



# 6 Freight Vision and Objectives

## 6.1 Vision

This freight strategy falls within the wider strategy and policy framework, and forms part of the hierarchy of strategies described in Chapter 2. The strategy has been developed to raise awareness of the importance of freight to the long-term economic, social and cultural well-being of the region, and to develop measures to improve the movement of goods. As a result of its implementation, freight issues will receive greater attention in all levels of planning and decision-making.

The vision is:

**Freight movement is recognised as an essential contributor to the economic, social and cultural well-being of all Aucklanders, and is facilitated by a transport system where:**

- People and goods are able to move when necessary
- Transport supports vibrant town centres
- Streets are important civic spaces
- Getting around by all modes is integrated, safe and effective
- People have choices which enable them to participate in society
- The environment and human health are protected.



## 6.2 Objectives

This strategy has been developed to support and incorporate the higher-level objectives of the RLTS, which, in turn, reflect the national objectives that the transport system must contribute to.

These objectives are described below in terms of their application within this strategy.

### **Objective 1: Assisting economic development**

The efficient movement of goods is a critical ingredient for the sustainable economic development of both the Auckland region and New Zealand. Freight transport is a key indicator of the wealth of a society, as all the materials produced, purchased, exported, consumed and discarded are transported at various times in their life cycle. The transport sector itself is responsible for 6 per cent of regional gross domestic product (GDP) and 5 per cent of employment. Policies that improve movement of goods and respond to the increasing trend toward just-in-time deliveries and more advanced logistics, will ultimately assist economic development.

### **Objective 2: Assisting safety and personal security**

The movement of freight can often be associated with the movement of large and intrusive vehicles mixing with the general traffic stream, creating potential conflicts with smaller vehicles. Rail freight also raises potential conflicts at level crossings. Increasingly, freight operators are facing stresses due to congested conditions and longer working hours. Policies that address these issues and also promote improved vehicle safety standards and operating conditions will contribute to assisting safety and personal security.

### **Objective 3: Improving access and mobility**

Transport networks exist so that people can get around easily and safely, to carry out daily activities, contribute to the economy and participate in society. Freight activities generally occur on the same network, interacting with travel for other purposes. Policies that

act to improve the movement of freight and maximise efficiency and safety, will ultimately lead to improved access and mobility to other users of the system.

### **Objective 4: Protecting and promoting public health**

The transport system and its users can impact strongly on the health of individuals and communities. In particular, air emission, noise and vibration from freight vehicles, as well as the effects of conflicts with other vehicles, are generally perceived in a worse light than from other transport system users. Furthermore, stress on freight operators resulting from congestion and longer working hours have a negative effect on public health. Policies that act to mitigate, or eliminate, these effects will contribute to improved public health.

### **Objective 5: Ensuring environmental sustainability**

The transport system is a major source of adverse environmental effects in the region. Freight vehicles are often perceived as the worst culprits due to their visibility. Policies for freight movement should endeavour to mitigate or eliminate such effects, either through improved vehicle standards, improved efficiencies that reduce freight movements, or encouraging shifts to more sustainable modes of transport or business locations that require fewer or shorter freight trips whilst, at the same time, recognising locational constraints facing freight-generating activities. Constructive solutions are required that seek to reconcile economic, social and environmental needs and issues affecting the movement of freight in the region.

### **Objective 6: Supporting the Auckland Regional Growth Strategy**

Growth in freight transport is strongly related to both the magnitude of population and economic growth, and where and when that growth occurs. The future location of raw materials, manufacturing and processing, distribution and wholesale and retail



activities in relation to each other, and in relation to residential activities, will affect both the magnitude of the freight task and the impact on the general population. Whilst the RGS is presently passenger focussed, freight policies that aid or encourage physical planning that recognises the location of future demand for freight generating land uses, accessibility to road and rail, and consider freight needs in areas of intensification or changing land use will contribute to supporting current and future regional growth strategies.

#### **Objective 7: Achieving economic efficiency**

Efficiency is an overriding objective in most strategy and policy. Freight transport needs to be effective and reliable to meet customer demands, and should make the best use of limited resources available, including transport infrastructure and non-renewable resources. Freight transport needs to be cost efficient in terms of public funds required to build infrastructure, and cost efficient in terms of cost to the freight industry in supplying services whilst complying with regulatory requirements. Costs need to be affordable, acceptable and take into account the financial resources available.

### **6.3 Policies**

In order to contribute to these objectives, the following policies are proposed. These policies were derived from the key issues identified through industry consultation and are discussed in the next chapter.

#### **Policy 1: Improve Information and Communications**

Improve regional understanding of the importance of freight movement through information and communication.

#### **Policy 2: Supportive Funding and Regulatory Framework**

Promote and advocate a supportive funding and regulatory framework.

#### **Policy 3: Relief of Congestion**

Support investment in the strategic road network and travel demand management that provides congestion relief for freight traffic.

#### **Policy 4: Strategic Freight Network**

Support the development of an SFN and encourage alternative modes.

#### **Policy 5: Local Area Freight Management**

Develop initiatives to improve local area freight management.

#### **Policy 6: A Clean, Quiet and Safe Freight System**

Promote a freight system that is clean, quiet and safe.



## 6.4 Achieving the Objectives

Many of the policies and actions outlined in the following chapter contribute to more than one of the desired objectives. The relationship between objectives and policies is shown in the table below.

Policy / Action	Economic Development	Safety and Security	Access and Mobility	Public Health	Environmental Sustainability	Growth Strategy	Economic Efficiency
1	✓					✓	✓
2	✓		✓	✓	✓		✓
3	✓	✓	✓	✓	✓	✓	✓
4	✓	✓	✓	✓	✓	✓	✓
5	✓	✓		✓		✓	✓
6		✓		✓	✓		

