Chapter 7 Transport

Contents

7.1 Objectives and policies

7.1.1 Objective 1- Integrated transport system

a. An integrated transport system:
   i. that is accessible, affordable, resilient, safe, sustainable and efficient for people using all transport modes;
   ii. that is responsive to the current recovery needs, future needs, and economic development;
   iii. that supports safe, healthy and liveable communities by maximising integration with land use;
   iv. that reduces dependency on private motor vehicles and promotes the use of public and active transport;
   v. that recognises Ngāi Tahu/ Manawhenua values; and
   vi. that is managed using the one network approach.

7.1.1.1 Policy 1- Establishment of a road classification system

a. A road network that recognises different access and movement functions for all transport modes, whilst:
   i. ensuring the continued safe and efficient operation of the transport network for all modes, including freight;
   ii. providing for public places to enable community activities, including opportunities for people to interact and spend time,
   iii. providing space for utility services;
   iv. reflecting neighbourhood identity and amenity; and
   v. recognising cross-boundary connections with adjoining districts.

Refer to Appendix 7.12 for a description of the road classification system.

Policy 1 also achieves Objective 2.

7.1.1.2 Policy 2 - High trip generating activities

Require that the location and design of high trip generating activities are assessed to ensure that they:
a. are accessible by a range of transport modes and promote public and active transport use;
b. promote the safe, efficient and effective use of the transport system;
c. optimise use of existing capacity within the transport system;
d. reduce the impact of trip generation through travel plans and other travel demand management measures;
e. avoid or mitigate significant adverse effects from development on the transport system, including

reverse sensitivity effects on the strategic transport network;

f. limit adverse effects and maximise positive effects from transport on the amenity of surrounding areas, on the environment, and on Ngāi Tahu/ Manawhenua values;
g. encourage the use of parking management measures which;
    i. make efficient use of land;
    ii. minimise adverse effects on the safety, efficiency and amenity of the surrounding area, including the transport network;
    iii. cater for the parking demand of the activity;
    iv. support recovery and economic activity;
    v. encourage public and active transport use;
h. provide for the needs of people with disabilities; and
i. maximise integration with the transport system, including planned transport infrastructure and service improvements by coordinating land use and the implementation of transport infrastructure and services.

Policy 2 also achieves Objective 2.

7.1.1.3 Policy 3 - Vehicle access and manoeuvring

a. Ensure the number, location, design and gradient of vehicle accesses and associated manoeuvring:
    i. is compatible with the range of functions of that part of the road network;
    ii. promotes safety by minimising conflicts between pedestrians, cyclists and vehicle movements;
    iii. is designed to encourage safe and attractive active transport access; and
    iv. enables the safe and efficient operation of the transport system.

Policy 3 also achieves Objective 2.

7.1.1.4 Policy 4 - Requirements for car parking and loading

a. Require car parking and loading spaces which provide for the expected needs of an activity in a way that minimises adverse effects.
b. Enable an assessment of whether a reduction in the number of car parking spaces required can be considered as an opportunity to facilitate public and active transport use, but only where:
    i. the function of the surrounding transport network and amenity of the surrounding environment will not be adversely affected; and/or
    ii. there is good accessibility by active and public transport and the activity is designed to encourage public and active transport use; and/or
    iii. the extent of the reduction is appropriate to the characteristics of the activity and it's location; and/or
    iv. the extent of the reduction is appropriate having regard to Appendix 7.14– Parking reduction

adjustment factors.

c. Provide for flexible approaches to car parking in local and neighbourhood centres to support the use of public and active transport and existing parking supply.
d. Provide car parking for people with disabilities where any car parking is provided and for activities with a Gross Floor Area greater than 2500m² even when no other parking is provided.

Policy 4 also achieves Objective 2.

7.1.1.5 Policy 5 - Design of car parking and loading areas

a. Require that car parking and loading areas are designed to:
   i. operate safely and efficiently;
   ii. mitigate adverse effects on the character and amenity of the surrounding environment;
   iii. provide quality urban amenity outcomes within the development;
   iv. prevent crime;
   v. support the efficient and safe use and operation of land use activities; and
   vi. support amenity and safety for all transport modes.

Policy 5 also achieves Objective 2.

7.1.1.6 Policy 6 - Promote public transport and active transport

a. Promote public and active transport and reduce dependency on private motor vehicles, by:
   i. ensuring new road corridors provide sufficient space and facilities to safely promote walking, cycling and public transport;
   ii. ensuring activities provide an adequate amount of safe, secure, attractive and convenient cycle parking and associated end of trip facilities;
   iii. encouraging the use of travel demand management options that help facilitate the use of public transport, cycling, walking and options to minimise the need to travel; and
   iv. requiring new district centres to provide opportunities for a public transport interchange.

Policy 6 also achieves Objective 2.

7.1.1.7 Policy 7 - Rail level crossings

a. Improve and maintain safety at road/rail level crossings by:
   i. requiring safe visibility at uncontrolled level crossings;
   ii. managing vehicle accesses close to level crossings; and
   iii. managing the creation of new level crossings.

Policy 7 also achieves Objective 2.

7.1.1.8 Policy 8 - Effects from transport infrastructure

a. Minimise the adverse effects and maximise positive effects from new transport infrastructure and changes to existing transport infrastructure on the environment, including:
   i. air quality;
   ii. economic recovery;
   iii. severance;
   iv. water quality;
   v. noise;
   vi. vibration;
   vii. glare;
   viii. amenity;
   ix. effects on the built environment; and
   x. safety of users.

b. The cultural values of Ngāi Tahu/ Manawhenua are recognised, protected and enhanced through:
   i. the use of indigenous species in landscaping and tree planting of transport infrastructure;
   ii. a multi-value approach to stormwater management of transport infrastructure; and
   iii. the protection and enhancement of wāhi tapu and wāhi taonga including waipuna.

Policy 8 also achieves Objective 2.

7.1.2 Objective 2 - Adverse effects from the transport system

a. Enable Christchurch's transport system to provide for the transportation needs of people and freight whilst managing adverse effects from the transport system.

Notes:

1. Policies 7.1.1.1, 7.1.1.2, 7.1.1.3, 7.1.1.4, 7.1.1.5, 7.1.1.6, 7.1.1.7 and 7.1.1.8 also apply to Objective 7.1.2
2. For more details on Christchurch City Council's vision, expectation and plans for transport, during the recovery period and longer term, please refer to the 'Christchurch Transport Strategic Plan'.

7.2 Rules- All zones outside the Central City

7.2.1 How to use the rules

7.2.1.1 The transport rules that apply to activities in all zones outside the Central City are contained in:

a. The Activity Status table in 7.2.2; and
b. Rules in 7.2.3

7.2.1.2 The Activity Status table and standards for the zone where the activity is located, and the Activity Status table and standards in the following chapters also apply (where relevant):

5 Natural Hazards
6 General Rules and Procedures
8 Subdivision, Development and Earthworks
9 Heritage and Natural Environment
11 Utilities, Energy and Infrastructure
12 Hazardous Substances and Contaminated Land.

7.2.2 Activity status tables- All zones outside of the Central City

7.2.2.1 Permitted activities

The activities listed below are Permitted Activities:

	Activity
P1	Any activity that complies with 7.2.3.1 Rule 1- Minimum number and dimensions of car parks required
P2	Any activity that complies with 7.2.3.2 Rule 2– Minimum number of cycle parking facilities required
P3	Any activity that complies with 7.2.3.3 Rule 3–Minimum number of loading spaces required
P4	Any activity that complies with 7.2.3.4 Rule 4-Manoeuvring for parking and loading areas
P5	Any activity that complies with 7.2.3.5 Rule 5–Gradient of parking and loading areas
P6	Any activity that complies with 7.2.3.6 Rule 6– Design of parking and loading areas
P7	Any activity that complies with 7.2.3.7 Rule 7- Access design
P8	Any activity that complies with 7.2.3.8 Rule 8 –Vehicle crossings
P9	Any activity that complies with 7.2.3.9 Rule 9- Location of buildings and access in relation to road/rail level crossings
P10	Any activity that complies with 7.2.3.10 Rule 10-High trip generators

7.2.2.2 Restricted discretionary activities

The activities listed below are a Restricted Discretionary activity.
Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion specified in the following table and as set out for that Matter in 7.3.

	Activity	The Council's discretion shall be limited to the following matters:
RD1	Any activity that is not in accordance with any one or more of Rules 1 – 10 in Section 7.2.3	Matters over which the Council has restricted discretion are set out in sections 7.3.1 - 7.3.19 for each standard.

7.2.2.3 Discretionary activities

There are no Discretionary activities.

7.2.2.4 Non complying activities

There are no Non Complying activities.

7.2.2.5 Prohibited activities

There are no Prohibited activities.

7.2.3 Rules- All zones outside the Central City

7.2.3.1 Rule 1- Minimum number and dimensions of car parks required

	Applicable to	Rule	Matters of discretion
a.	Any activity, unless: i. located within a commercial zone that is identified as a local or neighbourhood centre in Chapter 15; or ii. it is an activity that requires resource consent under rule 7.2.3.10 - High	At least the minimum number of car parking spaces in Table 7.2 in Appendix 7.1 shall be provided on the same site as the activity.	Matters specified in 7.3.1

	Applicable to Trip Generators	Rule	Matters of discretion
b.	Any car parks available to the general public.	Car parking spaces shall be provided with the minimum dimensions in Table 7.4 in Appendix 7.1.	Matters specified in 7.3.2
c.	Any activity: i. where standard car parks are provided, or ii. containing buildings with a GFA of more than 2,500 m^2	At least the minimum number of car parking spaces for people with disabilities in accordance with Table 7.3 in Appendix 7.1 shall be provided on the same site as the activity.	Matters specified in 7.3.3

Note: The amount of car parking spaces required for activities that require resource consent under Rule 10 in this chapter (i.e. a High Trip Generator) will be determined through the resource consent process under Rule 10 (i.e. as part of the Integrated Transport Assessment process). The requirements for a minimum number of car parking spaces under Rule 1 can be used as guidance for High Trip Generators.

7.2.3.2 Rule 2- Minimum number of cycle parking facilities required

	Applicable to	Rule	Matters of discretion
a.	Any activity	Cycle parking facilities in accordance with Appendix 7.2 shall be provided on the same site as the activity.	Matters specified in 7.3.4

7.2.3.3 Rule 3- Minimum number of loading spaces required

	Applicable to	Rule	Matters of discretion
a.	Any activity where standard car parks are provided	Loading spaces in accordance with Appendix 7.3 shall be provided on the same site as the activity.	Matters specified in 7.3.5

7.2.3.4 Rule 4- Manoeuvring for parking and loading areas

	Applicable to	Rule	Matters of discretion

	Applicable to	Rule	Matters of discretion
a.	Any activity with a vehicle access.	On-site manoeuvring area shall be provided in accordance with Appendix 7.6.	Matters specified in 7.3.6
b.	Any activity with a vehicle access to: i. a major or minor arterial road; or ii. a collector road where three or more car parking spaces are provided on site; or iii. six or more car parking spaces; or iv. a heavy vehicle bay required by Rule 7.2.3.3.	On-site manoeuvring area shall be provided to ensure that a vehicle can manoeuvre in a forward gear onto or off a site.	Matters specified in 7.3.6

Any application arising from non-compliance with this rule will not require written approvals and shall not be publicly or limited notified.

7.2.3.5 Rule 5- Gradient of parking and loading areas

	Applicable to		Rule	Matters of discretion
a.	All non-residential activities with vehicle access	Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).	Gradient shall be ≤ 1:16 (6.25%)	Matters specified in 7.3.7
b.		Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).	Gradient shall be ≤ 1:20 (5%)	
c.		Gradient of disability car park spaces.	Gradient shall be ≤ 1:50 (2%)	

Any application arising from non-compliance with this rule will not require written approvals and shall not be publicly or limited notified.

7.2.3.6 Rule 6- Design of parking and loading areas

	Applicable to	Rule	Matters of discretion
a.	All non-residential activities with parking and/or loading areas used during hours of darkness	Lighting of parking and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.	Matters specified in 7.3.8
b.	Any urban activity, except: i. residential activities containing less than three car parking spaces; or ii. sites where access is obtained from an unsealed road.	The surface of all car parking, loading, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.	Matters specified in 7.3.9

Any application arising from non-compliance with this rule will not require written approvals and shall not be publicly or limited notified.

7.2.3.7 Rule 7- Access design

	Applicable to	Rule	Matters of discretion
a.	Any activity with vehicle access.	Access shall be provided in accordance with Appendix 7.7.	Matters specified in 7.3.10
b.	Any activity providing 4 or more car parking spaces or residential units.	Queuing Spaces shall be provided in accordance with Appendix 7.8	Matters specified in 7.3.11
c.	Any vehicle access: i. to an urban road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day; and/or ii. on a key pedestrian	Either an audio and visual method of warning pedestrians of the presence of vehicles or a visibility splay in accordance with Appendix 7.9 shall be provided.	Matters specified in 7.3.12

	Applicable to	Rule	Matters of discretion
	frontage.		

Any application arising from non-compliance with this rule will not require written approvals and shall not be publicly or limited notified.

7.2.3.8 Rule 8- Vehicle crossings

	Applicable to	Rule	Matters of discretion
a.	Any activity with a vehicle access to any road or service lane	A vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane.	Matters specified in 7.3.13
b.	Any vehicle crossing on an arterial road or collector road with a speed limit 70 kilometres per hour or greater	Vehicle Crossing shall be provided in accordance with Appendix 7.10.	Matters specified in 7.3.13
c.	Any vehicle crossing to a rural selling place	Vehicle Crossing shall be provided in accordance with Figure 7.14 in Appendix 7.10.	Matters specified in 7.3.13
d.	Any vehicle crossing on a road with a speed limit 70 kilometres per hour or greater	The minimum spacing to an adjacent vehicle crossing on the same side of the frontage road, shall be in accordance with Table 7.14 in Appendix 7.11.	Matters specified in 7.3.14
e.	Any activity with a vehicle crossing	The maximum number of vehicle crossings shall be in accordance with Table 7.15 in Appendix 7.11.	Matters specified in 7.3.15
f.	Any activity with a vehicle crossing	The minimum distance between a vehicle crossing and an intersection shall be in accordance with the Table 7.16 in Appendix 7.11.	Matters specified in 7.3.16
g.	Any vehicle crossing on a rural road	The minimum sight lines to vehicle crossings shall be provided in accordance with	Matters specified in 7.3.17

	Applicable to	Rule Figure 7.16 in Appendix 7.11.	Matters of discretion

Any application arising from non-compliance with this rule will only require written approval from the NZ Transport Agency and only where there is direct access to a state highway. Where written approval from the NZ Transport Agency is provided the application shall not be publicly or limited notified.

Note: All vehicle crossings designed and constructed onto public roads managed by Council require a vehicle crossing application and the form can be found at: resources.ccc.govt.nz/files/VehicleCrossingApplication-docs.pdf. An approval must be given before construction can start. Design and construction works shall be at the Owner or Developer's own expense. Standards for the design of vehicle crossings can be found in Council's Construction Standard Specifications.

7.2.3.9 Rule 9- Location of buildings and access in relation to road/rail level crossings

	Applicable to	Rule	Matters of discretion
a.	Any new road or access that crosses a railway line.	No new road or access shall cross a railway line.	Matters specified in 7.3.18
b.	All new road intersections located less than 30 metres from a rail level crossing limit line.	The road intersection shall be designed to give priority to rail movements at the level crossing through road traffic signals.	Matters specified in 7.3.18
c.	All new vehicle crossings located less than 30 metres from a rail level crossing limit line.	No new vehicle crossing shall be located less than 30 metres from a rail level crossing limit line unless the boundaries of a site do not enable the vehicle crossing to be more than 30 metres from a rail level crossing limit line.	Matters specified in 7.3.18
d.	Any building located close to a level crossing not controlled by automated warning devices (such as alarms and/or barrier arms).	Buildings shall be located outside of the sight triangles in Appendix 7.13.	Matters specified in 7.3.18

Any application arising from non-compliance with this rule will only require written approval from KiwiRail. Where written approval from KiwiRail is provided the application shall not be publicly or

limited notified.

7.2.3.10 Rule 10- High trip generators

	Applicable to	**Rule**- Resource Consent under this rule is required for activities with:	**Matters of discretion**
a.	Education Activities (unless specified below)	≥ 150 FTE Students	Matters specified in 7.3.19
b.	Education Activities (Pre-School)	≥ 60 Children	
c.	Guest Accommodation Activities	≥ 40 bedrooms	
d.	Health Care Facilities	≥ 250 m^2 GFA	
e.	Industrial Activities (unless specified below)	≥ 830 m^2 GFA	
f.	Industrial Activities (Warehousing and Distribution Activities)	≥ 10,400 m^2 GFA	
g.	Office	≥ 960 m^2 GFA	
h.	Residential Activities	≥ 23 Residential units	
i.	Retail Activities (unless specified below)	≥ 250 m^2 GLFA	
j.	Retail Activities (Food and Beverage Outlet)	≥ 70 m^2 PFA	
k.	Any other activities	≥ 250 vehicle trips per day [1]	

1. An Integrated Transport Assessment shall be undertaken for activities that are High Trip Generators (i.e. are restricted discretionary activities under this rule).
2. If an Integrated Transport Assessment has already been approved for the site as part of a granted resource consent, then this rule does not apply to any development that is within the scope of that Integrated Transport Assessment and in accordance with the resource consent, unless the resource consent has lapsed.
3. A checklist outlining the requirements that must be covered by an Integrated Transport Assessment is provided in Appendix 7.15. Further guidance on preparing an Integrated Transport Assessment to address the assessment matters in 7.3.19 may be obtained from Christchurch City Council's Integrated Transport Assessment Guidelines. A basic Integrated Transport

Assessment shall be undertaken for High Trip Generators that do not exceed the thresholds in 7.3.19 Table 7.1. A full Integrated Transport Assessment shall be undertaken for activities that exceed the thresholds in 7.3.19 Table 7.1.

4. Any application under this rule will require written approval from the NZ Transport Agency and/or KiwiRail, where:
   a. for the NZ Transport Agency, direct vehicle access from the activity is to a state highway.
   b. for KiwiRail, direct access to the activity crosses a railway line.

[1]If the activity has fluctuations in daily vehicle trips, then the calculation should be based on an average of the days (across the week) that the activity operates.

7.3 Matters of discretion

The Activity Status table states which activity is a restricted discretionary activity. The matters over which the Council has restricted its discretion are specified for each restricted discretionary activity listed below.

7.3.1 Minimum number of car parks required

The following are assessment matters for Rule 1a, Section 7.2.3.1:

1. Whether the equivalent number of parking spaces can be provided on a separate site which:
   a. is sited within safe and easy walking distance of the activity; and
   b. does not require people to cross arterial roads to gain access to the activity, thereby compromising the safety of pedestrians and the function of the road, unless there are safe crossing facilities; and/or
   c. is clearly associated with the activity through signage or other means; and/or
   d. whether a legal agreement has been entered into, bonding the parking to the activity; and/or
   e. is surrounded by appropriate land use activities with which the car parking is compatible.
2. Whether the parking demand occurs at a different time from another land use activity, with which a parking area could be shared without adverse effects for on street parking.
3. Whether a legal agreement has been entered into securing mutual usage of any parking areas shared with other activities.
4. Where the required number of off-street car parking spaces are not to be provided:
   a. whether the proposal or application demonstrates that it will generate more or less parking and/or staff parking demand than is required by this District Plan;
   b. whether the required parking can physically be accommodated on the site and/or off site;
   c. whether the movement function, safety and amenity values of the road network and surrounding environment may be adversely affected by extra parked and manoeuvring vehicles on these roads;
   d. whether the site is well serviced by public transport and is designed or operated to facilitate public transport use;

e. whether additional cycle parking facilities (more than the number required by this District Plan) have been provided to off-set a reduction in the number of car parking spaces, and there is a reasonable expectation of them being used;
f. the cumulative effect of the lack of on-site parking spaces for the proposal in conjunction with other activities in the vicinity which are not providing the required number of parking spaces;
g. whether the reduction in parking will affect the ability of future activities on the site to meet the parking requirements;
h. whether the safety of pedestrians will be affected by being set down on-street;
i. whether a reduction in, or waiver of, the required on-site car parking will reduce travel to the activity by private vehicles and facilitate public and active transport use, such as through the development and implementation of a travel plan;
j. whether a reduction in, or waiver of, the required on-site car parking will enable a significant improvement in the urban design, appearance, and amenity values of the site and a more efficient site layout without compromising the amenity values, safety and efficiency of the transport network;
k. whether a reduction in, or waiver of, the required on-site car parking is appropriate because there are other public parking facilities close to the activity that can be used by people accessing the activity; and
l. whether there are mitigating factors for a reduced parking supply, with regard given to the parking reduction adjustment factors in Appendix 7.14.

7.3.2 Parking space dimensions

The following are assessment matters for Rule 1b, Section 7.2.3.1:

1. The safety and usability of the parking spaces.
2. Whether a parking stacker or a similar mechanism is being used.

7.3.3 Parking spaces for people with disabilities

The following are assessment matters for Rule 1c, Section 7.2.3.1:

1. Whether the equivalent number of disability car park spaces can be provided on a separate site which:
   a. is sited within a readily accessible distance from the activity for persons with disabilities; and
   b. is clearly associated with the activity through signage or other means.
2. Whether the nature of the particular activity is such that it will generate less disability car parking demand than is required by this District Plan.
3. Whether the safety of people with disabilities will be affected by being set down on-street.
4. The assessment matters under 7.3.1 also apply.

7.3.4 Minimum number of cycle parking facilities required

The following are assessment matters for Rule 2, Section 7.2.3.2:

1. Whether adequate alternative, safe and secure cycle parking and end of trip facilities (such as showers and lockers), that meet the needs of the intended users, are available in a nearby location that is readily accessible.
2. Whether the parking can be provided and maintained in a jointly used cycle parking area.
3. Whether a legal agreement has been entered into securing mutual usage of any cycle parking areas shared with other activities.
4. Whether the cycle parking facilities are designed and located to match the needs of the intended users.
5. Whether the provision, design and location of cycle parking facilities may disrupt pedestrian traffic, disrupt active frontages, or detract from an efficient site layout or street scene amenity values.

7.3.5 Minimum number of loading spaces required

The following are assessment matters for Rule 3, Section 7.2.3.3:

1. Whether the nature and operation of the particular activity will require loading spaces of a different size, number and frequency of use.
2. Whether an off-street shared loading area can be safely and efficiently provided in conjunction with an adjacent activity.
3. Whether a legal agreement has been entered into securing mutual usage of any loading areas shared with other activities.
4. Whether loading can be safely and efficiently undertaken on-street.
5. Whether the movement function and/or safety of the surrounding transport network may be adversely affected by extra parked and manoeuvring vehicles on street.
6. Whether loading and service functions disrupt pedestrian and cycling traffic, disrupt active frontages, or detract from street scene amenity values.

7.3.6 Manoeuvring for parking and loading areas

The following are assessment matters for Rule 4, Section 7.2.3.4:

1. Whether there would be any adverse effects on the efficiency, safety and amenity values of users of transport modes within and passing the site, and/or function of the frontage road.
2. The number and type of vehicles using the parking or manoeuvring area.
3. Whether the required manoeuvring area can physically be accommodated on the site.
4. Whether the strategic transport network is adversely affected.

7.3.7 Gradient of parking and loading areas

The following are assessment matters for Rule 5, Section 7.2.3.5:

1. Whether the gradient non-compliance affects any parking spaces for people with disabilities, and whether the proposed gradient will make it difficult for people with disabilities to use these parking spaces.

2. The total number of parking spaces affected by the gradient non-compliance.
3. Whether the gradient will make the use of the parking and loading spaces impracticable.
4. Whether the drainage facilities are adequately designed and will not cause adverse effects on neighbouring sites.

7.3.8 Illumination of parking and loading areas

The following are assessment matters for Rule 6a, Section 7.2.3.6:

1. Whether the facility is often used during the hours of darkness.
2. Whether other light sources in the area give adequate light to provide security for users of the area.
3. Whether glare from the light source will adversely affect the safety of surrounding roads and/or the rail corridor.

7.3.9 Surface of parking and loading areas

The following are assessment matters for Rule 6b, Section 7.2.3.6:

1. Whether the non-compliance with this rule will cause adverse effects on the activity and on other sites in the area in terms of noise and dust nuisance.
2. Whether mud or gravel will be carried on to public roads, footpaths or the rail corridor.
3. Whether the materials used for the car park surface and the car park's stormwater management system will adequately manage contaminants from run-off and flooding.

7.3.10 Vehicle access design

The following are assessment matters for Rule 7a, Section 7.2.3.7:

1. Whether the driveway serves more than one site and the extent to which other users of the driveway may be adversely affected.
2. Whether there are any adverse effects on the safety and amenity values of neighbouring properties and/or the function of the transport network.
3. The effects on the safety and security of people using the facility.
4. Whether the access disrupts, or results in conflicts with, active frontages, convenient and safe pedestrian circulation and cycling flows.
5. Whether the safety of pedestrians, particularly the aged and people with disabilities, will be compromised by the length of time needed to cross a wider driveway.

Where the access exceeds the maximum gradient standards, in addition to (1) to (5) above:

6. Whether the gradient will make the use of the access impracticable.
7. Whether the drainage facilities are adequately designed and will not cause adverse effects on neighbouring sites.

7.3.11 Queuing spaces

The following are assessment matters for Rule 7b, Section 7.2.3.7:

1. Whether there would be any adverse effects on the safety, amenity values and/or efficient operation and functioning of the frontage road or a rail level crossing.
2. The effect of queuing vehicles on the safety of pedestrians and cyclists.

7.3.12 Visibility splay

The following are assessment matters for Rule 7c, Section 7.2.3.7:

1. Whether vehicles exiting the vehicle access, and cyclists and pedestrians on the footpath or frontage road, are likely to be aware of each other in time to avoid conflicts.
2. Whether the speed and volume of vehicles using a vehicle access, and/or the volumes of cyclists and pedestrians on the footpath or frontage road, will exacerbate the adverse effects of the access on people's safety.
3. If a visibility splay is unable to be provided, whether alternative adequate methods of improving pedestrian safety at the vehicle access have been provided, for example an audio and/or visual method of warning pedestrians of the presence of vehicles about to exit the access.

7.3.13 Vehicle crossing design

The following are assessment matters for Rules 8 a, b and c, Section 7.2.3.8:

1. The number of pedestrian movements and the number and type of vehicles using or crossing the vehicle crossing.
2. The ability for vehicles to use the vehicle crossing without adversely affecting the safety and/or efficiency of the frontage road or rail level crossing.
3. The speed at which vehicles will be able to enter/exit the site and the effect of this on the safety of pedestrians and other road users.

7.3.14 Minimum distance between vehicle crossings

The following are assessment matters for Rule 8d, Section 7.2.3.8:

1. Whether the landscaping adjacent to the road will be adversely affected by the location of the vehicle crossing.
2. Whether safety will be adversely affected by conflict between manoeuvring vehicles at the crossings.

7.3.15 Maximum number of vehicle crossings

The following are assessment matters for Rule 8e, Section 7.2.3.8:

1. Whether the extra crossing(s) will adversely affect the efficient and safe operation of the road for

all road users.

2. Any cumulative effects of the introduction of extra vehicle crossings when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.
3. Whether the physical form of the road will minimise the adverse effects of the extra vehicle crossings for example the presence of a solid median to stop right hand turns.
4. Whether the landscaping adjacent to the road will be adversely affected by the vehicle crossings.

7.3.16 Minimum distance between vehicle crossings and intersections

The following are assessment matters for Rule 8f, Section 7.2.3.8:

1. Whether extra conflict may be created by vehicles queuing across the vehicle crossing.
2. Whether any potential confusion between vehicles turning at the crossing or the intersection may have adverse affects on safety.
3. The effects on the safety of users of all transport modes.
4. Whether the number and type of vehicles generated by the activity on the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
5. Whether the speed and volume of vehicles on the road will exacerbate the adverse effects of the vehicle crossing on the safety of users of all transport modes.
6. Whether the geometry of the frontage road and intersections will mitigate the adverse effects of the vehicle crossing.
7. Whether there are present, or planned, traffic controls along the road corridor where the vehicle crossing is proposed.
8. Any cumulative effects when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.
9. Whether traffic mitigation measures such as medians, no right turn or left turn signs, or traffic calming measures are proposed.

7.3.17 Sight lines at vehicle crossings

The following are assessment matters for Rule 8g, Section 7.2.3.8:

1. Whether the operating speed environment of the road is such that the sight line standards can be safely reduced.
2. Whether the sight line distances at the vehicle crossing are adequate to provide safe ingress/egress.

7.3.18 Location of building and access in relation to rail/road level crossings

The following are assessment matters for Rule 9 a, b and c, Section 7.2.3.9:

1. Where a new road or access crosses a railway line and/or a road intersection or vehicle crossing does not comply with the minimum setback from a rail level crossing limit line:
   a. whether the safety and efficiency of rail and road operations will be adversely affected;

b. whether a grade separated crossing will be provided; and/or
c. whether connectivity and accessibility for pedestrians, cyclists and vehicles will be improved, without compromising safety.

The following are assessment matters for Rule 9d, Section 7.2.3.9:

2. Where the minimum setbacks for buildings are not provided:
   a. whether there will be an adverse effect on the safety of the level crossing for vehicles and pedestrians; and/or
   b. whether visibility and safe sight distances will be adversely affected, particularly to the extent that vehicles entering/exiting the level crossing can see trains.

7.3.19 High trip generators

The following are assessment matters for Rule 10, Section 7.2.3.10.

1. Whether the environmental effects of vehicles using the site will adversely affect surrounding activities, particularly residential activities.
2. Whether the proposed activity is located, designed or operated to minimise or reduce travel to and from the activity by private vehicles and encourage public and active transport use.
3. Whether the provision of parking, access and manoeuvring areas, including loading and servicing deliveries, affects the safety, accessibility, and amenity values of the site and surrounding network.
4. Whether the proposal has demonstrated the accessibility of the site by a range of transport modes.
5. Whether the proposal considers and responds to issues and outcomes arising from consultation with the relevant road controlling authorities, public transport provider[1] and/or KiwiRail.
6. Whether the proposal adequately provides for the mobility needs of all users of the site, including whether there are sufficient parking spaces for people with disabilities to meet demand and whether these parking spaces are coloured blue so they can be easily identified.
7. Whether the proposal integrates with, and minimises adverse effects on, the safe, efficient functioning of the transport network and the amenity values of the surrounding environment.
8. Whether the proposal minimises the number of vehicle access points to transport corridors, taking into account:
   a. the movement function classification of the frontage road and opportunities that exist for minimising accesses on to arterial roads, in particular the strategic transport network, or gaining access to an alternative road which has a lesser movement function, whilst having regard to the environmental effects on that alternative road with respect to residential amenity;
   b. opportunities for sharing access with other activities;
   c. the place function classification of the frontage road and opportunities that exist for minimising accesses on to streets that are within the Urban (Centres) place function category, especially Key Pedestrian Frontages shown on the planning maps, or gaining access to an alternative road with lesser pedestrian flows or a lesser adverse effect on amenity values;
   d. whether the frontage road is identified as part of one of the five modal networks as described

in Appendix 7.12.1.b;

e. whether the location of the access points with respect to adjacent access points has the potential for vehicle conflict or confusion between drivers turning into and out of accessways;
f. visibility and obstruction of pedestrian crossings:
g. access to network utilities; and
h. the impact of multiple vehicle crossings (which break up berm, landscaping, footpath and cycle way continuity) on streetscape amenity values, retail frontage areas and pedestrian and cycle movements.

9. Any effects of any car parking and loading spaces proposed to be provided, and whether the number of car parking spaces proposed to be provided meets or exceeds anticipated demand, is appropriate for the needs of the activity (considering people's and communities' social, cultural and economic wellbeing), supports urban consolidation, and supports the recovery needs of the district.
10. Whether the minimum car parking space requirements (as shown in Table 7.2 of Appendix 7.1) are appropriate for the activity, and whether there are mitigating factors for a reduced parking supply, having regard to the parking reduction adjustment factors in Appendix 7.14.
11. Whether more parking spaces than stated in the minimum car parking space requirements (as shown in Table 7.2 of Appendix 7.1) should be provided to address any adverse effects on the safety, efficiency and amenity values of the surrounding environment, including the transport network.
12. The ability to operate parking in a coordinated or shared way with other car park areas.
13. Where there is more than one public entrance to the building, the extent to which visitor cycle parking is apportioned between the entrances in accordance with their potential usage.
14. Whether any accesses to the activity are directly opposite a T-intersection and whether the access can be moved to avoid this situation.
15. Whether Crime Prevention through Environment Design (CPTED) principles and techniques have been used to mitigate any safety issues.
16. The extent to which pedestrians and cyclists have safe and easy access to and through the site from the surrounding area and whether any mitigation measures are proposed to improve accessibility and safety for pedestrians and cyclists, including consideration of whether the traffic volumes and speed on the nearby streets could affect the ability of pedestrians and cyclists to have safe and easy access to the site.
17. Whether the activity will increase the amount of freight and volume of heavy vehicles on local or collector roads adjoining residential zones.

[1]The public transport provider for Christchurch is the Canterbury Regional Council (Environment Canterbury).

The following assessment matters (18 - 21) are only applicable for High Trip Generator activities which exceed the thresholds in the following Table 7.1. A full Integrated Transport Assessment shall be undertaken for high trip generators that exceed the thresholds in Table 7.1. Only a basic Integrated Transport Assessment (which does not need to cover assessment matters 18-21) needs to be undertaken for High Trip Generators that do not exceed the thresholds in Table 7.1.

Table 7.1- Thresholds for full Integrated Transport Assessments

	Activity	Thresholds
a.	Education Activities (unless specified below)	≥ 600 FTE students
b.	Education Activities (Pre-School)	≥ 240 children
c.	Guest Accommodation Activities	≥ 160 bedrooms
d.	Health Care Facilities	≥ 1000 m^2 GFA
e.	Industrial Activities (unless specified below)	≥ 3320 m^2 GFA
f.	Industrial Activities (Warehousing and Distribution Activities)	≥ 41,600 m^2 GFA
g.	Offices	≥ 3840 m^2 GFA
h.	Residential Activities	≥ 92 Residential Units
i.	Retail Activities (unless specified below)	≥ 1000 m^2 GLFA
j.	Retail Activities (Food and Beverage Outlet)	≥ 280 m^2 PFA
l.	All other activities	≥ 1000 vehicle trips per day[2]

[2] If the activity has fluctuations in daily vehicle trips, then the calculation should be based on an average of the days (across the week) that the activity operates.

18. Any cumulative effects of present and projected trip generation (for all transport modes) from the activity and associated construction work, when considered in the context of existing and future trip generation from other activities in the vicinity.
19. Whether the development is of a scale and in a location where a public transport interchange should be provided.
20. Whether the proposal has considered the impact of any future planned upgrades to the transport network near to the site which may affect the activity.
21. Whether the proposal or application has demonstrated that travel demand will be reduced through the implementation of a travel plan for the activity.

Appendices

Appendix 7.1- Parking space requirements

1. The minimum number of car parking spaces provided shall be in accordance with Tables 7.2 and

7.3.

a. The car parking requirements listed in Table 7.2 are categorised by activity. When calculating the overall parking requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total parking requirement for any activity will be the sum of the parking requirements for each area.

b. Where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.

c. Where an activity falls under the definition of more than one activity in Table 7.2, then the higher parking requirement shall apply.

d. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.

2. Any space required for off-street parking other than for a residential activity shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.
3. All required staff car parking spaces shall be permanently marked and signed for the exclusive use of staff. Staff parking may be relocated within the site.
4. Parking spaces for people with disabilities shall be provided at the closest possible point to the accessible entrance to the activity with which they are associated, and the most direct route from the disability car park spaces to the activity shall be accessible for mobility impaired persons. The spaces shall be clearly signed.
5. Each residential unit shall provide at least one parking space for people with disabilities to enable safe access in wet or icy conditions.
6. All car parking spaces and aisle widths shall be laid out in accordance with Table 7.4 and Figure 7.1.
7. Critical manoeuvring areas such as aisles in or between major structures, or changes in grade, shall be designed to accommodate the 99 percentile design vehicle as set out in Appendix 7.5.
8. All other manoeuvring areas shall be designed to accommodate the 85 percentile design motor car as set out in Appendix 7.4.
   Note: It is recommended that blue colouring be used to help better identify parking spaces reserved for people with disabilities.

Table 7.2- Minimum number of car parks required

	Activity	**Car parking spaces**	
		Residents/ Visitors/ Students	**Staff**
	Education Activities:		
a.	Pre-Schools	1 space/ 10 children	0.5 space per FTE staff

b.	Schools	1 space/ 25 pupils (year 8 and below) 0.5 spaces/ 25 pupils (year 9 and above)	0.5 space per FTE staff
c.	Tertiary Education and Research Activities	20 spaces/ 100 FTE students	5.5 spaces/ 100 FTE students
d.	Student Hostel Accommodation	1 space/ 5 beds	1 space/ 20 beds
	Entertainment Facilities:		
e.	Cinemas	2.5 spaces/ 10 seats	1 space/ 1 screen
f.	Theatres	3 spaces/ 10 seats	1 space/ 60 seats
g.	Museums and Galleries	1 space/ 30m² PFA	1 space/ 300m² PFA
h.	Libraries	1 space/ 50m² PFA	1 space/ 200m² PFA
i.	Gymnasiums (for public, or private club use), Dance Studios	5 space/ 100m² GFA	1 space/ 300m² GFA
j.	Sports Courts (for public, or private club use)	1 space/ 50m² court area	1 space/ 200m² court area
k.	Sports Fields (for public, or private club use)	15 spaces/ ha pitch area	1 space
l.	Swimming Pools (for public, or private club use)	1 space/ 10m² pool area	1 spaces/ 200m² pool area
m.	Other Entertainment Facilities, if not specified above	1 space/ 10m² PFA, or 1 space/ 10 seats (whichever is greater)	10% of visitor requirements
	Guest Accommodation Activities:		
n.	Hotels	1 space/ 4 bedrooms	1 space/ 30 bedrooms

o.	Other Guest Accommodation Activities, if not specified above	1 space/unit or 1 space/2.5 bedrooms, whichever is the greater (except that for every coach park provided the number of car parking spaces may be reduced by 3)	1 space/ 10 units or 1 space/ 10 bedrooms, whichever is the greater
	Health Care Facilities:		
p.	Hospitals	1 space/ 350m² GFA	1 space/ 350m² GFA
q.	Other Health Care Facilities if not specified above	1 space/ 25m² GFA	1 space/ 100m² GFA
	Industrial Activities:		
r.	Warehousing and Distribution Activities	1 space/ 2000m² GFA(1 space minimum)	4.5 spaces/ 1000m² GFA
s.	Other Industrial Activities, if not specified above	1 space/ 800m² GFA (1 space minimum)	11 spaces/ 800m² GFA
t.	**Offices**	5% of staff requirement (1 space minimum)	2.5 spaces/ 100m² GFA
u.	**Public Transport Interchanges**	Nil	Nil
v.	**Reserves** (if there is not a specified car parking requirement in this table for the activity on the reserve)	Nil	Nil
	Residential Activities:		
w.	Care Facilities	1 space/ 6 clients	1 space/ 6 clients
x.	Sheltered Housing	1 space/ 4 units	1 space/ resident staff unit
y.	Social Housing	0.5 space/ 1 unit for units with only one bedroom, 1 space per unit for units with two or more bedrooms	Nil
z.	Other Residential Activities, if not specified above	1 space/ unit, where that unit has less than 150m² GFA, 2 spaces/ unit otherwise	Nil

	Retail Activities and Commercial Services		
aa.	Food and Beverage Outlets	4 spaces/ 100m² PFA for the first 150m² PFA, 19 spaces/ 100m² PFA thereafter	1 space/ 100m² PFA (2 spaces minimum)
bb.	Motor Servicing Facility	2.5 spaces/ workbay	1 space/ workbay
cc.	Factory Shops, Retail Activities in Retail Park Zones	18 spaces/ 1000m² PFA	10% of visitor requirements
dd.	Other Retail Activities or Commercial Services, if not specified above	4 spaces/100m² GLFA for the first 20,000m² GLFA, 3.3 spaces/100m² GLFA for the next 10,000m² GLFA, 3 spaces/100m² GLFA thereafter. 3 spaces/100m² GLFA of any outdoor display area	0.5 spaces/ 100m² GLFA
ee.	**Service Stations**	1 per 100m² PFA	1 per 100m² PFA
ff.	**Spiritual Facilities**	1 space/10m² PFA or 1 space/10 seats (whichever is the greater)	10% of visitor requirement
gg.	**Trade Suppliers**	1 space/ 100m² PFA	1 space/ 100m² PFA
hh.	**Yard-Based Suppliers**	1 space/ 100m² PFA	1 space/ 100m² PFA

Notes: Appendix 7.14 contains parking reduction adjustment factors that can be considered for reducing parking requirements through the resource consent process.

9. Table 7.3- Minimum number of car parks required for people with disabilities

	Total number of car park spaces being provided	**Minimum number of car parks for people with disabilities**
a.	1 - 20	1

	Total number of car park spaces being provided	Minimum number of car parks for people with disabilities
b.	21 - 50	2
c.	> 50	2 + 1 additional disability car park for every additional 50 car parks

d. Rule 1 in 7.2.3.1 all buildings with a GFA greater than 2,500 m^2 to provide parking spaces for people with disabilities, even if no other parking spaces are provided. If no other car parks are provided, the amount of disability car park spaces required shall be calculated by determining how many disability car park spaces would be required if one standard parking space per 100 m^2 GFA were provided.

10. Table 7.4 - Minimum car park dimensions

	Type of use	Parking angle	Parking stall width (m) (refer to q)	Aisle width (m) (refer to Note 4)	Parking stall depth (m) (refer to r)	Over hang (m)	Total width (stall depth and aisle width) (m)
a.	**Long term (refer to Note 1)**	90°	2.4	6.6	5.0	0.6	11.6
b.	**Medium term (refer to Note 2)**		2.5	6.4			11.4
c.	**Short term (refer to Note 3)**		2.6	6.2			11.2
d.	**Car parks for people with disabilities**		3.6	6.6			11.6
e.	**Long term (refer to**		2.4	5.4			10.4

	Type of use Note 1)	Parking angle	Parking stall width (m) (refer to q)	Aisle width (m) (refer to Note 4)	Parking stall depth (m) (refer to r)	Over hang (m)	Total width (stall depth and aisle width) (m)
f.	Medium term (refer to Note 2)	60°	2.5	5.1	5.0	0.4	10.1
g.	Short term (refer to Note 3)		2.6	4.8			9.8
h.	Long term (refer to Note 1)	45°	2.4	4.5	5.0	0.4	9.5
i.	Medium term (refer to Note 2)		2.5	4.2			9.2
j.	Short term (refer to Note 3)		2.6	3.9			8.9
l.	Long term (refer to Note 1)	30°	2.3	4.1	4.0	0.4	8.1
m.	Medium term (refer to Note 2)		2.4	3.8			7.8
	Short term						

	Type of use	Parking angle	Parking stall width (m) (refer to q)	Aisle width (m) (refer to Note 4)	Parking stall depth (m) (refer to r)	Over hang (m)	Total width (stall depth and aisle width) (m)
n.	**(refer to Note 3)**		2.5	3.5			7.5
o.	**Car parks for people with disabilities**	Parallel	3.6	3.3 (one way) 5.5 (two way)	6.1		
p.	**All users**	Parallel	2.0	3.3 (one way) 5.5 (two way)	6.1		

q. Stall widths shall be increased by 300 millimetres where they abut permanent obstructions such as a wall, column or other permanent obstruction. Where there is such an obstruction on both sides of a parking space the minimum width shall be increased by 600mm.

r. The stall depth may be reduced by the corresponding overhang length if a low kerb allows overhang, but this overhang shall not encroach any pedestrian facilities or required landscape areas.

s. In any car park structure, columns shall be set back a minimum of 300 millimetres from the parking aisle and shall not be located so as to obstruct the opening of car doors from within any parking space.

Notes:

1. Long term parking: generally all day parking.
2. Medium term parking: generally two to four hour parking.
3. Short term parking: generally two hour parking or less.
4. Aisle widths for 90◦ parking allow for two-way operation. If not otherwise specified, all other aisle widths are given for one-way operation with forward entry to spaces.

5. Design guidance for parking areas in buildings may be obtained from the *New Zealand Building Code D1/AS1: Access Routes* or *Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004*, and any subsequent amendments. Compliance with the Australian/ New Zealand Standard is recommended, but is not a requirement to achieve permitted activity status.

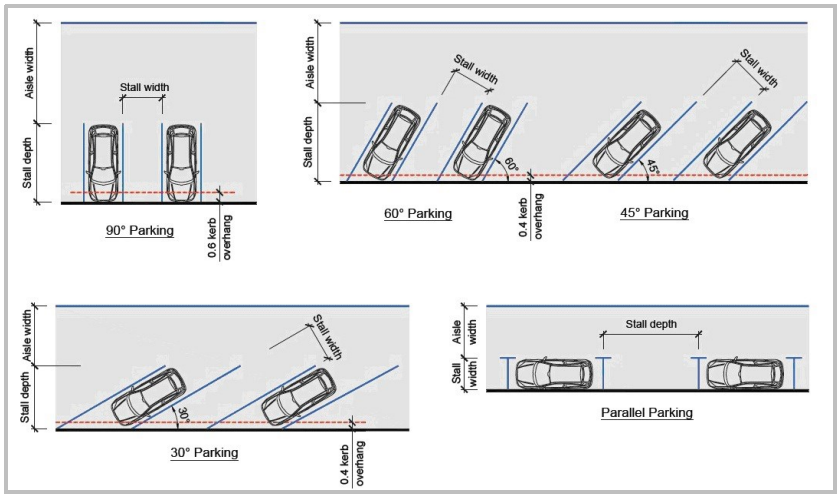


Figure 7.1: Car park dimensions

Appendix 7.2 - Cycle parking facilities

1. Visitor cycle parking facilities shall be provided as follows:
   a. The number of visitor cycle parks provided shall be at least the minimum number of visitor cycle parks specified in Table 7.5.
      i. when calculating the overall parking requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total parking requirement for any activity will be the sum of the parking requirements for each area.
      ii. where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
      iii. where an activity falls under the definition of more than one activity in Table 7.5, then the higher parking requirement shall apply.
      iv. where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
   b. Stands shall be securely anchored to an immovable object.
   c. Stands shall support the bicycle frame and front wheel.
   d. Stands shall allow the bicycle frame to be secured.
   e. Cycle parking facilities shall be clearly signposted or visible to cyclists entering the site.
   f. Cycle parking facilities shall be located so as not to impede pedestrian thoroughfares including areas used by mobility or visually impaired persons.
   g. Cycle parking facilities shall be located so that the bicycle is at no risk of damage from vehicle

movements within the site.

h. Cycle parking facilities shall be located as close as possible to and no more than 30 metres from at least one main pedestrian public entrance to the building/activity. However, the requirement to provide visitor cycle parking does not apply to a building on a key pedestrian frontage that has no setback from the road frontage, which results in there being no space for the visitor cycle parking to be provided within 30 metres of at least one main pedestrian public entrance.

i. Lighting must comply with the lighting requirements in 7.2.3.6 Rule 6.

j. Stands shall have the minimum dimensions in Figure 7.2.

k. Cycle parking facilities shall be available during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.

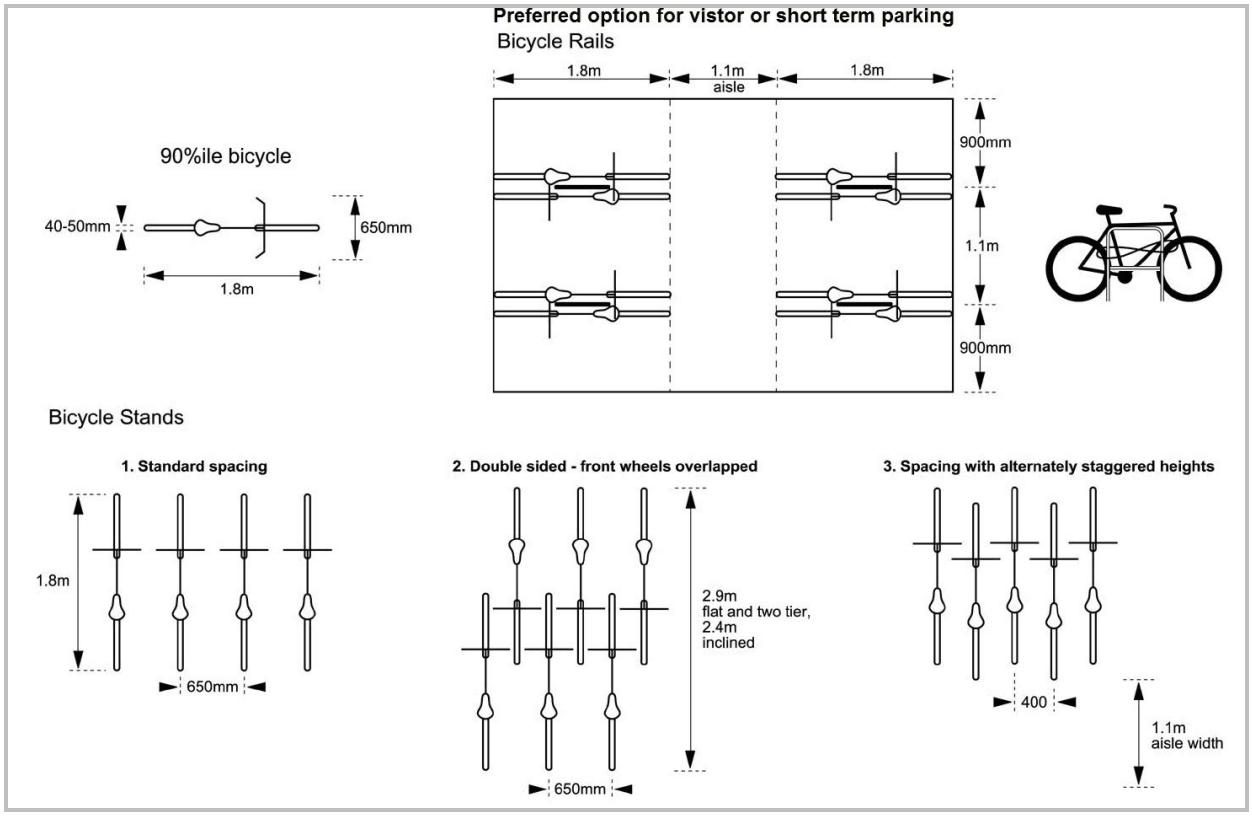


Figure 7.2 – Minimum cycle parking dimensions

2. Staff/residents/students cycle parking facilities shall be provided as follows:

a. The number of staff/residents/students cycle parks provided shall be at least the minimum number of staff/residents/students cycle parks in Table 7.5. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply. Where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.

b. Staff/residents/students cycle parking facilities shall be located so it is easily accessible for staff, residents or students of the activity.

c. Located in a covered, secured area that is not open to the general public.

d. Where a stand is provided, it shall meet the visitor cycle parking requirements in (1) except for (e) and (h).
e. The number of on-site cycle parking end of trip facilities provided shall be at least the minimum number of cycle parking end of trip facilities set out in Table 7.6.

Table 7.5 - Minimum numbers of cycle parks required

	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
	Education Activities		
a.	Pre-Schools	1 space/ 20 FTE staff	1 staff space/ 3 FTE staff
b.	Schools	1 space/ 30 of student capacity (year 6 and below) 1 space/ 100 of students capacity (year 7 and above)	1 space/ 5 FTE students (year 6 and below) 1 space/ 1.5 FTE students (year 7 and above)
c.	Tertiary Education and Research Activities	1 space/ 100 of student capacity	1 staff space/ 4 FTE staff and 1 student space/ 4 FTE students
d.	Student Hostel Accommodation	1 space/ 10 bedrooms	1 space/ 2 bedrooms
	Entertainment Facilities		
e.	Cinemas and Theatres (Small to medium venues - up to 500 seats)	1 space/ 30 seats	1 space/ 5 FTE staff
f.	Cinemas and Theatres (Large venues - more than 500 seats)	1 space/ 60 seats	1 space/ 5 FTE staff
g.	Museums and Galleries	1 space/ 100m² PFA	1 space/ 5 FTE staff
h.	Libraries	1 space/ 100m² PFA	1 space/ 5 FTE staff
i.	Gymnasiums (for public, or private club use), Dance Studios	1 space/ 50m² GFA	1 space/ 2 FTE staff
j.	Sports courts (for public, or private club use)	1 space/ 150m² court area	1 space/ 5 FTE staff

	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
k.	Sports Fields (for public, or private club use)	10 spaces/ ha pitch area	1 space/ 5 FTE staff
l.	Swimming Pools (for public, or private club use)	1 space/ 10m² pool area	1 space/ 5 FTE staff
m.	Other Entertainment Facilities, if not specified above	1 space/ 50m² PFA	1 space/ 5 FTE staff
n.	**Guest Accommodation Activities**	1 space/ 20 bedrooms	1 space/ 5 FTE staff
	Health Care Facilities		
o.	Hospitals	1 space/ 1000m² GFA	1 space/ 300m² GFA
p.	Other Health Care Facilities, if not specified above	1 space/ 100m² GFA	1 space/ 2 FTE staff
q.	**Industrial Activities**	1 space/ 1000m² GFA	1 space/ 5 FTE staff
r.	**Offices**	1 space/ 500m² GFA	1 space/ 100m² GFA
s.	**Reserves** (if there is not a specified cycle parking requirement in this table for the activity on the reserve)	Nil	Nil
	Residential Activity		
t.	Care Facilities	1 space/ 30 clients	1 space/ 2 FTE staff
u.	Social Housing	1 space/ 10 units, for developments with 10 or more units	1 residents' space/ dwelling without a garage
v.	Other Residential Activities, if not specified above	1 space/ 20 units for developments with 20 or more units	1 space/ dwelling without a garage
	Retail Activities and Commercial Services		
w.	Commercial Services	1 space/ 500m² GFA	1 space/ 100m² GFA
x.	Factory shops, Retail activities in Commercial Retail Park zones	1 space/ 600m² GLFA	1 space/ 750m² GLFA

	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
y.	Food and Beverage Outlets	1 space/ 25m² PFA plus 1 space/ 100m² outside area	1 space/ 100m² PFA plus 1 space/ 200m² outside area
z.	Other Retail Activities, if not specified above	1 space/ 300m² GLFA	1 space/ 750m² GLFA
aa.	**Service Stations**	1 space/ 600m² GLFA	1 space/ 750m² GLFA
bb.	**Spiritual Facility**	1 per 50m² GFA	1 per 2 FTE staff
cc.	**Trade Suppliers**	1 space/ 600m² GLFA	1 space/ 750m² GLFA
dd.	**Yard Based Suppliers**	1 space/ 600m² GLFA	1 space/ 750m² GLFA

Table 7.6- Minimum number of cycle parking end of trip facilities required

	Number of staff/ residents/ students cycle parks required	Number of end of trip facilities required
ff.	1	None
gg.	2 - 10	1 locker[1] per every staff/resident/student cycle park provided
hh.	> 10	1 locker[1] per every staff/resident/student cycle park provided + 1 shower per every 10 staff cycle parks provided

[1] The minimum internal dimensions of a single locker shall be: height - 85 centimetres, depth - 45 centimetres, width - 20 centimetres.

Appendix 7.3 - Loading areas

1. The minimum number of on-site loading spaces provided shall be in accordance with Table 7.7. Where an activity does not fall within a particular category, the activity which is closest in

definition shall apply. Where the calculation of the required loading space results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.

a. The loading space requirements listed in Table 7.7 are categorised by activity. When calculating the overall loading space requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total loading space requirement for any activity will be the sum of the parking requirements for each area.
b. Where the calculation of the required loading space results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
c. Where an activity falls under the definition of more than one activity in Table 7.7, then the higher loading space requirement shall apply.
d. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
e. Any space required for loading other than for a residential activity shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.

	Activity	**Number of heavy vehicle bays to be provided**	**Number of 99 percentile vehicle bays to be provided**
	Education Activities:		
i.	Schools and Pre-Schools	With 100 or more pupils: 1 bay	With 20 pupils or more, but less than 100: 1 bay With 100 or more pupils: 1 bay/100 pupils
ii.	Tertiary Education and Research Activities	1 bay per site	1 bay/100 FTE students
iii.	Student Hostel Accommodation	1 bay per hostel	1 bay/100 beds
	Entertainment Facilities:		
iv.	Cinemas	1 bay per cinema complex	Nil
v.	Theatres	1 bay per theatre	Nil
vi.	Gymnasium (for public, or private use), Dance Studios	1/ 8,000m^2 GFA	Nil

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
vii.	Sports Courts (for public, or private use)	Nil	Nil
viii.	Sports Fields (for public, or private use)	Nil	Nil
ix.	Swimming Pools (for public, or private use)	1 bay/ 2000m² pool area	Nil
x	Other Entertainment Facilities, if not specified above	Nil	1 bay/ 2000m² PFA
	Guest Accommodation Activities:		
xi.	Hotels	1 bay/ 100 bedrooms (for the first 300 bedrooms, nil thereafter)	1 bay /50 bedrooms
xii.	Other Guest Accommodation Activities, if not specified above	1 bay/ 100 units or 100 bedrooms, whichever is the greater (for the first 200 units or 200 nil thereafter)	1 bay/50 units or 50 bedrooms, whichever is the greater
	Health Care Facilities:		
xiii.	Hospitals	1/ bay 8,000m² GFA	Nil
xiv.	Other Health Care Facilities, if not specified above	Nil	Nil
xv.	**Industrial Activities**	1 bay/ 1,000m² GFA or part thereof	Nil
xvi.	**Offices**	1 bay/ 8,000m² GFA (up to 16,000m² GFA), 1 bay/ 20,000m² GFA (after 16,000m² GFA)	1 bay/ 8,000m² GFA or part thereof
xvii.	**Public Transport Interchanges**	Nil	Nil
	Reserves (if there is not a		

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
xviii.	specified loading requirement in this table for the activity on the reserve)	Nil	Nil
	Residential activities:		
xix.	Care Facilities	Nil	One for care facilities with more than 20 clients
xx.	Other Residential Activities, if not specified above	Nil	Nil
	Retail Activities and **Commercial Services**:		
xxi.	Food and Beverage Outlets	1 bay/ 1000m² PFA	Nil
xxii.	Other Retail Activities or Commercial Services, if not specified above	1 bay/ 1600m² GLFA for the first 6,400m² GLFA, 1/ 5,000m² GLFA thereafter	Nil
xxiii.	**Service Stations**	1 bay/ 1600m² GLFA for the first 6,400m² GLFA, 1/ 5,000m² GLFA thereafter	Nil
xxiv.	**Spiritual Facilities**	Nil	1 bay/ 200m² PFA
xxv.	**Trade suppliers**	1 bay/ 1600m² GLFA for the first 6,400m² GLFA, 1/ 5,000m² GLFA thereafter	Nil
xxvi.	**Yard Based suppliers**	1 bay/ 1600m² GLFA for the first 6,400m² GLFA, 1/ 5,000m² GLFA thereafter	Nil

Note: FTE= Full Time Equivalent

2. Minimum loading area dimensions:
   a. A Heavy Vehicle Bay shall comply with one of the following vehicle sizes in Table 7.8

(depending on the largest vehicle expected to use the loading space). For commercial and industrial sites where waste collection occurs internally, a loading space and associated manoeuvring area large enough to accommodate a medium rigid vehicle must be allowed for.

Table 7.8 - Loading space dimensions for Heavy Vehicle Bays

	Largest vehicle expected to use the loading space	Minimum dimensions	Minimum dimensions (if loading space is parallel to the access to the loading space)	Associated manoeuvring areas shall be designed to accommodate the minimum turning area shown in:
i.	**Small rigid vehicle**	3.5m x 6.4m	3.5m x 8.4m	Figure 7.3
ii.	**Medium rigid vehicle**	3.5m x 8.8m	3.5m x 10.8m	Figure 7.4

b. A 99 percentile vehicle bay shall be designed to the following minimum standards in Table 7.9:

Table 7.9- Loading space dimensions for 99 percentile vehicle bay

	Minimum dimensions	Minimum dimensions (if loading space is parallel to the access to the loading space)	Associated manoeuvring areas shall be designed to accommodate the minimum turning area shown in:
i.	3.5m x 5.2m	3.5m x 7.2m	Appendix 7.5

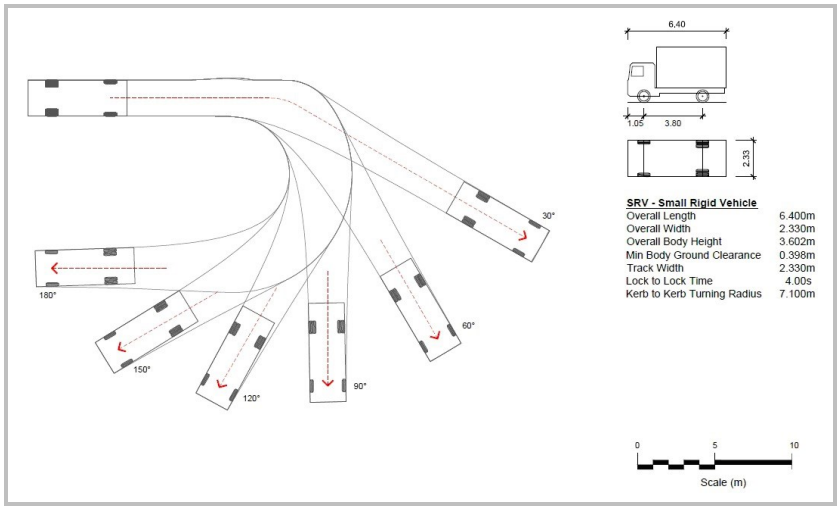


Figure 7.3 - Turning area for Small Rigid Vehicles

Note: The source of this tracking curve is from Australian Standard Parking Facilities Part 2: Off street

commercial vehicle facilities, AS 2890.2:2002

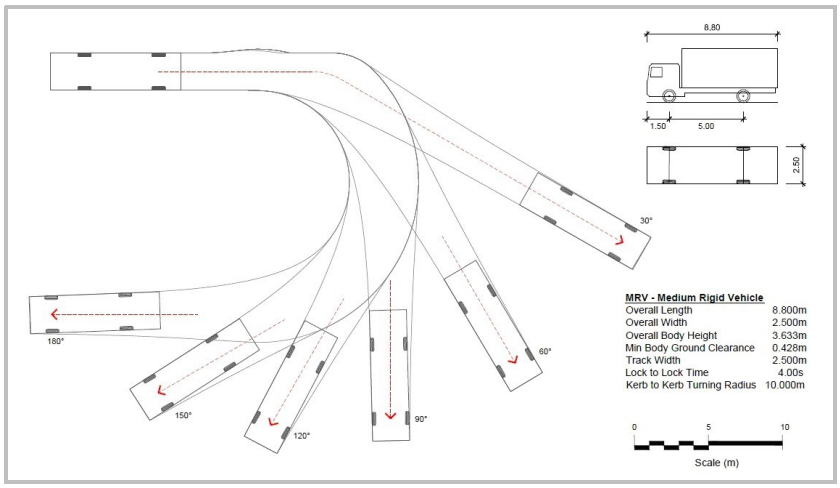


Figure 7.4 - Turning area for Medium Rigid Vehicles

Note: The source of this tracking curve is from Australian Standard Parking Facilities Part 2: Off street commercial vehicle facilities, AS 2890.2:2002.

Note:

1. Design guidance for commercial vehicle access and parking may be obtained from the Australian Standard Parking Facilities Part 2: Off street commercial vehicle facilities, AS 2890.2:2002, and any subsequent amendments. Please note compliance with AS 2890.2:2002 is recommended, but is not a requirement to achieve permitted activity status.

Appendix 7.4 - 85 percentile design motor car

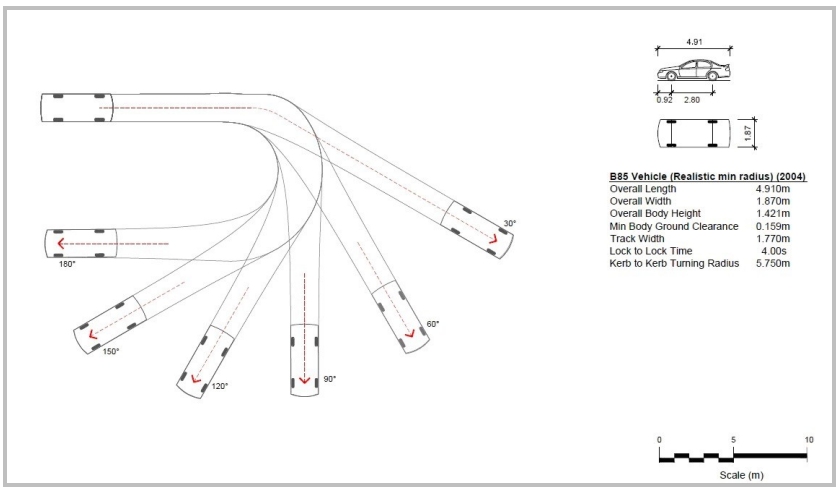


Figure 7.5 - 85 percentile design motor car

Note: The source of this tracking curve is from *Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004*

Appendix 7.5 - 99 percentile design vehicle

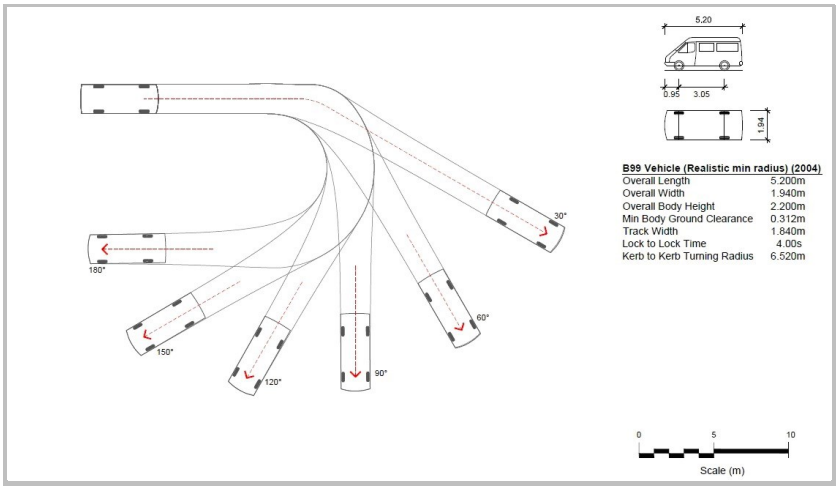


Figure 7.6 - 99 percentile design vehicle

Note: The source of this tracking curve is from *Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004*

Appendix 7.6 - Manoeuvring for parking and loading areas

1. Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any parking spaces, except for parallel parking spaces.
2. Parking and loading spaces shall be located so that vehicles are not required to undertake more than one reverse manoeuvre when manoeuvring out of any parking or loading space.
3. For any activity, the vehicle access manoeuvring area shall be designed to accommodate the 85th percentile design motor car, as specified in Appendix 7.4, as a minimum.

Appendix 7.7- Access design and gradient

1. All vehicle access to and within a site shall be in accordance with the standards set out in Table 7.10 below.
   a. Any vehicle accesses longer than 50 metres and with a formed width less than 5.5 metres wide shall provide passing opportunities (with a minimum width of 5.5 metres) at least every 50 metres, with the first being at the site boundary.
   b. Where a vehicle access serves nine or more parking spaces or residential units and there is no other pedestrian and/or cycle access available to the site then a minimum 1.5 metres wide space for pedestrians and/or cycle shall be provided and the legal width of the access shall be increased by 1.5 metres.
   c. All vehicle access to and within a site in a residential zone shall allow clear visibility above 1 metre for a width of 1.5 metres either side of the entrance for at least 2 metres measured from the road boundary.

d. Where parking spaces are provided in separate areas, then the connecting vehicle access between the parking areas shall be in accordance with the standards in Table 7.10 based on the number of parking spaces served.

e. The minimum and maximum widths shall be measured at the road/property boundary and apply within the site until the first vehicle control point.

Notes:
1. See 7.2.3.4 Rule 4 for when on-site manoeuvring is required.
2. The difference between minimum formed width and minimum legal width may be utilised for planting.

Table 7.10- Minimum requirements for private ways and vehicle access

	Activity	**Number of marked parking spaces provided** (For residential activities, the number of residential units)	**Minimum legal width (m)**	**Minimum formed width (m)** (refer to a)	**Maximum formed width (m)**
i.	Residential activity and offices	1 to 3	3.3 (refer to c)	2.7	4.5
ii.	Residential activity and offices	4 to 8	3.6 (refer to c)	3.0	6.0
iii.	Residential activity and offices	9 to 15	5.0 (refer to b and c)	4.0	6.0
iv.	All other activities	1 to 15	5.0 (refer to b)	4.0	7.0
v.	All activities	More than 15	6.5 (refer to b)	5.5	7.0

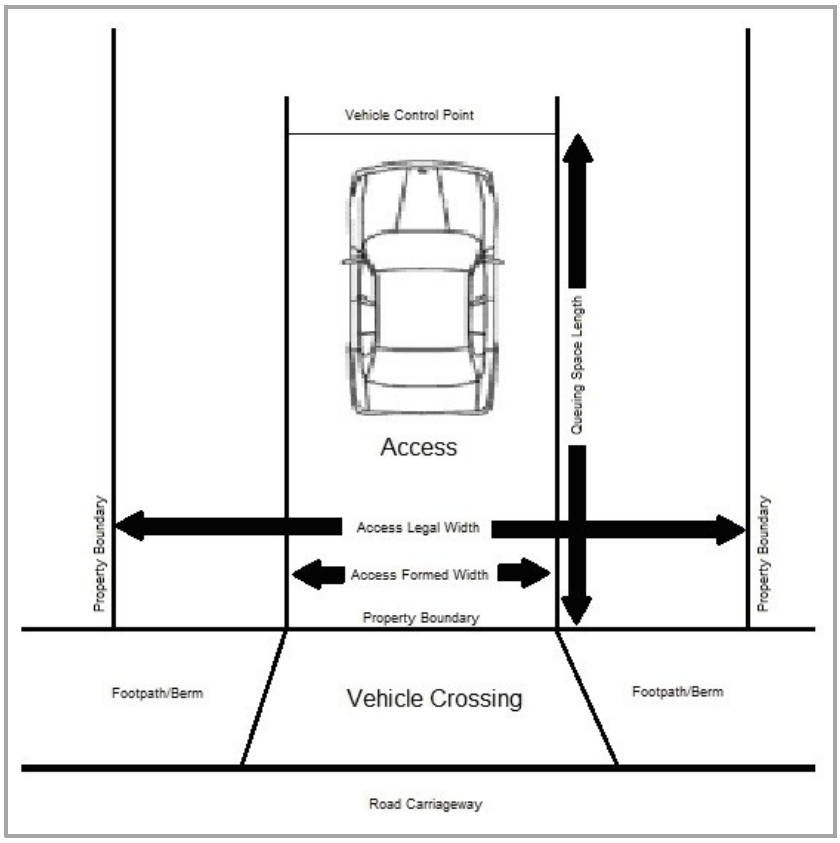


Figure 7.7- Explanation of the Location of Access Design Standards

2. The maximum gradient at any point on a vehicle access shall be in accordance with Table 7.11.

Table 7.11- Maximum gradients for vehicle **access**

	Parking spaces provided (For residential activities- the number of residential units)	**Length of vehicle access**	**Maximum gradient**
i.	1 to 2	Any length	1 in 4 (25%)
ii.	3 to 6	< 20m	1 in 4 (25%)
iii.	3 to 6	≥ 20m	1 in 5 (20%)
iv.	More than 6	< 20m	1 in 5 (20%)
v.	More than 6	≥ 20m	1 in 6 (16%)

Note:

1. The maximum gradient shall be measured on the inside of a curved vehicle access (see Figure 7.8).

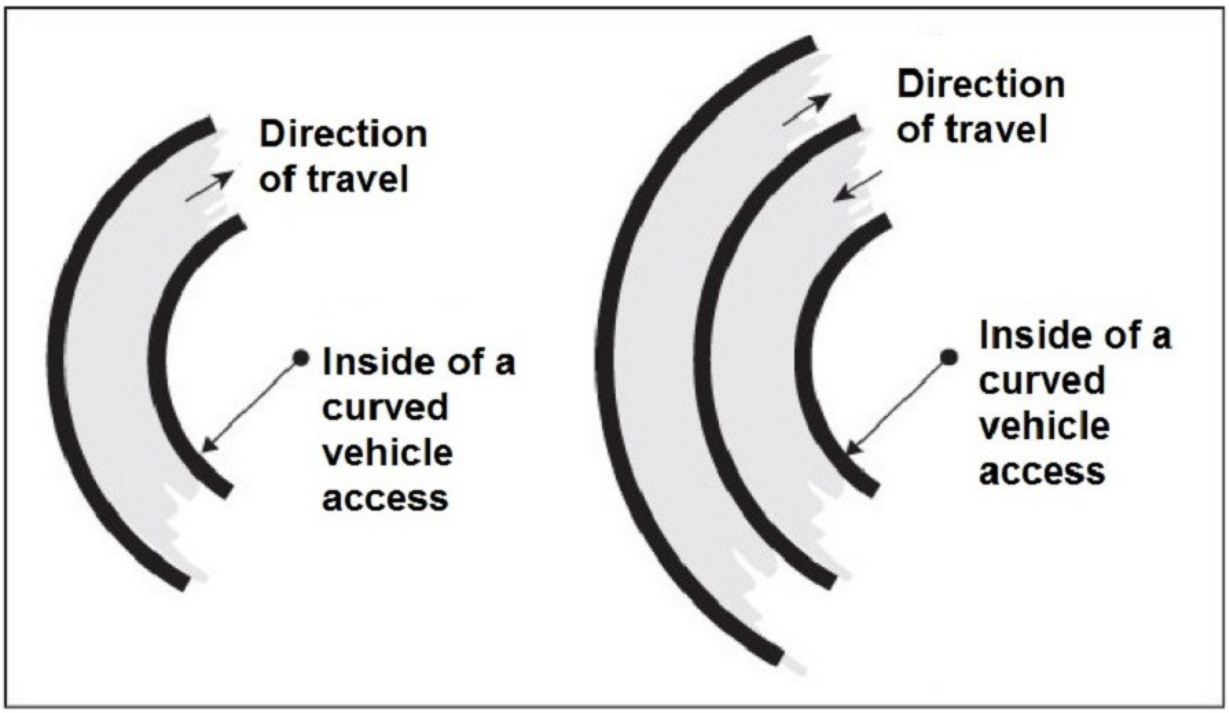


Figure 7.8 - Illustration showing an inside of a curved vehicle access

a. The maximum change in gradient without a transition shall be no greater than 1 in 8 (12.5%). Changes of grade of more than 1 in 8 (12.5%) shall be separated by a minimum transition length of 2 metres (see Figure 7.9 for an example).

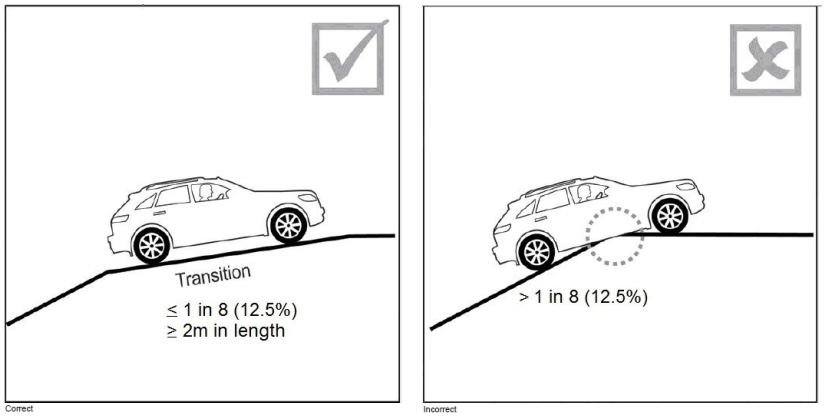


Figure 7.9 - Example of correct and incorrect vehicle access gradient transition.

b. Where the gradient exceeds 1 in 10 (10%) the vehicle access is to be sealed with a surface that enables safe access in wet or icy conditions.

c. Where a vehicle access serves more than six car parking spaces (or more than six residential units) and a footpath is provided on the frontage road, the gradient of the first 4.5 metres measured from the road boundary into the site shall be no greater than 1 in 10 (10%) (see Figure 7.10 for an example).

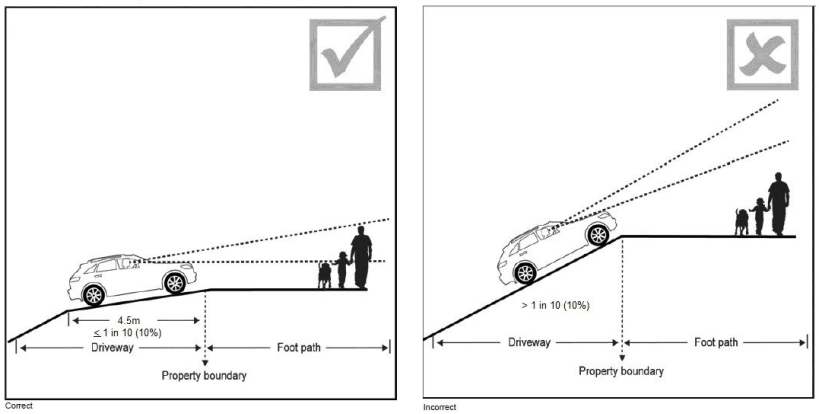


Figure 7.10 - Example of correct and incorrect vehicle access gradients in relation to footpaths.

Appendix 7.8- Queuing spaces

1. On-site queuing spaces shall be provided for all vehicles entering a parking or loading area in accordance with Table 7.12.
   a. Queuing spaces shall be available during hours of operation.
   b. Where the parking area has more than one access the number of parking spaces may be apportioned between the accesses in accordance with their potential usage for the calculation of the queuing space.
   c. Queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise (see Figure 7.7).

Table 7.12- Queuing spaces

		Minimum queuing space (m), if access serves:	
	Number of parking spaces (For residential activities, the number of residential units)	**Car parks accessed from local and collector roads**	**Car parks accessed from arterial roads**
i.	4 - 10	0	7.5
ii.	11 - 20	7.5	10.5
iii.	21 - 50	10.5	
iv.	51 - 100	15.5	
v.	101 - 150	20.5	
vi.	151 or over	25.5	

Appendix 7.9- Visibility splay

Visibility Splay

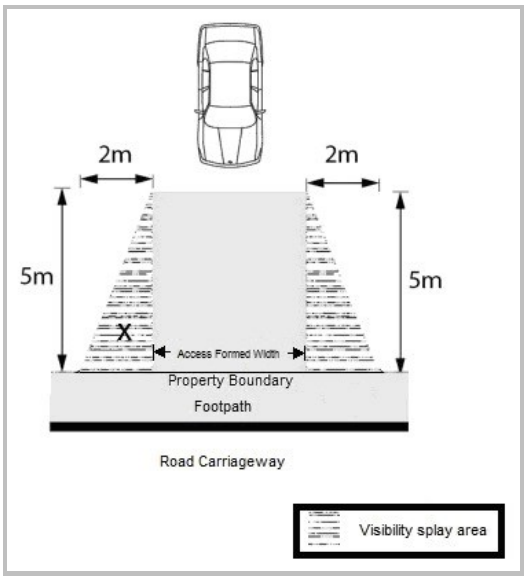


Figure 7.11 - Visibility splay measurement

1. The visibility splay areas (as shown on Figure 7.11) are to be kept clear of obstructions in all cases for visibility reasons. Landscaping or other features may be contained within the visibility splay areas, as long as it does not exceed 0.5 metres in height.
2. If the access is 4.5 metres wide or greater, and the access provides for two-way traffic flow, then there is no requirement to provide a visibility splay on the side of the access marked with an 'X' in Figure 7.11.

Appendix 7.10 - Design of rural vehicle crossings

1. Design for vehicle crossings on arterial roads and collector roads with a speed limit of 70km/hr or greater shall comply with the relevant figure in accordance with Table 7.13.

Table 7.13- Design of rural vehicle crossings

	Heavy vehicle movements per week	Volume of traffic using the vehicle crossing per day	Is the vehicle crossing located on a state highway?	Which figure to use for vehicle crossing design
a.	≤ 1	1 - 30	No	Figure 7.12
b.	≤ 1	1 - 30	Yes	Figure 7.14
c.	≤ 1	31 - 100	Yes or No	Figure 7.14
d.	> 1	1 - 30	Yes or No	Figure 7.13
e.	> 1	31 - 100	Yes or No	Figure 7.14

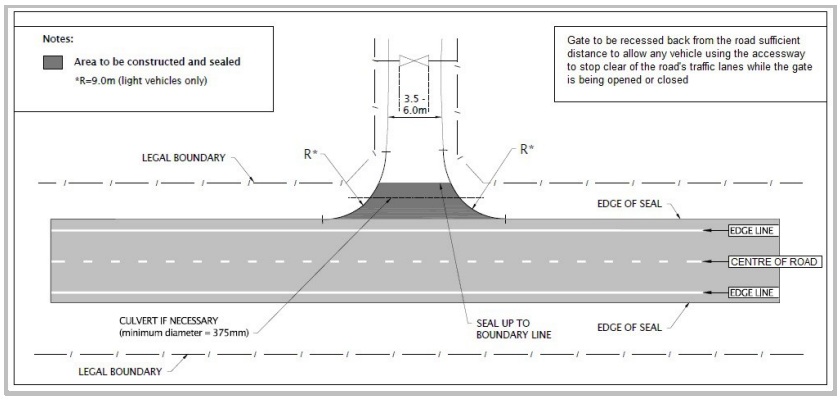


Figure 7.12

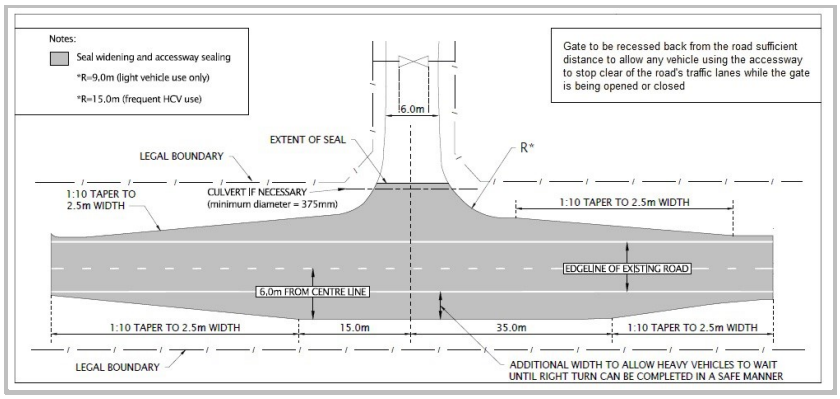


Figure 7.13

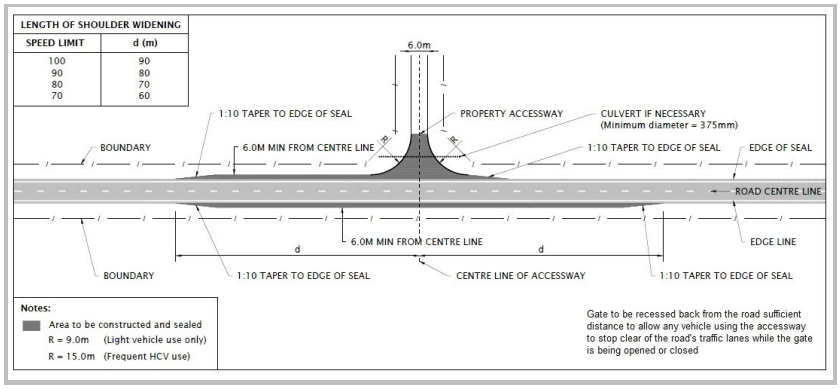


Figure 7.14

Notes:

1. R = radius
2. HCV = Heavy commercial vehicle (see 'heavy vehicle' for definition)

Appendix 7.11- Standards for the location of vehicle crossings

1. Minimum distance between vehicle crossings:
   a. Vehicle crossings to a frontage road with a speed limit of 70 Km/hr or greater shall have a minimum spacing to an adjacent vehicle crossing on the same side of the frontage road, on the same or an adjacent site, in accordance with the minimum distances set out in Table 7.14.

Table 7.14- Minimum distance between vehicle crossings (distance in metres)

	Type of road frontage			
	Frontage road speed limit (km/h)	**Arterial**	**Collector**	**Local**
i.	70	40	40	40
ii.	80	100	70	50
iii.	90	200	85	65
iv.	100	200	105	80

b. Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing for the site may be constructed in the position which most nearly complies with the provisions of Table 7.14.

2. Maximum number of vehicle crossings:

a. The maximum number of vehicle crossings permitted on each road frontage of any site shall be in accordance with Table 7.15.

Table 7.15- Maximum number of vehicle crossings

		Type of road frontage		
	Frontage length (m)	**Local and collector**	**Minor arterial**	**Major arterial**
i.	0 - 16	1	1	1
ii.	> 16 - 60	2	1	1
iii.	> 60 - 100	2	2	1
iv.	> 100	3	2	2

3. Minimum distance of vehicle crossings from intersections:

a. Any part of a vehicle crossing shall not be located closer to the intersection of any roads than the distances specified in Table 7.16.

Table 7.16- Minimum distance of vehicle crossings from intersections

	Speed limit < 70 km/h			
	Intersecting road type (distance in metres)			
	Frontage road	**Arterial**	**Collector**	**Local**
i.	Arterial	30	30	30
ii.	Collector	20	20	10

iii.	Local	20	15	10
	Speed limit 70 - 90 km/h			
	Intersecting road type (distance in metres)			
	Frontage road	**Arterial**	**Collector**	**Local**
iv.	Arterial	100	100	100
v.	Collector	45	45	45
vi.	Local	45	45	45
	Speed Limit > 90 km/h			
	Intersecting road type (distance in metres)			
	Frontage road	**Arterial**	**Collector**	**Local**
vii.	Arterial	200	200	200
viii.	Collector	60	60	60
ix.	Local	60	60	60

b. Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table 7.16.

c. The measurement of the distances between the vehicle crossings and intersections shall be in accordance with Figure 7.15.

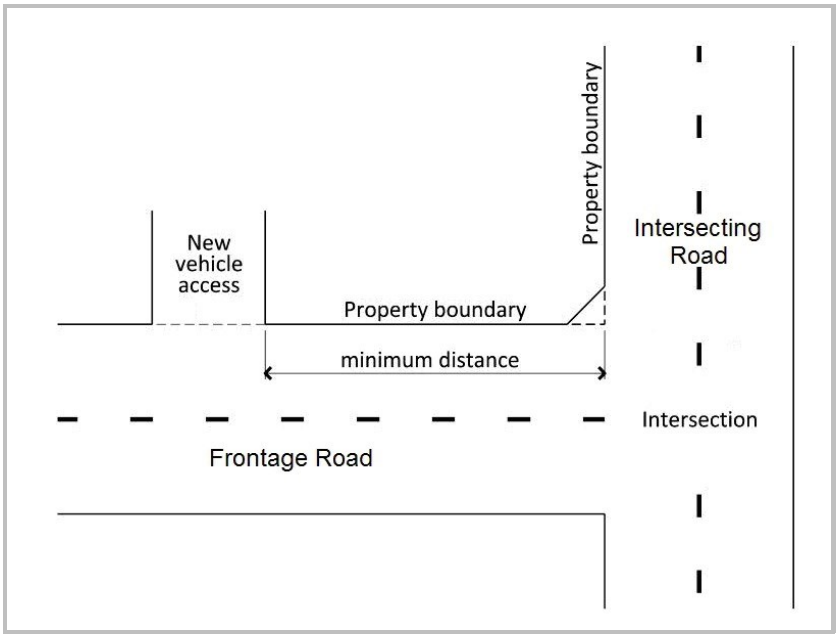


Figure 7.1**5** - Minimum distance of vehicle crossings from intersections

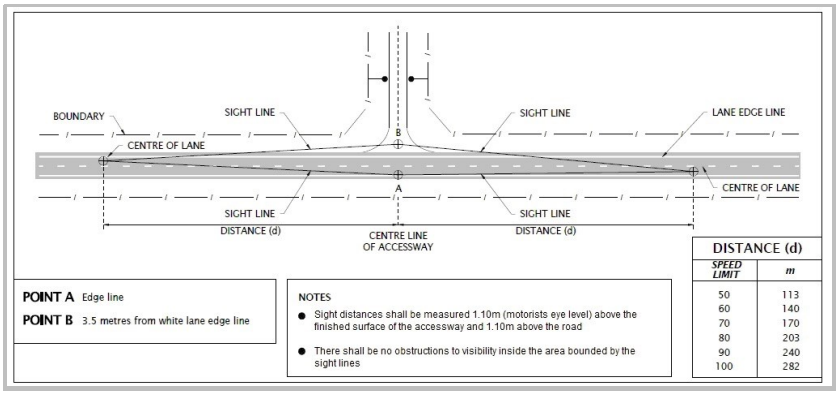


Figure 7.16 - Minimum sight lines for vehicle crossing for rural roads

Appendix 7.12- Road classification system

The purpose of Appendix 7.12 is to outline the Road Classification System, which is used to distinguish roads into categories, as some of the rules in the District Plan only apply to some of the roads in a particular category.

1. Description of the Road Classification System
   a. Functional hierarchy (Movement and Place Functions):
   Traditionally road classification systems have primarily focused on the movement function of roads (i.e. moving people and goods from ‘a’ to ‘b’) and seldom taken 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 Christchurch Transport Strategic Plan) 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 Christchurch Transport Strategic Plan 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.

   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 values, identity and public space of the adjoining area.

   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.

b. Use hierarchy (modal networks):
In addition to the functional hierarchy, a road use hierarchy has also been defined within the Christchurch Transport Strategic Plan. These networks highlight that different modes of transport have different priorities within the network. There are five modal networks defined in the Christchurch Transport Strategic Plan:

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 Integrated Transport Assessment process.

In addition to the classification system the Christchurch Transport Strategic Plan highlights the need to manage the road network more efficiently. The Christchurch Network Management Plan 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 users during different times of the day.

vi. Note that Appendix 8.6.3 of Chapter 8 contains the standards for new roads.

2. Summary of the Road Classification categories

a. Each road will have a dual classification both a 'movement' and 'place' classification (see Figures 7.17(a-f) for maps of the road classification). The 'movement' and 'place' function categories are described in Table 7.17.
Table 7.17 Explanation of movement and place categories

	Movement function category	**Explanation**
i.	Major arterial roads	State Highways and key roads in Christchurch District that cater especially for longer trips. Major Arterial Roads are the dominant elements of the roading network which connect the major localities of the region, both within and beyond the main urban area, and link to the most important external localities. Some major arterials, particularly some state highways, serve an important by-pass function within Christchurch District, directing traffic through it to areas beyond. They are managed to minimise adverse effects from access on network efficiency. All motorways within Christchurch District are classified as major arterial roads.

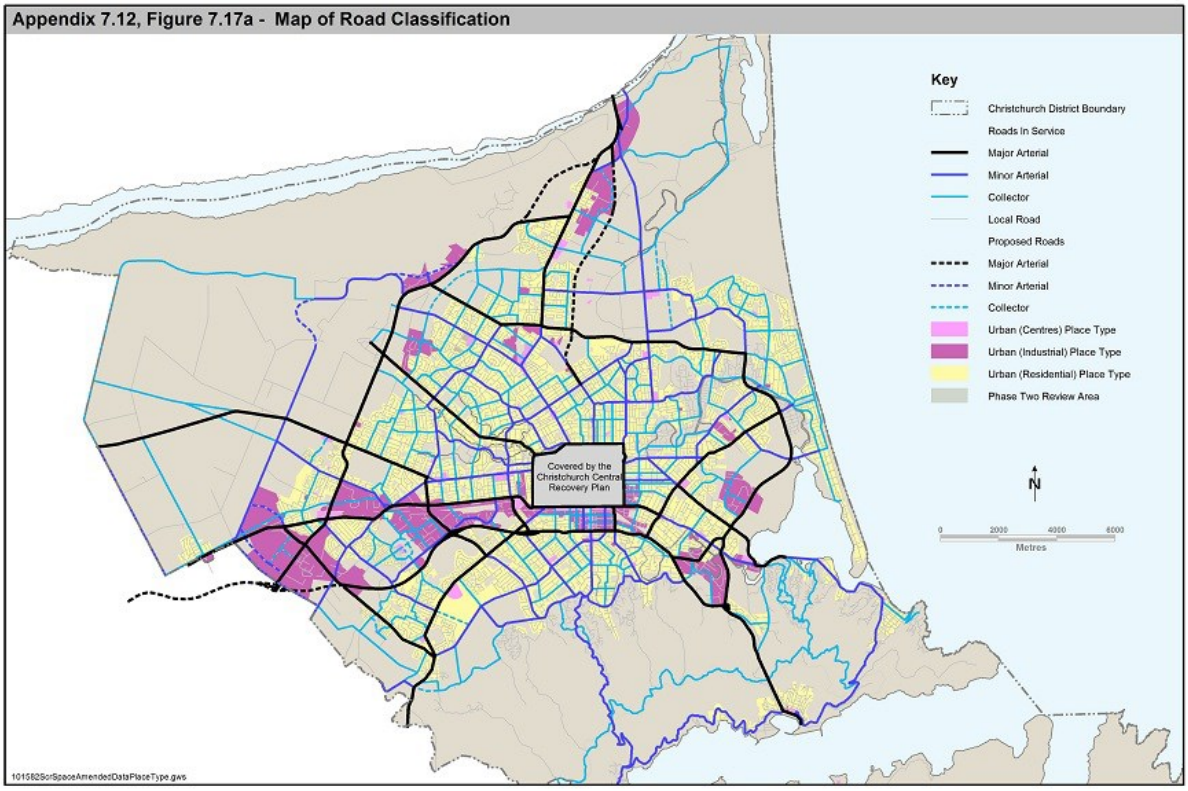
	Movement function category	Explanation
ii.	Minor arterial roads	Roads that provide connections between major arterial roads and the major rural, suburban and industrial areas and commercial centres. Generally, these roads cater for trips of intermediate length. They will generally connect to other minor and major arterial roads and to collector roads. Arterial roads provide the most important movement function and as such require the highest degree of movement function protection. They may also define the boundaries of neighbourhood areas.
iii.	Collector roads	Roads that distribute and collect local traffic between neighbourhood areas and the Arterial road network. These are of little or no regional significance, except for the loads they place on the Arterial road network. They link to the Arterial road network and act as local spine roads, and often as bus routes within neighbourhoods, but generally do not contain traffic signals. Their traffic movement function must be balanced against the significant property access function which they provide. Collector roads within the central city are known as distributor roads. These roads have a similar 'movement' function to the distributor streets in the Central City, which are shown in the Christchurch Central Recovery Plan.
iv.	Local roads	All other roads in Christchurch District. These roads function almost entirely for access purposes and are not intended to act as through routes for motor vehicles
	Place function category	
v.	Urban (Centres)	Any road that is adjacent to a Commercial Zone. These are the areas which are shown as the Urban (Centres) Place Type on the Road Classification Maps (Figures 7.17(a-f)).
vi.	Urban (Industrial)	Any road that is adjacent to an Industrial Zone. These are the areas which are shown as the Urban (Industrial) Place Type on the Road Classification Maps (Figures 7.17(a-f))[1].
vii.	Urban (Residential)	All other roads within the existing urban area as defined by Map A of Chapter 6 of the Canterbury Regional Policy Statement, as well as roads that are adjacent to any other Residential Zone in Christchurch District. These are the areas which are shown as the Urban (Residential) Place Type on the Road Classification Maps (Figures 7.17(a-f)).
viii.	Rural	All roads outside the existing urban area as defined by Map A of Chapter 6 of the Canterbury Regional Policy Statement, except for roads adjoining to any Residential, Industrial, and/or Commercial Zone in Christchurch District. Rural roads are generally the roads classified as rural or semi-rural in the road classification system in the Christchurch Transport Strategic Plan.

	Movement function category	Explanation

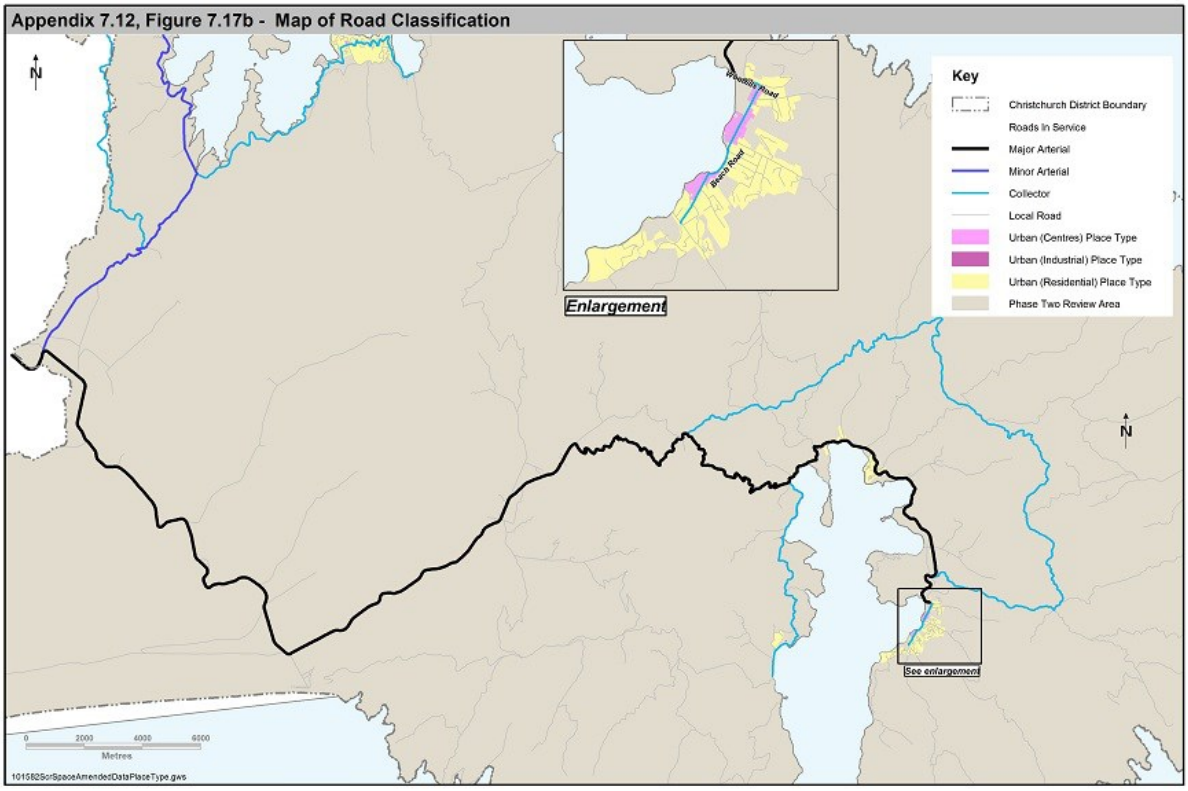
Note:
The exact area of all the place types is based on zoning and may be modified through the second phase of the District Plan Review (especially the rural place type). Thus the second phase review area is shown on the Road Classification maps and the rural place type is not shown.

[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).

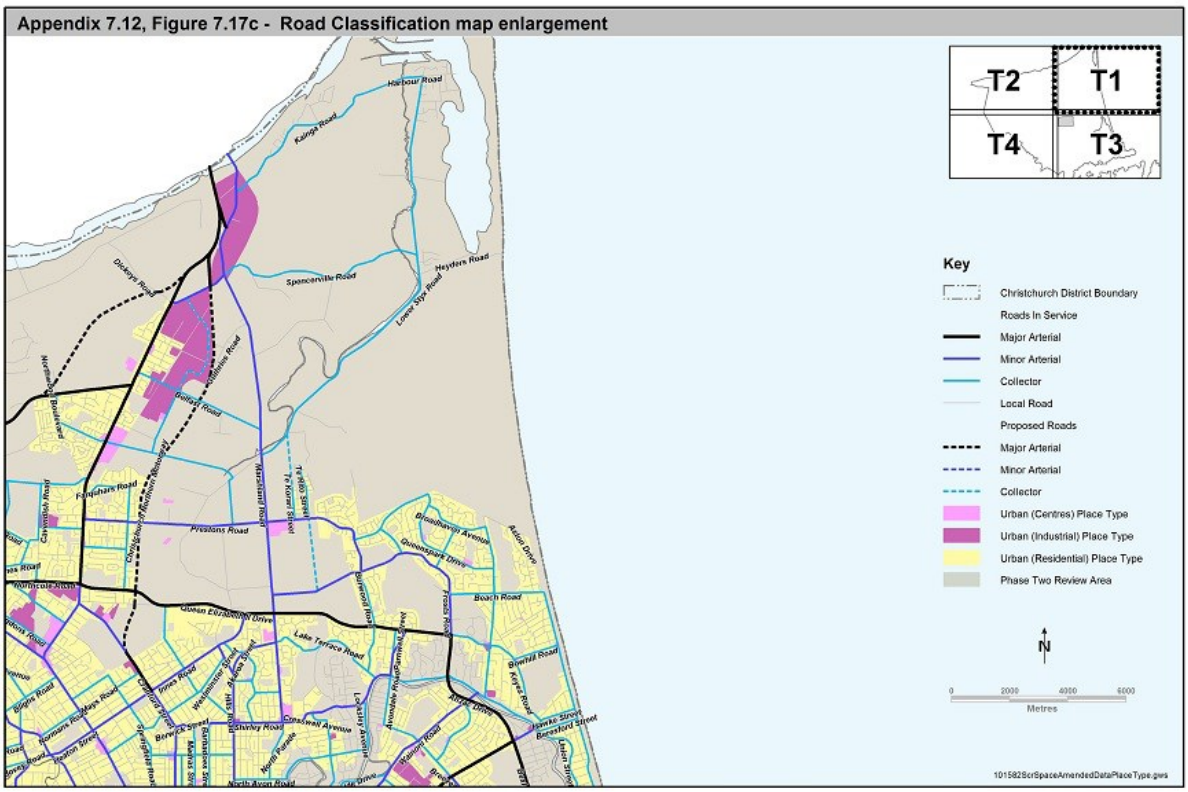
Figure 7.17: Road Classification Maps



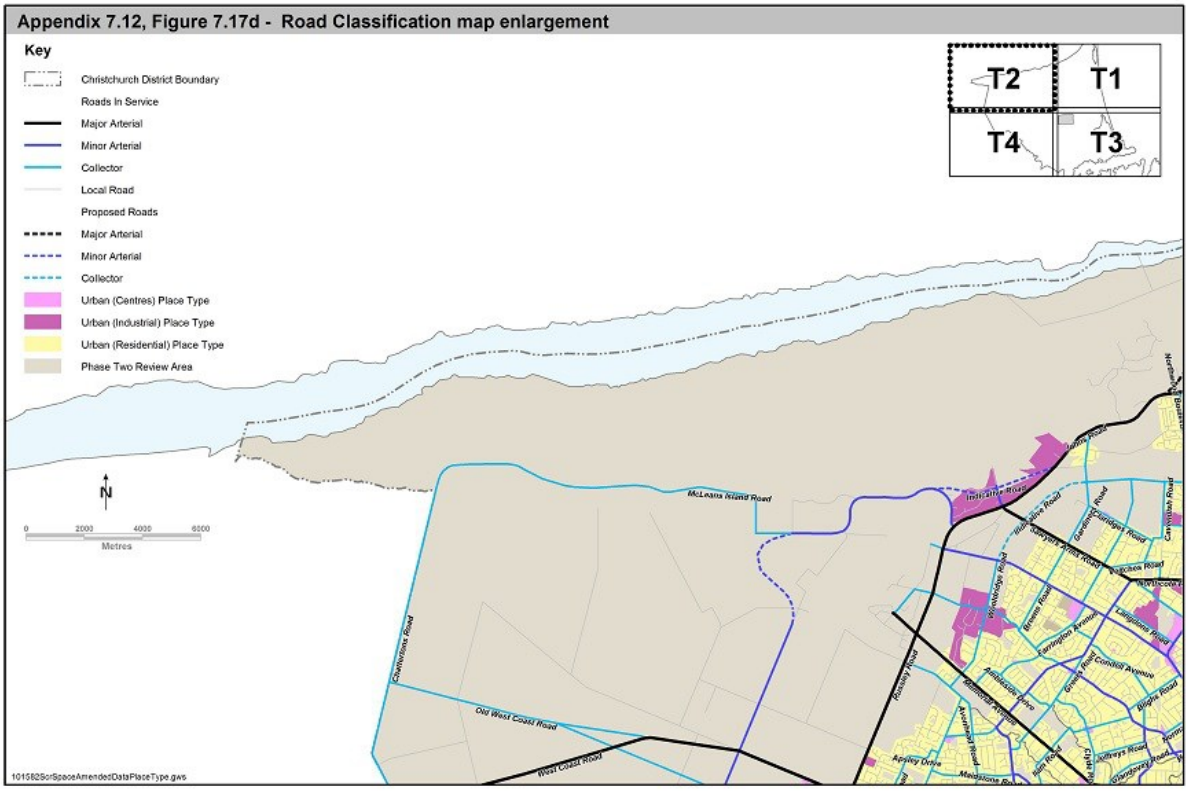
Appendix 7.12, Figure 7.17b - Map of Road Classification



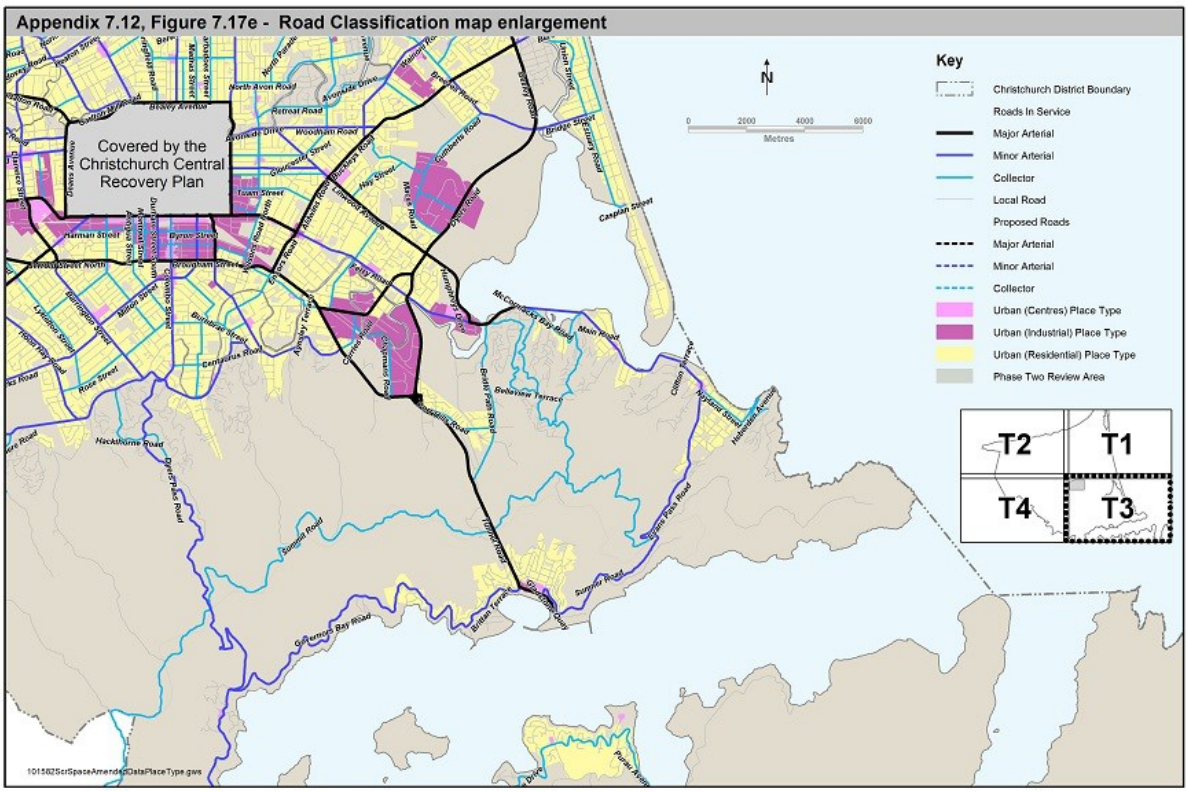
Appendix 7.12, Figure 7.17c - Road Classification map enlargement



Appendix 7.12, Figure 7.17d - Road Classification map enlargement



Appendix 7.12, Figure 7.17e - Road Classification map enlargement



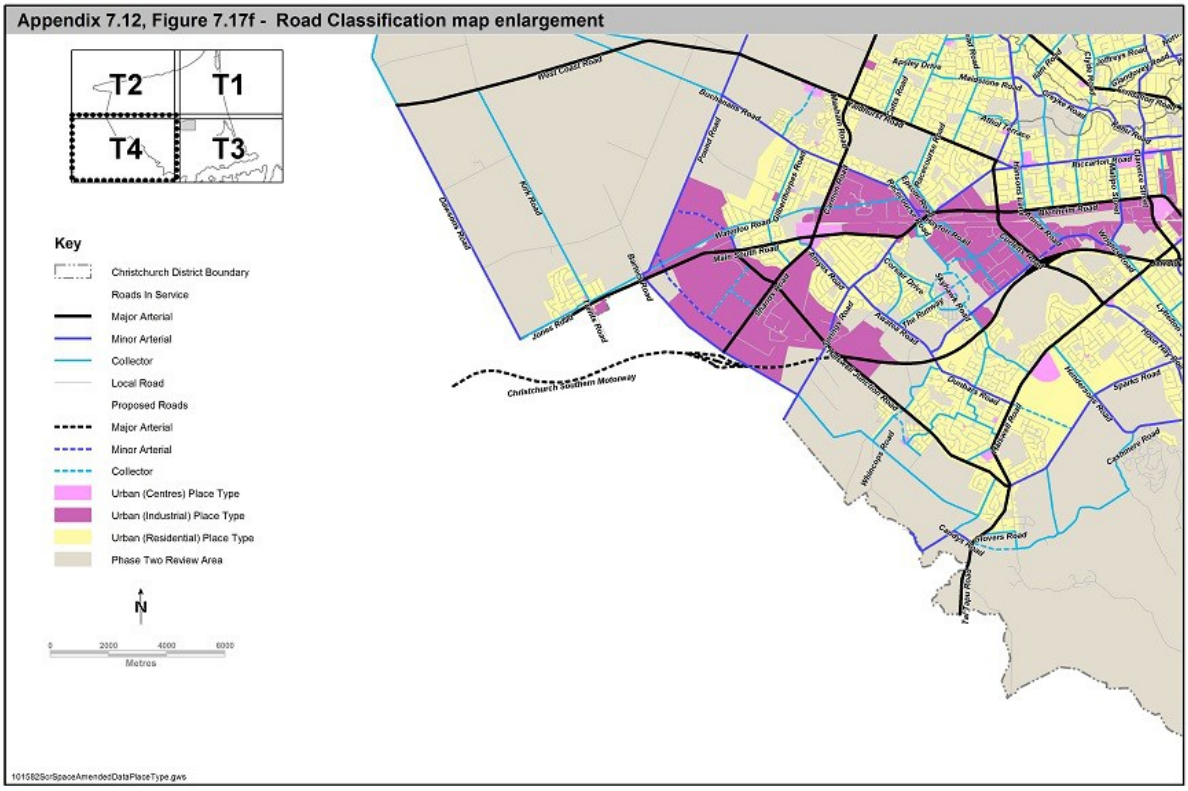


Table 7.18 - List of Arterial and Collector roads

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)	Collector
Ambleside Drive (Grahams Road - Kendal Avenue)	Collector
Amyes Road (Shands Road – Springs Road)	Minor arterial
Annex Road (Blenheim Road-Birmingham Drive)	Collector
Antigua Street (Moorhouse Avenue –	Collector

Road Brougham Street)	Classification
Anzac Drive (Travis Road – Bexley Road)	Major Arterial
Apsley Drive (Withells Road – Cutts Road)	Collector
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 (Swanns Road-Retreat Road West)	Collector
Avonside Drive (Retreat Road East-Wainoni Road)	Collector
Awatea Road (Springs Road – Dunbars Road)	Minor Arterial
Aylesford Street (Westminster Street – Hills Road)	Collector
Aynsley Terrace (Opawa Road – Garlands Road)	Collector
Balcairn Street (Hindness St – Revell Street)	Collector
Barbadoes Street (Bealey Avenue - 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 (Travis Road – New Brighton Road)	Minor arterial
Beach Road (Frosts Road-Marine Parade)	Collector

Road	Classification
Beach Road, Akaroa (Rue Lavaud – Rue Jolie)	Collector
Bealey Avenue (Park Terrace- Fitzgerald Avenue)	Major arterial
Belfast Road (Main North Road-Marshland Road)	Collector
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 (Anzac Drive-Breezes Road)	Major arterial
Birdwood Avenue (Eastern Terrace – Sandwich Road)	Collector
Birmingham Drive (Annex Road-Wrights Road)	Minor Arterial
Blakes Road (Belfast Road – Radcliffe Road)	Collector
Blenheim Road (Main South Road-Moorhouse Ave)	Major arterial
Blighs Road (Wairakei Road-Papanui Road)	Collector
Blighs Road (Wairakei Road-Idris Road)	Collector
Bowenvale Avenue Bridge (Centaurus Road – Eastern Avenue)	Collector
Bower Avenue (New Brighton Road-Broadhaven Avenue)	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

Road	Classification
Bridle Path Road (Main Road-Tunnel Road)	Collector
Briggs Road (Innes Road – Akaroa Street)	Collector
Briggs Road (Akaroa Street-Marshland Road)	Minor arterial
Brittan Terrace (Simeon Quay – Park Terrace)	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-Pound Rd)	Minor arterial
Buchanans 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 Road)	Minor arterial
Byron Street (Colombo Street-Waltham Road)	Collector
Candys Road (Sabys Road-Halswell Road)	Minor arterial
Carlton Mill Road (Harper Avenue-Rossall Street)	Minor arterial
Carmen Road (Main South Road-Masham Road)	Major arterial

Road	Classification
Cashel Street (Linwood Avenue – Fitzgerald Avenue)	Collector
Cashmere Road (Kennedys Bush Road-Hendersons Road)	Collector
Cashmere Road (Hendersons Road-Colombo Street)	Minor arterial
Caspian Street (Ebbtide Street-Rockinghorse Road)	Collector
Caulfield Avenue (Murphys Road – Hamill Road)	Collector
Cavendish Road (Northcote Road-Veitches Road)	Collector
Cavendish Road (Grampian Street-Styx Mill Road)	Collector
Centaurus Road (Colombo Street-Port Hills Road)	Minor arterial
Chapmans Road (Port Hills Road-Cumnor Terrace)	Collector
Charteris Bay Road (Governors Bay Teddington Road – Marine Drive)	Collector
Chattertons Road (McLeans Island Road-West Coast Road)	Collector
Checketts Avenue (Ensign Street – Wales Street)	Collector
Christchurch Akaroa Road (Selwyn District Boundary – Woodills Road)	Major arterial
Clarence Street (Riccarton Road – Blenheim Road)	Minor arterial
Clarence Street (Blenheim Road – Whiteleigh Avenue)	Major arterial
Claridges Road (Gardiners Road-Grampian Street)	Collector
Clyde Road (Riccarton Road-Greers Road)	Collector
Cobham Street (Barrington Street – Lyttelton	Collector

Road	Classification
Street)	
Colombo Street (Centaurus Road-Brougham Street)	Minor arterial
Colombo Street (Brougham Street-Moorhouse Avenue)	Collector
Condell Avenue (Greers Road-Blighs Road)	Collector
Connaught Drive (Halswell Junction Road – Produce Place)	Collector
Coronation Street (Barrington Street-Selwyn Street)	Collector
Corsair Drive (Springs Road – Kittyhawk Avenue)	Collector
Courtenay Street (Trafalgar Street-Westminster Street)	Collector
Cranford Street (Edgeware Road- Innes Road)	Minor arterial
Cranford Street (Innes Road-Proposed Northern Arterial Extension)	Major arterial
Cranford Street (Proposed Northern Arterial Extension –Main North Road)	Minor arterial
Cresswell Avenue (Gayhurst Road-westwards-New Brighton Road)	Collector
Creyke Road (Clyde Road-Ilam Road)	Minor arterial
Croydon Street (Southhampton Street – Huxley Street)	Collector
Cumnor Terrace (Maunsell Street-Chapmans Road)	Collector
Curletts Road (Halswell Road- Yaldhurst Road)	Major arterial
Curries Road (Port Hills Road-Maunsell Street)	Collector
Cuthberts Road (Ruru Road-Breezes Road)	Collector
Cutts Road (Yaldhurst Road-Woodbury	Collector

Road	Classification
Street)	
Daniels Road (Main North Road-Grimseys Road)	Collector
Dawsons Road (Jones Road-West Coast Road)	Minor arterial
Deans Avenue (Moorhouse Avenue-Harper Avenue)	Major arterial
Disraeli Street (Selwyn Street-Orbell Street)	Collector
Dunbars Road (Awatea Road-Halswell Road)	Minor arterial
Dunbars Road (Awatea Road - Wigram Road)	Collector
Durham Street North (Bealey Avenue-Springfield Road)	Collector
Durham Street South (Brougham Street-Moorhouse Avenue)	Minor arterial
Dyers Pass Road (Colombo Street-Governors Bay Road)	Minor arterial
Dyers Road (Ferry Road-Breezes Road)	Major arterial
Eastern Terrace (Birdwood Avenue-Bowenvale Bridge)	Collector
Ebbtide Street (Estuary Road-Caspian Street)	Collector
Edgeware Road (Springfield Road-Hills Road)	Collector
Emmett Street (Briggs Road – Shirley Road)	Collector
Ensign Street (Checketts Avenue – Lillian Street)	Collector
Ensors Road (Brougham Street-Ferry Road)	Major arterial
Ensors Road (Fifield Terrace-Brougham Street)	Collector
Epsom Road (Racecourse Road-Main South Road)	Collector
Estuary Road (Jervois Street – Ebbtide	Collector

Road	Classification
Street)	
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 Avenue)	Major arterial
Ferry Road (Fitzgerald Avenue- Moorhouse Avenue)	Collector
Ferry Road (Aldwins Road-Humphreys Drive)	Minor arterial
Ferry Road (Moorhouse Avenue-Aldwins Road)	Major arterial
Ferry Road (Humphreys Drive-St Andrews Hill Road)	Major arterial
Fitzgerald Avenue (Bealey Avenue-Moorhouse Avenue)	Major arterial
Forfar Street (Winton Street – Warrington Street)	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-Harewood Road)	Collector
Garlands Road (Aynsley Terrace-Opawa Expressway)	Collector
Garlands Road (Opawa Expressway-Rutherford Street)	Major arterial
Gasson Street (Brougham Street-Moorhouse Avenue)	Minor arterial
Gayhurst Road (Cresswell Avenue-Avonside	Collector

Road	Classification
Drive)	
Gebbies Pass Road (Governors Bay Teddington Road – Christchurch Akaroa Road)	Minor arterial
Gilberthorpes Road (Waterloo Road-Buchanans Road)	Collector
Gladstone Quay (Norwich Quay – Cashin Quay)	Major arterial
Glandovey Road (Fendalton Road-Idris Road)	Collector
Glandovey Road (Idris Road-Rossall Street)	Minor arterial
Glenstrae Road (McCormacks Bay Road – Monks Spur Road)	Collector
Gloucester Street (Fitzgerald Avenue – Gayhurst Road)	Collector
Glovers Road (Halswell Road-Kennedys Bush Road)	Collector
Goulding Avenue (Main South Road – Shands Road)	Collector
Governors Bay Road (Park Terrace - Dyers Pass Road)	Minor arterial
Governors Bay Teddington Road (Main Road, Governors Bay - Gebbies Pass Road)	Minor arterial
Grahams Road (Avonhead Road – Waimairi Road)	Collector
Grahams Road (Waimairi Road-Greers Road)	Minor arterial
Grampian Street (Veitches Road-Claridges Road)	Collector
Greers Road (Grahams Road-Sawyers Arms Road)	Minor arterial
Greers Road (Waimairi Road-Grahams Road)	Collector
Grimseys Road (Queen Elizabeth II Drive-	Collector

Road	Classification
Farquhars Road)	
Guildford Street (Greers Road-Grahams Road)	Collector
Hackthorne Road (Cashmere Road - Pentre Terrace)	Collector
Halswell Junction Road (Waterloo Road – Foremans Road)	Collector
Halswell Junction Road (Main South Road - Foremans Road)	Minor arterial
Halswell Junction Road (Main South Road-Halswell Road)	Major arterial
Halswell Road (Curletts Road- Old Tai Tapu Road)	Major arterial
Hamill Road (Halswell Junction Road – Caulfield Avenue)	Collector
Hammersley Avenue (Quinns Road – Marshland Road)	Collector
Hampshire Street (Wainoni Road – Breezes Road)	Collector
Hansons Lane (Riccarton Road-Blenheim Road)	Collector
Harbour Road (Kainga Road - Lower Styx Road)	Collector
Harewood Road (Orchard Road – Johns Road)	Collector
Harewood Road (Papanui Road-Johns Road)	Minor arterial
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)	Collector
Hawke Street (New Brighton Road-Marine	Collector

Road	Classification
Parade)	
Hawkins Road (Radcliffe Road – Quaids Road)	Collector
Hay Street (Linwood Avenue-Ruru Road)	Collector
Hayton Road (Symes Road –Wigram 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
Highsted Road (Harewood Road-Styx Mill Road)	Collector
Hills Road (Whitmore Street – Innes Road)	Minor arterial
Hindness St (Dunbars Road – Balcairn Street)	Collector
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)	Collector
Idris Road (Fendalton Road-Wairakei Road)	Minor arterial
Idris Road (Wairakei Road - Blighs Road)	Collector
Ilam Road (Riccarton Road-Wairakei Road)	Collector
Innes Road (Papanui Road- Queen Elizabeth	Minor arterial

Road	Classification
II Drive)	
Inwoods Road (Broadhaven Avenue-Mairehau Road)	Collector
Jarnac Boulevard (Buchanans Road – Millesimes Way)	Collector
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
Kahu Road (Kotare Street-Straven Road)	Minor arterial
Kainga Road (Main North Road- Harbour Road)	Collector
Kendal Avenue (Memorial Avenue-Wairakei Road)	Collector
Kennedys Bush Road (Glovers Road-Cashmere Road)	Collector
Kensington Avenue (Innes Road – Westminster Street)	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
Kirk Road (West Coast Road-Main South Road)	Collector
Kittyhawk Avenue (The Runway – Corsair Drive)	Collector

Road	Classification
Kotare Street (Clyde Road-Kahu Road)	Minor arterial
Lake Terrace Road (Marshland Road-New Brighton Road)	Collector
Langdons Road (Greers Road-Main North Road)	Collector
Lillian Street (Ensign Street – Halswell Road)	Collector
Lincoln Road (Moorhouse Avenue-Whiteleigh Avenue)	Minor arterial
Lincoln Road (Whiteleigh Avenue- Curletts Road)	Major arterial
Linwood Avenue (Avonside Drive- Aldwins Road)	Minor arterial
Linwood Avenue (Aldwins Road – Humphreys Drive)	Major arterial
Locksley Avenue (McBratneys Road-New Brighton Road)	Collector
Lodestar Avenue (Hayton Road – Stark Drive)	Collector
Long Bay Road (Summit Road – Christchurch Akaroa Road	Collector
Lower Styx Road (Marshland Road - Harbour Road)	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)	Collector
Magdala Place (Birmingham Drive – Proposed Bridge Link to Wigram Road)	Minor arterial
Maidstone Road (Waimairi Road- Withells Road)	Collector

Road	Classification
Maidstone Road (Ilam Road - Waimairi Road)	Minor arterial
Main North Road (Northcote Road – Dickeys Road)	Major arterial
Main North Road (Cranford Street –Northcote Road)	Minor arterial
Main North Road (Dickeys Road- Waimakariri District Boundary)	Minor arterial
Main Road (McCormacks Bay Road west - The Esplanade)	Minor arterial
Main Road (St Andrews Hill Road- McCormacks Bay Road west)	Major arterial
Main Road, Governors Bay (Dyers Pass Road – Governors Bay Teddington Road)	Minor arterial
Main South Road (Blenheim Road – Selwyn District Boundary)	Major arterial
Main South Road (Riccarton Road-Blenheim Road)	Minor arterial
Mairehau Road (Marshland Road - Frosts Road)	Minor arterial
Major Hornbrook Road (Belleview Terrace-St Andrews Hill Road)	Collector
Malcolm Avenue (Eastern Terrace – Colombo Street)	Collector
Manchester Street (Bealey Avenue – Edgeware Road)	Collector
Mandeville Street (Riccarton Road – Blenheim Road)	Collector
Marine Drive (Charteris Bay Road – Waipapa Avenue)	Collector
Marine Parade (Bridge Street-Beach Road)	Collector
Marriner Street (Wakefield Avenue - Main Road)	Minor arterial
Marshland Road (Shirley Road – Main North	Minor arterial

Road	Classification
Road)	
Marshs Road (Main South Road – Springs Road)[1]	Minor arterial
Marshs Road (Springs Road – Whincops Road)	Collector
Martindales Road (Port Hills Road-Bridle Path Road)	Collector
Masham Road (Yaldhurst Road- Carmen Road)	Major arterial
Matipo Street (Riccarton Road-Blenheim Road)	Collector
Matipo Street (Blenheim Road – Wrights Road	Minor arterial
Maunsell Street (Tanner Street – Cumnor Terrace)	Collector
McBratneys Road (River Road-Locksley Avenue)	Collector
McCormacks Bay Road (Main Road (west) - Main Road (east))	Collector
McFaddens Road (Rutland Street-Cranford Street)	Collector
McGregors Road (Ruru Road-Rudds Road)	Collector
McLeans Island Road (Johns Road-Proposed Pound Road deviation)	Minor arterial
McLeans Island Road (Proposed Pound Road deviation– Chattertons Road)	Collector
McMahon Drive (Aidanfield Drive – Dunbars Road)	Collector
Memorial Avenue (Clyde Road- Orchard Road)	Major arterial
Merrin Street (Avonhead Road-Withells Road)	Collector
Middleton Road (Blenheim Road-Riccarton Road)	Collector

Road	Classification
Milton Street (Barrington Street-Colombo Street)	Minor arterial
Moncks Spur Road (Mt Pleasant Road-Glenstrae 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)	Collector
Mustang Avenue (Awatea Road – Corsair Drive)	Collector
Nayland Street (Wakefield Avenue-Heberden Avenue)	Collector
New Brighton Road (Marshland Road-Avondale Road)	Minor arterial
New Brighton Road (Avondale Road-Pages Road)	Collector
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
Northwood Boulevard (Main North Road – Springbrook Lane)	Collector
Norwich Quay (Tunnel Road – Gladstone Quay)	Major arterial

Road	Classification
Norwood Street (Sandwich Road – Tennyson Street)	Collector
Nottingham Avenue (Wales Street – Patterson Terrace)	Collector
Nursery Road (Tuam Street – Ferry Road)	Collector
Old West Coast Road (Chattertons Road-West Coast Road)	Collector
Opawa Road (Wilsons Road North - Aynsley Terrace)	Collector
Opawa Road (Brougham Street (south-east of the Heathcote River) - Port Hills Road)	Major arterial
Orchard Road (Memorial Ave – Wairakei Road)	Collector
Orion Street (Emmett Street – Quinns Road)	Collector
Ottawa Road (Wainoni Road – Pages Road)	Collector
Owles Terrace (Pages Road-Union Street)	Collector
Oxford Street (Norwich Quay – Sumner Road)	Minor arterial
Pages Road (Rudds Road-Anzac Drive)	Major arterial
Pages Road (Anzac Drive – New Brighton Road)	Minor Arterial
Palinurus Road (Dyers Road-Ferry Road)	Major arterial
Papanui Road (Bealey Avenue-Harewood Road)	Minor arterial
Park Terrace (Brittan Terrace – Governors Bay Road)	Minor arterial
Parker Street (Waterloo Road-Main South Road)	Collector
Parkhouse Road (Hayton Road-Curletts Road)	Collector
Parkstone Avenue (Avonhead Road- Brodie Street)	Collector

Road	Classification
Parnwell Street (Basset Street-Travis Road)	Collector
Patterson Terrace (Nottingham Avenue – Alvaston Drive)	Collector
Peer Street (Waimairi Road-Yaldhurst Road)	Minor arterial
Philpotts Road (Queen Elizabeth II Drive – Innes Road)	Collector
Port Hills Road (Centaurus Road-Opawa Road)	Minor arterial
Port Hills Road (Opawa Road-Tunnel Road)	Major arterial
Port Hills Road (Horotane Valley Road-Martindales Road)	Collector
Pound Road (Waterloo Road-McLeans Island Road)	Minor arterial
Prestons Road (Main North Road-Waitikiri Drive Road)	Minor arterial
Purau Avenue (Waipapa Avenue – Camp Bay Road)	Collector
Putake Drive (Mairehau Road – Rothesay Road)	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-Buchanans Road)	Collector
Radcliffe Road (Hawkins Road – Main North Road)	Collector

Road	Classification
Radley Street (Garlands Road-Ferry Road)	Collector
Railway Terrace (Kirk Road-Jones Road)	Collector
Retreat Road (Avonside Drive-Avonside Drive)	Collector
Revell Street (Balcairn Street – Checketts Ave)	Collector
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 (Queenspark Drive – Burwood Road)	Collector
Roydvale Avenue (Avonhead Road-Wairakei Road)	Collector
Rudds Road (McGregors Road-Pages Road)	Collector
Rue Jolie (Beach Road, Akaroa – Alymers Valley Road)	Collector
Rue Lavaud (Woodills Road – Beach Road, Akaroa)	Collector
Ruru Road (McGregors Road-Maces Road)	Collector
Russley Road (Johns Road-Yaldhurst Road)	Major arterial
Rutherford Street (Garlands Road-Ferry Road)	Major arterial
Rutland Street (Tomes Road-St Albans Street)	Collector
Sabys Road (Trices Road-Candys Road)	Minor arterial

Road	Classification
Sabys Road (Candys Road – Halswell Junction Road)	Collector
Sandwich Road (Birdwood Avenue – Norwood Street)	Collector
Sandyford Street (Orbell Street-Colombo Street)	Collector
Sawyers Arms Road (Johns Road-Greers Road)	Major arterial
Sawyers Arms Road (Johns Road – Broughs Road)	Minor arterial
Sawyers Arms Road (Northcote Road-Main North Road)	Collector
Scarborough Road (Taylors Mistake Road-Heberden Avenue)	Collector
Scruttons Road (Port Hills Road - Tunnel Road on-ramp)	Major arterial
Selwyn Street (Somerfield Street-Hagley Avenue)	Collector
Seymour Street (Main South Road – Shands Road)	Collector
Shakespeare Road (Waltham Road-Wilsons Road North)	Collector
Shands Road (Main South Road- Selwyn District Boundary)	Major arterial
Sherborne Street (Bealey Avenue-Edgeware Road)	Minor arterial
Shirley Road (Hills Road-Marshland Road)	Minor arterial
Simeon Quay (Norwich Quay – Brittan Terrace)	Minor arterial
Somerfield Street (Barrington Street-Colombo Street)	Collector
Southern Motorway and connectors (Simeon Street- Halswell Junction Road)	Major arterial
Southhampton Street (Tennyson Street –	Collector

Road	Classification
Croydon Street)	
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 Martins Road (Fifield Terrace -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)	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
Summit Road (Evans Pass Road-Selwyn District Boundary (west of Dyers Pass Road))	Collector
Summit Road (Gebbies Pass Road - Selwyn District Boundary (north of Gebbies Pass Road))	Collector
Summit Road (Christchurch Akaroa Road – Long Bay Road)	Collector
Sumner Road (Oxford Street – Evans Pass	Minor arterial

Road	Classification
Road)	
Sutherlands Road (Cashmere Road – Sparks Road)	Collector
Swanns Road (Stanmore Road-Avonside Drive)	Collector
Symes Road (Haytons Road-Main South Road)	Collector
Symes Road (Vickerys Road – Main South Road)	Collector
Tai Tapu Road (Old Tai Tapu Road- Selwyn District Boundary)	Major arterial
Tanner Street (Garlands Road - Maunsell Street)	Collector
Te Korari Street (Prestons Road Te Aue Street)	Collector
Te Rito Street (Prestons Road Urihia Street)	Collector
Tennyson Street (Colombo Street-Burnbrae Street)	Collector
The Runway (Awatea Road – Kittyhawk Avenue)	Collector
The Runway (Stark Drive - Hayton Road)	Collector
Tomes Road (Rutland Street – Papanui Road)	Collector
Travis Road (Queen Elizabeth Drive – Anzac Drive)	Major Arterial
Travis Road (Frosts Road-Bower Avenue)	Collector
Treffers Road (Parkhouse Road-Wigram Road)	Collector
Trices Road (Sabys Road- Selwyn District Boundary)	Minor arterial
Tuam Street (Fitzgerald Avenue-Olliviers Road)	Collector
Tunnel Road (Ferry Road-Norwich Quay)	Major arterial

Road	Classification
Union Street (Jervois Street-Owles Terrace)	Collector
Veitches Road (Sawyers Arms Road-Cavendish Road)	Collector
Vickerys Road (Pilkington Way – Symes Road)	Collector
Waimairi Road (Grahams Road-Peer Street)	Minor arterial
Waimairi Road (Peer Street - Riccarton Road)	Collector
Wainoni Road (Kerrs Road-New Brighton Road)	Minor arterial
Wainui Main Road (Christchurch-Akaroa Road – Jubilee Road)	Collector
Waipapa Avenue (Marine Drive – Purau Avenue)	Collector
Wairakei Road (Strowan Road-Grahams Road)	Minor arterial
Wairakei Road (Grahams Road-Orchard Road)	Collector
Wakefield Avenue (Evans Pass Road-Marriner Street)	Minor arterial
Wales Street (Checketts Avenue – Nottingham Avenue)	Collector
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 (Racecourse Road-Pound Road)	Collector
Waterloo Road (Pound Road-Barters Road)	Minor arterial
Waterloo Road (Barters Road-Kirk Road)	Collector
West Coast Road (Yaldhurst Road- Selwyn	Major arterial

Road District Boundary)	Classification
Westminster Street (Courtenay Street-Hills Road)	Collector
Wharenui Road (Riccarton Road-Blenheim Road)	Collector
Whincops Road (Halswell Junction Road-Marshs Road)	Collector
Whiteleigh Avenue (Clarence Street-Lincoln Road)	Major arterial
Whitmore Street (Bealey Avenue-Hills Road)	Minor arterial
Wickham Street (Maces Road – Dyers Road)	Collector
Wigram Road (Halswell Junction Road-Dunbars Road)	Collector
Wigram Road (Awatea Road - Treffers Road)	Minor arterial
Wilsons Road North (Shakespeare Road - Ferry Road)	Collector
Wilsons Road South (Centaurus Road-Riverlaw Terrace)	Minor arterial
Withells Road (Yaldhurst Road-Avonhead Road)	Collector
Woodham Road (Avonside Drive - Pages Road)	Minor arterial
Woodills Road (Christchurch Akaroa Road – 60 metres east of Old 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)	Collector
Wrights Road (Matipo Street-Birmingham Drive)	Minor arterial

Road	Classification
Wrights Road (Birmingham Drive – Lincoln Road)	Collector
Yaldhurst Road (Riccarton Road-Curletts Road)	Minor arterial
Yaldhurst Road (Curletts Road-West Coast Road)	Major arterial

[1] Marshs Road (Shands Road to Main South Road) is a Minor Arterial. However a new road between Main South Road and Shands Road (north of Marshs Road) is proposed to link with the Pound Road/ Barters Road re-alignment (see the Road Classification maps). It is intended that in future this new road will be a Minor Arterial instead of Marshs Road between Main South Road and Shands Road.

Appendix 7.13- Building set backs to level crossings

1. Sight triangles for road/rail level crossings

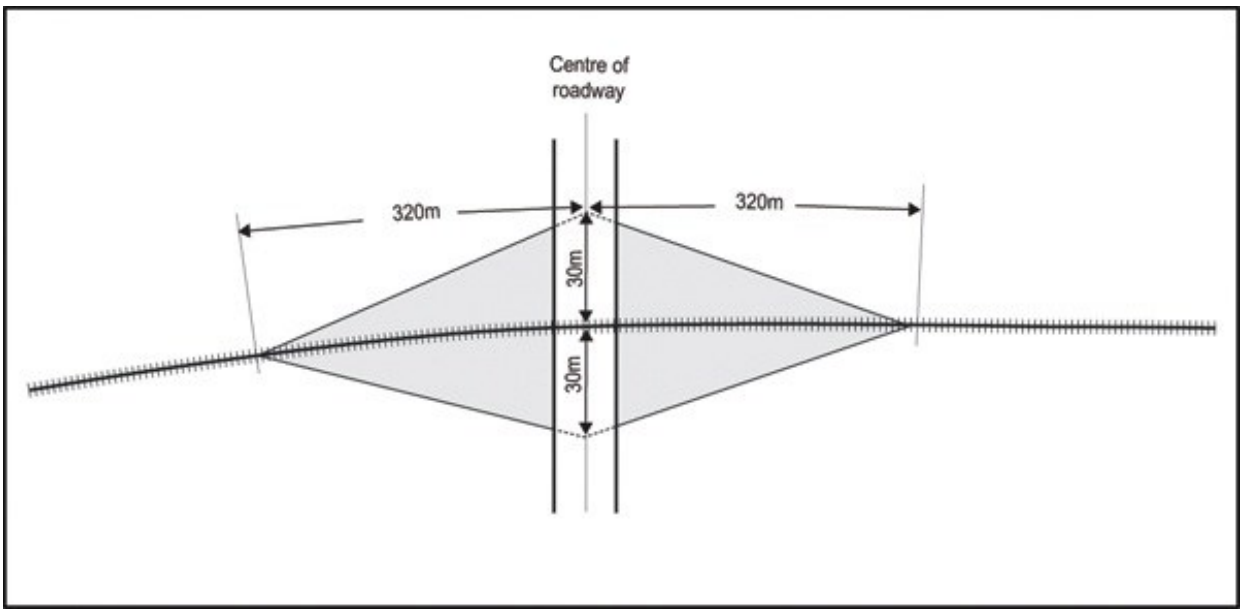


Figure 7.18: Approach sight triangles for public road/rail level crossings

Note:

1. The 30 metre distance is measured from the closest outside rail.
2. Where there is more than one set of railway tracks, then 25 metres is added to the 320 metre distance along the railway track for each additional set of tracks.

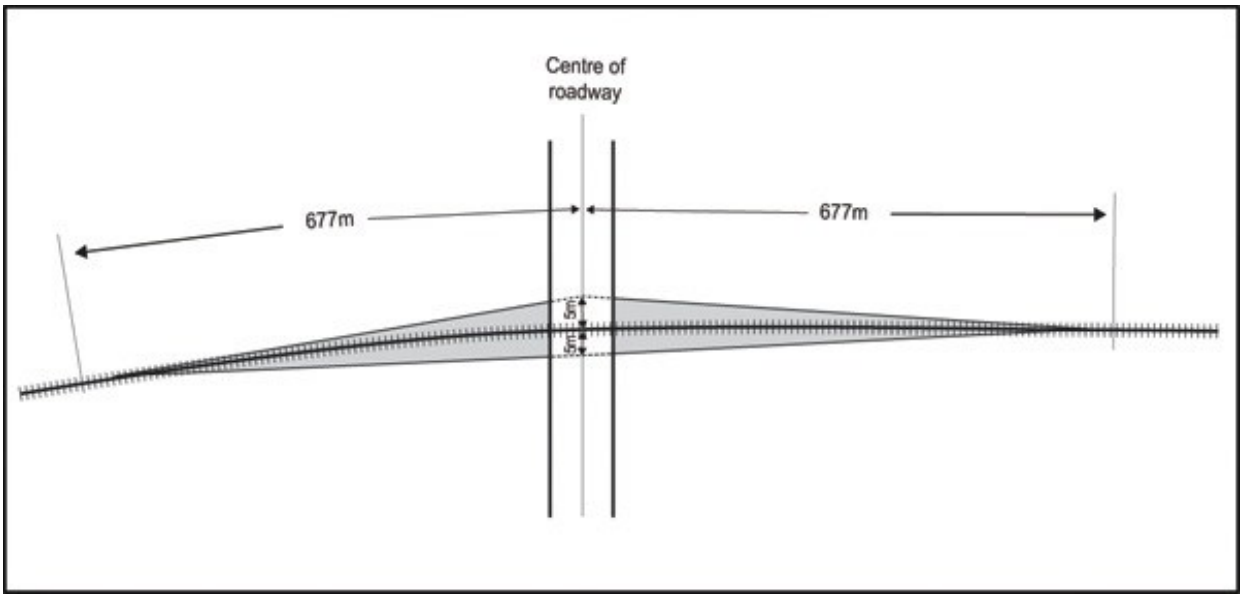


Figure 7.19: Restart sight triangles for public road/rail level crossings

Note:

1. The 5 metre distance is measured from the closest outside rail.

2. Sight triangles for rail siding level crossings

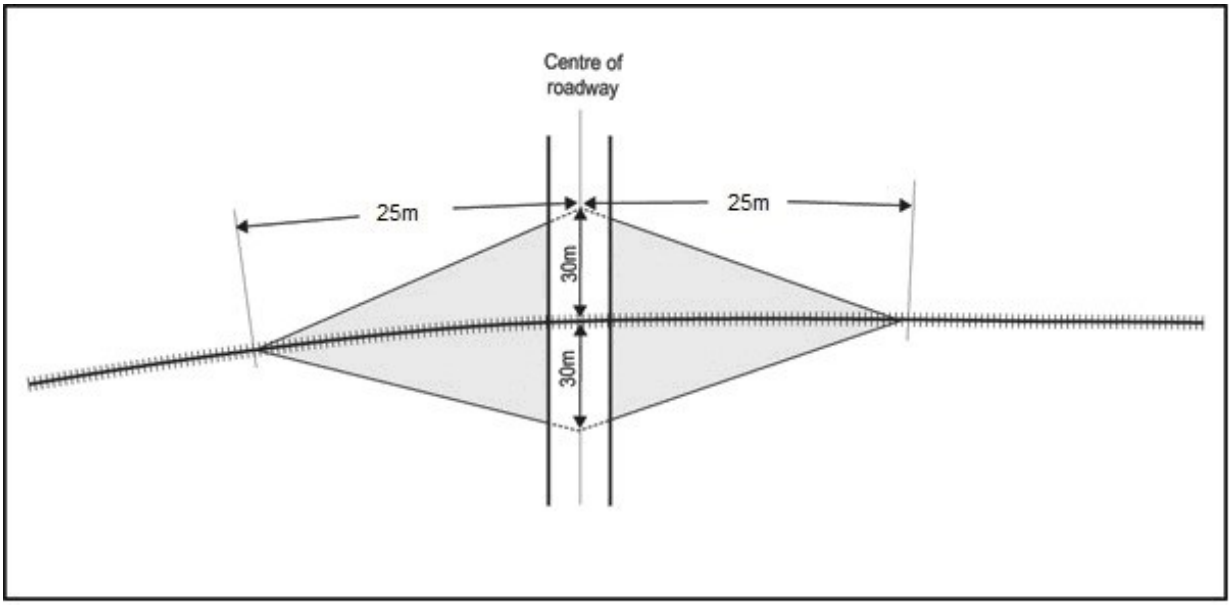


Figure 7.20: Approach sight triangles for public road/rail siding level crossings

Note:

1. The 30 metre distance is measured from the closest outside rail.

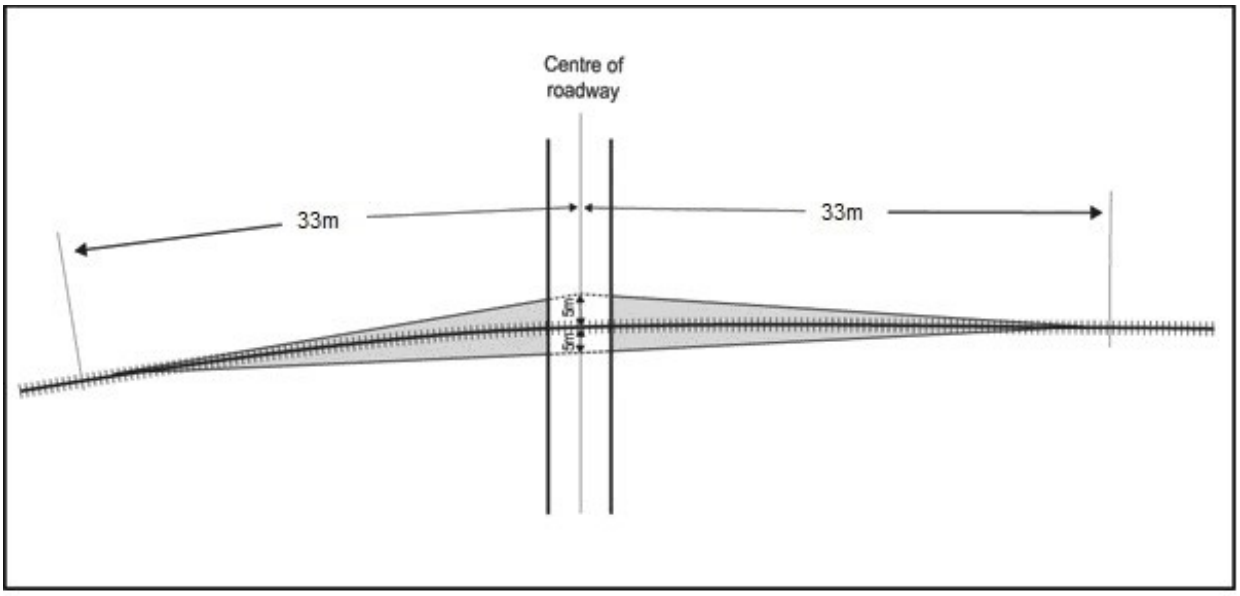


Figure 7.21: Restart sight triangles for public road/rail siding level crossings

Note:

1. The 5 metre distance is measured from the closest outside rail.

Appendix 7.14- Parking reduction adjustment factors

1. If an activity is a High Trip Generator under 7.2.3.10 Rule 10 of this chapter or requires resource consent under 7.2.3.1 Rule 1 of this chapter because the activity does not meet the minimum parking requirements, the amount of parking proposed will be assessed through a resource consent application. The following parking reduction adjustment factors can be considered as part of the resource consent process. These suggested reductions from the minimum parking requirements are simply suggestions: the exact suitability for the reduction, (considering the specific characteristics of the activity and its location), can be considered through the resource consent process.

Table 7.19 Parking reduction adjustment factors

	Factor	Description	Suggested reduction from the minimum parking requirements
Geographic factors			
a.	Public transport accessibility	Located within a 400m walk of a public transport stop served by a public transport service with a frequency of at least 15 minutes on weekdays between 7am and 6pm.	Up to 10%
b.		Located within a 200m walk of a public transport	Up to 5%

	Factor	Description	Suggested reduction from the minimum parking requirements
		stop served by a public transport service[1] with a frequency of at least 30 minutes on weekdays between 7am and 6pm.	
c.	Public parking facility	Located within a 400m walk from an off-street car park that is available for use by the general public.	Up to 10%
d.	Walking accessibility	Located within: i. an 800m walk of the Central City (i.e. within an 800m walk from one of the 'Four Avenues' (Bealey, Fitzgerald, Moorhouse, Deans, Harper Avenues), or ii. an 800m walk of a commercial zone that is identified as a District Centre (refer to Chapter 15), or iii. a 400m walk of a commercial zone that is identified as a local or neighbourhood centre (refer to Chapter 15).	Up to 10%
e.	Access to a Major Cycle Route	Located within 800m of a Major Cycle Route.	Up to 10%
Activity factors			
f.	Cycle parking	The number of cycle parks (and lockers and showers) provided for the activity exceeds the requirements under 7.2.3.2 Rule 2 (cycle parking requirements) by at least 5%.	Up to 5%
g.	Cycle parking facilities	The activity provides additional cycle parking facilities such as secure bicycle storage lockers for visitors and tyre pump and puncture repair equipment.	Up to 5%
h.	Motorcycle parking	The activity provides motorcycle and scooter parking space. The number of motorcycles and scooters that the parking space caters for shall be at least 5% of the number of car parks that are	Up to 5%

	Factor	Description	Suggested reduction from the minimum parking requirements
		required under the minimum car parking requirements (without any reductions) for the activity in Table 7.2 of Appendix 7.1.	
i.	Mixed-use development	Developments that contain a mix of both residential activities and activities where people are employed at the site.	Up to 5%
j.	Good pedestrian/ wheelchair access to buildings	Site layouts that: i. have a pedestrian access way (separated from the vehicle access and parking areas) with a direct distance of less than 10m from a footpath on public road reserve to the activity's main building public entrance[2], and, ii. enable people in wheelchairs or mobility scooters to have full access to the activity.	Up to 5%
k.	Integration with public transport	Activities that contain a waiting area for users of public transport or taxis that is safe, sheltered, attractive, accessible, and comfortable.	Up to 5%
l.	Overflow parking plan	If a plan can adequately address any overflow parking from the activity, without adversely affecting on-street parking.	Up to 5%
m.	Travel plan	A reduction in parking demand is adequately supported by measures in a travel plan that has been submitted as part of the application[3].	Up to 5%
n.	Incentives to encourage public and/or active transport use	Incentives to encourage public and/or active transport use are provided to the users of the activity, with acceptance of review conditions to be placed on the resource consent to monitor the ongoing provision of adequate incentives.	Up to 5%
o.	Incentives to reduce travel demand	Providing opportunities to reduce the need for users of the activity to travel to the activity, with acceptance of review conditions to be placed on the resource consent to monitor the ongoing provision of adequate incentives. For example,	Up to 5%

	Factor	Description	Suggested reduction from the minimum parking requirements
		incentives could include providing facilities for online shopping and home deliveries, providing opportunities to enable employees to work from home, or teleconferencing.	
p.	Car pooling	The activity is designed to encourage car pooling (for example designating priority car parks for cars with multiple occupants, or providing a shuttle bus/van for its residents and/or employees and/or customers).	Up to 5%

Note:

1. If the activity satisfies more than one factor then each percentage can be added together to create a combined reduction (for example a 10% suggested reduction + a 5% suggested reduction + a 10% suggested reduction = 25% suggested reduction from the minimum parking requirements).
2. If an activity satisfies a factor it should not automatically be assumed that the entire suggested percentage reduction from the minimum parking requirements should be applied. If an activity only just satisfies a factor then only part of the suggested percentage reduction should be applied. The full suggested percentage reduction should only be applied in cases where the activity substantially satisfies the factor. The exact reduction will be determined through the resource consent application.
3. For more information on Travel Plans or to see some examples of incentives to encourage active and/or public transport use, refer to www.transportforchristchurch.govt.nz/travelling-around/travel-planning/ .

[1] This public transport service must be an additional public transport service from the one used to achieve the previous factor (a).
[2] For developments with multiple public entrances, this requirement to provide good pedestrian access applies to both the busiest public entrance and the public entrance closest to the nearest public transport stop.
[3] Please note that factors n, o and p can be included in a Travel Plan, which could result in up to a 20% reduction for the Travel Plan.

Appendix 7.15- Integrated transport assessment requirements checklist

1. Requirements for a basic Integrated Transport Assessment

	Item description	Details to be included

a.	Introduction	Description of the site's characteristics, proposed land use and transport issues.
b.	Description of existing land use and transport environment	An outline of the surrounding land use, transport networks, safety and parking.
c.	Travel characteristics	Estimated trip generation for all modes.
d.	Accessibility	An explanation of how accessible the activity will be for each mode with regard to access to facilities and safety.
e.	Parking and loading	An outline of how the parking and cycle parking demand will be accommodated, and how any loading issues will be addressed.
f.	Assessment of effects	Consideration the effects the activity will have on the transport network, and the effects the proposed transport infrastructure will have on the environment.
g.	Mitigation and options to influence travel choice	An outline of measures which have been incorporated to mitigate the effects.
h.	Summary	A summary of the main aspects of the assessment.

2. Requirements for a full Integrated Transport Assessment

	Item description	**Details to be included**
a.	Executive summary	A short synopsis of the assessment.
b.	Introduction	A brief description of the site's characteristics, proposed land use and transport issues.
c.	Description of existing land use and transport environment	An outline of the surrounding land use, transport networks, safety and parking.
d.	The proposal	An outline of access, parking, loading and cycle facility arrangements.
e.	Travel characteristics	Estimated trip generation for all modes.
f.	Future planned transport infrastructure changes	An indication of any upgrades to the transport network near the site which may have relevance to the activity.
g.	Accessibility	An explanation of how accessible the activity will be for each mode with regard to access to facilities and safety. An outline of how the activity supports relevant objectives and policies.

	Item description	Details to be included
h.	Parking and loading	An outline of how the parking and cycle parking demand will be accommodated, and how any loading demand issues will be addressed.
i.	Assessments of effects	Consideration of the effects the activity will have on the transport network for all modes including freight, and the effects the proposed transport infrastructure will have on the environment. This could include transport modelling.
j.	Mitigation and options to influence travel choice	An outline of measures which have been incorporated to mitigate the effects.
k.	Summary	A summary of the main aspects of the assessment.

For further guidance refer to Christchurch City Council's Integrated Transport Assessment Guidelines.

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