SECTION 32 TRANSPORT CHAPTER

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1. STRATEGIC CONTEXT

1.1 PURPOSE AND SCOPE OF THE TRANSPORT CHAPTER

- 1. The purpose of the Transport chapter is:
 - a. to provide a streamlined, focused and updated framework and process for the management and direction of transport for Christchurch;
 - b. to provide for an integrated and resilient transport network that supports sustainable development and growth; and
 - c. to provide certainty and clarity around the rules and standards that apply to transport activities.
- 2. Both the Christchurch City Plan and the Banks Peninsula District Plan (BPDP) currently provide a very large and broad suite of objectives and policies in relation to Transport. In reviewing those provisions, a number of changes were identified that would assist with Canterbury's recovery. In particular there is a need to:
 - a. re-focus the objectives and policies so they specifically recognise and respond to recovery issues and identify opportunities to remove unnecessary regulatory controls (i.e. reduce consent and notification requirements); and
 - update the provisions (some being nearly twenty years old) to reflect the direction of relevant statutory documents, in particular the Greater Christchurch Land Use Recovery Plan and Canterbury Regional Policy Statement.
- 3. The Transport chapter is wholly in the first phase of the review.
- 4. In Phase 2 the Transport chapter may need to be updated to address changes that are needed to align with the Phase 2 chapters.
- 5. The District Plan provides a regulatory mechanism to manage land use activities and their relationship with transport, rather than to actively ensure that certain transport projects are achieved; that is, the Plan does not control or decide where bus shelters or traffic calming are installed as this is a function undertaken through the implementation of the Council's Long-term Plan. However, the District Plan provides a regulatory framework to manage activities that may generate effects that will, for example, compromise traffic or cycle safety. In many cases these effects are managed by the provision of a suite of permitted activity standards that will allow many activities and developments, particularly developments that have minimal effects, to proceed without unnecessary regulation or control. Such permitted activity standards include design and location criteria for vehicle accesses, minimum parking provision and design standards, and trip generation limits. However, specific assessment is required for activities that are likely to generate high levels of traffic and potentially significant effects.
- 6. Managing the effects of the use and development of land through a regulatory framework is consistent with a territorial authority's function under section 31(1)(a) of the Resource Management Act 1991 (RMA) to achieve integrated management of the effects of the use, development or protection of land and associated natural and physical resources of the district.

1.2 PROPOSED DISTRICT PLAN: OVERVIEW AND SYNOPSIS

- 1. **Appendix 2** sets out an overview of the Transport Chapter, by showing the linkages between all provisions.
- 2. In order to develop the provisions for the Transport chapter the following four policy options have been considered:
 - a. Not managing transport through the District Plan (i.e. having no provisions for transport in the District Plan).
 - b. Focussing on managing traffic effects only (i.e. having the only transport provisions in District Plan focus on private motor vehicles and traffic and having no provisions on public and active transport in the District Plan).
 - c. Having a suite of provisions in the District Plan that cover all modes and focus on providing transport choice.
 - d. Forcing a mode shift from private motor vehicles to public and active transport through regulation in the District Plan that restricts private motor vehicle use.
- 3. These options have been assessed against the strategic and statutory framework within which the District Plan is being developed (such as the Land Use Recovery Plan (LURP) and Canterbury Regional Policy Statement (CRPS)) as summarised below:
 - a. **Option 1** is not consistent with LURP because Action 36 of LURP requires that the District Plan does address transport, and specifically provide for land use and transport network integration, including:
 - i. measures to support the implementation of the Greater Christchurch Transport Statement, Christchurch Transport Strategic Plan and the Christchurch Central Recovery Plan;
 - ii. support for transport choice, including walking, cycling and public transport; and
 - iii. management of conflicts between property access, streetscape and transport efficiency.

Also Option 1 is not consistent with Chapter 6 of the CRPS, which requires the District Plan to require Integrated Transport Assessments (ITAs) for substantial developments.

So both the LURP and CRPS require the District Plan to have provisions for transport.

- b. **Option 2** focuses on managing the effects of private motor vehicle use and traffic because the vast majority of transport trips are undertaken in private motor vehicles. However, Option 2 is also not consistent with LURP because it does not support transport choice, as it would not have any provisions for walking, cycling and public transport as required by Action 36 of LURP.
- c. **Option 3** covers all modes and focuses on providing transport choice, which is consistent with both the LURP and RPS.
- d. **Option 4** forces a mode shift through regulation and thus does not enable equal transport choice, but rather restricts one transport choice (the use of private motor vehicle use). This option is not consistent with LURP, which requires the District Plan to support transport choice.

4. It is considered that Option 3 is the preferred policy direction as it is consistent with LURP and CRPS.

1.3 RESEARCH

1. The Council has commissioned technical advice and assistance from transport engineers and has used this, along with internal expertise, workshops and community feedback, to assist with setting the Plan framework for the proposed Transport chapter provisions. This advice includes the following (see table 1):

Title	Author	Description of Report
Technical Reports on Access	Abley Transport Engineers	Analysis of current Plan provisions
and Cycle Parking		that relate to access management
		and cycle parking
Strategic Report on the Future	MRCagney Pty Limited	Additional analysis on a strategic
Direction for Parking		direction for parking in
		Christchurch
Section 35 Report	Response Planning	Report on the efficiency and
		effectiveness of the provisions of
		both operative City and Banks
		Peninsula District Plans
Technical Standards Review	Christchurch City Council	Review of the access, network and
	Asset and Network Planning	parking management rules not
	Unit	covered by the above reports
Proposed Integrated	Urbansita	Analysis of ITA thresholds from
Transport Assessment		other cities and guidance
Thresholds for Christchurch		documents and recommendations
City Council		of thresholds for Christchurch

Table 1: Summary of Research undertaken

2. In addition to the above reports and advice, the Council has compiled, reviewed and developed a collection of material on transport issues (refer to Bibliography). This information has been used to inform the District Plan Review (DPR) and this Section 32 report.

1.4 CONSULTATION

- 1. The development of the Transport chapter has built on previous public consultation that was undertaken to develop the transport strategies mentioned above.
- 2. During the pre-notification stage of drafting the Transport chapter of the DPR, a number of consultation meetings were held.
- 3. Several meetings were held with staff from transport agencies in Greater Christchurch, primarily the partners to the Greater Christchurch Transport Statement (i.e. Canterbury Earthquake Recovery Authority, Christchurch International Airport Limited, Environment Canterbury, KiwiRail, Lyttelton Port of Christchurch, New Zealand Transport Agency, Selwyn District Council, and Waimakariri District Council).

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- 4. The issues raised during these meetings included providing for public transport growth, port access, freight movements, network efficiency and safety, and ensuring cross-boundary alignment with the Christchurch Central Recovery Plan, and also the Selwyn and Waimakariri District Plans. The issues raised have made a valuable contribution during the drafting of the Chapter. Some agencies supplied specific provisions that have been included in the Chapter; for example, the New Zealand Transport Agency suggested rules regarding access to State Highways and KiwiRail suggested rules regarding road level crossings.
- 5. Consultation has also occurred, as part of the wider consultation, with the Collaborative Agency Group comprising representatives of the Canterbury Regional Council (Environment Canterbury), Selwyn District Council, Waimakariri District Council, Canterbury Earthquake Recovery Authority, New Zealand Transport Agency, Ngāi Tahu and the Ministry for the Environment (in an advisory role). There was also consultation with the Canterbury District Health Board and the general public.
- 6. Additional information on consultation can be found in section 6 of this report.

2. **RESOURCE MANAGEMENT ISSUES**

2.1 STRATEGIC PLANNING DOCUMENTS

- Those strategic matters and provisions that have been specifically given effect or had regard to in this chapter are summarised in the table 2 below and are set out in full in **Appendix 1**. These documents already broadly identify the resource management issues for the District and provide the higher-level policy direction to resolve these issues. The strategic matters and provisions that have been specifically given effect or had regard to in this chapter are summarised in Table 2: Summary of Strategic Research undertaken
- 2. The Strategic Directions chapter also contains higher-order objectives and policies to reflect the outcomes sought in a number of strategic planning documents. An assessment of these objectives and policies is contained within the Section 32 Strategic Directions report. Those objectives and policies within the Strategic Directions chapter that are relied on in this chapter are discussed in section 5 (Evaluation of Objectives).

Document	Relevant provisions	How the Transport chapter will take into account/give effect to the relevant provisions
Resource Management Act (RMA)	Part 2, s 5	Promotes sustainable management of the transport network
Resource Management Act	Part 2, s 6	There are no specific matters of national importance that are particularly relevant to the transport provisions of the Plan. Rather, the Transport chapter will recognise and provide for the matters of national importance in an indirect way
Resource Management Act	Part 2, s 7	Has particular regard to the other matters lost in s 7, e.g. efficient use and development of natural and physical resources
Resource Management Act	Part 2, s 8	Takes into account principles of the Treaty of Waitangi
Canterbury Regional Policy Statement (CPRS)	Chapters 5 and 6 Objectives 5.2.3 and 6.2.4 Policies 5.3.7, 5.3.8 and 6.3.4	Has regard to the CRPS, e.g. consideration of effective, efficient transport network that promotes sustainability and resilience
Canterbury Earthquake Recovery Strategy	Six components of recovery	Is not inconsistent with all six components of recovery in the recovery strategy: economic, social, cultural, built, natural, leadership and integration
Land Use Recovery Plan (LURP)	Action 36	Is not inconsistent with LURP by achieving Action 36
Mahaanui Iwi	Issue P16	Takes account of the IMP, e.g. provisions to

Table 2: Summary of Strategic Research undertaken

Management Plan (IMP)		encourage greater use of Public and Active transport, as per policy P16.8 of the IMP
Greater Christchurch	Five priorities for growth	Has regard to the GCTS, e.g. consideration of
Transport Statement	and land use, airport and	integrated approach to transport network to
2012 (GCTS)	port access, linkages to	address five priorities of GCTS
	central city	
Christchurch Transport	Four key goals to meet	Has regard to the CTSP, e.g. providing for
Strategic Plan (CTSP)	transport challenges	Transport and land-use integration
An Accessible City –	New suite of transport	Is not inconsistent with the CCRP, by ensuring
Christchurch Central	objectives, policies and	the transport provisions outside the Central
Recovery Plan (CCRP)	rules specific to the	City in the District Plan are compatible with
	Central City	the provisions inside the Central City in the
		An Accessible City chapter
Regional Land Transport	Five objectives for meeting	Has regard to the RLTS, e.g. providing for
Strategy 2012–2042	regional transport needs	Transport and land-use integration
(RLTS)		

2.2 RESOURCE MANAGEMENT ISSUE: TRANSPORT SYSTEM

Table 3: Resource Management Issue

RESOURCE MANAGEMENT ISSUE – Effective functioning of the transport system

The Strategic Directions chapter of the Plan has identified the following issue as being the main transport issue at a strategic level:

3.4.2 - Strategic Issue 2 - Effective functioning of the transport system

The earthquakes caused significant disruption to the transport system within the district. There was substantial damage to roads in urban areas and repairs to underground infrastructure within the transport corridor are affecting the efficiency and capacity of the existing transport network. The relocation of households, commerce and industry has changed traffic patterns and concentrated demands on the network in localised areas, particularly west of the central city. Accelerated development of greenfield areas to address housing needs poses additional challenges for the timely and efficient provision of transport infrastructure and services. Delays to the movement of people and freight reduce productivity and increase costs for commerce and industry. While this issue is largely localised at present, transport demand predictions and trends suggest that congestion will become a significant issue for urban Christchurch in the future. There is an opportunity to enhance provision for walking, cycling and public transport, improving both public health and the efficiency of the network.

The above issue has been identified primarily through internal workshops taking into account the effectiveness of the existing Plan provisions and the direction provided by the Canterbury Regional Policy Statement, Land Use Recovery Plan, Mahaanui Iwi Management Plan, Christchurch Transport Strategic Plan and Regional Land Transport Strategy.

The Transport chapter has addressed this issue with key relationships to four topic areas:

- i. Integrated transport planning;
- ii. Access and Network management;
- iii. Public and Active transport; and

iv. Parking management.

3. SCALE AND SIGNIFICANCE EVALUATION

- 1. The level of detail undertaken for the evaluation of the proposed District Plan provisions has been determined by an assessment of the scale and significance of the implementation of the proposed District Plan provisions. The scale and significance assessment considers the environmental, economic, social and cultural effects of the provisions and in making this assessment regard has been had to the following, namely whether:
 - a. the provision is of regional or city-wide significance and predetermined by a higherorder document;
 - b. the provision is important to resolve an issue or problem particularly to protect life and property; and/or
 - c. there are a wide range of policy options or only variations of a theme;
 - d. the policy direction will radically change from current provisions; and/or
 - e. the provision will affect reasonable use of land; and/or
 - f. the provision will adversely affect those most directly affected or those with particular interests including Māori (consideration needs to be given to whether there is certainty of effects based on the availability of information to assess benefits and costs); and
 - g. the provision will directly assist in the City's recovery.
- 2. A broad assessment relating to scale and significance of each policy area has been undertaken below. More detailed assessments of the scale and significance of the specific provisions that have been implemented are provided in the relevant sections.

3.1 **OBJECTIVES**

1. Objectives 1 and 2 of the Transport chapter flow from the objectives and policies in the proposed Strategic Directions chapter. The strategic directions that have particular relevance to the Transport chapter are listed in the table below:

Table 4: Relevant Strategic Direction Objectives and Policies

Provision	Policy Direction
3.6.1 OBJECTIVE - RECOVERY AND	3.6.1.3 Policy - Development design and quality
LONG-TERM FUTURE OF THE DISTRICT	
3.6.2 OBJECTIVE - DEVELOPMENT	3.6.2.1 Policy - Accessible development
FORM AND FUNCTION	3.6.2.4 Policy - Timing of urban development
	3.6.2.8 Policy - Infrastructure

2. The scale and significance of the transport objectives are discussed within the Section 32 Report in the Strategic Directions Chapter.

3.2 POLICIES AND RULES

1. Policies and rules have been bundled into the four policy areas discussed below.

3.2.1 Integrated Transport Planning

a. The scale and significance for the introduction Integrated Transport Assessments (ITAs) is considered to be of low to moderate significance, as there is a statutory requirement to introduce ITAs through the Canterbury Regional Policy Statement (CRPS). An assessment of the transport effects of developments is generally accepted planning practice in New Zealand; therefore, any policy shift towards ITAs will not be a radical change from the current situation.

3.2.2 Access and Network Management

a. The scale and significance of the policy shift to update access provisions in line with latest standards is considered to be of low to moderate significance. Having access standards in a District Plan is generally accepted planning practice. The access provisions are required by Action 36 of the Land Use Recovery Plan (LURP), which requires the District Plan to provide for the management of conflicts between property access, streetscape and transport efficiency. Any updates are likely to be in keeping with industry best practice and will not result in a major change to the current situation.

3.2.3 Public and Active Transport

a. The scale and significance of the policy shift to update the cycle parking rates, incorporate location and design rules for cycle parking, require visibility splays and require public transport interchanges in new District Centres is considered to be of low to moderate significance, because containing standards for cycle parking, visibility splays and public transport interchanges in a District Plan is becoming an increasingly more accepted type of planning practice. The provisions for walking, cycling and public transport are required by Action 36 of the LURP, which requires the District Plan to provide support for transport choice, including walking, cycling and public transport.

3.2.4 Parking Management

a. The scale and significance of the policy relating to parking standards will be of moderate significance. There are a variety of different provisions relating to parking that could be selected; the differing options will have different implications. There is potential for provision options such as applying maximum parking levels to have a moderate impact on the current situation. Resource consent data indicates that the current parking minimums trigger a relatively large number of resource consents. This suggests that the current standards are not reflective of the demands of the development industry. Any potential change in provision is likely to greater reflect the development industry. Removing minimum parking standards from commercial centres is becoming an increasingly more accepted type of planning practice in large metropolitan cities in New Zealand, provided the safe and efficient function of the transport system is not compromised within these centres.

4. EVALUATION OF OBJECTIVES

- a. Section 32(i)(a) of the Resource Management Act (RMA) requires the Council to evaluate the extent to which the objectives are the most appropriate way to achieve the purpose (s 5) of the Act. This section provides an evaluation of several alternative approaches ('objective options').
- b. Key elements of s 5 of the Act relevant to transport are have been identified in the previous section of this report as a framework for this evaluation. The principles of the Act (s 6, 7 and 8) also provide guidance as to how s 5 should be applied; they have been incorporated accordingly.
- c. The two proposed objectives and their alternatives are evaluated below, the first under the heading 'Integrated Transport System', the second under the heading 'Adverse Effects from the Transport Network'.

4.1 EVALUATION OF PROPOSED OBJECTIVE 1: INTEGRATED TRANSPORT SYSTEM

GENERAL POLICY DIRECTION OPTIONS AND RECOMMENDATIONS

The following three options were considered in response to the key strategic resource management issue identified in the section above. An evaluation of the proposed Objective 1 and alternative options/approaches considered is provided below summarising how each:

- 1. relates to an identified resource management issue that must be resolved to promote the purpose of the RMA;
- is relevant to other sections of the RMA in terms of Part 2, statutory functions and powers, giving effect to another policy or plan or some other RMA-related purpose; and
- 3. meets the tests of usefulness, reasonableness and achievability.

Option 1 – (Proposed Objective 1) Integrated Transport System

Option 1 (Proposed Objective 1) approaches the resource management issues identified earlier, as follows:

- 1. Infrastructure Supports a single integrated transport system that promotes development, in particular where co-ordinated with the transport network to provide for efficiencies in the use and development of existing infrastructure.
- 2. Effective functioning of the transport system Seeks a sustainable and efficient approach to new land-use development to support effective functioning of the transport system and minimise adverse effects on the transport system and reduce delays to the movement of people and freight.
- 3. Protecting key resources Seeks integration of land-use activities and strategic infrastructure to reduce incompatibility between activities and therefore better protect existing transport infrastructure and provide for more efficient levels of use.

Option 1 (Proposed Objective 1) would in the context of RMA Part 2 matters: 1. support sustainable management by providing for development that seeks to manage and integrate with the transport network so that it can provide for the social, economic and cultural well-being of people and communities, whilst avoiding, remedying or mitigating any adverse effects on the network; and

2. support land-use integration by requiring integrated land use assessments for substantial developments as required by Objective 6.2.4 and Policy 5.3.8 of the CRPS.

Option 2 – (Status quo) Existing City Plan objectives

- 1. Transport objective: An efficient, safe and sustainable transport system in the city that provides for ease of accessibility for people and goods.
- 2. Objective 7.1: A safe, efficient and sustainable transport system.
- 3. Objective 7.2: An efficient and effective road network that allows the city to function and develop with minimal conflict between land uses, traffic and people.
- 4. Objective 7.3: Recognition of the public transport needs of people throughout the city and provision for meeting those needs.
- 5. Objective 7.4: Provision for the safe movement of cyclists and actively encouraging cycling as a means of transport.
- 6. Objective 7.5: The safe movement of pedestrians in a pleasant environment.
- 7. Objective 7.6: Sufficient and accessible off-street parking and loading facilities meeting the normal anticipated demands for each activity, while minimising the adverse effects of such facilities on the safety and efficiency of the transport system.
- 8. Objective 7.7: The maintenance and improvement of transport safety throughout the city.
- 9. Objective 7.8: Recognition of the need for regional, national and international links with the city and provision for those links.

Option 2 (status quo) approaches the resource management issues identified earlier, as follows:

- 1. Infrastructure Supports (albeit with reduced emphasis to Option 1) a single integrated transport system that promotes development, in particular where co-ordinated with the transport network to provide for efficiencies in the use and development of existing infrastructure.
- 2. Effective functioning of the transport system Seeks a safe and efficient approach to new land-use development to support effective functioning of the transport system. There is also recognition of and provision for opportunities for public transport, cycling and pedestrian safety. There is, however, a reduced emphasis on actively enhancing and encouraging (rather, it is a meeting of current needs) the provision of these facilities within an environment of recovery.
- 3. Protecting key resources Seeks protection of the road function through achieving compatibility between activities.

In terms of achieving the Purpose of the Act, Option 2 would have both positive and negative implications including:

- 1. Supports sustainable management by directing towards development that provides for the social, economic and cultural well-being of people and communities, whilst avoiding, remedying or mitigating any adverse effects on the network.
- 2. Does not require ITAs for substantial developments as required by Objective 6.2.4 and Policy 5.3.8 of the CRPS.

Option 3 – No specific requirement for transport and land-use integration

Draft Objective - A transport network that responds to and accommodates effects from land-use development.

Option 3 would approach the resource management issues identified earlier, in the following manner:

- Infrastructure Would result in a substantially reduced emphasis (from both the existing Plan provisions and the direction proposed in the LURP on providing for a single integrated transport system. Would not promote development in areas where it can be co-ordinated with the transport network; therefore, there will be greater risk of reduced efficiencies in the use and development of existing infrastructure as the transport network would essentially follow development where and when it occurred. The ability to address this issue would therefore be considerable diminished.
- 2. Effective functioning of the transport system Would not promote a sustainable and efficient approach to new land-use development. Would therefore create greater risk to the effective functioning of the transport system due to the potential for greater adverse effects on the transport system to occur including increased delays to the movement of people and freight.
- 3. Protecting key resources A lack of land-use integration direction would increase the potential for incompatible activities to occur, which in turn could progressively constrain the effective and efficient function of the transport network including key infrastructure such as the sea and air ports and major transport routes as identified within this issue.

In terms of achieving the purpose of the Act, Option 3 would have negative implications including:

1. Does not require ITAs for substantial developments as required by Objective 6.2.4 and Policy 5.3.8 of the CRPS.

ADOPTED GENERAL POLICY DIRECTION

Option 1. This is considered to be the best policy option because it maximises integration between Land Use and Transport as required by Objective 6.2.4 and Policy 5.3.8 of the CRPS.

OBJECTIVE MOST APPROPRIATE WAY TO ACHIEVE THE PURPOSE OF THE RMA		
Objective	Summary of Evaluation	
OBJECTIVE 1 – INTEGRATED	Relation to Resource Management Issue	
TRANSPORT SYSTEM		
	 Objective 1 approaches the resource management issue identified earlier, as follows: Seeks a sustainable and efficient approach to new land-use development to support effective functioning of the transport system and minimise adverse effects on the transport system and reduce delays to the movement of people and freight. 	
	Objective 1 would in the context of Part 2 matters:support sustainable management by providing for	

 development that seeks to manage and integrate with the transport network so that it can provide for the social, economic and cultural well-being of people and communities, whilst avoiding, remedying or mitigating any adverse effects on the network; and support land-use integration by requiring integrated land use assessments for substantial developments as required by Objective 6.2.4 and Policy 5.3.8 of the CRPS.
Overall Assessment of the Appropriateness of Objective 1
Objective 1 has been written to recognise the primary overarching direction of providing for cohesive integration between a range of land uses and their various adjoining transport network functions. Ultimately, this integration is linked to recovery and economic development through the safe and efficient use of the transport network including the protection of key transport hubs and promotion of alternative modes of transport across the city, the provision for access and network management, and efficient parking supply and management.
In accordance with emerging best practice guidance ¹ , relevancy and usefulness criteria have been used to assess the appropriateness of the proposed and other considered (alternative) objectives.
 Objective 2 is consistent with objectives in other chapters that mention transport, such as: Chapter 8, 8.1.3 Objective 3 - Infrastructure and transport, which provides for a legible, well-connected, highly walkable and comprehensive movement network for all transport modes; Chapter 8, 8.1.2 Objective 2 - Design and amenity, which requires an integrated pattern of development and urban form through subdivision and comprehensive development that improves people's connectivity and accessibility to employment, transport, services and community facilities; Chapter 14, 14.1.3 Objective 3 - Housing distribution and density, which provides for

¹ Ministry for the Environment (2013), "An interim guide to section 32 of the Resource Management Act 1991: Incorporating changes as a result of the Resource Management Amendment Act 2003". AUGUST 2014 VERSION

 increased density of residential development in and around commercial centres where there is ready access to public transport; Chapter 14, 14.1.4 Objective 4 - Strategic infrastructure, which requires that residential development does not adversely affect the efficient operation, use, development, appropriate upgrade and future provision of the strategic transport network and freight hubs; and Chapter 15, 15.1.1 Objective 1 - Recovery of commercial activity in centres, which provides for commercial activity in a way that is highly accessible by a range of modes of transport, manages adverse effects on the transport network, and is integrated with the delivery of infrastructure.
Overall it is considered that Objective 1 presents the appropriate means of achieving the sustainable management of natural and physical resources. The transport network is a finite resource (RMA s7(g)) in the district both in terms of the overall quantum of available land (having regard to competing land-use activities) and having regard to the presence of natural and physical constraints.
Objective 1 responds to the issue, recognising that the transport network should be efficiently managed as an existing resource in a way that ensures it is available to provide for the immediate recovery and economic well-being of people and communities and the future growth demands of the district over the Plan period (s7(b)).
Objective 1 is considered to be the most appropriate objective to achieve the purpose of the RMA because it maximises integration between land use and transport as required by Objective 6.2.4 and Policy 5.3.8 of the CRPS.

4.2 EVALUATION OF PROPOSED OBJECTIVE 2: ADVERSE EFFECTS FROM THE TRANSPORT NETWORK

GENERAL POLICY DIRECTION OPTIONS AND RECOMMENDATIONS

The following three options were considered in response to the key strategic resource management issues.

Option 1 (Proposed Objective 2) Minimise Adverse Effects from the Transport Network

Option 1 (Proposed Objective 2) approaches the resource management issues identified earlier as follows:

- Effective functioning of the transport system While the transport network is commonly considered to be the road carriageway itself, it also includes access, footpaths, public transport, parking and loading areas, which are required as part of its overall function. Where the effects of the transport network are not managed appropriately, for example, parking areas providing a large oversupply of spaces, this can impact upon the ability to manage adverse effects. This can compromise the environment in a number of ways, for example, emissions, contaminated stormwater runoff from roads and parking areas, and reduced areas available for amenity planting and treatments. Therefore, the potential for adverse effects from the transport network to be considered via this objective is important to ensure that the Plan can address this issue.
- Protecting key resources Seeks integration of land-use activities and strategic infrastructure to reduce incompatibility between activities and, therefore, better protect existing activities from the adverse effects from the transport network. Where the transport network is designed and located adjacent to potentially sensitive activities, any changes, such as increased levels of congestion, higher dependency of cars and reduced ability to provide for public and active transport, can result in increased emissions, increased fuel consumption, contaminated stormwater runoff from roads and parking areas, and reduced areas available for amenity planting and treatments. Therefore, the proposed objective recognises the need to minimise adverse effects in response to this issue.

Option 1 (Proposed Objective 2) would in the context of RMA Part 2 matters:

- support sustainable development by enabling the Plan to provide for the social, economic and cultural well-being of people and communities, whilst avoiding, remedying or mitigating any adverse effects from the transport network.
- fulfil Objective 5.2.3(2) of the RPS to avoid, remedy or mitigate the adverse effects of transport use and its provisions.

Option 2 (Status quo – existing City Plan objective)

- Transport objective: An efficient, safe and sustainable transport system in the city that provides for ease of accessibility for people and goods.
- Objective 7.1: A safe, efficient and sustainable transport system.
- Objective 7.2: An efficient and effective road network that allows the city to function and develop with minimal conflict between land uses, traffic and people.
- Objective 7.3: Recognition of the public transport needs of people throughout the city and provision for meeting those needs.
- Objective 7.4: Provision for the safe movement of cyclists and actively encouraging cycling as a means of transport.
- Objective 7.5: The safe movement of pedestrians in a pleasant environment.
- Objective 7.6: Sufficient and accessible off-street parking and loading facilities meeting the normal anticipated demands for each activity, while minimising the adverse effects of such facilities on the safety and efficiency of the transport system.
- Objective 7.7: The maintenance and improvement of transport safety throughout the city.

• Objective 7.8: Recognition of the need for regional, national and international links with the city and provision for those links.

Option 2 approaches the resource management issues identified earlier as follows:

- Effective functioning of the transport system This Option would see the retention of the existing City Plan transport objectives. Whilst some of the existing objectives mention the need to minimise adverse effects, such as Objective 7.6 'adverse effects of such [parking and loading] facilities on the safety and efficiency of the transport system', it does not mention other adverse effects such as air quality, water quality, noise, glare, vibration and amenity. Policy 5.3.8(3)(a) of the CRPS mentions adverse effects on significant natural and physical resources. Therefore, it can be considered that the existing City Plan transport objectives only consider some adverse effects and do not adequately address all the adverse effects as required by the CRPS or identified by this issue.
- Protecting key resources As discussed above, the existing objectives within the Plan do not focus on all effects from the transport network on the receiving environment. Where the transport network is designed and located adjacent to potentially sensitive activities, any changes, such as increased levels of congestion, widening of roads, higher dependency of cars and reduced ability to provide for public and active transport, can result in increased emissions, increased fuel consumption, contaminated stormwater runoff from roads and parking areas, and reduced areas available for amenity planting and treatments. Therefore, the proposed objectives do not sufficiently encompass the direction to minimise adverse effects in response to this issue.

In terms of achieving the purpose of the Act, Option 2 would have a number of positive and negative implications including:

- Does not explicitly provide for the minimisation of the range of adverse effects as required by the CRPS Objective 5.2.3(2).
- Does not enable the Plan to completely provide for the social, economic and cultural well-being of people and communities, due to the limited scope to address the wider range of adverse effects that can occur from the transport network.

Option 3 No specific requirement to minimise adverse effects from transport

• Draft objective - The continued development and operation of the transport network as required.

Option 3 would see the continued operation and development of transport without any consideration of the adverse effects caused.

Option 3 would approach the resource management issues identified earlier (that is, issues 2 and 3), in the following manner:

• Effective functioning of the transport system - Would not promote a sustainable and efficient approach to the development of the transport network and its relation to surrounding land use. Would therefore create potential for greater adverse effects from the transport system, for example, congestion, to occur including potential reduction in the safety of users and the surrounding amenity, for example, poor design and location of access or parking facilities adjacent to sensitive activities may compromise the safety of pedestrians.

• Protecting key resources - A lack of direction as to the relationship of the transport network to its surroundings can increase the level of effects or level of incompatibility from present. An example of this is the construction of new roads or an increase in traffic flows (particularly heavy vehicles such as trucks and buses) on an existing road with little consideration to their surrounds can compromise residential amenity in terms of noise and air quality and increase the level of conflict. This conflict can ultimately lead to constraints upon the transport network, which in turn can compromise recovery.

In terms of achieving the purpose of the Act, Option 3 would:

• fail to achieve sustainable management of the physical transport resource by not minimising adverse effects from the construction and operation of the transport network.

In terms of its appropriateness in achieving the purpose of the Act, Option 3 would:

• provide for people's and communities' social, economic and cultural well-being through the continued operation and development of the transport network as and where required. However, it would ensure that the effects from the network, for example, noise, vibration and emissions, will be avoided, mitigated and remedied.

ADOPTED GENERAL POLICY DIRECTION

Option 1. This is considered to be best policy option because it fulfils Objective 5.2.3(2) of the CRPS, to avoid, remedy or mitigate the adverse effects of transport use.

OBJECTIVE MOST APPROPRIATE WAY TO	ACHIEVE THE PURPOSE OF THE RMA	
Objective	Summary of Evaluation	
OBJECTIVE 2 – MINIMISE ADVERSE	Relation to Resource Management Issue	
EFFECTS FROM THE TRANSPORT		
NETWORK Adverse effects from the construction and operation of the transport network, including air quality, water quality, noise, glare, vibration, amenity and safety of users, are managed to minimise effects on people, natural and physical resources, and the wider environment of the district.	 Objective 2 approaches the resource management issue identified earlier as follows: While the transport network is commonly considered to be the road carriageway itself, it also includes access, footpaths, public transport, parking and loading areas, which are required as part of its overall function. Where the effects of the transport network are not managed appropriately, e.g. parking areas providing a large oversupply of spaces, this can impact upon 	
	the ability to manage adverse effects. This can compromise the environment in a number of ways, e.g. emissions, contaminated stormwater runoff from roads and parking areas, and reduced areas available for amenity planting and treatments. Therefore, the potential for adverse effects from the transport network to be considered via this objective is important to ensure that the Plan can address this issue.	

 support sustainable development by enabling the Plan to provide for the social, economic and cultural well-being of people and communities, whilst avoiding, remedying or mitigating any adverse effects from the transport network fulfil Objective 5.2.3(2) of the CRPS to avoid, remedy or mitigate the adverse effects of transport use and its provisions.
Overall Assessment of the Appropriateness of Objective
Objective 2 has been written to ensure that adverse effects from the transport network itself are minimised to protect the receiving environment. Where development is not well integrated or compatible with the transport network, it can reduce efficiency, safety and accessibility, which ultimately can result in increased levels of congestion, higher dependency of cars, a reduction in safety due to extra traffic conflict, and reduced ability to provide for public and active transport. The subsequent effects from this on the environment can include increased emissions, increased fuel consumption, contaminated stormwater runoff from roads and parking areas, and reduced areas available for amenity planting and treatments.
Objective 2 is considered to be the most appropriate objective to achieve the purpose of the RMA because it fulfils Objective 5.2.3(2) of the CRPS to avoid, remedy or mitigate the adverse effects of transport use.

5. EVALUATION OF PROPOSED POLICIES, RULES AND METHODS

- a. The proposed policies and methods topics have been grouped as follows for the purposes of Section 32 analysis:
 - i Integrated Transport Planning
 - ii Access and Network Management
 - iii Public and Active Transport
 - iv Parking Management.
- b. Further analysis of the proposed rules is in Appendix 3.

5.1 TOPIC 1: Integrated Transport Planning

1. The following three options were considered for Topic 1:

a. OPTION 1 - Maintain Status Quo

This option would result in the retention of the same suite of transport-related objectives, policies and rules as are currently in the City Plan and BPDP. Current provisions will continue to provide a degree of control via the high traffic generator rule threshold, thereby maintaining scope to primarily consider the impact of private motor vehicle traffic on the network.

b. OPTION 2 – Require ITAs for High Trip Generators

This option would require alterations to the existing provisions of the Plans to provide a specific requirement to prepare an ITA for activities that breach a trip-based threshold. This option will utilise a high trip generator trigger threshold. The type of trigger would differ from the existing Plan in that the trigger is based on 'trips' rather than 'traffic' (so that it considers all transport modes and not just traffic) and the trigger will also provide two threshold levels, with different measures depending on the activity; for example, Gross Floor Area (GFA), Gross Leasable Floor Area (GLFA) and Public Floor Area (PFA), number of students, number of professional staff, number of vehicle trips. The level of threshold breached will determine whether a 'basic' or 'full' ITA is required. Whilst the proposed type of threshold measure is to differ from the existing plans, the level at which the threshold is set would be similar to the existing Plan (albeit that the trigger now is based on 'trips' rather than just 'traffic'), so that the number of consents required is likely to be no greater than what is required under the existing plans.

- c. If an ITA is provided, it would need to be prepared in accordance with a number of assessment matters, rather than just limiting discretion to traffic effects or vehicular access. This option would also seek changes to the objective and policy framework to ensure sufficient emphasis to reflect the strategic direction set by the LURP, CRPS, Greater Christchurch Transport Statement 2012 (GCTS), Christchurch Transport Strategic Plan (CTSP) and other relevant overarching documents.
- d. As the consent threshold has changed from 'traffic' to 'trips', the activities that exceed the threshold will be called 'high trip generators' rather than 'high traffic generators'. This change, and subsequent change to the name of the rule to 'High Trip Generator Rule', will

help to make it clear that the new assessments under this rule are to be integrated and consider all transport modes, not just traffic.

e. OPTION 3 – Require ITAs for High Trip Generators – Centres' Location Triggers

This option is similar to Option 2 in that it would seek alterations to the existing provisions of the Plan to provide a specific requirement to prepare an ITA for activities. However, it would utilise different high trip generator threshold triggers, dependent on whether or not a development is located within a commercial centre. 'Basic' and 'full' ITA thresholds would continue to be utilised.

2. An evaluation of the proposed option (Option 2) is outlined in the table below. It is considered that the most appropriate balance of benefits and costs to most effectively achieve the intent of the overarching strategic direction are provided by the chosen option. It has been concluded that the chosen option provides a superior solution as it directly achieves the strategic objectives concerning integration, particularly for more substantial developments, while providing sufficient flexibility in the preparation of ITAs to enable the level of assessment and information to match that appropriate to the scale or intensity of the proposal in all locations.

INTEGRATED TRANSPORT PLANNING PROVISIONS <u>MOST APPROPRIATE WAY</u> TO ACHIEVE THE OBJECTIVES

Relevant objective: 1 INTEGRATED TRANSPORT NETWORK 2 ADVERSE EFFECTS FROM THE TRANSPORT NETWORK

The following objectives in other chapters are also relevant:

- Chapter 8, 8.1.3 Objective 3 Infrastructure and transport
- Chapter 8, 8.1.2 Objective 2 Design and amenity

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- Chapter 14, 14.1.3 Objective 3 Housing distribution and density
- Chapter 14, 14.1.4 Objective 4 Strategic infrastructure
- Chapter 15, 15.1.1 Objective 1 Recovery of commercial activity in centres

Provision(s) most appropriate	Effectiveness and efficiency
Proposed Option	EFFICIENCY
Require ITAs For High Trip Generators	 Benefits Environmental: ITA requirement enables a greater degree of focus on multi-modal transport provision and transport choice with land uses and its integration. This can encourage greater use of sustainable modes and thus reduce the environmental effects of transport use. Requirement enables the achievement of the strategic objectives concerning integration, which can reduce the adverse effects on the transport network and effects from the transport network. Flexibility in the preparation of ITAs to enable the level of assessment and information to match that appropriate to the scale or intensity of the proposal, so that there is appropriate analysis of the environmental effects to ensure adverse effects are appropriately avoided, mitigated or remedied.
	 Social and cultural: Enables a greater degree of focus on multi- modal transport provision and choice with land uses and its integration with the network, thereby promoting greater accessibility across the city and within communities, as it will encourage development to provide for all modes.
AUGUST 2014 VERSION	 Economic: Enables a greater degree of focus on multi- modal transport provision, thereby promoting 23

greater accessibility and reducing dependency on private motor vehicles, which in turn can reduce the need to create additional roading infrastructure for motorists. Reducing dependency on private motor vehicles can also 'free up' road space for freight, which is vital for the city's recovery.

- Distinguishing between the threshold requirement to provide a basic or full ITA enables developments with a lesser impact to either avoid the need for consent (through being less than the threshold) or be subject to a less onerous process (basic ITA) while those with greater potential for impact are required to provide a higher level of detail (full ITA).
- Use of GFA etc. for listed activities provides a greater level of clarity for determining whether certain activities will breach this rule. This is beneficial for activities where there can be uncertainty in accurately predicting the number of trips, thereby reducing the need to estimate trip rates which can involve a degree of uncertainty and, ultimately, cost. The GFA (etc.) basic ITA thresholds are based on research that shows the amount of floor area that generally generates 250 vehicle trips a day for each activity (see Appendix 4 for more details), whilst the GFA (etc.) full ITA thresholds are based on research that shows the amount of floor area that generally generates 1000 vehicle trips a day for each activity (see Appendix 3 for more details). So the ITA thresholds are set at a similar level of traffic generation for all activities.
- Requiring ITAs is becoming an increasingly more common and accepted way of managing transport effects of developments. A number of recent District Plans from other metropolitan cities in New Zealand (such as Hamilton, Auckland and Tauranga) have requirements for ITAs.
- The ITA thresholds are set at a similar level to those in the recent District Plans of other metropolitan cities in New Zealand (such as Hamilton, Auckland and Tauranga). So the thresholds should not cause costs for development through consenting that are more onerous than in other metropolitan cities in New Zealand. Thus the ITA requirements should not affect the attractiveness and relative

competitiveness of development in Christchurch, compared to other cities.

 Non-statutory ITA guidelines will provide greater certainty as to what must be provided for the assessment of activities.

Costs

Environmental, social and cultural:

- Could involve an increased level of assessment and analysis compared to the status quo. The additional time, costs and general uncertainty associated with this aspect of the process may therefore deter the viability of some developments that may otherwise have contributed positively to economic, environmental, social or cultural outcomes. However, ITA guidelines have been provided and pre-application meetings are encouraged to remove uncertainty and reduce costs by ensuring that there is clarity early in the process about the amount of assessment required and that the assessment is in scale with the development so that it does not impose costs that are out of scale with the development proposed.
- Some developments may separate their activities into a number of smaller tenancies/outlets to individually avoid noncompliance with the high trip generator thresholds. This has the potential to cumulatively generate adverse effects through a failure to ensure that the development is well integrated with the transport network. Since smaller developments are not required to provide ITAs, some smaller developments may not be as well integrated as if they were required to provide an ITA.

Economic:

- Requires an increased level of assessment and potential analysis, thereby increasing the potential for costs associated with the preparation of an ITA and its review/audit by the Council.
- Consent costs and uncertainty, though, may be limited where consents are required anyway by other rules in the Plan.

EFFECTIVENESS

Effectiveness of Provision to Achieve Objective

Policy 1 – Establishment of a Road Classification System

Linked to Objectives: **1** Integrated Transport Network **2** Adverse Effects from the Transport Network **Policy 1** provides specific emphasis on the road classification and its role. This will assist with providing an appropriate level of context to the nature and use of various roads when considering resource consents for any level of activity, but will particularly inform the preparation of ITAs. To remove the context of a road classification would remove the priority of all roads, making it harder to ensure integration with the movement function of roads. It would also remove certainty as to the function of the transport system for the wider community including freight routes and key public transport routes. Therefore, this policy provides key support to the overarching objectives.

For the sake of simplicity and consistency the Council has opted to continue to use the existing road classification terminology within the City Plan (i.e. Major Arterial, Minor Arterial, Collector and Local). However, the new road classification system also reflects the concepts in the CTSP (such as the place functions, e.g. urban residential), and reflects changes to various roads which have decreased or intensified in use, to ensure consistency throughout all chapters that use road classification provisions. In addition, it is understood that the New Zealand Transport Agency is in the process of preparing a national road classification (called the One Network Road Classification). Once this is formalised, the intention is to consider whether there is a need to adopt these national classifications throughout the Plan via either a specific Plan Change or the second stage of the Plan Review as necessary. The term 'collector' has been used rather than the term 'distributor', which is used in the Christchurch Central Recovery Plan (CCRP), as the One Network Road Classification uses the term 'collector'. However, collector roads have a similar function to the distributor roads in the Central City. It is anticipated that in due course the term 'distributor' used in the Central City will need to be updated to 'collector' to align with the new One Network Road Classification terminology.

 Policy 2 – High trip generating activities Link to relevant Objectives:1 Integrated Transport Network 2 Adverse Effects from the Transport Network 	Policy 2 provides a specific focus on the requirement to provide ITAs for higher trip generating activities, which will allow assessment of how well a development or activity integrates with the transport network. This includes the ability to consider whether a proposal will achieve a range of matters that are directed by this policy, e.g. encourage transport choice, provide an accessible development, and consider initiatives to contribute towards more efficient transport and land-use outcomes.
 Key Rules and Methods: High Trip Generator Rule with triggers for various activities to require either a Basic or Full ITA ITA guidelines Assessment Matters for rule 	These two policies are clear and directive and will each ensure consistency with the CRPS policy in some form. Consequently, they will be effective tools to direct how the objective will be achieved with regard to integrated transport planning. Economic Analysis For an economic analysis for the High Trip Generator Rule refer to Appendix 4.
Options less or not as appropriate to achieve the Objectives and policies:	
Refer to Appendix 3 for information about the current rules.	 Appropriateness Continues with a large suite of objectives and policies within the Transport Chapter. Many of these provisions are still relevant in a general context, but there is a lack of methods to achieve integration, particularly now that they are sought by the CRPS, which requires ITAs for substantial developments. This option would not, therefore, give effect to the CRPS. The 'number of car parking spaces' trigger has been found to be a relatively inaccurate indication of likely trip generation and has resulted in a number of resource consents that in practice have little effect on the transport system. For example, spiritual activities generate a very low turnover throughout the day and yet can require a high number of car parking spaces. The discretion of the High Traffic Generator Rule is limited to matters associated with vehicular access or traffic effects. Current assessments tend to focus on private vehicle trips and therefore do not always provide emphasis on other transport modes to encourage cycling and the use of public transport.

	 The current prioritisation of private motor vehicles does not promote accessibility to a range of transport modes, which can result in the oversupply of car parking at the expense of otherwise using this land for activities and building floor area.
Option 3 – Require ITAs for High Trip	Appropriateness
Generators - Centres' Location Triggers	 Adopts a generic approach to the requirement for ITAs and does not reflect that many centres are different sizes, and have different existing parking issues such as their level of parking oversupply or undersupply, and different levels of public and active transport provision; therefore, the same trigger for all centres may not achieve the policy direction sought. The reduction in requirement for centres generally to trigger the trip generator threshold may result in incompatible levels of traffic, which will compromise the efficiency of the transport network in some centres. This may in turn require remedial measures by the Council to address these situations, e.g. installation of parking restrictions or traffic controls. Since centres generally have high levels of public transport accessibility, it is even more important that development within the centre is designed to be well integrated with public transport (i.e. have safe and easy access between bus stops and the development, the position and amount of car parking provided supports public transport use) to support the public investment in public transport. A reduction in requirements for centres to trigger the ITA thresholds may make it more difficult to ensure development within a centre is designed to be well integrated with the adjacent public transport services.

Risk of acting or not acting

The direction to provide for integrated transport using ITAs within the Plan has been clearly directed by the CRPS provisions. In addition, the guidance for what is to be included within an ITA has been produced using comprehensive information sources.

Overall, the risk of acting based on the information available on this topic is considered to be low.

The risk of not acting is not complying with the CRPS requirements for ITAs. This could adversely affect the integration, safety, efficiency, accessibility and sustainability of the transport network.

5.2 TOPIC 2: Access and Network Management

1. The following three options were considered for Topic 2:

a. Option 1 – Maintain Status Quo

This option would result in the retention of the same suite of access-related objectives, policies and rules as presently within the City Plan and BPDP, such as queuing space requirements, access separation spacing requirements etc.

b. Option 2 - Rely upon ITAs Only to Control Access

These changes would set a highly permissive Plan framework to provide strong emphasis on permitting almost all activities with little control over access and network management with the exception of high trip generating activities only, that is, those that require ITAs. This would mean few if any rule triggers related to access for smaller activities.

c. Option 3 – Update Access Provisions in line with Latest Standards

This option would seek alterations to the existing provisions of the Plan with regard to access management. The proposal would primarily seek changes to the objectives, policies and rules to remove those that are ambiguous, repetitive and/or ineffective, and update many of the remaining relevant provisions to align with the latest best practice and standards, including the provision of a standard for road or rail crossings, and requiring space for pedestrian and cycling access along vehicle accesses serving nine or more residential units and/or parking spaces. Some standards (such as rule 13-2.3.2 in the City Plan) that can be controlled more effectively by other Council documents (such as the Infrastructure Design Standards or Construction Standard Specifications) will be removed from the District Plan and moved to those other documents. This option will also make clear what rules apply to vehicle crossings (the space within the legal road reserve between the property boundary and road carriageway where vehicles get access (usually by crossing over the footpath) between the road and the property), and what rules apply to access (the part of the vehicle access (e.g. driveway) within the property). It would also be proposed to provide emphasis on the strategic direction set by the LURP, CRPS, GCTS, CTSP and other recent overarching documents, particularly around integration and accessibility.

2. An evaluation of the proposed option (Option 3) is outlined in the table below. It is considered that the chosen option represents an appropriate balance between providing for a wide range of development through straightforward permitted standards with substantially improved clarity, thereby enabling recovery, while providing an element of control for activities that have greater potential to generate significant adverse effects (for example, access locations close to intersections, reversing onto busy roads, and activities with multiple accesses). The chosen approach will also provide greater emphasis on the compatibility of access with different road functions and the ability for access design to promote other modes of transport.

ACCESS AND NETWORK MANAGEMENT PROVISIONS <u>MOST APPROPRIATE WAY</u> TO ACHIEVE THE OBJECTIVES

Relevant objective:	
1 INTEGRATED TRANSPORT NETWORK	
2 ADVERSE EFFECTS FROM THE TRANSPORT NETWORK	
Provision(s) most appropriate	Effectiveness and efficiency
Proposed Option	EFFICIENCY
Update Access Provisions in line with Latest	
Standards	Benefits
	 Achieves an appropriate balance between providing for a wide range of development through straightforward permitted standards and substantially improved clarity, e.g. new accesses over railways, while providing an element of control where needed to protect network efficiency, safety and promote integration and accessibility for all as per the strategic direction sought by LURP, CTSP, GCTS and the CRPS.
	• The use of the proposed framework would not compromise the streamlining of the Plan content and therefore a reduction in the Plan size and improved clarity will aid Plan users.
	 Social: Provides sufficient regulatory intervention to encourage good accessibility to developments and activities, particularly where it would benefit communities', e.g. requiring space for pedestrian and cycling access along busy vehicle accesses.
	 Cultural: Provides sufficient regulatory intervention to encourage the use of cycles and pedestrian safety, e.g. requiring space for pedestrian and cycling access along busy vehicle accesses, in accordance with the direction sought within the Mahaanui Iwi Management Plan (IMP).
	 Economic: Provides for small to medium development to proceed as a permitted activity subject to meeting straightforward design and location access controls, which would assist the recovery of activities that are more likely to have limited adverse access/traffic effects without delay or unnecessary impediment.

- Would not result in the need for a greater volume of resource consent applications than are currently generated and should result in a reduction of unnecessary consents following the removal of onerous or superfluous accessrelated rules that exist at present.
- Would be relatively permissive with improved clarity and conciseness. Therefore, there would be less cost and time required for Plan users to locate and identify the applicable Plan provisions concerning access and transport to clearly ascertain compliance with applicable rules and the strategic policy direction for transport.
- Reduction in safety costs where a new access is proposed to cross a railway due to improved clarity and recognition of sightline requirements, which are not included with the current Plan provisions.

Costs

Environmental:

 The use of access standards will ensure access ways are designed to provide for vehicle access, which will still enable people to use cars as a form of transport. Thus there will still be some emissions and fuel consumption from car use.

Social and cultural:

 The use of access standards will ensure access ways are designed to provide for vehicle access, which will still enable people to use cars as a form of transport. Thus there will still be some safety risk from car use. Whilst changes to the access standards are designed to reduce the safety risk, it will not be able to eliminate the safety risk completely.

Economic:

 Continuing to have provisions regarding access will require assessment and compliance. However, this is likely to be at a level not greater than is required at present under the existing Plan.

EFFECTIVENESS

Effectiveness of Provision to Achieve Objective Policy 1 focuses on the recognition of the road classification and the different functions for the

Policy 1 – Establishment of a Road Classification System

Link linked to Objectives: **1** Integrated Transport Network **2** Adverse Effects from the Transport Network

Policy 3 – Vehicle Access and Manoeuvring Linked to Objectives: 1 Integrated Transport Network 2 Adverse Effects from the Transport Network

Policy 7 – Rail Level Crossings
Linked to Objectives:
1 Integrated Transport Network
2 Adverse Effects from the Transport Network

Policy 10 – Effects from transport infrastructure

Linked to Objectives: **1** Integrated Transport Network **2** Adverse Effects from the Transport Network

Policy 2. – High trip Generator

Linked to Objectives: **1** Integrated Transport Network **2** Adverse Effects from the Transport Network

Methods:

Access Management Rules including a

range of roads. This relates directly to the provision, design and location of access to ensure that there is an appropriate access response to the context of the road frontage, i.e. the ability of roads to perform their movement or place function is not significantly compromised by the provision of access. For more information on the background to the Road Classification refer to Appendix 6.

Policy 3 provides specific emphasis on the management of access to ensure that it focuses on compatibility, function, promotion of transport choice, and safety and efficiency. This will ultimately enable the achievement of integration and reinforce the thrust of the objectives.

Policy 7 provides a direct correlation to the associated rules concerning the management of road/rail level crossings that are not controlled by alarms and/or barriers. Rail level crossings require a good level of access and network management that is not presently required with the City Plan or BPDP, particularly with regard to safety. Therefore, the direction provided by this policy links cohesively into the overarching Objectives in that it will promote the safe and efficient function of transport particularly where new buildings may compromise this function.

Policy 10 provides emphasis on minimising the adverse effect of transport infrastructure on the environment. Access and network management forms a key component of transport infrastructure and has the ability to generate a range of effects on the immediate and wider environment if poorly implemented.

This policy therefore provides important direction to tie into the overarching Objectives.

Overall, the proposed policies are clear and directive and will be effective tools in directing how the Objectives will be achieved with regard to access and network management. They will also provide support to the consideration of access as part of an ITA, where required for higher trip generating developments, which will also utilise the direction of **Policy 2**.

The revised definitions and rules will provide

 suite of rules to manage the number, location, design and gradient of access ways Access Management Rule Assessment Matters Integrated Transport Assessment Guidelines 	effective tools to provide for a suitable level of access management as a permitted activity, i.e. without triggering the need for resource consent, while continuing to provide sufficient control over areas that require a greater level of assessment, e.g. higher trip generators and activities proposing high numbers of access points.	
	Economic Analysis For an economic analysis for the Vehicle Access rule refer to Appendix 4.	
Options less or not as appropriate to achieve the Objectives and policies		
Option 1 – Maintain Status Quo	Appropriateness	
Partian 2 Bakuman ITAs Only to Control	 Option 1 – Maintain Status Quo Many of the transport-related provisions have not been altered or updated for around 20 years. Many no longer reflect latest standards, best practice and the environmental direction now sought. Continues with a larger suite of rules and provisions, some of which are no longer particularly relevant or helpful but which may still trigger the need for unnecessary resource consent, e.g. rule 13-2.3.2 standard of crossing design, which requires consent if crossings are not constructed with standards that are already controlled by standards in the Infrastructure Design Standards. The retention of the current provisions would not aid the streamlining of the Plan or improvement of the clarity of its contents. Therefore, it would not benefit the ease, efficiency or understanding of its use by applicants, the Council and other interested members of the public beyond the present situation and ultimately would result in additional time and cost to implement. 	
Option 2 – Rely upon ITAs Only to Control Access	Appropriateness	
	• This option effectively removes a very large amount of control and leaves limited recourse available in situations where an outcome is created that compromises the ability to protect network efficiency, safety and promote integration and accessibility for all as per the strategic direction sought by LURP, CTSP, GCTS	

Risk of acting or not acting

The provisions related to access and network management have been prepared using technical advice, assistance from various transport engineers and analysis on the effectiveness and efficiency of the existing Plan provisions. Therefore, the level of information used in the preparation of proposed access management provisions is considered to be well founded. Consequently, the risk of acting based on the information available on this topic is considered to be low.

The risk of not acting is that conflicts between property access, streetscape and transport efficiency are not managed through the District Plan as required by the LURP. This could affect the safety and efficiency of the network.

5.3 TOPIC 3: Public and Active Transport

1. The following three options were considered for Topic 3:

a. Option 1 – Status Quo (current policies and rules)

The existing City Plan and BPDP objectives, policies and rules would remain unchanged. This option would continue with the current minimum standard to provide for cycle provision in area covered by the operative Christchurch City Plan.

b. Option 2 – Use Non-regulatory Methods

This option seeks to utilise non-regulatory methods to provide for public and active transport, that is, non-Plan methods would be used to provide for, incentivise and manage public and active transport. Examples of how this could be undertaken include the Council providing purpose-built facilities throughout the City, reducing development contributions if developers provide particular facilities such as showers and lockers, and provision of subsidised public transport fees for persons commuting between home and work.

c. Option 3 – Update Cycle Parking Rates, Incorporate Location and Design Rules for Cycle Parking, Require Visibility Splays and Require Public Transport Interchanges in New District Centres

This option would seek to update cycle parking rates to simplify and distinguish between staff and visitor parking where necessary for different activities within their locational context. In addition, the same rules as proposed under the CCRP in respect to location, type of facility, security and weather protection would also be utilised while a rule requiring pedestrian visibility splays would be introduced for activities that either provide a certain level of car parking or generate a certain level of vehicle traffic. A policy requiring any new District Centres to provide for public transport interchanges would also be introduced. Facilities at existing centres that do not currently have adequate public transport interchanges will be managed through the introduction of an assessment matter relating to public transport interchanges for high trip generating activities, designation and the Council capital programme.

- d. These policies will be supported by specific rules and assessment matters that will provide additional tools to help achieve the proposed objective. For example, the requirement to provide minimum staff and visitor cycle parking facilities within appropriate locations will better enable the functional use of facilities compared to the present situation which directs toward the use of one shared facility.
- e. The policy requiring any new District Centres to provide for public transport interchanges will ensure that new centres provide opportunities for facilities to encourage the use of public transport. The provision of public transport interchanges within existing District Centres will be addressed by the Council through other mechanisms, such as the Long-term Plan, and also considered as part of the development of the Designations Chapter where applicable.
- f. The revised definitions and rules will also provide an effective tool to provide for a suitable level of public and active transport as a permitted activity, that is, without triggering the
need for resource consent, while continuing to retain sufficient control over areas that require a greater level of assessment, for example, higher trip generators that require ITAs.

2. An evaluation of the proposed option (Option 3) is outlined in the table below. The chosen option is considered a superior solution compared to the alternative two options as it represents an appropriate balance in provision for public and active transport across all levels of development to a level that will ensure they reflect their locational and functional context and practical requirements. This in turn will help to promote public and active transport, that is, improves multi-modal transport choice, improves accessibility and ultimately assists with reducing car dependency in accordance with the strategic direction of the overarching documents.

PUBLIC AND ACTIVE TRANSPORT PROVISIONS <u>MOST APPROPRIATE WAY</u> TO ACHIEVE THE OBJECTIVES

Relevant objective:			
1 INTEGRATED TRANSPORT NETWORK			
2 ADVERSE EFFECTS FROM THE TRANSPORT NE Provision(s) most appropriate	Effectiveness and efficiency		
Provision(s) most appropriate	FEEICIENCY		
Undate Cycle Parking Rates Incorporate	Cost and Benefit Analysis		
Location and Design Bules for Cycle Parking	Benefits		
Require Visibility Splays and Require Public	Environmental:		
Transport Facilities in New District Centres.	 Would ensure that the Plan requirement to provide minimum cycle parking rates reflects their locational context. Differentiates between staff and visitor parking rates and facilities to address true cycle demand for each activity. Improves the quality and type of facilities provided, particularly for longer-term staff parking, which would be required to be covered and secure while short-stay visitor parking would be visible and convenient. Would ensure the provision of cycle facilities to make cycling more attractive and consequently promote and contribute towards a mode shift to reduce car dependency and uptake of active transport. Provides increased visibility requirements for vehicle accesses other than very low use activities, e.g. residential, to improve safety of pedestrians and other users of the footpath. Would ensure any new District Centres provide facilities to encourage public transport use 		
	 Social: Increased emphasis on encouraging greater public and active transport, which may improve the effectiveness of promoting greater accessibility within communities, e.g. between suburbs and local centres. 		
	 Cultural: Increased emphasis on encouraging greater public and active transport as sought within the IMP. 		
	Economic:		
	 Provides sufficient intent to achieve the strategic direction of the overarching documents and therefore promote and 		

encourage public and active transport to a degree that may reduce the use of private motor vehicles and consequently reduce the demand for increased infrastructure to accommodate growth.

- Providing access for cyclists and pedestrians can be good for business, as research shows that cyclists and pedestrians spend more at some businesses than motorists, as they generally can have more disposable income, as they save money on petrol and car running costs.
- Encouraging people to be more active by travelling by active transport can make people healthier and thus reduce health-related costs.

Costs

Environmental, social and cultural:

- Would not require pedestrian visibility splays for low use accesses outside key pedestrian frontages. Whilst due to the low numbers of vehicles using these accesses and the low number of pedestrians in these areas the risk to safety is low, there is still a risk to safety in not requiring a visibility splay.
- Reduced requirements for visitor cycle parking for developments with active frontages (e.g. buildings with no road frontage setback) as there is no space for cycle parking near the front entrance of buildings. This will ensure active frontages are not disrupted by cycle parking, but it is not ideal for encouraging cycling.
- Does not require existing District Centres to • provide public transport interchanges. This is because there are generally multiple land owners in existing District Centres, so they are unlikely to be comprehensively developed like new District Centres can be. So in order to get a public transport interchange provided in the most appropriate location within an existing District Centres, and not impose unfair costs on one land owner (when multiple land owners will receive the benefits), the provision of public transport interchanges in existing District Centres will likely need to be publically funded and achieved under Local Government Act plans, or designations which are to be considered under phase two of the DPR.

Economic:

	 Potential costs associated with providing for cycle parking facilities, which could otherwise be utilised for leasable building floor area. Potential reduction in development potential or flexibility through having to provide clear visibility adjacent to some accesses. This is likely to be more of an issue where the Plan seeks all buildings to be constructed to the road frontage, e.g. key pedestrian frontages. EFFECTIVENESS Effectiveness of Provision to Achieve Objective
 Policy 2 – High trip generating activities Link to relevant Objectives: Integrated Transport Network Adverse Effects from the Transport Network 	Policy 2 focuses on the provision for ITAs. All ITAs will enable the consideration and provision of public and active transport particularly via clause 4, which requires ITAs to ensure encouragement of transport choice and promote safe public transport use, walking and cycling. This aligns with the key transport objective particularly through the need for the integration of land use, the transport network to provide for the safe and efficient use of all modes, and a reduction in the dependency on private motor vehicles.
 Policy 3 – Vehicle Access and Manoeuvring Link to relevant Objectives: 1 Integrated Transport Network 2 Adverse Effects from the Transport Network 	Policy 3 provides specific emphasis on the management of access as it relates to public and active transport to ensure that it focuses on compatibility, function, promotion of transport choice, and safety and efficiency. This will ultimately enable the achievement of integration and reinforce the thrust of the key objectives. The requirement to provide pedestrian visibility splays will also ensure that pedestrian safety is prioritised near busier access points
 Policy 6 – Promote Public and Active Transport Link to relevant Objectives: Integrated Transport Network Adverse Effects from the Transport Network Methods - Cycle parking, Visibility Splay and Requiring Public Transport Facilities Minimum cycle parking requirements for 	Policy 6 focuses on the need to encourage public and active transport through the provision of appropriate facilities and providing sufficient levels of safety for these activities to be undertaken. This aligns with the key transport objectives particularly through the need for a transport network that provides for the safe and efficient use of all modes, and a reduction in the dependency on private motor vehicles.
 various activities; Requirements to provide for both staff and visitor parking demand (long-term AUGUST 2014 VERSION 	Overall, the proposed policies are considered clear and directive and will be an effective tool to help to achieve the overarching objectives as they relate to 40

	and short-term);	public and active transport.
•	Location requirements for both staff and	
	visitor (visitor – close and convenient to	Economic Analysis
	pedestrian entrance, staff – can be further	For an economic analysis for the Cycle Parking and
_	away);	Visibility Splays refer to Appendix 4.
•	Facility requirements for both staff (long-	
	parking areas (apop wisible and	
	convoniont):	
•	Poquiromont to provide visibility solays	
•	for access where the activity exceeds a	
	certain threshold in urban areas where	
	there are higher volumes of pedestrians	
	and thus a greater need to protect	
	pedestrian safety.	
•	Cycle Parking and Visibility Splay	
	Assessment Matters.	
Def	initions:	
•	A new definition for public transport	
	interchange	
•	A new definition for visibility splay	
Oth	er Methods:	
•	Integrated Transport Assessment	
_	Guidelines	
Opt	ions less or not as appropriate to achieve the	ne Objectives and policies
Opt	ion 1 – Status Quo (current policies and	Appropriateness
rule	is)	 Many of the transport-related provisions within
		the City Plan, including access design and cycle
Refe	er to Appendix 3 for information about	parking, have not been altered or updated for
the	current rules.	around 20 years. In addition, the BPDP has no
		requirement to provide cycle parking at all.
		Ineretore, some of the current minimum
		parking rates (where required) are unlikely to
		true cycle parking demand particularly given the
		new strategic direction to promote and
		encourage greater numbers of cyclists
		 The current provisions do not separate staff and
		visitor cycle demand. Therefore, there is a
		reliance on a generic rate for both, which would
		not always address true demand, e.g. an office
		activity may have a relatively high staff cycle
		demand but low visitor cycle demand.
		• There are no cycle facility location criteria at
		present and therefore no encouragement to

	 recognise the differing requirements between staff and visitors. The City Plan and BPDP do not provide specific provision for pedestrian visibility at accesses in suburban areas. Continues with a large suite of objectives and policies within the Transport Chapters of both Plans. Many of these provisions are still relevant in a general context but there is a lack of emphasis on encouraging greater public and active transport and reducing dependency on motorised vehicles, which is sought by the CRPS. There is a lack of emphasis on encouraging greater public transport as required by the key strategic documents. For example, there is no requirement for new District Centres to provide public transport interchanges. The current provisions may struggle to achieve the strategic direction of the overarching documents and therefore fail to promote and encourage public and active transport to a degree that would reduce the use of private motor vehicles. This might, therefore, ultimately lead to increased infrastructure costs to accommodate growth which may otherwise have been avoided or reduced.
Option 2 – Use Non-regulatory Methods	Appropriateness
	 Relies upon incentives and Council funding; therefore, does not provide regulatory control to ensure all developments provide sufficient facilities that reflect the context of the development and its surrounds, e.g. longer-term staff cycle parking is better utilised if covered and secure, while short-stay visitor parking is better utilised where visible and convenient to the destination entrance, which is usually as close as possible to the entrance within a development. Would not ensure that the quality and type of facilities will improve consistently throughout the city. Provision of new cycle facilities will depend on the availability of public funding, which could vary from year to year. Would not specifically provide for cycle parking for residential activities. This could reduce the ability to provide for cycle storage on constrained sites, particularly medium to higher density sites. Would not require pedestrian visibility splays for

 high use accesses; therefore, safety may be compromised at these locations unless the developer chooses to provide such facilities through an incentive scheme. A potentially greater cost burden would be placed upon the Council to provide facilities to service and improve accessibility to sites and centres across the city. Using incentives to encourage facilities that promote public and active transport would likely be subsidised via a reduction in development contributions, which, unless the level of facility provided substantially offsets car use, would provide less financial resource for the Council from developments for the Council to address services. Public and active transport facilities are best located as close to the destinations as possible (i.e. cycle parking close to the entrance of a shop). Cost-effective solutions, such as incorporating cycle parking within a building,
may not be as easily possible.

Risk of acting or not acting

The provisions related to public and active transport have been prepared using technical advice, assistance from various transport engineers and analysis on the effectiveness and efficiency of the existing Plan provisions. Therefore, the level of information used in the preparation of proposed public and active transport provisions is considered to be well founded. Consequently, the risk of acting based on the information available on this topic is considered to be low.

The risk of not acting is that the District Plan does not support transport choice of walking, cycling and public transport as required by the LURP. This could affect the safety and efficiency of the network.

5.4 TOPIC 4: Parking Management

1. The following five options were considered for Topic 4:

a. Option 1 – Status Quo (current policies and rules)

This option would result in the retention of the same suite of parking-related objectives, policies and rules, for example, current minimum parking standards, as presently within the City Plan and BPDP.

b. **Option 2 – Remove Minimum Parking and Loading Standards and Utilise ITAs Only** This option would seek to remove the requirement for minimum parking standards and effectively rely upon Integrated Transport Assessments (see Topic 1) to manage parking on a case-by-case basis. This option would remove the requirement to provide onsite parking for any activity that did not require an ITA, although the ability to provide car parking would still be available to a developer.

c. Option 3 – Introduce Graduated Minimum Parking and Loading Standards

This option would seek to continue with minimum parking standards but would require different rates or standards depending on the location/context, for example, higher minimums in areas with limited access to public transport and lower minimums in areas well served by public transport. Alternatively, higher minimums could be provided on arterial or collector roads to prioritise traffic flow and function, with lower minimums provided on local roads that provide a greater access and parking function. A similar approach has been adopted in the existing City Plan for Living 3 and 4 zones in recent years.

d. Option 4 – Introduce Maximum Parking Standards

This option would introduce maximum parking standards rather than having minimum parking standards to manage the amount of parking provided. This option would not require activities to provide a certain number of car parks, but if parking is provided, there would be a limit on the number of car parks provided.

e. Option 5 – Utilise Updated Minimum Parking and Loading Standards Except for Some Business Zones

This option seeks a similar approach to Option 1 (Status Quo) but would update minimum parking and loading standards to reflect recent data and analysis of parking demand. In addition, the requirement to provide minimum parking standards for commercial zones that are identified as Local and Neighbourhood Centres would be removed, although parking can still be considered in these zones should an activity be of a scale that requires an ITA. Likewise, loading spaces would not be required if parking is not provided, so that an additional access does not need to be created just to satisfy the loading requirements. The reason it was considered an option to remove minimum parking standards for Local and Neighbourhood Centres is that historically developments in these centres have typically not provided much onsite parking and rather relied on-street parking (for example, Sydenham, Lyttelton and B1 centres in the existing City Plan). The streets in these areas are often designed to accommodate increased on-street parking, such as providing for angle parking, so increased on-street parking generally does not cause adverse effects on the safety, efficiency and amenity of the transport network. So removing minimum parking requirements from these centres recognises the existing situation and enables these centres to be rebuilt postearthquake without requiring more parking than was provided pre-earthquake. Furthermore, Local and Neighbourhood Centres generally provide for the needs of the immediate surrounding communities. Considering the short travel distances required for these immediate surrounding communities to access the Local and Neighbourhood Centres, walking and cycling are reasonably viable travel options for many of these trips. Therefore, removing minimum parking requirements for Local and Neighbourhood Centres can recognise and encourage the use of the walking and cycling to access these centres.

- f. There are a number of variations to Option 5 (such as removing minimum parking requirements from other zones) that have not been considered in detail in this report because they were discounted early in the Plan development through the following process. These variations were considered by assessing all zones to determine whether it was appropriate to remove the minimum parking requirements from those zones. This led to a number of variations of Option 5 that were assessed (such as removing minimum parking requirements for District Centres or removing minimum parking requirements from residential zones etc.). The result of this assessment was that the most appropriate form of Option 5 to consider further in detail in this Section 32 Report is the removal of minimum parking requirements from commercial zones that are identified as Local and Neighbourhood Centres. The reasons for this being the most appropriate form of Option 5 to consider further are outlined above (that Local and Neighbourhood Centres historically have not provided much onsite parking, and that walking and cycling are reasonably viable travel options to access these centres). Removing minimum parking requirements from other zones was discounted because these zones generally provide onsite parking and the streets in these zones are not designed to accommodate increased on-street parking, so a reduction in onsite parking and thus an increase in on-street parking could cause adverse effects on the safety, efficiency and amenity of the transport network.
- 2. An evaluation of the proposed option (Option 5) is outlined in the table below. The chosen option is considered to provide a superior solution compared to the four alternatives as it represents an appropriate balance between providing a mechanism that will actively seek to achieve the strategic outcomes related to all levels of parking management (that is, reduce dependency on private motor vehicles), while ensuring that the safe and efficient operation of the transport network is not compromised by an undersupply in parking, particularly within areas adjacent to major arterials and public transport routes.

PARKING MANAGEMENT PROVISIONS MOST APPROPRIATE WAY TO ACHIEVE THE OBJECTIVES

Relevant objective:

1 INTEGRATED TRANSPORT NETWORK

2 ADVERSE EFFECTS FROM THE TRANSPORT NETWORK

Provision(s) most appropriate

Effectiveness and efficiency

Branasad Ontion	FEEICIENCY
Utilise Undated Minimum Parking and Loading	Renefits
Standards Excent for Some Business Zones	Environmental:
Standards Except for Some Business Zones	 Environmental: This approach would provide a mechanism that will actively seek to achieve the strategic outcomes related to parking management. This includes the ability to reduce dependency on private motor vehicles through reducing any oversupply of parking generated from the use of outdated requirements, enabling flexibility for non-high trip generating activities in Local and Neighbourhood Centres to choose whether to provide car parking, and removing the minimum requirements for Local and Neighbourhood Centres. It would also create opportunities for environmental enhancement through a reduction in parking oversupply and car dependency. Reducing requirements for residential activities provides people with greater choice to reduce their car dependency. Reducing car dependency contributes to reducing greenhouse gas emissions. The use of floor area to determine the number of parking spaces required for residential activities is considered to be more enforceable than the use of the number of bedrooms, as the use of bedrooms can change over time and it can be difficult to determine and enforce whether compliance with parking space
	 Social and cultural: The use of minimum standards outside of Local and Neighbourhood Centres would still ensure sufficient provision of onsite parking to assist with reducing the level of parking on-street, which can reduce safety through the narrowing of the road corridor, e.g. the safety of cyclists and pedestrians can be reduced through a reduction of sight-line visibility and the opening of car doors that may conflict with cyclists.
AUGUST 2014 VERSION	 Economic: Continues with a similar approach to the current provisions, interpretation and implementation by all users. Would assist with maintaining the development viability of Local and Neighbourhood Centres through removing minimum requirements for 46

these areas. Local and Neighbourhood Centres historically have had more limited onsite car parking provisions to allow for maximum use of the land for buildings and activities.

- Would protect the safety and efficiency of roads outside Local and Neighbourhood Centres. Consequently, the maintenance of the efficiency of the movement function of the road can be minimised reducing the need for new transport infrastructure. Gives property owners greater choice to manage their property the best way they see fit. They can provide parking if they want. There is no maximum parking requirement being proposed, so property owners can still provide onsite parking to meet their parking demand if they want. It is likely that in many cases the "market" will provide parking to meet demand.
- Puts Christchurch on a level playing field with Auckland and Wellington, which have also removed minimum parking requirements in many of their commercial centres.
- Reducing parking requirements for residential developments will also reduce costs for residential development, which will help to provide more affordable houses. It also recognises the fact that on average there are fewer than two cars for every house in Christchurch. Also the latest Census data has also seen a reduction in the percentage of New Zealanders driving to work and an increase in the percentage using other modes.
- By not setting a limit on the area that can be used for car parking (as is the approach in the CCRP), this could provide a location for activities that require larger numbers of car parks. The ITA process will control the amount of parking that is provided by larger activities without the need to set a limit, as a 'one size fits all' limit may not be appropriate for all activities. It is widely accepted planning practice that the Central City has more strict limits on parking than suburban locations, because the Central City is generally more accessible by a wider range of transport options than suburban locations and a slower vehicle, more pleasant pedestrian environment is usually desired in the Central City than in suburban locations. Many district plans (including in Auckland and Wellington) have this

approach: that the parking requirements in the Central City control parking supply more when compared to suburban parking requirements. The proposed option for the Christchurch DPR is consistent with this approach.

Costs

Environmental:

- Does not take into account the ability to share car parking areas to ensure they are used to their maximum efficiency and therefore can result in the provision of an undersupply or oversupply of parking, e.g. where there are a number of individual activities proposed, some activities such as offices may experience most of their parking demand during the day while others, like restaurants, may experience demand during the evening. At present, each activity must provide exclusive separate parking to be permitted when the more efficient outcome may be to share a lesser amount together.
- Adopting this approach may limit the ability to comprehensively achieve the intent of the wider transport policy framework, particularly the emphasis on reducing dependency on private motor vehicles, reducing emissions, and promoting public transport use.
- Potential for increased or continued undersupply of parking in some Local and Neighbourhood Centres where no parking is or has historically been provided but a demand for parking is present.
- Potential for an undersupply in parking in some areas (including residential areas), which could mean that on-street parking management will need to increase to prevent safety and efficiency issues.

Social and cultural:

 The use of updated minimum standards may still result in oversupply for some activities given there are no maximum limits. Where oversupply occurs, car dependency can potentially increase, thereby potentially reducing the uptake of active or public transport, which can reduce accessibility for communities.

Economic:

Policy 4 – Requirements of Car Parking an	d
Loading	

Link to relevant Objectives:*1* Integrated Transport Network*2* Adverse Effects from the Transport Network

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 There is potential to reduce development viability due to the requirement to provide minimum amounts of car parking, particularly as there are still likely to be some cases where it is not warranted. The subsequent time and costs applying for resource consent may therefore act as a deterrent in some cases.

- The continued use of minimum parking standards would generate an onsite cost to developers for the construction and installation of parking on land that may otherwise have been used to greater economic benefit to provide a building or other activity.
- Not setting a limit on the area that can be used for car parking (as is the approach in the) could encourage activities that require large numbers of car parks to locate in suburban locations rather than the Central City. However, it is unlikely to be appropriate for many activities that require a large number of car parks to locate within the Central City anyway, as activities that require a large number of car parks could generate traffic volumes that are not compatible with the desire for a safe, slow vehicle, pleasant pedestrian environment in the Central City. Some of the minimum parking requirements are greater than the CCRP's limit on floor area, so such a limit would not be possible in suburban locations. The benefits and appropriateness of not having a limit on the area that can be used for car parking are explained above in the benefits section.

Policy 4 focuses on the requirement for car parking and loading areas to provide for expected demand and needs. This seeks to ensure that parking and loading provision achieves an efficient balance to avoid undersupply and oversupply, both of which can result in effects that would fail to achieve the overarching objectives. In particular an undersupply of parking could increase the use of on-street parking, which could cause safety, efficiency and amenity effects on the transport network, e.g. parked cars obscuring the visibility of drivers and creating visual pollution.

Local and Neighbourhood Centre developments are specifically recognised in this policy as needing increased flexibility. These centres generally comprise historically constrained sites and lower

Policy 5 – Design of Car Parking and Loading Areas

Link to relevant Objectives: **1** Integrated Transport Network **2** Adverse Effects from the Transport Network

Other relevant policies

1 Establishment of a Road Classification System 2 High Trip Generating Activities

Other Methods:

- Parking Management Rules including removal of minimum parking requirements for Local and Neighbourhood Centres
- Parking Rule Assessment Matters
- Integrated Transport Assessment Guidelines

Definitions:

 A new definition (and parking rate) for AUGUST 2014 VERSION

levels of onsite parking provided in association with individual activities. Traditionally on-street parking has often been used to cater for parking demand in Local and Neighbourhood Centres. The streets surrounding these centres are often designed to provide for this on-street parking demand and so the adverse effects of on-street parking are generally mitigated.

Local and Neighbourhood Centres also provide a predominately local function, i.e. they are small retail outlets accessed primarily by those who live close by and in which there is a greater ability for an uptake of public and active transport to access these centres. Therefore, this policy directs the need to provide for parking more efficiently and effectively in these centres rather than to require provision of small individual car parking areas for individual sites.

This policy also seeks to provide parking for people with disabilities and ensure that where this is provided, it is convenient and accessible.

Policy 5 provides direction on the provision of parking and loading areas and their relationship with character and amenity. This is to ensure that the location and design (e.g. dimensions and layout of these facilities) does not compromise the ability to achieve good urban design nor prioritise car parking provision over the pedestrian and cycling environment.

In addition, Policy 1 recognises the classification of transport corridors to enable the consideration of parking facilities associated with any development in relation to the function of the surrounding road network. Any activity of a scale where it requires an ITA to be prepared is considered in relation to Policy 2. Policy 2 provides additional direction for the provision of parking associated with higher trip generators and includes emphasis on enabling the flexible or shared use of car parking areas so they can be used more efficiently.

The above proposed policies are considered clear and directive and will be effective tools in directing how the Objective will be achieved with regard to parking management.

Social Housing that recognises the average lower car ownership rates for people living in Social Housing	The revised definitions and rules will also provide an effective tool to provide for a suitable level of parking and loading as a permitted activity (i.e. without triggering the need for resource consent), while continuing to retain sufficient control over areas that require a greater level of assessment (e.g. activities that provide little or no parking or require an ITA, in which case a more contextual approach can be taken).
	EFFECTIVENESS Economic Analysis For an economic analysis for the Minimum Car Parking, Loading and Access Management rules refer to Appendix 4. For a summary on the approach to parking refer to Appendix 5.
Options less or not as appropriate to achieve the	ne Objectives and policies:
Option 1 – Status quo (current policies and rules) Refer to Appendix 3 for information about the current rules.	 Appropriateness Many of the transport-related provisions have not been altered or updated for around 20 years. Therefore, some of the current minimum parking rates are unlikely to continue to provide an accurate reflection of true parking demand. Continuing with the current minimum rates for every activity does not take into account the ability to share car parking areas to ensure they are used to their maximum efficiency. This can result in the provision of an undersupply or oversupply of parking. For example, where there are a number of individual activities proposed, some activities (such as offices) may experience most of their parking demand during the day while others (such as restaurants) may experience demand during the evening. At present, in order to comply with the minimum parking requirements in the Plan, each activity must provide its own separate parking area, when the more efficient outcome may be to share a lesser amount together. Lack of emphasis on reducing dependency on private motor vehicles as sought by the CRPS. Forcing people to provide car parking can encourage car use and reduce the use of public and active transport modes, which could reduce

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	 modes contrary to the direction to support public and active transport modes. The use of outdated minimum standards may result in various levels of undersupply and oversupply. Where undersupply occurs the level of parking overspill onto the street can increase. This can reduce safety through the narrowing of the road corridor; for example, the safety of cyclists and pedestrians can be reduced through a reduction of sight-line visibility and the opening of car doors that may conflict with cyclists. This can reduce safety and accessibility within communities. There is potential to reduce development viability due to the requirement to provide minimum numbers of car parking spaces, particularly in cases where onsite parking was not provided prior to the earthquakes and the sites are too small to fit onsite parking. The subsequent time and costs in applying for resource consent may therefore act as a deterrent in some cases. Of all the transport rules in the City Plan, noncompliance with the car parking standards generated the most resource consents at over 650 in the past five years. The status quo will not lead to a significant reduction in consents required by the transport chapter.
Option 2 – Remove Minimum Parking and Loading Standards and Utilise ITAs Only	 Appropriateness Smaller activities can cumulatively establish themselves without the need to provide any onsite parking. Therefore, it is possible that a collection of smaller activities may in some cases contribute towards an undersupply of parking, which can cause parking overspill onto the street network. Overspill parking can reduce safety through the narrowing of the road corridor. For example, the safety of cyclists and pedestrians can be reduced through a reduction of sight-line visibility and the opening of car doors that may conflict with cyclists. This can reduce safety and accessibility within communities. The requirement to provide an ITA would have to be set at a relatively low threshold to ensure that higher trip generating activities do not create an undersupply of parking. This could undermine the intent of this approach to a

	degree as many activities would still require consent and potentially have to endure a more uncertain process through the need to prepare and provide an ITA. The requirement to prepare an ITA could in some cases require a greater level of assessment and detail than is required at present. This has the potential to increase costs involved.
Option 3 – Introduce Graduated Minimum	Appropriateness This approach would provide a general set of
Parking and Loading Standards	 This approach would provide a general set of zones or areas where different minimum standards apply. However, this approach is still a relatively blunt instrument that may not be effective in some situations. For example, some local roads are narrow with limited capacity for on-street parking, so if reduced minimums are applied to local roads, this could congest the network in some areas compromising safety and efficiency issues. Although adopting this approach would go some way to achieving the intent of the wider transport policy framework, the required minimum standards would not prevent additional car parking being provided for a development if it is sought and therefore may not sufficiently direct change in transport habits to reduce dependency on private motor vehicles. Whilst this option will assist in ensuring the amount of parking provided is more suitable to the context of the area than would be the case under the 'one size fits all' approach with the current minimum parking requirements, the amount of parking provided will not be as specific to the context of the site than if an ITA was undertaken. There would remain a risk, particularly on local roads, for the cumulative effects of overspill parking to reduce the safe and efficient operation of the transport network. Overspill parking can reduce safety through the narrowing of the road corridor (e.g. the safety of cyclists and pedestrians can be reduced through a reduction of sight line visibility and the opening of car doors that may conflict with cyclists). This can reduce safety and accessibility within communities fronting local roads, which mutices the available to the coads, which mutices the materia fronting local roads, which mutices the materia fronting local roads, which
	district including the ability to provide for public

	 and active transport. There is still the potential to reduce development viability due to the continuing requirement to provide car parking in some areas where it may not be possible or feasible. The subsequent time and costs in applying for resource consent to address this may act as a deterrent in some cases. Providing a city-wide graduated parking standard would result in a potentially complex set of Plan standards, reflecting the wide range of areas that may experience different parking demands. Research to determine the exact different graduated parking standards needed across the district would be costly. Circumstances may change over time (such as bus routes), which would consequently change the context of different areas. As a result a Plan Change could be required to alter the parking standard.
Option 4 – Introduce Maximum Parking	Appropriateness
Standards	 Activities can establish themselves without the need to provide any onsite parking. Therefore, it is possible that activities may in some cases contribute to an undersupply of parking, which can cause parking overspill onto the street network. This parking overspill can cause adverse effects on the safety, efficiency and amenity of the transport network (e.g. parked cars obscuring the visibility of drivers and creating visual pollution). Increasing the use of on-street parking could reduce the efficiency of the transport network, as less road space is available for moving traffic. Introducing limits to the amount of car parking that activities can provide could prevent activities from providing for their parking needs. For example, limiting parking for businesses could make it more difficult for customers to find a car park and discourage customers from visiting the business, having a negative impact on the economic viability of the business.

Risk of acting or not acting

The provisions related to parking management have been prepared using technical advice, assistance from various transport engineers and analysis on the effectiveness and efficiency of the existing Plan provisions. Therefore, the level of information used in the preparation of proposed parking

management provisions is primarily considered to be well founded.

It is noted, however, that those provisions related to Local and Neighbourhood Centres are exempted from the need to provide minimum parking standards. This decision has been made based predominately on strategic policy grounds rather than analytical information. Even if analytical studies were to be undertaken for these types of centres, there are many factors that can influence their contextual situation; for example, some centres may have historically functioned without onsite car parking, and others may have varying levels of over- and undersupply and access to public transport. Therefore, this particular option adopts a more philosophical approach, driven largely by the strategic direction of reducing car dependency and increasing the uptake of active and public transport, where effects on the efficient and effective function of the transport network can be minimised. In this case, it is considered that the Local and Neighbourhood Centres are the most appropriate areas that are capable of achieving the above. Larger, busier centres rely more heavily on the function of the road network and, therefore, are considered more vulnerable to adverse effects on the ability for the road – particularly arterial roads that provide for a range of transport modes – to function efficiently and safely where onsite car parking is undersupplied.

Given the above, there is a degree of risk in acting based on the information available with regard to Local and Neighbourhood Centres. However, it is noted that the ITA requirements of the Plan will still be applicable and, therefore, more substantial developments will still be controlled with a separate mechanism for considering the provision and management of car parking – thereby reducing any significant risk with this approach.

The change in residential parking requirements is based on general research that looked at the number of cars in Christchurch per house, and reviewed standards, other district plans and best practice. It is also based on a philosophical approach, driven largely by the strategic direction of reducing car dependency, increasing the uptake of active and public transport, and reducing costs on development in order to encourage more affordable housing.

All other matters concerning parking management are considered to be based on a good base of information for which the risk of acting is considered to be low.

The risks of not acting are that the District Plan does not remove some impediments to the recovery of Christchurch or support the extent to which it could become a more sustainable, green city. Nor does it encourage a greater transport choice of walking, cycling and public transport as required by the LURP.

6. SUMMARY OF CONSULTATION

- 1. Set out a timetable of consultation undertaken.
- 2. Describe in summary the issues raised during consultation.
- 3. Analyse whether the results of consultation has led to any change in the objective, policy, rule and method package.

Table 5: Summary of "Finding the Balance" public engagement comments on the Transport chapter

Issue	Views Expressed	How Many Times Appeared	Comment	Recommended Response
Parking	There were some comments stating that there should be fewer car parking requirements and others requesting more car parking requirements. However, the majority of respondents were concerned that the reduction in the requirements could lead to increased on- street parking	51	Most of the concern was regarding the proposed reduction in residential car parking requirements in the residential medium-density zone. Currently the operative Christchurch City Plan requires that in the residential medium-density zone (L3) at least two car parks are provided for houses with a floor area greater than 150m ²	Appendix 7.1 – Either: 1. keep the current proposed rules or 2. increase the parking requirement for houses in all zones with a floor area greater than 150m ² to two car parks per house
Pedestrian and cycle safety Traffic	Requests for improved pedestrian and cyclist safety and access, especially around busy roads	10	The views have identified that the intent (that new developments are designed to enable safe and easy access by pedestrians and cyclists) could be clearer	Section 7.3.19 – An additional assessment matter has been added to the High Trip Generator Rule to ensure that safe and easy pedestrian and cyclist access is considered for new developments
I RATTIC	the volumes of traffic, especially heavy vehicles using residential	30	identified that the intent (that heavy vehicles are discouraged from	additional assessment matter has been added to the High Trip Generator Rule to

	streets		using residential streets) could be clearer	consider whether new developments will discourage heavy vehicles generated by the development from using residential streets
Road	There were some	5	Under Action 36 of	No change – The Road
Classification	requests for		the LURP, the DPR	Classification is based
	changes to the		must support the	on the road
	road classification		the CTSD	Classification in the
			the CISP	different read
				classification would not
				fulfil the requirements
				in the LURP
High Trip	Remove	4	The CRPS requires	No change to ITA
Generator	requirement for		Christchurch's	requirement
Rule	Integrated		District Plan to	recommended –
	Transport		require ITAs for	Removing the
	Assessments		substantial	requirement for ITAs
	(ITAs) and reduce		developments and to	and reducing the
	assessments		integrate transport	assessment matters
	matters		and land use	would not give effect
				to the CRPS

Results of the online public survey conducted February–March 2014



Overall, there should be more flexibility on whether developments (e.g. housing, retail, shops and industrial) are required to provide onsite car parking

Answer Options	Response Percent (%)	Response Count
Strongly Agree	24.7	136
Agree	26.9	148
Neither Agree nor Disagree	8.0	44
Disagree	20.5	113
Strongly Disagree	17.5	96
Don't Know	2.4	13
answered question		550

Overall there was more support for more flexible parking requirements, with 51.6% agreeing or strongly agreeing, compared to 38% disagreeing or strongly disagreeing. 10.4% didn't know or neither agreed nor disagreed.

Reasons Given By Those Who Agree with Onsite Parking Flexibility: Number and Percent of Respondents (Public Survey)

Why did you say that? AGREE RESPONSES			
Answer Options	Response Percent (%)	Response Count	
Developers and property owners should be able to choose whether to provide onsite car parking (e.g. freedom of choice)	38.0	104	
Requiring onsite parking pushes up the cost of developments, sometimes to an unacceptable level	28.8	79	
Parking takes up valuable space that could be used for other activities	34.7	95	
Reducing the amount of car parks will reduce traffic volumes by discouraging car use	40.1	110	
Car parks detract from the attractiveness of an area	13.1	36	
There are plenty of car parks around already so onsite parking isn't always needed	15.0	41	
Other	8.4	23	
an	swered question	274	

Reasons Given By Those Who Disagree with Onsite Parking Flexibility: Number and Percent of Respondents (Public Survey)

Why did you say that? DISAGREE RESPONSES				
Answer Options	Response Percent (%)	Response Count		
Developments should provide sufficient onsite parking to avoid congestion of on-street parking and of other car parks	91.2	186		
If developments do not provide enough car parks, it will be harder to access activities (e.g. people with mobility issues have limited travel options other than car, parents with young children)	57.4	117		
Prefer simple convenience of being able to park directly near activities regardless of mobility issues	31.9	65		
Other	4.9	10		
answ	vered question	204		

However, in the areas affected by the change to medium density zoning, there was less support for flexible parking requirements.

Agreement Rating Onsite Parking Flexibility: Number and Percent of Respondents (Medium Density Zone change affected Areas Survey)

Overall, there should be more flexibility on whether developments (e.g. housing, retail, shops and industrial) are required to provide onsite car parking			
Answer Options Response Respon Percent (%) Coun			
Strongly Agree	6.8	8	
Agree	19.7	23	
Neither Agree nor Disagree	9.4	11	
Disagree	33.3	39	
Strongly Disagree	29.9	35	
Don't Know 0.9			
answered question 117			

Onsite Parking Flexibility by Type of Development

An additional question was also asked about which areas should be required to provide a minimum number of onsite car parks.

Area	Percent that agree that the area should be required to provide a minimum number of onsite car parks (%)
Residential areas	67
Industrial areas	76
Larger key commercial centres	83
Smaller commercial centres	60
Areas with good public transport	49
Areas with poor public transport	71
Educational facilities	77
Office business park developments	77

Less than half of respondents agreed that minimum onsite parking was required in areas with good public transport. However, in all other areas more than half of respondents want a minimum number of onsite car parks provided.

7. BIBLIOGRAPHY

- 1. NZTA Research Report 422
- 2. NZTA Research Report 453
- 3. New Zealand Standard 2890.1:2004
- 4. New Zealand Standard 4121: 2001
- 5. New Zealand Standard 4404:2010
- Other New Zealand District Plans (including Whangarei, Auckland, Hamilton, Tauranga, Rotorua, Hauraki, Thames-Coromandel, Waipa, New Plymouth, Palmerston North, Napier, Wellington, Nelson, Selwyn, Waimakariri, Ashburton, Timaru, Queenstown-Lakes, Dunedin, Southland and Invercargill)

APPENDIX 1: KEY STRATEGIC DOCUMENTS

a. The following documents have largely directed the preparation of this Plan Review and influenced its content.

1. Strategic Documents

1.1 Resource Management Act Part 2

1.1.1 Section 5 – Purpose of the Act

a. In accordance with the purpose of the Act (Part 2, Section 5) to promote the sustainable management of natural and physical resources, the transport provisions provide for the sustainable management of physical resources, particularly the transport network, and managing the adverse effects of transport on the natural environment.

1.1.2 Section 6 – Matters of National Importance

a. Section 6 of the Act lists seven matters of national importance, none of which are particularly relevant to the transport provisions of the Plan. However, when providing for new roads, consideration as to the significant and outstanding parts of the environment, relationship of Māori and their culture and traditions, protection of historic heritage and protection of protected customary rights are key matters that must be recognised and provided for.

1.1.3 Section 7 – Other Matters

- a. Section 7 of the Act provides for 'other matters'. With regard to transport, the following 'other matters' are considered of key relevance and must be considered with particular regard:
 - *i* the efficient use and development of natural and physical resources;
 - *ii* the maintenance and enhancement of amenity values;
 - *iii* maintenance and enhancement of the quality of the environment;
 - iv any finite characteristics of natural and physical resources; and
 - v the effects of climate change.

1.1.4 Section 8 – Treaty of Waitangi

a. In relation to managing the use, development and protection of natural and physical resources, s 8 of the Act requires the principles of the <u>Treaty of Waitangi</u> to be taken into account.

1.1.5 Section 31 – Functions of Territorial Authorities

- a. Section 31 of the Act lists the functions of Territorial Authorities in giving effect to the Act. Section 31(1)(a) lists the following, which is of particular relevance to this report:
 - i 'the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district'.

1.2 Operative Canterbury Regional Policy Statement (CRPS)

- Chapter 5 of the operative CRPS provides transport-related provisions that all proposed amendments as part of the Plan Review must give effect to. These are broken down into two 'regions'. The 'entire region' refers to those areas within the Greater Christchurch Metropolitan area, including Lyttelton Harbour. The 'wider region' refers to those areas outside of the Christchurch Metropolitan area, for example, Akaroa.
- 2. The provisions of relevance are listed below:

a. Objective 5.2.3 – Transport Network (Wider Region)

A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which:

- *i* supports a consolidated and sustainable urban form;
- *ii avoids, remedies or mitigates the adverse effects of transport use and its provisions;*
- iii provides an acceptable level of accessibility; and
- *iv is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.*
- b. **Policy 5.3.7 Strategic land transport network and arterial roads (Entire Region)** In relation to strategic land transport network and arterial roads, the avoidance of development which:
 - *i* adversely affects the safe, efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and
 - *ii in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.*
- c. Policy 5.3.8 Land Use and Transport Integration (Wider Region)

Integrate land use and transport planning in a way:

- i that promotes:
 - A the use of transport modes which have low adverse effects;
 - *B* the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;
- *ii* that avoids or mitigates conflicts with incompatible activities; and
- *iii* where the adverse effects from the development, operation and expansion of the transport system:
 - A on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and
 - *B* are otherwise appropriately controlled.

d. Objective 6.2.4 – Integration of transport infrastructure and land use

Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

- *i* managing network congestion;
- *ii* reducing dependency on private motor vehicles;

- *iii* reducing emission of contaminants to air and energy use;
- *iv* promoting the use of public and active transport modes;
- v optimising use of existing capacity within the network; and
- vi enhancing transport safety.

e. Policy 6.3.4 – Transport effectiveness

Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:

- i avoiding development that will overload strategic freight routes;
- *ii* providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of public and active transport, and provide opportunities for modal choice;
- *iii providing opportunities for travel demand management;*
- iv requiring integrated transport assessment for substantial developments; and
- v improving road user safety.
- 3. There is recognition in the above provisions that development that is not well integrated with transport infrastructure can result in increased car dependency, higher energy use, greater traffic volumes, and inefficient freight movement. Moreover, an efficient and effective transport network that meets the needs of people and businesses, and enables accessible, sustainable, affordable and safe travel choices is necessary for the city's recovery.

1.3 Canterbury Earthquake Recovery Strategy

 The Recovery Strategy is the key reference document that guides and coordinates the programmes of work, including Recovery Plans, under the Canterbury Earthquake Recovery Act 2011. The Recovery Strategy covers six components of recovery, each with associated goals. Transport matters relate to aspects of all six components of recovery (economic, social, cultural, built, natural, leadership and integration). The District Plan must not be interpreted or applied in a way that is inconsistent with the Recovery Strategy.

1.4 Land Use Recovery Plan

- 1. The Land Use Recovery Plan (LURP) includes 50 Actions and a commitment from the strategic partners to deliver results for recovery both immediately and over the next 10-15 years.
- 2. Of these, Action 36 relates specifically to Transport chapter of the DPR and is listed below:

Action 36: Christchurch City Council District Plan Review

Christchurch City Council to enable in the next review of its district plans, to provide for land use and transport network integration, including:

- a. measures to support the implementation of the Greater Christchurch Transport Statement, Christchurch Transport Strategic Plan and the Christchurch Central Recovery Plan
- b. support for transport choice, including walking, cycling and public transport
- c. management of conflicts between property access, streetscape and transport efficiency.
- 3. Action 36 above is of primary relevance to the Transport chapter as it clearly directs the Plan Review to provide for and support the integration of land use and the transport network, and implement the direction of recently adopted transport documents such as the Christchurch Transport Strategic Plan.

1.5 Greater Christchurch Transport Statement 2012 (GCTS)

- 1. The GCTS focuses on the strategic links between key places within the Greater Christchurch area and notes the following priorities:
 - a. Port access;
 - b. Public transport operation and growth;
 - c. Western corridor, airport access and overall freight growth and opportunities;
 - d. Northern and south-west city access, future growth and changing land use; and
 - e. Central City linkages to other key places.
- 2. Broadly, the GCTS seeks that, in planning and developing an effective 'one network' transport system for a thriving Greater Christchurch, the strategic transport partners should look to achieve the best possible transport outcomes and objectives using a strategic approach. This includes connectedness, resilience, reliability, efficiency, travel choice, safe journeys, liveable communities and low environmental impacts when considering transport outcomes.

1.6 Christchurch Transport Strategic Plan (CTSP)

- 1. The CTSP is a non-statutory plan that places emphasis on travel choice by establishing good networks for all transport options during the next 30 years. To address the challenges that the transport system in Christchurch faces (e.g. congestion, travel patterns, earthquake damage and recovery), the CTSP focuses on the following four goals:
 - a. Improve access and choice;
 - b. Create safe, healthy and liveable communities;
 - c. Support economic vitality; and
 - d. Create opportunities for environmental enhancements.
- 2. The CTSP introduced the concept of a new road classification system, which includes the consideration of the 'place' (land use) function of streets alongside their 'link' (movement function). This makes sure that for each section of road not only the type of traffic that is using it but also the type of neighbourhood it is passed through is considered.

1.7 An Accessible City: Christchurch Central Recovery Plan (CCRP)

1. Following the 2010 and 2011 earthquakes the City Plan transport rules and other provisions for the Central City were revised. This involved a new suite of transport objectives, policies

and rules specific to the Central City. These provisions focussed on achieving an accessible city and encouraging multi-modal transport options.

2. While the proposed changes to the Transport chapter in the Plan Review will apply to all areas outside of the Central City, they must be directed to support integration with the outcomes sought in the operative Central City provisions.

1.8 Regional Land Transport Strategy 2012–2042 (RLTS)

- 1. The Canterbury Regional Land Transport Strategy (RLTS) sets the strategic direction for land transport within the Canterbury region over a 30-year period. The role of the RLTS is to contribute towards the Government's overall vision of achieving an integrated, safe, responsive and sustainable land transport system. The RLTS identifies the region's transport needs and the roles of all land transport modes and seeks the following objectives:
 - a. Ensure a resilient, environmentally sustainable and integrated transport system;
 - b. Increase transport safety for all users;
 - c. Protect and promote public health;
 - d. Assist economic development; and
 - e. Improve levels of accessibility for all.
- 2. The RLTS also provides a high-level road hierarchy for strategic transport networks for the movement of people and freight within the region. This identifies strategic roads, railways and tourist destinations.

1.9 Mahaanui Iwi Management Plan 2013 (IMP)

- 1. The Mahaanui Iwi Management Plan 2013 is part of a larger network of regional and territorial planning documents. The plan sits alongside the Regional Council's CRPS, the Land and Water Regional Plan (LWRP), District and City Plans prepared by territorial authorities, conservation management plans, strategies and other plans prepared by Te Papa Atawhai/Department of Conservation.
- 2. With regard to transport in particular, the IMP lists the following issues:

Transport-related Policy in the Mahaanui Iwi Management Plan	Assessment against the Transport Chapter
 P16.2 Where a transport proposal may affect Māori land: a. Papatipu Rūnanga to be notified; and b. consultation must occur with the owners of that land. 	The identification and protection of the sites of cultural significance will be considered as part of phase 2 of the District Plan Review.
 Assessment of effects P16.3 To assess the potential risk of transport-related proposals (at any stage) on tāngata whenua values on the basis of the following: a. Purpose of the proposal – how consistent is the purpose of the proposal with the objectives set out in this IMP (e.g. stormwater, indigenous biodiversity)? 	

 b. Sites of significance – proximity to sites of cultural significance, including marae, wāhi tapu, silent files and archaeological sites c. Protection of waterways – what measures are proposed to avoid the modification of waterways, the discharge of contaminants and sediment to water? d. Indigenous biodiversity – what are the potential effects on existing indigenous biodiversity and what are the opportunities to enhance indigenous biodiversity values? 	
 Protection of tāngata whenua values P16.4 To require that the development and construction of transport infrastructure avoid the following sites and areas of cultural significance: a. sites identified by tāngata whenua as wāhi tapu; b. some sites identified by tāngata whenua as wāhi taonga; and c. Māori land, unless agreed to by owners. 	
Protection of tāngata whenua values P16.7 To support improved transport network infrastructure and services to support the development aspirations of Ngāi Tahu communities, such as those at Tuahiwi and Rāpaki.	Development at Rapaki will be considered as part of phase 2 of the DPR.
 CL5.3 To require that local government recognise and provide for the importance of paper roads to ensuring tangata whenua access to wahi tapu and wahi taonga, by: a. identifying all paper roads on council maps; and b. developing explicit policy and rules to protect and enforce the right of tangata whenua to use paper roads. 	Paper roads in Christchurch City are currently zoned Special Purpose (Road) Zone. So this will be considered in phase 2 of the District Plan Review as part of the review of Special Purpose Zones Chapter.
P5.4 To require that the district plans and land titles clearly recognise the original paper roads that provided access to Māori land.	
WH6.6 To advocate for the protection of paper roads, in recognition of the reason that they were established: to enable public access to streams and the foreshore.	
Protection of tāngata whenua values P16.8 To support sustainable transport measures in urban design and development, including public transport, pedestrian walkways and cycle ways.	The Transport chapter provides a number of measures to encourage active and public transport use, such as requiring developments to provide cycle parking, showers and lockers and requiring public transport facilities for new District Centres.
R3.4 To support the reduction of emissions as a response to climate change, including but not limited to:(a) urban planning to reduce transport emissions;(b) use of solar water heating and similar measures to	The Transport chapter has an objective to reduce car dependency and promote the use of active and public transport, which will reduce transport emissions. This is supported by a more flexible approach to car parking and requiring large developments to provide

2. Analysis Reports

a. The Council has commissioned technical advice and assistance from transport engineers and utilised this, along with internal expertise, workshops and community feedback, to assist with setting the Plan framework for the proposed Transport chapter provisions. This advice includes the following:

2.1 Abley Transport Engineers – Technical Reports on Access and Cycle Parking

a. The Council commissioned technical reports from Abley Transport Engineers Limited on the current transport-related provisions that relate to access management and cycle parking. These reports analysed the existing provisions, and provisions from other Plans and Guidelines, and recommended a number of changes to the existing Plan provisions. These recommendations, along with internal expertise, workshops and consultation, have informed the direction undertaken with regard to these matters.

2.2 McCagney Pty Limited – Strategic Report on the Future Direction for Parking

a. Additional analysis was commissioned by the Council on a strategic direction for parking in Christchurch. This report was prepared by McCagney Pty Limited and it recommended adopting a number of parking principles to assist with setting the strategic direction for parking within Christchurch. These recommendations, along with internal expertise, workshops and consultation, have informed the direction undertaken with regard to parking provision and management.

2.3 Section 35 Report on Operative District Plan

- a. It is also noted that, prior to the earthquakes, the Council commissioned a report on the efficiency and effectiveness of the provisions of both Plans pursuant to s 35 of the Act. Although this s 35 report did not focus on the transport provisions, it did nevertheless acknowledge that transport provisions need to recognise that transport is fundamental to a successful city and requires integrated management as land use changes.
- b. It was also noted that the transport rules within the operative District Plan consistently create rule non-compliances requiring resource consent, which are typically granted on a non-notified basis. This is particularly noticeable in locations where the scale of the land used results in a moderate level of traffic generation, which brought into question the effectiveness and efficiency of some of the transport rule limits.

2.4 Technical Standards Review

a. An internal Council report was prepared by some of Council's transport engineers to review the access, network and parking management rules not covered by the above reports (such as loading space requirements, parking space dimensions, queuing spaces etc.). These

recommendations, along with internal expertise, workshops and consultation, have informed the direction undertaken with regard to parking provision and management.

2.5 Proposed Integrated Transport Assessment Thresholds for Christchurch City Council

a. The Council commissioned a report which analysed ITA thresholds from other cities and guidance documents to recommend ITA thresholds for Christchurch. The report also considered activity statuses. These recommendations, along with internal expertise, workshops and consultation, have informed the direction undertaken with regard to parking provision and management.

APPENDIX 2: LINKAGES BETWEEN PROVISIONS

Linkages and grouping of provisions under proposed policy direction

Issue	Direction	Objectives	Policies	Rules/ Methods	Assessment Matters
			1 – Establishment of a road classification	Road Classification System (Appendix 12)	
			system		
			2 – High trip generating activities	10 – High trip generators	7.3.19
		1 – Integrated Transport	3 – Vehicles access and manoeuvring	4 – Manoeuvring for parking and loading areas	7.3.6
		System		7 – Standards for access design	7.3.10, 7.3.11, 7.3.12
				8 – Standards for vehicle crossings	7.3.13, 7.3.14, 7.3.15, 7.3.16, 7.3.17
3.4.2 Effective functioning of the transport system	3.5.2.5 The transport		4 – Requirements for car parking and loading	1 – Number and size of parking spaces	7.3.1, 7.3.2, 7.3.3
(Strategic Directions	system meets			3 – Loading spaces	7.3.5
Chapter)	the needs of the community		5 – Design of car parking and loading areas	5 – Gradient of parking and loading areas	7.3.7
		2 – Adverse effects from the transport network		6 – Design of parking and loading areas	7.3.8, 7.3.9
			6 – Promote public and active transport	2 – Cycle parking	7.3.4
			7 – Rail level crossings	9 – Rail level crossings	7.3.18
			8 – Effects from transport infrastructure	Phase 2 Review (Designations chapter, General	
				Rules, Special Purpose Zones etc.)	

APPENDIX 3: SUMMARY OF REASONS FOR THE RULES AND CHANGES FROM THE EXISTING DISTRICT PLANS

The chart below provides a summary of the reasons for the rules and changes from the existing operative District Plans.

Rule	Summary	Reason for the rule	Change from the rules in the existing operative District Plans
Rule 10 – High trip generators	Assessment of high trip generators	High trip generators (generators more than 250 trips per day) can have a major impact on the transport network. The trip generation and potential associated adverse effects on the transport network and surrounding land uses can be major if these developments are not well integrated with the transport network. Due to the high number of people that generally use these High trip generating activities it is important to ensure that activities are designed and located to be accessible by a range of transport modes. This will give greater choice and reduce the amount of traffic generated from the activity.	Requiring Integrated Transport Assessments for high trip generators. A basic Integrated Transport Assessment is required for an activity that generates more than 250 vehicle trips a day. A full Integrated Transport Assessment is required for an activity that generates more than 1000 vehicle trips a day. Trips rates are based on research on Integrated Transport Assessments into Such as the New Zealand Transport Agency's <i>Research Report 422 Integrated transport assessment</i> <i>guidelines, Research Report 453 Trips and parking related to land use,</i> and comparing with other planning documents to reduce inconsistencies. ITAs will be 'bespoke' and thus specific measures may still be requested as part of the ITA process, such as intersection capacity analysis.

Policy/Method Topic 1: Integrated Transport Planning

Rule	Summary	Reason for the rule	Change from the rules in the existing operative District Plans
Rule 7 – Standards for access design	Standards for the widths and gradients of accesses	To ensure the width and gradient of accesses are safe.	Narrower maximum formed widths to reduce the speed that vehicles cross the footpath thus improving safety for pedestrians.
			Wider minimum legal widths to allow for landscaping.
			Gradients updated to align with latest standards.
	Requirements for queuing spaces for accesses serving four or more parking spaces or residential units.	This rule seeks to limit the amount of queuing that can occur on roads from vehicles waiting to turn into a	Queuing space lengths updated to align with best practice or the latest standards.
	(A queuing space allows space for vehicles to queue on the driveway	driveway, because vehicles queuing on roads waiting to turn into driveways	Increasing the minimum requirement (from 5.5 – 7.5m), but we are also increasing the threshold for where it applies, in order to reduce non-
	If they need to wait, for example	can pose a safety risk and have a	compliances which could be argued to be otherwise 'onerous' (e.g. where
	open.)	negative effect on traffic now.	where queuing vehicles can have a lesser impact on the efficiency of the road due to the lower amount of traffic on those roads).
			Queuing spaces only need to be available during hours of operation. This will enable gates to be closed when the activity is closed.
Rule 8 –	Requires vehicle crossings to be	So vehicle crossings are safe and are	No change. Standards for the type of vehicle crossing required can be found
Standards for vehicle crossings	provided by way of a formally constructed crossing	properly designed to limit adverse effects on efficiency of the road.	in the Christchurch City Council's Construction Standard Specifications.
	Outlines the design required for vehicle crossings on an arterial road with a speed limit 70km per	Vehicles entering and exiting vehicle crossings on high speed busy roads can impact on safety and efficiency	Updated to align with latest New Zealand Transport Agency standards.
	hour or greater		
	Outlines the design required for vehicle crossings to rural selling	Rural selling places are generally located on busy high speed roads,	Updated to align with latest New Zealand Transport Agency standards.

Policy/Method Topic 2: Access and Network Management

places	which can impact on safety and		
Minimum distances between two vehicle crossings	A minimum distance between vehicle crossings reduces the number of vehicle movements in one area. This provides for greater road safety due to the minimisation of conflicts in close vicinity to each other.	A minimum distance between vehicle crossings is now only required on high speed roads to align with latest standards.	
The maximum number of vehicle crossings per property, depending on the length of the property's road frontage and the type of road	A limit on the number of vehicle crossings minimises the number of potential conflict points while still providing for access to developments, especially on arterial roads where vehicle crossings can have a greater impact on the efficiency of the road due to the amount of traffic on those roads.	No change.	
Standards for the minimum distance between a vehicle crossing and the nearest intersection	The requirement to locate vehicle crossings at a certain distance away from intersections is to reduce the potential conflict points and areas of distraction. It also reduces confusion for drivers who may not otherwise be able to tell whether an indicating vehicle is intending to turn at the vehicle crossing or the intersection.	Updated to align with latest New Zealand Transport Agency standards.	
Standards for sightlines on rural roads	This rule prevents vehicle crossings being put on bends in the road where the visibility of the vehicle crossing can be obscured, which can cause a safety risk especially on rural roads where there are generally higher speeds than urban roads.	This is an existing rule in the BPDP, which has been updated to align with latest New Zealand Transport Agency standards.	
Rule 9 –	Rules about road / rail level	New rail / road level crossings can	This is a new rule that has been suggested by KiwiRail. Many councils around
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Location of	crossings, such as:	affect the efficient operation of the rail	New Zealand are currently introducing these rules into their District Plans.
buildings and	 requiring consent for a new 	network. Buildings being built directly	
access in	level crossing	adjacent to uncontrolled level	The only uncontrolled level crossings currently in Christchurch are level
relation to	 preventing buildings being built 	crossings can cause a visual	crossings on rail sidings in McAlpine Street and Waterloo Road.
road/rail level	directly adjacent to	obstruction for road vehicles checking	
crossings	uncontrolled level crossings	whether the level crossing is clear and	A resource consent is required for a new road intersection located less than
	 minimum distance between 	safe to cross. Access ways close to	30m from a rail level crossing limit line unless the road intersection is
	access ways / intersections and	railway crossings can cause safety	designed to give priority to rail movements at the level crossing through road
	level crossings	issues. Road intersections close to	traffic signals. Some examples of intersections in Christchurch close to rail
	_	railway crossings can cause safety	level crossings that are designed to give priority to rail movements at the
		issues unless they are designed to be	level crossing through road traffic signals include:
		coordinated with the level crossing	 Brougham Street / Ensors Road intersection
		controls.	 Northcote Road / Vagues Road intersection
			 Carmen Road / Main South Road / Shands Road intersection
			 Aymes Road/ Goulding Ave / Shands Road intersection.

Policy/Method To	pic 3: Public and A	Active Transport
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Rule	Summary	Reason for the rule	Change from the rules in the existing operative District Plans
Rule 2 – Minimum number of cycle parking facilities required	Requirements for a minimum number of cycle parks, showers and lockers to be provided per activity	Due to the many benefits that can accrue from the use of cycles, the Council actively encourages their use in and around the city. The provision of cycle parks, lockers and showers is just one means of encouraging people to use cycles. The more secure and easily accessible the cycle parking facilities, the more likely these facilities will have a more significant positive effect on the increase in cycling as a mode of transport, and a reduction of private motor vehicle dependency and thus traffic volumes and the associated effects of traffic.	Introduction of requirements for showers and lockers. Cycle parking requirements have been reviewed and altered based on assessment of research into cycle parking demand and surveys, such as the cycling aspects of <i>Austroads</i> guides and comparison with other planning documents. In many cases the amount of cycle parking required is greater than is required under other District Plans in New Zealand, to reflect that Christchurch has higher rates of cycling than most other areas in New Zealand.
Rule 7 – Standards for access design	Requirements for certain frequently used accesses to have visibility splays (i.e. areas adjacent to access that are free of visual obstructions) or audio/visual warning methods	The provision at vehicle access points of safety features, to slow vehicles and to ensure drivers, cyclists and pedestrians are aware of each other when vehicles exiting from an access are crossing over a footpath, will help to improve safety.	This is a new rule that was introduced for the Central City through the CCRP. It is now proposed to extend it to apply to the rest of the city. The requirement is based on standards from the New Zealand Transport Agency's <i>Pedestrian planning and design guide</i> .

Rule	Summary	Reason for the rule	Change from the rules in the existing operative District Plans
Rule 1 – Minimum number of car parks required	Requirements for a minimum number of car parks to be provided per activity	The Plan requires a minimum number of off-street car parks where there could be adverse effects from increased on-street parking. The provision of off-street car parking for each activity minimises the adverse effects on the safety and efficiency of the adjoining road network from parking and manoeuvring vehicles, and as a related matter, inconvenience and loss of amenity to surrounding residents from on street parking. However, the parking requirements are set at a level to seek a balance between protecting safety and efficiency of the adjoining road network, and discouraging the oversupply of parking, which could discourage the use of walking, cycling and public transport and affect economic growth by adding the additional costs of providing parking to development.	No parking required in Local and Neighbourhood Centres. Parking for high trip generating activities managed through an ITA. Car parking requirements have been reviewed and altered based on assessment of research into parking demand and surveys, such as the Trips Database Bureau's <i>New Zealand trips and parking</i> <i>database</i> , the New Zealand Transport Agency's <i>Research Report</i> <i>453 Trips and parking related to land use</i> , and comparison with other planning documents to reduce inconsistencies. The parking requirements for the University have been unchanged based on surveys on University of Canterbury parking in New Zealand Transport Agency's <i>Research Report 453 and the Trips</i> Database Bureau. The parking reduction adjustment factors in Appendix 14 are based on Victoria Transport Policy Institute's <i>Parking</i> <i>Management Strategies, Evaluation and Planning</i> report.
	Requirements for car parks available to the general public to meet minimum dimension standards	Ensuring car parks are designed to be a sufficient size to be useable and safe by the average-size motor vehicle will ensure the car park is more safe and functional.	The parking dimensions have been reviewed and amended where necessary to cater for a 85 percentile design motor car.
	Requirements for a minimum number of car parks for people with disabilities to be provided	The parking provision for people with disabilities reflects the need of people with disabilities for accessible and larger car parks, due to the more limited range of transport modes that some people with	Car parking requirements for people with disabilities have been altered to align with the New Zealand Standard 4121: 2001. The requirement that buildings with a GFA greater than 2500m ²

	per activity	disabilities may be able to easily use.	 provide car parking for people with disabilities, even if no other parking is provided, aligns with the CCRP. Colouring car parking for people with disabilities blue is recommended to make these parking spaces more easily identified and to align with the NZTA Traffic Control Devices Manual: Part 13 Parking Control. A parking space for people with disabilities is required for each residential unit to align with the lifemark standards
Rule 3 – Minimum number of loading spaces required	Requirements for a minimum number of loading spaces to be provided per activity	The Plan requires a minimum number of loading spaces for each activity. The provision of loading spaces for each activity minimises the adverse effects on the safety and efficiency of the adjoining road network if vehicles need to off-load and on-load goods on site. Vehicles loading on-street can also have adverse effects on the amenity of an area and pedestrian accessibility, if the footpath is used to store goods whilst they are being loading onto or off vehicles. Loading facilities may be provided off-site and/or shared with other sites. The use of consolidated shared facilities between sites, such as loading bays, can reduce the number of access points required and reduce the visual and environmental impact of large areas of hard surfacing.	Loading space requirements have been reviewed and altered by comparing requirements with other planning documents and standards to reduce inconsistencies. Loading spaces are not required if parking is not provided, in order to reduce the need for additional access points to be built just to access loading spaces.
Rule 4 – Manoeuvring for parking and loading areas	Manages the size and dimensions of parking and associated manoeuvring areas to prevent safety issues and prevent vehicles reserving onto busy roads	Requirements for onsite manoeuvring protect the efficiency and safety the roads by minimising the number of vehicles required to reverse onto or off a site, which is a cause of accidents at driveways. Arterial roads have the most protection applied to them as their function is generally to carry the largest volumes of	Updating the dimensions for parking and manoeuvring areas so they are designed to accommodate the average-size car (i.e. a 85 percentile design motor car).

	(i.e. arterials), which can have a negative impact on safety and traffic flow	traffic at the highest level of service.	
Rule 5 – Gradient of parking and loading areas.	Standards for the gradient of off-street parking and loading surfaces for all non- residential activities	A maximum gradient is required, because steeper gradients can make access to and from car parks more difficult and potentially unsafe.	Updating these standards to align with the latest international standards.
Rule 6 – Design of parking and loading areas	Requiring parking and loading areas for all non- residential activities to be lit when used at night	Where car parking areas are used at night it is important to provide some lighting for the security of people using the area and the security of their vehicles.	No change (only wordsmithing).
	Requiring parking and loading areas for certain activities to be formed, sealed and drained	The appropriate surfacing of parking and loading areas ensures that the neighbours are not adversely affected by dust and/or noise created by manoeuvring vehicles. These areas also require drainage to ensure that runoff does not cause inundation or scouring on the property or adjoining properties.	Removing the requirement to seal parking and loading areas if they are accessed by unsealed roads.

APPENDIX 4: SUMMARY OF ECONOMIC ANALYSIS

1. Economic Growth and Employment

- a. Section 32((2)(a) of the Act requires identification and assessment of the benefit and costs of the environmental, economic, social and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for:
 - i economic growth that are anticipated to be provided or reduced; and
 - ii employment that are anticipated to be provided or reduced.
- b. The proposed Transport chapter is considered to have minor to moderate economic impacts across a range of affected groups. In all cases the potential direct and induced costs are expected to be offset by a wide range of economic benefits, that is, there are small but positive net economic benefits.
 Furthermore, typically the costs of providing access, parking etc. are built into development costs, and thus are anticipated and factored into development.
- c. For example, the removal of minimum car parking requirements in Local and Neighbourhood Centres could lead to some increased levels of on-street carparking demand in the immediate vicinity of the centre. If not managed, this increase may lead to some congestion for on-street car parking within the immediate vicinity of the centre, potentially displacing local residents, increasing traffic hazards due to on-street parking and affecting local residents through the perceived 'loss' in parking outside their residence. Employees may also have increased search times if car parking is not available within the immediate vicinity of the centre. The economic cost of this additional on-street car parking is assessed as low given that, with frequent turnover, any potential capacity (congestion) issues will be short term and transitory.
- d. Conversely, there are a number of economic benefits associated with this particular proposal. Valuable land previously taken up by parking is now freed up to create additional retail space with improved financial benefits to the developer/landowner. In economic terms this leads to a reduction in the opportunity cost of land taken up by parking as well as an improvement in the economic efficiency or productivity of the land use.
- e. There are not expected to be any significant employment impacts associated with any of the proposed changes.
- f. A summary of the economic analysis related to the Transport chapter is provided in the table below:

Table 1: Summary of Economic Analysis

DPR	Current Plan	Proposed Plan	Community	Extent of	Costs	\$cost	Benefits	\$benefits
Ref	requirement	requirements	group	impact				
	-		impacted	-				
1. Remova	al of minimum car parking spaces	s requirements in Local and	Neighbourhood Ce	ntres and reduced red	uirements for residential	development	S	
	A required minimum number of car parking spaces based on the scale of the activity. While this is a current plan requirement there are	Removing minimum car parking requirements from Local and Neighbourhood Centres.		Minor-moderate			Reduced opportunity cost of land taken up by parking / Increased potential value of development	High
	opportunities for developers to not provide car parking but only through a resource consent.		Developers	Minor-moderate			Reduced direct cost of developing parking spaces (materials)	Low
				Minor-moderate			Reduced compliance costs	Low
			New businesses	Moderate			Increase in retail space and thus potential employment than otherwise would be the case	Low-moderate
			Community	Moderate			Increased productivity of developed land	Low
			ECAN/ Public Transport providers	Minor-moderate			Potentially increased use of public transport	
			Car users	Minor	Increased search time for car parking	Low		
			Residents in immediate vicinity	Minor-moderate	Increased on-street parking creating traffic hazards and 'loss' of parking	Low		
			Transport users (including PT, vehicles, pedestrians)	Minor-moderate	Increased traffic congestion	Low		
			ссс	Minor-moderate	Increased parking management costs	Low		
				Minor			Reduced compliance costs	Low
2. Number	of cycle parking spaces		I .	Γ		T	1	Γ
	A required minimum number of cycle parks for each activity	Requirements for lockers and showers: Min. no. of showers – 1	Developers	Minor	Direct costs of installation of lockers and showers - \$150/locker - \$8,500/shower	Low		Low
		shower per 1000m ² of GFA of an office	Health services	Minor			Reduced health costs	Very low
		Min. no of lockers – 1 locker per 100m ² of GFA of an	Community	Minor			Active transport promoted – reduced congestion on roads	Low
		office Min. size of a locker – 85cm		Minor			Active transport promoted – less vehicle pollution	Very low
		(H) x 45 cm (D) x 20 cm (W)	Employees	Minor-moderate			Improved workplace facilities – able to use showers and lockers	Very low
3. Number	of loading spaces / access way o	lesign					·	•
	A required minimum number of loading areas for each activity	Not requiring loading spaces when parking is not provided to reduce the number of	Developer	Minor			Reduced costs of access way provision	Low
		accesses		Minor			Provides improved consistency and conciseness for Plan users/	Low

							applications	
					Requirement for an ITA may		applications	
				Minor	increase consent costs	Low		
				Minor	Restricted access ways with reliance on on-street loading zones	Low		
			Freight companies and couriers	Minor	Reduced onsite loading spaces with reliance on on- street loading zones	Low		
			Council	Minor			Reduction in consents following not requiring loading spaces when parking is not provided	
			Pedestrians	Minor	Short-term transit/storage of goods on public footpaths			
			Community	Minor			Improved active street frontages and improved safety from reduced accesses and potential conflict with traffic	Low
4. Visibility	4. Visibility Splays							
	Standards in CCRP for when a visibility splay or an audio and visual method of warning pedestrians of the	Extending these pedestrian safety requirements to all suburban areas	Developers	Minor	Audio and visual warning systems	Low		
	presence of vehicles about to exit the access or to the pedestrian footpath as required.			Minor	Reduced floor space due to splay	Low		
	Required for 15+ vehicle movements/day. No requirement in suburban areas		Pedestrians	Minor-moderate			Improved footpath safety	Low-moderate
5. High trip	generator/ Integrated Traffic A	ssessments	<u> </u>	1				1
	Retain the High trip Generator	Requiring ITAs for high trip generating activities	Developers	Minor-moderate	Cost of ITA due to increased level of assessment	Low		
		Extending the discretion to enable consideration of wider effects		Minor			Provides certainty and consistency to all Plan users around requirements of an ITA	Low
			Council	Moderate	Compliance review of assessment	Low		
			Community	Moderate			Improved consideration of traffic impacts and modal provision	Low

APPENDIX 5: SUMMARY OF PROPOSED APPROACH TO CAR PARKING

- a. The proposed approach to car parking is to ensure that developments provide the right amount of parking that achieves the balance between providing for people's and communities' well-being, while not producing adverse effects. Either an undersupply or an oversupply of parking can cause adverse effects.
- b. An oversupply of car parking can adversely affect:
 - i efficiency and safety of the transport network (high availability of parking can encourage greater use of private motor vehicles, which can increase traffic volumes and thus increase efficiency and safety issues on the transport network)
 - ii urban consolidation (parking can take up land that could have been used for other activities, thus increasing the size of a development)
 - iii the sustainability of the surrounding environment (increased sealed areas for parking can increase the amount storm water runoff and potential for containments to affect water quality)
 - iv the sustainability of the transport network (high availability of parking can encourage greater use of private motor vehicles and thus discourage use of more sustainable transport modes (i.e. active and public transport) and increase emissions)
 - v the amenity of the surrounding environment (increased sealed areas for parking (especially surface parking) can adversely affect the visual amenity of an area)
 - vi the district recovery, if developments are required to provide more car parking than they need, which will increase their development costs and could affect their ability to develop.
- c. An undersupply of car parking can adversely affect :
 - i the safety of the transport network (an undersupply of parking can increase use of onstreet parking, which can cause safety issues, including increasing the chance of 'cardooring' cyclists)
 - ii the efficiency of the transport network (an undersupply of parking can increase the number of cars 'searching' for carparks, which can cause efficiency issues on the transport network)
 - iii the amenity of the transport network (an undersupply of parking can increase use of on-street parking, which can adversely affect visual amenity)
 - iv the sustainability of the transport network (an undersupply of parking can increase use of on-street parking, which can make it more difficult to use road space to provide space for more sustainable transport modes (i.e. bus lanes or cycle lanes)).
- d. So the proposed car parking Objective (7.1.1.4.a) is: Require car parking and loading spaces which provide for the expected needs of an activity in a way that minimises adverse effects..
- e. The following table shows how the policies and rules in the proposed Transport chapter will seek to discourage an oversupply or undersupply of car parking in the following areas.

Area	Type of development	Measures to prevent an undersupply	Rationale	Measures to prevent an oversupply	Rationale
Local and Neighbourhood Commercial Centres	Small developments (non-high trip generators)	No minimum parking requirements	 Traditionally small developments have not provided much onsite parking, so there are unlikely to be additional effects on on-street parking use from what already occurs Generally Local and Neighbourhood Centres have a local catchment, so walking and cycling to a Local and Neighbourhood Centre is more of a viable option (than for District Centres – see graph below) Enables the rebuild of developments that previously did not provide onsite parking without the additional cost of providing parking 	If size of the car park causes the development to generate more than 250 vehicle trips a day, then an ITA will be required as it will be a high trip generator	It is unlikely that due to the small size of the developments that it will cause adverse effects
	Large developments (non-high trip generators)	ITAs	High trip generators are of a scale that could generate significant parking demand, which could cause significant adverse effects if there is an undersupply	ITAs are required for high trip generators, which will include an assessment of whether there is an oversupply of car parking ²	High trip generators are of a scale that has the potential to cause significant adverse effects if there is an oversupply of parking
District Commercial Centres	Small developments (non-high trip generators)	Minimum parking requirements	 District Centres have a wider catchment than Local and Neighbourhood Centres, so car travel to District Centres and thus parking demand is likely to be higher than Local or Neighbourhood Centres (see graph below) Road space is likely to be needed for bus priority, traffic efficiency and cycle facilities in some District Centres. So overspill parking could have significant adverse effects on the implementation and operation of these bus, traffic and cycle facilities. 	If size of the car parks causes the development to generate more than 250 vehicle trips a day, then an ITA will be required as it will be a high trip generator	Unless the car park is large enough to generate more than 250 vehicle trips a day, it is unlikely to be a significant oversupply and thus cause significant adverse effects
	Large developments (high trip generators)	ITAs	High trip generators are of a scale that could generate significant parking demand, which could cause significant adverse effects if there is an undersupply	ITAs are required for high trip generators, which will include an assessment of whether there is an oversupply of car parking	High trip generators are of a scale that has the potential to cause significant adverse effects if there is an oversupply of parking
Other zones	Residential units	A minimum requirement of one car park per house	The number of cars in Christchurch is less than twice the number of houses in Christchurch, so on average there are fewer than two cars per house in Christchurch	If a development has 23 or more units or the size of the car park causes the development to generate more than 250 vehicle trips a day, then an ITA will be required as it will be a high trip generator	High trip generators are of a scale that has the potential to cause significant adverse effects if there is an oversupply of parking
	Small developments (non-high trip generators)	Minimum parking requirements	Other zones are not necessarily as accessible by public transport as some commercial centres, which can result in higher parking demand. Thus minimum parking requirements are needed to ensure developments provide for their parking demand	If the size of the car park causes the development to generate more than 250 vehicle trips a day, then an ITA will be required as it will be a high trip generator.	Unless the car park is large enough to generate more than 250 vehicle trips a day, it is unlikely to be a significant oversupply and thus cause significant adverse effects

² It is considered that requiring an ITA to assess whether a development is oversupplying parking is more appropriate than extending city-wide, the Central City rule in the CCRP that limits the size of the car parking area to be no greater than 50% of the Gross Leasable Floor Area (GLFA) of the buildings on the site. This is because some of the types of activities that typically locate in suburban locations (rather than the Central City) are have a higher parking demand (due to the nature of the activity and lower levels of public transport accessibility) and will have parking areas larger than 50% of GLFA. In fact some of the minimum parking requirements require a parking area that is larger than 50% of the GLFA of a site. An ITA can provide a specific case-by-case analysis of whether each development is providing an oversupply or not, taking into account the accessibility of the site and the specific type of development proposed.

				1	Ì.
	Large	1	High trip generators are of a scale that generates parking demand that	ITAs are required for high trip	High trip ge
	develo	opments	could cause significant adverse effects if there is an undersupply	generators, which will include an	the potentia
	(high t	trip		assessment of whether there is an	effects if the
	genera	rators)		oversupply of car parking ¹	
1				1	1

1 Rationale for the approach to Minimum parking requirements in different Commercial centres

This graph shows how the accessibility (the ability to reach a location or service within an acceptable amount of time, money and effort) and catchment (the area where the majority of customers live) of a centre can affect parking demand. Centres with lower accessibility to public transport can have higher parking demand, as there is greater reliance on private motor vehicles. Centres with wider catchments can also have higher parking demand, as people generally travel further to access these centres. Therefore, there can be a greater reliance on private motor vehicles, as walking and cycling are not as attractive as travel options for longer-distance trips. As can be seen in the graph below, Local and Neighbourhood Centres generally have lower accessibility by public transport than District Centres or the Central City. However, the catchment of these centres is generally the surrounding close neighbourhood, whereas District Centres and the Central City have a wider catchment. So the parking demand is lower in Local and Neighbourhood Centres and Central City than it is in District Centres. Thus it is appropriate that minimum parking requirements have been removed for Local and Neighbourhood Centres and Central City (see An Accessible City chapter of the CCRP) but not for District Centres.



enerators are of a scale that has al to cause significant adverse ere is an oversupply of parking

APPENDIX 6: BACKGROUND INFORMATION FOR THE ROAD CLASSIFICATION

1. Description of the Road Classification System

a. Functional hierarchy (Movement and Place Functions):

Traditionally road classification systems have primarily focussed on the movement function of roads (that is, moving people and goods from 'a' to 'b') and seldom take account of the communities and environment that surround them. However, the Road Classification System in this Plan (which is based on the Road Classification System adopted in the CTSP) presents a more balanced view of the role of roads by applying a 'place' (land use) function for roads, alongside a movement or 'link' function.

The Road Classification System in the CTSP has been simplified for use in the District Plan. The traditional four 'movement' function categories remain (Major Arterial, Minor Arterial, Collector and Local) to show the role that the road plays in moving people and goods around the transport network. Some roads have changed their classification from the previous District Plans as changes to the network have occurred over the last few years. The road classification is longer term focussed document thus assuming the current earthquake repairs to the transport network and associated traffic disruptions have been completed.

In addition to the four movement categories, four place categories now sit within the system to reflect the different 'place' requirements: Rural, Industrial, Residential and Centres. These additions to the categories take into account the surrounding land use and show the role the road plays in contributing to the amenity, identity and public space of the adjoining area. These four 'place types' simplify the many different types of land use that occur throughout the city.

When the four place types are combined with the four levels of movement function, a two-dimensional array or 'matrix' with 16 potential cells is created. This gives roads a dual classification, of one 'place' function and one 'movement' function. This ensures, for example, that arterial roads in residential areas are managed differently to reflect their context in a different manner than arterial roads in industrial areas or local roads in residential areas.

Use hierarchy (modal networks):

In addition to the functional hierarchy, a road use hierarchy has also been defined within the CTSP. These networks highlight that different modes of transport have different priorities within the network. There are five use networks defined in the CTSP:

- i. the cycle network of major, local and recreational cycle routes (including on and off road cycle ways, and cycle ways within rail corridors);
- ii. the core public transport route network;
- iii. the walking network;
- iv. the freight network (including the rail network); and
- v. the strategic road network.

These networks are not specifically shown in the District Plan, as they will be subject to change over time. However, they are an important part of Christchurch's transport network and will be considered as part of the ITA process.

Therefore, the road classification is a three-dimensional classification in which each road has three classifications that need to be considered when designing, operating and managing the road.

In addition to the classification system there is also a fourth dimension: 'time of day'. The way the network operates can change during the day (for example, the priorities may be different at peak times than off-peak). The Christchurch Network Management Plan (CNMP) is being developed to guide how the network will be managed based on user priority and the time of day to reflect the different demands that occur on the networks and the importance of prioritising user during different times of the day. An example of time of day priorities from the CNMP is shown below.



2. Criteria for the Road Classification Categories

The Road Classification in the District Plan is largely based on the Road Classification in the CTSP. There have been some changes to the classification of some roads, based on the new zoning and changes in density proposed in this DPR. However, the classification is generally similar.

Link Type	Criteria	
Major Arterial	Major Arterials are key roads in the Christchurch District that cater especially for longer trips. They are the roads that have the most capacity to facilitate travel around and across the urban area of Christchurch. They connect the major transport hubs within the urban area (including the Airport, Port, Freight Hubs, Railway Station and the Central City), and connect to the most important external localities surrounding the Christchurch urban area (including Akaroa, the Selwyn District, the Waimakariri District and beyond).	Major Arterial is the collective term for roads generally classified as District Arterials and State
	 A Major Arterial is either: a State Highway, or another road generally with a typical average daily traffic volume of at least 15,000 vehicles per day (in urban areas) and 5,000 vehicles per day (in rural areas), except a road that meets this criteria may have a lower classification if: the road is a relatively short street that predominately just serves short-distance trips from another major arterial to nearby destinations (i.e. the vehicles on the road are predominately not through traffic, but rather predominately accessing destinations on the road – such as Parkhouse Road). there is another parallel major arterial nearby (the typical gap between parallel major arterials in the urban area is 5–10km). the road passes by a sensitive area (a school, a residential area or key pedestrian frontages in commercial centres), where a lower link classification may be more appropriate to improve the safety and amenity of the place that the road passes through. 	Highways in the road classification in the CTSP.
Minor Arterial	 Minor Arterials are roads that provide connections between major arterial roads and the major rural, suburban, commercial and industrial areas of Christchurch District. Minor Arterials also include the key routes between District Centres and large Neighbourhood Centres, including Key Activity Centres (unless it is a Major Arterial – see above). A Minor Arterial is: a road generally with a typical average daily traffic volume of at least 8,000 vehicles per day (in urban areas) and 4,000 vehicles per day (in rural areas), except a road that meets this criteria may have a lower classification if: the road is a short street that predominately just serves short-distance trips from another major arterial to nearby destinations (i.e. the vehicles on the road is not through traffic, but rather predominately accessing destinations on the road – such as Annex Road). there is another parallel arterial nearby (the typical gap between parallel arterial (either minor or major arterial) in the urban area is 1–2km). the road passes by a sensitive area (a school, a residential area or key pedestrian frontages in commercial centres), where a lower link classification may be more appropriate to improve the safety and amenity of the place that the road passes through. 	The Minor Arterial is generally similar to the Minor Arterial in the road classification in the CTSP.
Collector	 Collector Roads that distribute and collect local traffic between neighbourhood areas and the Arterial network. A Collector is a : a road generally with a typical average daily traffic volume of at least 2,000 vehicles per day (in urban areas) and 250 vehicles per day (in rural areas), except a road that meets this criteria may have a lower classification if: the road is a short street that predominately just serves short-distance trips from another major arterial to nearby destinations (i.e. the vehicles on the road is not through traffic, but rather predominately accessing destinations on the road – such as Rotherham Street, which predominately provides access to a shopping centre car park. there is another parallel classified road (either a Collector or Arterial) nearby (the typical gap between parallel classified roads in the urban area is 500m to 1km). the road passes by a sensitive area (a school, a residential area or key pedestrian frontages in commercial centres), where a lower link classification may be more appropriate to improve the safety and amenity of the place that the road passes through. 	Collector is the collective term for roads generally classified as Main Distributors or Local Distributor in the road classification in the CTSP. Thus a Collector is the equivalent to a Main or Local Distributor in the Central City.
Local	All other roads	

The place type classification ensures that the transport network is integrated with land use to take account of the land use surrounding the transport network. Roads should serve not sever communities. So they need to complement their surrounds to help support safe, healthy and liveable communities. Road features such as the width of footpaths, amenity, pedestrian crossing points and speed limits should be determined by considering the place type.

Place type	Location of place type	Possible road features, based on place type
Urban (Centres)	Any road that is adjacent to a Commercial or Retail Park Zone	Wider footpaths (due to generally higher volumes of pedestria the potential for al fresco on-street (footpath) dining to suppo crossing points for pedestrians. Lower speed limits may be like
Urban (Industrial)	Any road that is adjacent to an Industrial Zone	Wider carriageways to provide sufficient manoeuvring space a
Urban (Residential)	All other roads within the existing urban area as defined by Map A of Chapter 6 of the CRPS, as well as roads adjacent to any other Residential Zone in Christchurch District	More space for landscaping to contribute to the amenity of re points and lower speed limits may be likely (especially around
Rural	All roads outside the existing urban area as defined by Map A of Chapter 6 of the CRPS, except for roads adjoining to any Residential, Industrial, Retail Park and/or Commercial Zone in Christchurch District	Generally less space for footpaths (due to generally lower volu parking (due to lower demand for on-street parking). General

¹ If a road is adjacent to a Commercial Zone on one side of the road and adjacent to an Industrial Zone on the other side of the road, then the place function is Urban (centres).

Note:

The exact area of all the place types is based on zoning and may be modified through the second phase of the DPR (especially the rural place type). Thus the Phase 2 review area is shown on the Road Classification maps.

ans and to provide space for street furniture and ort the economic vitality of the centre). Safe ely around some centres

and capacity for higher volumes of heavy vehicles

esidential area. Wider footpaths, safe crossing l schools)

umes of pedestrians) and less space for on-street ly higher speed limits than in urban areas

Modal Networks in the Christchurch Transport Strategic Plan











3. Relationship between the District Plan Road Classification and the Road Classification in the Central City (An Accessible City Chapter of the Christchurch Central Recovery Plan)

Slightly different terminology is used in the District Plan Road Classification from the Road Classification in the Central City (that is, the road classification in the An Accessible City chapter of the CCRP). The reasons for a different terminology is to distinguish Central City streets from the rest of the city, as some of the access rules in the Central City are slightly different from the access rules in the rest of the city, due to the desire for a slower vehicle and pedestrian priority environment in the Central City. However, the network is and will continue to be managed as a whole.

				Place			
				Types			
		Central City		Rest of the Cit	y/District		
		Inner Zone	Outer Zone	Centres	Industrial	Residential	Rural
Link	Arterial	N/A	Arterial (i.e.	Major	Major	Major	Major
			Four	Arterial	Arterial	Arterial	Arterial
			Avenues)				
Туре		N/A	N/A	Minor	Minor	Minor	Minor
				Arterial	Arterial	Arterial	Arterial
	Collector/	Main	Main				
	Distributor	Distributor	Distributor	Collector	Collector	Collector	Collector
		Local	Local				
		Distributor	Distributor				
	Local	Local	Local	Local	Local	Local	Local

The following table shows the relationship between the different terminologies:

4. Changes to the Link Type Classification from the Operative Christchurch City Plan

The following table shows how the link type classification has changed between the operative Christchurch City Plan and this District Plan Review (DPR). The classification of most roads has not changed. However, there are some new roads built since the road classification in the operative Christchurch City Plan was written, which have been added to the list of classified roads. Since the BPDP did not have a list of which roads were classified, Banks Peninsula roads have also been added to this list. Some of the other changes are due to changes in the transport network and traffic patterns since the road classification in the operative Christchurch City Plan was written (especially post-earthquake). There are also changes to take account of the proposed new zoning and density changes in the DPR.

ROAD	CLASSIFICATION
Acheson Avenue (Emmett Street – Hills Road)	Collector
Aidanfield Drive (Halswell Road – Wigram Road)	Collector
Akaroa Street (Briggs Road – Hills Road)	Minor Arterial
Aldwins Road (Ferry Road – Linwood Avenue)	Major Arterial
Alvaston Drive (Patterson Terrace – Halswell Junction Road)	<u>Collector</u>
Ambleside Drive (Grahams Road – Kendal Avenue)	Collector
Amyes Road (Shands Road – Springs Road)	Collector Minor Arterial
Annex Road (Blenheim Road – Birmingham Drive)	Collector
Antigua Street (Moorhouse Avenue – Brougham Street)	Collector
Anzac Drive (Travis Road – Bexley Road)	Major Arterial
Apsley Drive (Withells Road – Cutts Road)	Collector
Aston Drive (Beach Road-Bower Avenue	CollectorLocal Road
Athol Terrace (Brodie Street – Peer Street)	Collector
Avondale Road (Breezes Road – New Brighton Road)	Collector
Avonhead Road (Yaldhurst Road – Russley Road)	Collector
Avonside Drive (Fitzgerald Avenue – Linwood Avenue)	Minor Arterial
Avonside Drive (Retreat Road East – Wainoni Road)	Collector
Avonside Drive (Swanns Road – Retreat Road West)	Collector
Awatea Road (Springs Road – Wigram Road <u>Dunbars Road)</u>	Collector-Minor Arterial
<u>Aylesford Street (Westminster Street – Hills Road)</u>	Collector
Aynsley Terrace (Garlands Road – Opawa Road)	Collector
Aynsley Terrace (Centaurus Road-Garlands Road)	Collector Local Road
<u>Balcairn Street (Hindness St – Revell Street)</u>	Collector
Barbadoes Street (Bealey Avenue – Purchas Street)	Minor Arterial Collector
Barbadoes Street (Purchas Street – Warrington Street)	Collector
Barrington Street (Jerrold Street South – Cashmere Road)	Minor Arterial
Barrington Street (Jerrold Street South – Lincoln Road)	Major Arterial
Barters Road (Waterloo Road – Main South Road)	Minor Arterial
Bassett Street (Parnwell Street <u>Travis Road</u> – New Brighton Road)	Collector Minor Arterial
Beach Road (Frosts Road – Marine Parade)	Collector
<u>Beach Road, Akaroa (Rue Lavaud – Rue Jolie)</u>	Collector
Bealey Avenue (Park Terrace – Fitzgerald Avenue)	Major Arterial
Belfast Road (Main North Road – Marshland Road)	Minor Arterial Collector

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Belleview Terrace (Major Hornbrook Road – Mt Pleasant Road)	Collector
Beresford Street (Hardy Street – Marine Parade)	Collector
Berwick Street (Cranford Street – Forfar Street)	Minor Arterial
Bexley Road (-Brook Street-Anzac Drive – Breezes Road)	Major Arterial
Bexley Road (Wainoni Road - Brook St)	Major Arterial Local Road
Birdwood Avenue (Eastern Terrace – Sandwich Road)	<u>Collector</u>
Birmingham Drive (Annex Road – Wrights Road)	Collector Minor Arterial
Blenheim Road (Main South Road – Moorhouse Ave)	Major Arterial
Blighs Road (Idris Road – Papanui Road)	Minor Arterial Collector
Blighs Road (Wairakei Road – Idris Road)	Collector
Bowenvale Avenue Bridge (Centaurus Road – Eastern Avenue)	<u>Collector</u>
Bower Avenue (New Brighton Road – - Rothesay Road-Broadhaven	
<u>Avenue)</u>	Minor Arterial Collector
Bowhill Road (Palmers Road – Marine Parade)	Collector
Breens Road (Wairakei Road – Harewood Road)	Collector
Breezes Road (Avondale Road – Pages Road)	Collector
Breezes Road (Pages Road – Bexley Road)	Minor Arterial
Bridge Street (Bexley Road – Estuary Road)	Minor Arterial
Bridge Street (Estuary Road – Marine Parade)	Collector
Bridle Path Road (Main Road – Tunnel Road)	Minor Arterial Collector
Briggs Road (Akaroa Street – Marshland Road)	Minor Arterial
Briggs Road (Innes Road – Akaroa Street)	Collector
<u>Brittan Terrace (Simeon Quay – Park Terrace)</u>	Minor Arterial
Broadhaven Avenue (Queenspark Drive – Bower Avenue)	Collector
Brodie Street (Parkstone Avenue – Athol Terrace)	Collector
Brougham Street (Simeon Street – Opawa Road (South-east of Heathcote River))	Major Arterial
Buchanans Road (Racecourse Road – West Coast Road Pound Rd)	Minor Arterial
Buchanans Road (West Coast Road Pound Rd – Old West Coast Road)	Collector
Buckleys Road (Linwood Avenue – Rudds Road)	Major Arterial
Burlington Street (Huxley Street – Brougham Street)	Minor Arterial
Burnbrae Street (Tennyson Street – St Martins Road)	Collector
Burwood Road (Lake Terrace Road – Mairehau Road)	Collector
Burwood Road (Mairehau Road – Waitikiri Drive)	Collector Minor Arterial
Byron Street (Colombo Street – Waltham Road)	Collector
Candys Road (Sabys Road – Halswell Road)	Collector Minor Arterial
Carlton Mill Road (Harper Avenue – Rossall Street)	Minor Arterial
Carmen Road (Main South Road – Masham Road)	Major Arterial
Cashel Street (Linwood Avenue – Fitzgerald Avenue)	Collector
Cashmere Road (Hendersons Road – Colombo Street)	Minor Arterial
Cashmere Road (Kennedys Bush Road – Hendersons Road)	Collector
Caspian Street (Ebbtide Street – Rockinghorse Road)	Collector
Caulfield Avenue (Murphys Road – Hamill Road)	Collector
Cavendish Road (Grampian Street – Styx Mill Road)	Collector
Cavendish Road (Northcote Road – Veitches Road)	Collector

Centaurus Road (Colombo Street – Port Hills Road)	Minor Arterial
Chapmans Road (Port Hills Road – Cumnor Terrace)	Collector
<u> Charteris Bay Road (Governors Bay Teddington Road – Marine Drive)</u>	Collector
Chattertons Road (McLeans Island Road – West Coast Road)	Minor Arterial Collector
<u> Checketts Ave (Ensign Street – Wales Street)</u>	<u>Collector</u>
<u> Christchurch Akaroa Road (Selwyn District Boundary – Woodills Road)</u>	Major Arterial
<u> Clarence Street (Blenheim Road – Whiteleigh Avenue)</u>	Minor Arterial Major Arterial
Clarence Street (Riccarton Road – <u>Blenheim Road</u>)	Minor Arterial
Claridges Road (Gardiners Road – Grampian Street)	Collector
Clifton Terrace (Main Road-Lower Panorama Road)	Collector Local Road
Clyde Road (Riccarton Road – Greers Road)	Collector
<u> Cobham Street (Barrington Street – Lyttelton Street)</u>	<u>Collector</u>
Colombo Street (Bealey Avenue Edgeware Road)	Collector Local Road
Colombo Street (Brougham Street – Moorhouse Avenue)	Minor Arterial Collector
Colombo Street (Centaurus Road – Brougham Street)	Minor Arterial
Condell Avenue (Greers Road – Blighs Road)	Collector
<u>Connaught Drive (Halswell Junction Road – Produce Place)</u>	<u>Collector</u>
Coronation Street (Barrington Street – Selwyn Street)	Collector
<u> Corsair Drive (Springs Road – Kittyhawk Avenue)</u>	Collector
Courtenay Street (Trafalgar Street – Westminster Street)	Collector
Cranford Street (Edgeware Road – Main North Road <u>Innes Road</u>)	Minor Arterial
<u>Cranford Street (Innes Road – Proposed Northern Arterial Extension)</u>	Major Arterial
<u>Cranford Street (Proposed Northern Arterial Extension – Main North</u>	
<u>Cranford Street (Proposed Northern Arterial Extension – Main North</u> <u>Road)</u>	<u>Minor Arterial</u>
Cranford Street (Proposed Northern Arterial Extension – Main North Road) Cresswell Avenue (Gayhurst Road westwards – New Brighton Road)	<u>Minor Arterial</u> Collector
Cranford Street (Proposed Northern Arterial Extension – Main North Road) Cresswell Avenue (Gayhurst Road westwards – New Brighton Road) Creyke Road (Clyde Road – Ilam Road)	<u>Minor Arterial</u> Collector <u>Minor Arterial</u> <u>Collector</u>
Cranford Street (Proposed Northern Arterial Extension – Main North Road) Cresswell Avenue (Gayhurst Road westwards – New Brighton Road) Creyke Road (Clyde Road – Ilam Road) Croydon Street (Southhampton Street – Huxley Street)	<u>Minor Arterial</u> Collector <u>Minor Arterial</u> <u>Collector</u> <u>Collector</u>
Cranford Street (Proposed Northern Arterial Extension – Main North Road) Cresswell Avenue (Gayhurst Road westwards – New Brighton Road) Creyke Road (Clyde Road – Ilam Road) Croydon Street (Southhampton Street – Huxley Street) Cumnor Terrace (Tanner Street – Chapmans Road)	Minor Arterial Collector Minor Arterial Collector Collector Collector
Cranford Street (Proposed Northern Arterial Extension – Main North Road)Road)Cresswell Avenue (Gayhurst Road westwards – New Brighton Road)Creyke Road (Clyde Road – Ilam Road)Croydon Street (Southhampton Street – Huxley Street)Cumnor Terrace (Tanner Street – Chapmans Road)Curletts Road (Halswell Road – Southern Motorway)	Minor Arterial Collector Minor Arterial Collector Collector Collector Minor Arterial Major Arterial
Cranford Street (Proposed Northern Arterial Extension – Main North Road) Cresswell Avenue (Gayhurst Road westwards – New Brighton Road) Creyke Road (Clyde Road – Ilam Road) Croydon Street (Southhampton Street – Huxley Street) Cumnor Terrace (Tanner Street – Chapmans Road) Curletts Road (Halswell Road – Southern Motorway) Curletts Road (Southern Motorway – Yaldhurst Road)	Minor Arterial Collector Minor Arterial Collector Collector Collector Minor Arterial Major Arterial Major Arterial
Cranford Street (Proposed Northern Arterial Extension – Main North Road)Road)Cresswell Avenue (Gayhurst Road westwards – New Brighton Road)Creyke Road (Clyde Road – Ilam Road)Croydon Street (Southhampton Street – Huxley Street)Cumnor Terrace (Tanner Street – Chapmans Road)Curletts Road (Halswell Road – Southern Motorway)Curletts Road (Southern Motorway – Yaldhurst Road)Curries Road (Port Hills Road – Maunsell Street)	Minor Arterial Collector Minor Arterial Collector Collector Collector Minor Arterial Major Arterial Major Arterial Collector
Cranford Street (Proposed Northern Arterial Extension – Main North Road) Cresswell Avenue (Gayhurst Road westwards – New Brighton Road) Creyke Road (Clyde Road – Ilam Road) Croydon Street (Southhampton Street – Huxley Street) Cumnor Terrace (Tanner Street – Chapmans Road) Curletts Road (Halswell Road – Southern Motorway) Curletts Road (Southern Motorway – Yaldhurst Road) Curries Road (Port Hills Road – Maunsell Street) Cuthberts Road (Ruru Road – Breezes Road)	Minor Arterial Collector Minor Arterial Collector Collector Collector Minor Arterial Major Arterial Major Arterial Collector
Cranford Street (Proposed Northern Arterial Extension – Main North Road)Road)Cresswell Avenue (Gayhurst Road westwards – New Brighton Road)Creyke Road (Clyde Road – Ilam Road)Croydon Street (Southhampton Street – Huxley Street)Cumnor Terrace (Tanner Street – Chapmans Road)Curletts Road (Halswell Road – Southern Motorway)Curletts Road (Southern Motorway – Yaldhurst Road)Curries Road (Port Hills Road – Maunsell Street)Cuthberts Road (Ruru Road – Breezes Road)Cutts Road (Yaldhurst Road – Woodbury Street)	Minor Arterial Collector Minor Arterial Collector Collector Collector Minor Arterial Major Arterial Major Arterial Collector Collector
Cranford Street (Proposed Northern Arterial Extension – Main North Road) Cresswell Avenue (Gayhurst Road westwards – New Brighton Road) Creyke Road (Clyde Road – Ilam Road) Croydon Street (Southhampton Street – Huxley Street) Cumnor Terrace (Tanner Street – Chapmans Road) Curletts Road (Halswell Road – Southern Motorway) Curletts Road (Halswell Road – Southern Motorway) Curletts Road (Southern Motorway – Yaldhurst Road) Curries Road (Port Hills Road – Maunsell Street) Cuthberts Road (Ruru Road – Breezes Road) Cutts Road (Yaldhurst Road – Woodbury Street) Daniels Road (Main North Road – Grimseys Road)	Minor Arterial Collector Minor Arterial Collector Collector Collector Major Arterial Major Arterial Major Arterial Collector Collector
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Cranford Street (Proposed Northern Arterial Extension – Main North Road)Road)Cresswell Avenue (Gayhurst Road westwards – New Brighton Road)Creyke Road (Clyde Road – Ilam Road)Creyke Road (Clyde Road – Ilam Road)Curnor Street (Southhampton Street – Huxley Street)Cumnor Terrace (Tanner Street – Chapmans Road)Curletts Road (Halswell Road – Southern Motorway)Curletts Road (Southern Motorway – Yaldhurst Road)Curries Road (Southern Motorway – Yaldhurst Road)Cutries Road (Port Hills Road – Maunsell Street)Cuthberts Road (Ruru Road – Breezes Road)Cutts Road (Yaldhurst Road – Woodbury Street)Daniels Road (Main North Road – Grimseys Road)Dawsons Road (Jones Road – West Coast Road)Deans Avenue (Moorhouse Avenue – Harper Avenue)Dickeys Road (Main North Road-Coutts Island Road)	Minor ArterialCollectorMinor Arterial CollectorCollectorCollectorMinor Arterial Major ArterialMajor ArterialCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorMajor ArterialMajor ArterialMajor ArterialMajor ArterialCollectorCollectorMajor ArterialMajor ArterialCollectorCollectorMajor ArterialMajor ArterialMajor ArterialCollectorCollectorMajor ArterialMajor ArterialMajor ArterialCollectorCollectorCollectorMajor ArterialMajor ArterialCollectorCollectorCollectorCollectorMajor ArterialCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollector<
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Cranford Street (Proposed Northern Arterial Extension – Main North Road)Road)Cresswell Avenue (Gayhurst Road westwards – New Brighton Road)Creyke Road (Clyde Road – Ilam Road)Creydon Street (Southhampton Street – Huxley Street)Cumnor Terrace (Tanner Street – Chapmans Road)Curletts Road (Halswell Road – Southern Motorway)Curletts Road (Southern Motorway – Yaldhurst Road)Curries Road (Southern Motorway – Yaldhurst Road)Cutries Road (Port Hills Road – Maunsell Street)Cuthberts Road (Ruru Road – Breezes Road)Cutts Road (Yaldhurst Road – Woodbury Street)Daniels Road (Main North Road – Grimseys Road)Dawsons Road (Jones Road – West Coast Road)Deans Avenue (Moorhouse Avenue – Harper Avenue)Disraeli Street (Selwyn Street – Orbell Street)Dunbars Road (Wigram – Awatea Road)	Minor ArterialCollectorMinor Arterial CollectorCollectorCollectorMinor Arterial Major ArterialMajor Arterial Major ArterialCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorMajor ArterialMojor ArterialCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollectorCollector
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Ebbtide Street (Estuary Road – Caspian Street)	Collector
Edgeware Road (Springfield Road – Hills Road)	Collector
Emmett Street (Briggs Road – Shirley Road)	Collector
Ensign Street (Checketts Ave – Lillian Street)	Collector
Ensors Road (Fifield Terrace – Ferry Road)	Major Arterial
Ensors Road (St Martins Road – Brougham Street)	Minor Arterial Collector
Epsom Road (Racecourse Road – Main South Road)	Collector
Estuary Road (Bridge Street – Jervois Street)	Minor Arterial Collector
Estuary Road (Ebbtide Street – Bridge Street)	Collector
Evans Pass Road (Summit Road – Wakefield Avenue)	Minor Arterial
Farquhars Road (Main North Road – Grimseys Road)	Collector
Farrington Avenue (Wairakei Road – Harewood Road)	Collector
Fendalton Road (Clyde Road – Deans Ave)	Major Arterial
<u>Ferry Road (Fitzgerald Avenue – Moorhouse Avenue)</u>	<u>Collector</u>
Ferry Road (Aldwins Road – Dyers Road)	Minor Arterial
Ferry Road (Dyers Road – Main Road<u>H</u>umphreys Drive)	Minor Arterial
Ferry Road (Humphreys Drive – St Andrews Hill Road)	Major Arterial
Ferry Road (Moorhouse Avenue – Aldwins Road)	Major Arterial
Fitzgerald Avenue (Bealey Avenue – Moorhouse Avenue)	Major Arterial
Forfar Street (Winton Street – Warrington Street)	Major Arterial Collector
Frankleigh Street (Lyttelton Street – Barrington Street)	Minor Arterial
Frosts Road (Beach Road – Travis Road)	Minor Arterial
Gamblins Road (Wilsons Road –St Martins Road)	Collector
Gardiners Road (Johns Road – Sawyers Arms Road)	Minor Arterial Collector
Gardiners Road (Sawyers Arms Road – Harewood Road)	Minor Arterial Collector
Garlands Road (Aynsley Terrace – Opawa Expressway)	Collector
Garlands Road (Opawa Road Expressway – Rutherford Street)	Minor Arterial Major Arterial
Gasson Street (Brougham Street – Moorhouse Avenue)	Major Arterial Minor Arterial
Gayhurst Road (Cresswell Avenue – Avonside Drive)	Collector
<u>Gebbies Pass Road (Governors Bay Teddington Road – Christchurch</u>	
Akaroa Road)	<u>Minor Arterial</u>
Gilberthorpes Road (Waterloo Road – Buchanans Road)	Collector
<u>Gladstone Quay (Norwich Quay – Cashin Quay)</u>	<u>Major Arterial</u>
Glandovey Road (Fendalton Road – Idris Road)	Collector
Glandovey Road (Idris Road – Rossall Street)	Minor Arterial
<u>Glenstrae Road (McCormacks Bay Road – Monks Spur Road)</u>	<u>Collector</u>
Gloucester Street (Fitzgerald Avenue – Woodham Road)	Minor Arterial Collector
Gloucester Street (Woodham Road – Gayhurst Road)	Collector
Glovers Road (Halswell Road – Kennedys Bush Road)	Collector
<u>Goulding Avenue (Main South Road – Shands Road)</u>	<u>Collector</u>
<u>Governors Bay Road (Park Terrace – Dyers Pass Road)</u>	<u>Minor arterial</u>
<u>Governors Bay Teddington Road (Main Road, Governors Bay –</u>	
Gebbies Pass Road)	Minor Arterial
Grahams Road (Avonhead Road – Waimairi Road)	Minor Arterial Collector
Grahams Road (Waimairi Road – Greers Road)	Minor Arterial

Grampian Street (Veitches Road – Claridges Road)	Collector
Greers Road (Grahams Road – Harewood Road)	Minor Arterial
Greers Road (Sawyers Arms Road – Harewood Road)	Major Arterial Minor Arterial
Greers Road (Waimairi Road – Grahams Road)	Collector
Grimseys Road (Queen Elizabeth II Drive – Farquhars Road)	Collector
Guildford Street (Greers Road – Grahams Road)	Collector
Guthries Road (Belfast Road-Marshland Road)	Collector Local Road
Hackthorne Road (Cashmere Road – Takahe Drive)	Collector
Halswell Junction Road (Main South Road – Springs Road)	Major Arterial
Halswell Junction Road (Springs Road – Halswell Road)	Minor Arterial Major Arterial
Halswell Junction Road (Waterloo Road – Foremans Road)	<u>Collector</u>
Halswell Junction Road (Main South Road – Foremans	
Road)	Minor Arterial
Halswell Road (Curletts Road – Templetons Road)	Major Arterial
Halswell Road (Templetons Road – Old Tai Tapu Road)	Minor Arterial Major Arterial
<u>Hamill Road (Halswell Junction Road – Caulfield Avenue)</u>	<u>Collector</u>
<u>Hammersley Avenue (Quinns Road – Marshland Road)</u>	<u>Collector</u>
<u>Hampshire Street (Wainoni Road – Breezes Road)</u>	<u>Collector</u>
Hansons Lane (Riccarton Road – Blenheim Road)	Collector
Harbour Road (Kainga Road – Lower Styx Road)	Collector
Hardy Street (Beresford Street-Seaview Road)	Collector Local Road
Harewood Road (Greers Road – Johns Road)	Major Arterial Minor Arterial
Harewood Road (Greers Road – Papanui Road)	Minor Arterial
<u>Harewood Road (Orchard Road – Johns Road)</u>	<u>Collector</u>
Hargood Street (Ferry Road – Linwood Avenue)	Collector
Harman Street (Lincoln Road – Selwyn Street)	Collector
Harper Avenue (Deans Avenue – Bealey Avenue)	Major Arterial
Harrow Street (Olliviers Road – Aldwins Road)	Minor Arterial Collector
Hawke Street (New Brighton Road-Marine Parade)	Collector
<u>Hawkins Road (Radcliffe Road – Quaids Road)</u>	<u>Collector</u>
Hay Street (Linwood Avenue – Ruru Road)	Collector
Hayton Road (Symes Road – Parkhouse Road)	Collector
Heaton Street (Strowan Road – Papanui Road)	Minor Arterial
Heberden Avenue (Nayland Street – Scarborough Road)	Collector
Hendersons Road (Halswell Road – Sparks Road)	Collector
Hendersons Road (Sparks Road – Cashmere Road)	Minor Arterial
Hereford Street (Fitzgerald Avenue – Linwood Avenue)	Minor Arterial
Heyders Road (Lower Styx Road-Pacific Ocean)	Collector Local Road
Highsted Road (Harewood Road – Styx Mill Road)	Collector
Hills Road (Akaroa Street – Innes Road)	Collector Minor Arterial
Hills Road (Whitmore Street – Akaroa Street)	Minor Arterial
<u>Hindness St (Dunbars Road – Balcairn Street)</u>	<u>Collector</u>
Holmwood Road (Fendalton Road – Rossall Street)	Collector
Hoon Hay Road (Halswell Road – Cashmere Road)	Minor Arterial
Humphreys Drive (Linwood Avenue – Ferry Road)	Major Arterial

Huxley Street (Colombo Street – Burlington Street)	Minor Arterial
Huxley Street (Croydon Street – Burlington Street)	<u>Collector</u>
Idris Road (Wairakei Road – Blighs Road)	Minor Arterial Collector
Idris Road (Straven Road – Wairakei Road)	Minor Arterial
Ilam Road (Riccarton Road – Wairakei Road)	Collector
Innes Road (Briggs Road – Queen Elizabeth II Drive)	Minor Arterial
Innes Road (Papanui Road – Briggs Road)	Minor Arterial
Inwoods Road (Broadhaven Avenue – Mairehau Road)	Collector
Isleworth Road (Breens Road-Farrington Road)	Collector Local Road
Jarnac Boulevard (Buchanans Road – Millesimes Way)	<u>Collector</u>
Jeffreys Road (Clyde Road – Idris Road)	Collector
Jerrold Street North (Collins Street – Barrington Street)	Major Arterial
Jerrold Street South (Collins Street – Barrington Street)	Major Arterial
Johns Road (Harewood Road – Main North Road)	Major Arterial
Jones Road (Railway Terrace – Dawsons Road)	Collector
Jubilee Street (Bamford Street-Staunton Street)	Collector Local Road
Kahu Road (Kotare Street – Straven Road)	Minor Arterial Collector
Kainga Road (Main North Road – Harbour Road)	Collector
Kendal Avenue (Memorial Avenue – Wairakei Road)	Collector
Kennedys Bush Road (Glovers Road – Cashmere Road)	Collector
<u>Kensington Avenue (Innes Road – Westminster Street)</u>	Collector
Kerrs Road (Pages Road – Wainoni Road)	Minor Arterial
Keyes Road (Bowhill Road – Hawke Street)	Collector
Kilburn Street (Greers Road – Farrington Avenue)	Collector
Kilmarnock Street (Deans Avenue – Straven Road)	Minor Arterial Collector
Kirk Road (West Coast Road – Main South Road)	Collector
<u> Kittyhawk Avenue (The Runway – Corsair Drive)</u>	Collector
Kotare Street (Clyde Road – Kahu Road)	Minor Arterial Collector
Lake Terrace Road (Marshland Road – New Brighton Road)	Collector
Langdons Road (Greers Road – Main North Road)	Collector
<u>Lillian Street (Ensign Street – Halswell Road)</u>	<u>Collector</u>
Lincoln Road (Moorhouse Avenue – Whiteleigh Avenue)	Minor Arterial
Lincoln Road (Whiteleigh Avenue – Curletts Road)	Major Arterial
Linwood Avenue (Aldwins Road – St Johns Street)	Major Arterial
Linwood Avenue (Avonside Drive – Gloucester Street)	Minor Arterial
Linwood Avenue (Gloucester Street – Aldwins Road)	Major Arterial Minor Arterial
Linwood Avenue (St Johns Street – Humphreys Drive)	Major Arterial
Locksley Avenue (McBratneys Road – New Brighton Road)	Collector
<u>Lodestar Avenue (Hayton Road – Stark Drive)</u>	Collector
<u>Long Bay Road (Summit Road – Christchurch Akaroa Road</u>	<u>Collector</u>
Lower Styx Road (Heyders Road – Kainga Road)	Collector
Lower Styx Road (Marshland Road – Heyders Road)	Minor Arterial Collector
Lowther Street (Racecourse Road – Main South Road)	Minor Arterial
Lyttelton Street (Lincoln Road – Rose Street)	Collector
Maces Road (Cuthberts Road – Dyers Road)	Collector

Madras Street (Bealey Avenue – Winton Street)	Major Arterial Collector
Magdala Place (Birmingham Drive – Proposed Bridge Link to Wigram	
Road)	Minor Arterial
Maidstone Road (Ilam Road – Waimairi Road)	Minor Arterial Collector
Maidstone Road (Waimairi Road – Withells Road)	Collector
Main North Road (Cranford Street – Harewood Road)	Minor Arterial
Main North Road (Cranford Street – Northcote Road)	Major Arterial Minor Arterial
Main North Road (Dickeys Road – Waimakariri District Boundary)	Minor Arterial
Main North Road (Northcote Road – Dickeys Road)	Major Arterial
Main Road (McCormacks Bay Road west – The Esplanade)	Minor Arterial
Main Road (St Andrews Hill Road – McCormacks Bay Road west)	Minor Arterial Major Arterial
Main Road, Governors Bay (Dyers Pass Road – Governors Bay	
Teddington Road)	Minor Arterial
Main South Road (Blenheim Road – District Boundary)	Major Arterial
Main South Road (Riccarton Road – Blenheim Road)	Minor Arterial
Mairehau Road (Burwood Road – Frosts Road)	Minor Arterial
Mairehau Road (Burwood Road – Marshland Road)	Collector Minor Arterial
Major Hornbrook Road (Belleview Terrace – St Andrews Hill Road)	Collector
<u>Malcolm Avenue (Eastern Terrace – Colombo Street)</u>	<u>Collector</u>
<u> Manchester Street (Bealey Avenue – Edgeware Road)</u>	<u>Collector</u>
Mandeville Street (Riccarton Road – Blenheim Road)	<u>Collector</u>
<u> Marine Drive (Charteris Bay Road – Waipapa Avenue)</u>	Collector
Marine Parade (Bridge Street – Beach Road)	Collector
Marriner Street (Wakefield Avenue – Main Road)	Minor Arterial
Marshland Road (Shirley Road – Main North Road)	Minor Arterial
<u>Marshs Road (Main South Road – Springs Road)</u>	Minor arterial
<u>Marshs Road (Springs Road – Whincops Road)</u>	<u>Collector</u>
Martindales Road (Port Hills Road – Bridle Path Road)	Collector
Masham Road (Yaldhurst Road – Carmen Road)	Major Arterial
<u> Matipo Street (Blenheim Road – Wrights Road</u>	Collector Minor Arterial
Matipo Street (Riccarton Road – Blenheim Road)	Collector
<u>Maunsell Street (Tanner Street – Cumnor Terrace)</u>	Collector
Mays Road (Papanui Road-Rutland Street)	Collector Local Road
McBratneys Road (River Road – Locksley Avenue)	Collector
McCormacks Bay Road (Mt Pleasant Road-Soleares Avenue(Main Road	
<u>(west) - Main Road (east))</u>	Collector
McFaddens Road (Rutland Street – Cranford Street)	Collector
McGregors Road (Ruru Road – Rudds Road)	Collector
McLeans Island Road (Johns Road – Chattertons Road Proposed Pound	
Road deviation)	Minor Arterial
McLeans Island Road (Proposed Pound Road deviation – Chattertons	
	Collector
McMahon Drive (Aidantield Drive – Dunbars Road)	Collector
Memorial Avenue (Clyde Road – Orchard Road)	Major Arterial
Merrin Street (Avonhead Road – Withells Road)	Minor Arterial Collector
Middleton Road (Blenheim Road – Riccarton Road)	Collector

Milton Street (Barrington Street – Colombo Street)	Minor Arterial
Moncks Spur Road (Mt Pleasant Road – Cave TerraceGlenstrae Road)	Collector
Montreal Street (Brougham Street – Moorhouse Avenue)	Minor Arterial
Moorhouse Avenue (Deans Avenue – Ferry Road)	Major Arterial
Mt Pleasant Road (Main Road – Summit Road)	Minor Arterial Collector
Mustang Avenue (Awatea Road – Corsair Drive)	<u>Collector</u>
Nayland Street (Wakefield Avenue – Heberden Avenue)	Collector
<u>New Brighton Road (Avondale Road – Pages Road)</u>	Minor Arterial Collector
New Brighton Road (Marshland Road – <u>Avondale Road</u>)	Minor Arterial
Nicholls Road (Halswell Junction Road – Halswell Road)	Collector
Normans Road (Strowan Road – Papanui Road)	Collector
North Avon Road (Whitmore Street – River Road)	Collector
North Parade (North Avon Road – Shirley Road)	Collector
Northcote Road (Greers Road – Main North Road)	Major Arterial
Northern Motorway and Connectors (Waimakariri District Boundary –	
Dickeys Road)	Major Arterial
<u>Northwood Boulevard (Main North Road – Springbrook Lane)</u>	<u>Collector</u>
<u>Norwich Quay (Tunnel Road – Gladstone Quay)</u>	Major Arterial
<u>Norwood Street (Sandwich Road – Tennyson Street)</u>	<u>Collector</u>
<u>Nottingham Avenue (Wales Street – Patterson Terrace)</u>	<u>Collector</u>
<u>Nursery Road (Tuam Street – Ferry Road)</u>	<u>Collector</u>
Old West Coast Road (Chattertons Road – West Coast Road)	Minor Arterial Collector
Opawa Road (Wilsons Road North – Aynsley Terrace)	Collector
Opawa Road (Brougham Street (southeast of Heathcote River) – Port	
Hills Road)	Major Arterial
<u>Orchard Road (Memorial Ave – Wairakei Road)</u>	Collector
Orion Street (Emmett Street – Quinns Road)	Collector
<u>Ottawa Road (Wainoni Road – Pages Road)</u>	Collector
Owles Terrace (Pages Road – Union Street)	Minor Arterial Collector
<u>Oxford Street (Norwich Quay – Sumner Road)</u>	Minor Arterial
<u> Pages Road (Anzac Drive – New Brighton Road)</u>	Major Arterial Minor Arterial
Pages Road (Rudds Road – Anzac Drive)	Major Arterial
Palinurus Road (Dyers Road – Ferry Road)	Minor Arterial Major Arterial
Papanui Road (Bealey Avenue – Harewood Road)	Minor Arterial
<u> Park Terrace (Brittan Terrace – Governors Bay Road)</u>	Minor Arterial
Parker Street (Waterloo Road – Main South Road)	Collector
Parkhouse Road (Hayton Road – Curletts Road)	Collector
Parkstone Avenue (Avonhead Road – Brodie Street)	Collector
Parnwell Street (Basset Street – Travis Road)	Collector
<u> Patterson Terrace (Nottingham Avenue – Alvaston Drive)</u>	<u>Collector</u>
Peer Street (Waimairi Road – Yaldhurst Road)	Minor Arterial
<u>Philpotts Road (Queen Elizabeth II Drive – Innes Road)</u>	Collector
Port Hills Road (Centaurus Road – Curries Road)	Minor Arterial
Port Hills Road (Curries Road – Tunnel Road)	Major Arterial
Dout Lills Dood (Lloyotopo) (alloy Dood - Montindolog Dood)	Collector

Pound Road (Waterloo Road – Yaldhurst Road)	Minor Arterial
Pound Road (Yaldhurst Road – McLeans Island Road)	Collector Minor Arterial
Prestons Road (Main North Road – Waitikiri Drive)	Minor Arterial
Purau Avenue (Waipapa Avenue – Camp Bay Road)	Collector
Purchas Street (Madras Street-Barbadoes Street)	Major Arterial Local Road
<u>Putake Drive (Mairehau Road – Rothesay Road)</u>	Collector
Quaids Road (Hawkins Road – Prestons Road)	Collector
Quaifes Road (Whincops Road – Sabys Road)	Collector
Queen Elizabeth II Drive (Travis Road – Main North Road)	Major Arterial
Queenspark Drive (Rothesay Road – Bower Avenue)	Collector
Racecourse Road (Main South Road – Buchanans Road)	Minor Arterial
Racecourse Road (Yaldhurst Road-Epsom RoadBuchanans Road)	Collector
Radcliffe Road (Hawkins Road – Main North Road)	<u>Collector</u>
Radley Street (Garlands Road – Ferry Road)	Collector
Railway Terrace (Kirk Road – Jones Road)	Collector
Retreat Road (Avonside Drive East – Avonside Drive West)	Collector
<u>Revell Street (Balcairn Street – Checketts Ave)</u>	<u>Collector</u>
Riccarton Road (Yaldhurst Road – Riccarton Avenue)	Minor Arterial
River Road (North Avon Road – McBratneys Road)	Collector
Rookwood Avenue (Bower Avenue – Bowhill Road)	Collector
Rose Street (Hoon Hay Road – Barrington Street)	Collector
Rossall Street (Glandovey Road – Carlton Mill Road)	Minor Arterial
Rothesay Road (Bower Avenue-Aston Street<u>Queenspark Drive</u> –	
Burwood Road)	Collector
Roydvale Avenue (Avonhead Road – Wairakei Road)	Collector
Rudds Road (McGregors Road – Pages Road)	Collector
<u>Rue Jolie (Beach Road, Akaroa – Alymers Valley Road)</u>	<u>Collector</u>
<u>Rue Lavaud (Woodills Road – Beach Road, Akaroa)</u>	<u>Collector</u>
Ruru Road (McGregors Road – Dyers - <u>Maces</u> Road)	Collector
Russley Road (Johns Road – Yaldhurst Road)	Major Arterial
Rutherford Street (Garlands Road – Ferry Road)	Minor Arterial Major Arterial
Rutland Street (Mays-<u>Tomes</u> Road – St Albans Street)	Collector
<u>Sabys Road (Candys Road – Halswell Junction Road)</u>	<u>Collector</u>
Sabys Road (Trices Road – Candys Road)	Collector Minor Arterial
Sandwich Road (Birdwood Avenue – Norwood Street)	<u>Collector</u>
Sandyford Street (Orbell Street – Colombo Street)	Collector
Sawyers Arms Road (Johns Road – Greers Road)	Minor Arterial Major Arterial
Sawyers Arms Road (Northcote Road – Main North Road)	Collector
<u>Sawyers Arms Road (Johns Road – Broughs Road)</u>	<u>Minor Arterial</u>
Scarborough Road (Taylors Mistake Road – Heberden Avenue)	Collector
Scuttons Road (Port Hills Road – Tunnel Road on-ramp)	Major arterial
Seaview Road (New Brighton Road-Hardy Street)	Collector Local Road
Selwyn Street (Somerfield Street – Hagley Avenue)	Collector
Shakespeare Road (Waltham Road – Opawa Road)	Minor Arterial Collector
Shands Road (Main South Road – Selwyn District Boundary)	Minor Arterial Major Arterial

Sherborne Street (Bealey Avenue – Edgeware Road)	Minor Arterial
Shirley Road (Hills Road – Marshland Road)	Minor Arterial
<u>Simeon Quay (Norwich Quay – Brittan Terrace)</u>	Minor Arterial
Soleares Avenue (Mt Pleasant Road – McCormacks Bay Road)	Collector
Somerfield Street (Barrington Street – Colombo Street)	Collector
Southern Motorway and connectors (Simeon Street – Curletts Road	
Halswell Junction Road)	Major Arterial
<u> Southhampton Street (Tennyson Street – Croydon Street)</u>	<u>Collector</u>
Sparks Road (Halswell Road – Lyttelton Street)	Minor Arterial
Spencerville Road (Main North Road – Lower Styx Road)	Collector
Springfield Road (Durham Street North – St Albans Street)	Collector
Springs Road (Main South Road – Selwyn District Boundary)	Minor Arterial
St Albans Street (Papanui Road – Trafalgar Street)	Collector
St Andrews Hill Road (Main Road – Major Hornbrook Road)	Collector
St Johns Street (Linwood Avenue-Maces Road)	Collector Local Road
St Martins Road (Fifield Terrace – Wilsons Road)	Minor Arterial Collector
St Martins Road (Wilsons Road – Centaurus Road)	Collector
Stanmore Road (Tuam Street – North Avon Road)	Collector
Straven Road (Fendalton Road – Riccarton Road)	Minor Arterial
Strickland Street (Brougham Street – Colombo Street)	Minor Arterial Collector
Strowan Road (Heaton Street – Wairakei Road)	Minor Arterial
Sturrocks Road (Cavendish Road – Main North Road)	Collector
Styx Mill Road (Gardiners Road – Main North Road)	Collector
<u> Summit Road (Christchurch Akaroa Road – Long Bay Road)</u>	<u>Collector</u>
<u>Summit Road (Christchurch Akaroa Road – Long Bay Road)</u> Summit Road (Evans Pass Road – Selwyn District Boundary (west of	<u>Collector</u>
<u>Summit Road (Christchurch Akaroa Road – Long Bay Road)</u> Summit Road (Evans Pass Road – Selwyn District Boundary (west of Dyers Pass Road))	<u>Collector</u> Minor Arterial <u>Collector</u>
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Summit Road (Christchurch Akaroa Road – Long Bay Road)Summit Road (Evans Pass Road – Selwyn District Boundary (west of Dyers Pass Road))Summit Road (Gebbies Pass Road – Selwyn District Boundary (north of Gebbies Pass Road))	<u>Collector</u> <u>Minor Arterial Collector</u> <u>Collector</u>
Summit Road (Christchurch Akaroa Road – Long Bay Road)Summit Road (Evans Pass Road – Selwyn District Boundary (west of Dyers Pass Road))Summit Road (Gebbies Pass Road – Selwyn District Boundary (north of Gebbies Pass Road))Sumner Road (Oxford Street – Evans Pass Road)	<u>Collector</u> <u>Minor Arterial Collector</u> <u>Collector</u> <u>Minor Arterial</u>
Summit Road (Christchurch Akaroa Road – Long Bay Road)Summit Road (Evans Pass Road – Selwyn District Boundary (west of Dyers Pass Road))Summit Road (Gebbies Pass Road – Selwyn District Boundary (north of Gebbies Pass Road))Sumner Road (Oxford Street – Evans Pass Road)Sutherlands Road (Cashmere Road – Sparks Road)	Collector Minor Arterial Collector Collector Minor Arterial Collector
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Tuam Street (Fitzgerald Avenue – Olliviers Road)	Minor Arterial Collector
Tunnel Road (Ferry Road- City BoundaryNorwich Quay)	Major Arterial
Union Street (Jervois Street – Owles Terrace)	Minor Arterial Collector
Veitches Road (Sawyers Arms Road – Cavendish Road)	Collector
<u>Vickerys Road (Pilkington Way – Symes Road)</u>	<u>Collector</u>
Waimairi Road (Grahams Road – Peer Street)	Minor Arterial
Waimairi Road (Peer Street – Riccarton Road)	Collector
Wainoni Road (Kerrs Road – New Brighton Road)	Minor Arterial
<u>Wainui Main Road (Christchurch Akaroa Road – Jubilee Road)</u>	<u>Collector</u>
<u>Waipapa Avenue (Marine Drive – Purau Avenue)</u>	<u>Collector</u>
Wairakei Road (Grahams Road – Russley Road<u>Orchard Road</u>)	Collector
Wairakei Road (Strowan Road – Grahams Road)	Minor Arterial
Wakefield Avenue (Evans Pass Road – Marriner Street)	Minor Arterial
<u>Wales Street (Checketts Avenue – Nottingham Avenue)</u>	<u>Collector</u>
Waltham Road (Brougham Street – Moorhouse Avenue)	Major Arterial
Waltham Road (Riverlaw Terrace – Brougham Street)	Minor Arterial
Warrington Street (Forfar Street – Hills Road)	Minor Arterial
Waterloo Road (Barters Road – Kirk Road)	Collector
Waterloo Road (Pound Road – Barters Road)	Minor Arterial
Waterloo Road (Racecourse Road – Pound Road)	Collector
West Coast Road (Yaldhurst Road – Selwyn District Boundary)	Major Arterial
Westminster Street (Courtenay Street – Hills Road)	Collector
Wharenui Road (Riccarton Road – Blenheim Road)	Collector
Whincops Road (Halswell Junction Road – Marshs Road)	Collector
Whincops Road (Marshs Road to Selwyn District Boundary)	Collector Local Road
Whiteleigh Avenue (Clarence Street – Lincoln Road)	Major Arterial
Whitmore Street (Bealey Avenue – Hills Road)	Minor Arterial
<u>Wickham Street (Maces Road – Dyers Road)</u>	<u>Collector</u>
Wigram Road (Awatea Road – Treffers Road)	Collector Minor Arterial
Wigram Road (Halswell Junction Road – Dunbars Road)	Collector
Wilsons Road (Centaurus Road – Eastern Terrace)	Minor Arterial
Wilsons Road (Shakespeare Road – Ferry Road)	Collector
Withells Road (Yaldhurst Road – Avonhead Road)	Collector
Woodbury Street (Withells Road-Cutts Road)	Collector-Local Road
Woodham Road (Avonside Drive – Pages Road)	Minor Arterial
<u>Woodills Road (Christchurch Akaroa Road – 60 metres east of Old</u>	
Coach Road (end of State Highway 75))	Major Arterial
Woodills Road (60 metres east of Old Coach Road (end of State	
Highway 75) – Rue Lavaud)	Collector
Wooldridge Road (Wairakei Road – Harewood Road)	Collector
Wordsworth Street (Durham Street – Waltham Street)	Minor Arterial Collector
Wrights Road (Birmingham Drive – Lincoln Road)	Collector
Wrights Road (Matipo Street – Birmingham Drive)	Collector Minor Arterial
Yaldhurst Road (Peer Street – Russley Road)	Major Arterial
Yaldhurst Road (Riccarton Road – Peer Street)	Minor Arterial

APPENDIX 7: PEER REVIEW OF THE TRANSPORT CHAPTER



Phone 032 635 6687

keylo@inteplancans UCI Box 9778, Newmarket, Auckland 1149-

7 December 2013

Christchurch City Council PO Box 73012 Christchurch 8154 Attention: David Falconer

Dear David

District Plan Review - Transport Chapter Peer Review

Thank you for the opportunity to assist with the peer review of Christchurch City Council's (CCC) Draft Transport Chapter of the District Plan.

Scope of review

As outlined in the agreement for engagement, the scope of the peer review included consideration of the following matters in reviewing the draft objectives, policies and rules:

- Focus on transport planning aspects of the content .
- Identify any gaps, inconsistencies, redundant content and areas requiring further clarification
- Lessons learned based on previous work the Proposed Auckland Unitary Plan

Method and approach to undertake peer review

The following tasks were carried out to complete the peer review:

- Initial 'overview' review of draft Transport Chapter to understand structure and contents addressed.
- Brief review of the accompanying section 32 report.
- Line-by-line review of draft content documenting comments (based on the scope of the review) through 'track changes'.
- Grouping and colour coding of comments (groups identified are as follows: clarification required on context or meaning; gap in content; structure or formatting; integration or cross-referencing; and content to be removed or positioned elsewhere).
- Preparation of objectives, policies and rules 'matrix' to identify and confirm potential gaps or inconsistencies. This approach was adopted to understand the 'vertical' and 'horizontal' alignment between the respective objectives, policies and rules.
- Final review to make any additional changes to the 'track change' version based on the outputs of the 'matrix'.

Key matters identified

The key items identified from the peer review are summarised as follows:

 A gap in terms of objectives, policies and rules that will enable CCC's delivery of transport related infrastructure, services and facilities.

- Scope to include an additional objective which reflects the safety focus of the parking, loading and access rule topics.
- There is reference to reverse sensitivity in the objectives but no policies or rules that
 explicitly give effect to this aspect of the objectives.
- Notwithstanding the information in the Section 32 report, the policies and rules on parking
 require further consideration as these do not appear to support and give effect to other
 objectives and policies concerning the promotion of public transport and reducing
 dependency on private motor vehicles.
- . A gap in terms of the provision of non-accessory parking (i.e. stand-alone parking facilities).
- Suggested reordering of access related rules.
- Clarification required on the integration and/or cross-referencing of rules in other parts of the District Plan e.g. noise and vibration, lighting standards.
- Rationalisation of assessment matters relating to high trip generating activities.

Please note that a number of comments relate to items requiring further clarification. Without the full knowledge and understanding of the context for including or developing the content as it has been presented in the draft document, it was decided to initially highlight the area requiring clarification rather than spending time to redraft content based on incorrect or irrelevant assumptions.

Deliverables

The attached deliverables comprise the following:

- Appendix 1 track changes version of draft Transport Chapter (word and PDF formats)
- Appendix 2 objectives, policies and rules matrix (word and PDF formats)

Should you have any queries on the deliverables or any aspects of this work please do not hesitate to contact me.

Yours sincerely

Kevin Wong-Toi Inteplan Limited

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8 August 2014

Greg Bassam Policy Planner - Transport Christchurch City Council 53 Hereford Street CHRISTCHURCH PO BOX 73012

Dear Greg

CHRISTCHURCH ITA GUIDELINES – PEER REVIEW

Flow Transportation Specialists (Flow) has undertaken a peer review of the Christchurch City Council Draft Integrated Transport Assessment (ITA) Guidelines. The following documents have been reviewed as part of the peer review:

- Final Draft Integrated Transport Assessment Guidelines (July 2014)
- Christchurch City Council Draft District Plan, Chapter 7, Transport (9 June 2014)
- Christchurch City Council Draft District Plan, Transport, Section 32 report (30 May 2014)
- Feedback from the ITA Guidelines consultation workshop held in May 2014.

This letter outlines the findings of the peer review.

1 REVIEW COMMENTARY

1.1 Purpose of an ITA

Section 1.5 of the Guidelines describes the purpose of an ITA and states:

"The preparation of an ITA seeks to ensure that proper thought is given to the zoning or land use proposed so that the right type of activity is occurring in the right place."

It is true that when an ITA is prepared to support a Plan Change it can help ensure that the proposed zoning is appropriate from a transportation perspective. However, in our experience, outside of plan changes, it can be difficult for an ITA to effectively influence whether a development is in the right place. Firstly, the land is zoned for a certain use, thereby setting a precedent as to what development is sought in this location and the theoretical "permitted" trip generation. Secondly, by the time an ITA is being prepared the land is bought and the developer has a pre-conceived idea as to what is going to be built (with this often financially geared). As a result it can be very difficult for an ITA to then turn around and say that this is the wrong development for this location. However, we consider that an ITA can "mould" a development and maybe result in there being less development or a different mix of

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activities on a site. Given the comments above, consideration could be given to re wording this section.

1.2 When Is An ITA Required? - Thresholds

1.2.1 Outline of Proposed Triggers

We note that an ITA is required with a resource consent application when the size/scale of the development reaches a certain threshold. The thresholds are outlined in Table 1. The guidelines also note that ITAs will also be required for Plan Changes and Notices of Requirement.

Activity	Basic Assessment	Full Assessment
Education (number of students)	150 students	600 Students
Education Activity (Pre School)	60 children	240 children
Guest Accommodation Activities	40 bedrooms	160 bedrooms
Health care facility	250 GFA m2	1000 GFA m ²
Industrial activities	830 GFA m ²	3,320 GFA m ²
Warehousing and distribution activities	10,400 GFA m ²	41,600 GFA m ²
Office	960 GFA m ²	3,840 GFA m ²
Residential	23 units	92 units
Retail activities generally	250 GLFA m ²	1,000 GLFA m ²
Food and Beverage Outlet	70 PFA m ²	280 PFA m ²
All other Activities	250 Vehicle trips per day	1,000 Vehicle trips per day

Table 1: Thresholds for Requirement of ITA

1.2.2 Triggers for a Basic ITA

With regard to the proposed thresholds for the basic ITA, we note they are based on an upper limit of 250 vehicle trips per day but have been converted from vehicle trips into floor area or persons using NZTA Research Report 453 (Trips and Parking related to Land Use) 2011. This is consistent with the threshold for a Transportation Assessment in the current Operative Christchurch City Plan.

The use of the NZTA Research Report 453 to convert the number of trips to specific land uses is generally considered to be a robust approach. However, we have some minor comments regarding the data which we recommend are considered further. These are outlined below:

- The NZTA Report includes data for primary schools, secondary schools and tertiary students, with primary schools having the highest trip generation rates (thus this rate being used to determine the education trigger in the Christchurch Guidelines). However, other educational facilities such as English language schools and other adult education facilities which may have higher trip rates have not been included. As a result there is a small risk that an educational facility with less than 150 students may result in over 250 vehicle trips per day.
- It is unclear from the information the reasoning behind the trigger for health care facilities, which appears to be set lower than a rate of 250 vehicle trips per day.

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 The rate for guest accommodation facilities is set at 40 bedrooms which is based on a trip generation rate of 6.4 vehicle trips per room. This appears high and it is noted that the rate is based on a sample of three hotels only. There is therefore a minor risk that a transport assessment will be required for a hotel development which is unlikely to result in 250 vehicle trips per day.

With the exception of the above discussion, we generally consider the thresholds for the basic ITA to be appropriate and consistent with the existing approach of requiring a transport assessment for development predicted to generate over 250 vehicle trips per day.

1.2.3 Triggers for a Full ITA

Regarding the triggers for the full assessment, we understand these to be based on a maximum daily trip rate of 1,000 vehicles per day. This compares with the threshold for ITAs in the Auckland Guidelines (being 100 vehicle trips during the peak hour) and lies somewhere between the thresholds for a Broad and Extensive ITA outlined in the Hamilton Proposed District Plan¹.

As the 1,000 vehicle per day trigger is also based on the trip rates included in the NZTA Research Report 453, the comments outlined above regarding the data for educational, health and guest accommodation apply. However, generally Flow considers the approach to be robust and the resulting rates appropriate.

1.3 Comments on Templates

1.3.1 Basic ITAs

We have reviewed the template included in the Guidelines for the basic ITA and make the following comments:

- In the description of the existing land use and transport environment it is useful for the ITA to identify the District Plan zoning of the site as this can influence the assessment
- In the description of the existing land use and transport environment there is no mention of roading hierarchy or traffic volumes. Both of these things are considered relevant to a basic transport assessment as they will influence the access design and requirements
- A basic ITA should also include a summary of any planned transport upgrades to the surrounding environment which could impact on the development. This would not be as detailed as for the full ITA but should include any confirmed roading or footpath upgrades, changes in public transport routes etc in the immediate vicinity of the site
- Following the description of the existing land use and transport environment, a section entitled "The Proposal" would be beneficial which would describe the proposed development in more detail than the introduction. This section would outline access and parking arrangements, loading provisions if appropriate and any pedestrian and end of trip cycle facilities. It would also describe the site and any existing development that is presently occurring on it and address what will happen

¹ http://www.hamilton.govt.nz/our-council/council-

publications/districtplans/proposeddistrictplan/appendix15/Pages/15-3-Integrated-Transport-Assessment-Requirements.aspx

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to existing development and how the new development will integrate with existing buildings, parking and access points if they are to remain

 The Parking and Loading Section should also include an assessment of the access or a separate section for access should be included. Currently access is only dealt with under the Mitigation section which should primarily deal with measures required to mitigate adverse effects.

1.3.2 Full ITAs

For the template included for the Full ITA we make the following comments:

- As for the basic ITA, it is useful to identify the District Plan zoning of the site as this can influence the assessment. This is particularly relevant to proposed plan changes
- Under the Planned Transport Upgrade section it may be useful to mention staging of the development and a requirement to consider the timing of planned upgrades with the proposal
- The comments regarding a section entitled "The Proposal" outlined above also apply to the full ITA template. It is noted a section called "Plan Change Proposal" is included but this section should be required for ITAs supporting site specific developments also
- Under Travel Characteristics is there an opportunity to link to the predicted mode splits anticipated by the Christchurch regional models or are these may be at too high a level? In the Auckland guidelines there is a suggestion that as a starting point, the Auckland Regional Transport (ART) model should be interrogated for mode splits
- When suggesting tools to help determine mode splits it is important to note that depending on the type of development, consideration will need to be given to non work journey trips (for all modes) as well as the journey to work trips recorded in the Census. Journey to work data alone does not consider trips made by people not in the workforce such as school trips or service trips
- As with the basic ITA a section on Access should be included before the Mitigation section which should concentrate on measures required to mitigate adverse effects
- Under the section on mitigation and options to influence travel the second point should read "Where safety and accessibility issues have been identified" to ensure any accessibility issues are also addressed
- For large developments there will be a need to discuss any alternative options explored as well
 as the recommended option under the Mitigation section
- For larger developments it is useful to investigate proposed mitigation measures with regard to rough cost estimates and whether any confirmed funding is available.

It is noted that any changes to the proposed templates will also need to be included in Appendix 7.15 of the Draft District Plan.

2 OTHER COMMENTS

One issue which is not currently addressed is who should prepare an ITA. We consider there is risk associated with an assessment not being completed by an expert/professional traffic engineer/transport planner, particularly if a development becomes notified and requires a hearing where an expert will need to present the traffic and transportation elements of a proposal.

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Please feel free to contact us if you require any further information,

Yours sincerely

Mairi Joyce PRINCIPAL TRANSPORTATION PLANNER

Reference: S:\cccx\004\L18140804.docx - Mairi Joyce

Karl Hancock ASSOCIATE

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