasses; location guidelines for utilities and references to relevant bylaws.</li> <li>• Environmental sustainability and social responsibility eg plans for managing environmental issues along the corridor such as landscaping, vegetation management, water runoff controls, litter collection, noise management and weed and pest management.</li> <li>• Highway improvements e.g. capital improvement projects relating to alignment and capacity.</li> <li>• Passing and overtaking plans.</li> </ul>
<b>Intended outputs</b>	<p>State highway strategies and network plans can be used as an input to:</p> <ul style="list-style-type: none"> <li>• Asset Management Plans.</li> <li>• Review/Assessment of Regional Growth Strategy and Regional Policy Statements.</li> <li>• Review of land use development applications.</li> <li>• Management of Limited Access Roads.</li> </ul>