BEFORE THE HEARING PANEL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 12 to the Operative Hamilton City District Plan

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STATEMENT OF EVIDENCE OF ALASTAIR JAMES BLACK

(TRANSPORT)

Dated 26 June 2024

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INTRODUCTION

1. My full name is Alastair James Black. I hold a Bachelor of Engineering degree (Civil, 2002) from the University of Canterbury. I am a Chartered Member of Engineering New Zealand (CMEngNZ) and a Chartered Professional Engineer (CPEng). I have worked in the transportation field for over 20 years.

2. I am based in Hamilton and have worked for Gray Matter Ltd as a transportation engineer since March 2009. For two years prior to that I was a Project Engineer for the London Borough of Hammersmith and Fulham. For the previous six years I was a civil/transportation engineer with Opus International Consultants Ltd in Hamilton.

3. I am familiar with the transport issues arising in and around Hamilton, having provided advice to Hamilton City Council (**HCC**), Waipa District Council, Matamata Piako District Council, Waikato District Council, and other local authorities. I have also provided advice to Waka Kotahi and developers on a range of transport-related projects in the area.

4. I have provided technical advice on transportation matters arising under Plan Change 5 (**PC5**), Plan Change 7, Plan Change 13 and Plan Change 12 (**PC12**) to the Operative Hamilton District Plan (**ODP**).

CODE OF CONDUCT

5. I have read the Environment Court Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023 and agree to comply with it. I confirm that the opinions expressed in this statement are within my area of expertise except where I state that I have relied on the evidence of other persons. I have not omitted to consider materials or facts known to me that might alter or detract from the opinions I have expressed.

SCOPE OF EVIDENCE

6. My evidence covers the transport-related changes proposed as part of PC12. The focus of the transport changes has been to respond to transport-related issues arising from housing intensification and to make walking, cycling and micro-mobility safer and more attractive. This includes changes to Chapter 2 Strategic Framework, Chapter 4 Residential, Chapter 23 Subdivision, Chapter 25.12 Solid Waste, Chapter 25.14 Transport, Appendix 1.3.3 Assessment Criteria, and Appendix 15 Transport. The proposed amendments to the PC12 provisions is **Appendix A**.

7. My evidence is presented using the following topics:

   a) Transport planning and strategic context. My assessment of PC12 against the relevant land use and transport strategies and policies is provided at **Appendix B**;

   b) Integrating land use and transport;

   c) Climate change and emissions reduction;

   d) Travel Choice and mode shift;

   e) Integrated Transport Assessments (**ITA**);

   f) Cycle and micro-mobility facilities;

   g) Vehicle parking, loading and manoeuvring;

   h) Waste collection;

   i) Rear lanes; and

   j) Criteria for the form of transport corridors.

8. Mr Paul Ryan and I have considered, between us, all submission points on PC12 about transport-related matters. However, our evidence does not discuss every submission point.

9. The evidence identifies those submission points that have resulted in recommendations to amend PC12 provisions and explains reasons for those recommendations.

10. In some instances, the evidence identifies submission points that are recommended to be rejected and explains the reasons for those recommendations.

11. If a transport-related submission point is not mentioned in Mr Ryan's, or my evidence, and any change requested in the submission point does not appear in **Appendix A**, then the submitter should assume that it is recommended that their submission point be rejected.

EXECUTIVE SUMMARY

12. PC12 introduces changes to support the uptake of walking, cycling, micro-mobility and public transport, to manage the adverse effects of urban intensification on the transport network, reduce greenhouse gas emissions, and achieve a well-functioning urban environment. The key outcomes that HCC is seeking to address through PC12 provisions related to transport and mode shift are:

    a) Improving safety and accessibility by prioritising the needs of vulnerable and less mobile users, pedestrians, cyclists, and micro-mobility users;

    b) Making the best use of existing transport corridors;

    c) Provision of public transport infrastructure and improving access to bus stops;

d) Setting minimum standards for pedestrian access where driveway/vehicle access is not provided, and to avoid conflict between pedestrians and vehicles on driveways;

e) Making transport corridors more attractive for cycling and walking, more resilient to extreme weather events and support reductions in greenhouses gas emissions;

f) Supporting travel by cycling and micro-mobility devices by requiring travel plans for some developments and improving the quantity and design of parking infrastructure and end-of-journey facilities; and

g) Managing the storage and collection of rubbish and recycling for residents' convenience and to protect the look and safety of streets.

2. I have recommended changes to the notified provisions to address concerns raised by submitters where the recommended changes improve clarity of the proposed provisions and/or are consistent with the plan change outcomes. Where possible, I have sought to align changes proposed as part of PC12 with the decisions version of PC5. PC5 comprised a review of the Peacocke Structure Plan and the indicative transport network, increased development density, provided a greater focus on mode shift to non-vehicular modes of transport and public transport, and greater recognition of ecological and significant natural areas (**SNAs**). Aligning the provisions of PC5 and PC12 will ensure consistency in development standards throughout Hamilton and will simplify administration of the District Plan.

3. I have rejected submissions that relate to operational transport matters. This includes submissions relating to speed management, parking management and enforcement, and provision of public transport services.

4. I consider that the proposed changes to support these outcomes directly contributes to national, regional, and local transport goals. In my view, the proposed changes will help to manage the effects of urban growth on the transport network and promote provision of the right transport infrastructure to support urban intensification and a well-functioning urban environment.

ANALYSIS – TRANSPORT PLANNING AND STRATEGIC CONTEXT

5. The Hamilton transport network is influenced by a framework of transport-related strategies and policies seeking to meet national, regional, and local objectives. My assessment of PC12 against the relevant land use and transport strategies and policies is provided in "Proposed Plan Change 12, Assessment against the Transport Planning Framework"[1]. This assessment is included at **Appendix B**. This includes a summary of how PC12 is influenced by or gives effect to the relevant strategies and policies.

6. In summary, the proposed changes directly support and contribute to national, regional, and local transport goals. The proposed changes will help to manage the effects of growth on the transport network and promote provision of the right infrastructure to support that growth.

ANALYSIS – INTEGRATING LAND USE AND TRANSPORT

Introduction

7. Good land use planning and design are essential for people to live where they want, and easily access where they want to go for work, education, health or leisure. Land use planning has a significant impact on transport

[1] Plan Change 12, Assessment against the Transportation Planning Framework, Issue 1, 3 May 2023.

policy, infrastructure, services provision and vice versa. Once development has happened, it has a long-term impact on transport. Changes in land use can affect the demand for travel, creating both pressures and opportunities for investment in transport infrastructure and services, or for demand management.

8. PC12 is intended to rapidly accelerate the supply of housing by enabling greater housing intensification in the District Plan.

9. By integrating land use and transport we address some of the challenges that come with urban intensification. The proposed transport changes are to ensure that:

   a) Pedestrian, cyclist and micro-mobility access, and safety are prioritised in the medium and high-density residential zones;

   b) End-of-journey facilities are provided and integrated into development, and

   c) The extent of assessment required in an ITA, Travel Plan and Waste Management Plan are relevant to the nature, scale and location of the development.

Key issues

10. The key outcomes that HCC is seeking to promote through integration-related provisions are:

   a) Developing an urban form that integrates with the transport network prioritising walking, cycling and micro-mobility, and provides efficient public transport services;

   b) Making the best use of existing transport corridors by prioritising modes depending on the movement and place function of the corridor, and reallocating space to more space-efficient modes;

c) Supporting intensification through the use of rear lanes that are safe and well-connected;

d) Providing attractive and safe walking, cycling and micro-mobility access to residential activities; and

e) Improving pedestrian safety through changes to standards for vehicle access, vehicle crossing spacing and location, and vehicle manoeuvring.

PC12 provisions

11. PC12 includes changes to the Objective and Policy framework to support land-use integration, including:

a) New policies relating to land use integration (Policy 25.14.2.1a), accommodation of growth (Policy 25.14.2.1e) and urban design (Policy 25.14.2.1f). In combination these policies provide for a wide range of activities and functions. By recognising the complexity of these competing functions and clearly stating the priorities at Policy 25.14.2.1g there is a clear framework directing the integration of land use and transport.

b) PC12 prioritises the needs of vulnerable road users and low carbon transport modes over the private motor vehicle by introducing the transport mode hierarchy (Policy 25.14.2.1g and Appendix 15-3A).

c) New Policy 25.14.2.1j recognises that public transport has an important role in mode-shift and reducing carbon emissions. The provision of public transport infrastructure and operational efficiency directly relates to the urban form (Policy 25.14.2.1 j)ii)) and adjoining land use (Policy 25.14.2.1 j)iii)).

d) Policies 25.14.2.1k and 25.14.2.1l recognise that transport can

have adverse effects on land use, and vice versa. Changes to these policies have been made so that they better align with new policies introduced through PC12.

e) New policy relating to access management (Policy 25.14.2.1o) to improve safety of the interface between private property and the transport corridor, and to improve safety of interactions between vehicles and pedestrians, cyclists and micro-mobility users.

ANALYSIS – CLIMATE CHANGE AND EMISSIONS REDUCTION

Introduction and Key Issues

12. As discussed in my Assessment against the Transport Planning Framework[2], climate change is, and is expected to be increasingly, a major driver of transport decision making. The Government's Emissions Reduction Plan[3] includes three focus areas for transport[4]:

    a) Reducing reliance on cars and support people to walk, cycle and use public transport;

    b) Rapidly adopting low-emission vehicles; and

    c) Beginning work now to decarbonise heavy transport and freight.

13. HCC's climate change strategy, Our Climate Future: Te Pae Tawhiti o Kirikiriroa[5], sets out the key issues relating to emissions and a strategy to respond to climate change.

[2] Plan Change 12, Assessment against the Transport Planning Framework, Issue 3, 3 April 2024
[3] https://environment.govt.nz/what-government-is-doing/areas-of-work/climate-change/emissions-reduction-plan/
[4] https://environment.govt.nz/publications/aotearoa-new-zealands-first-emissions-reduction-plan/transport/
[5] https://hamilton.govt.nz/strategies-plans-and-projects/strategies/climate-change-strategy/

14. In my view the changes proposed through PC12 make a positive contribution to the key issues, focus areas and outcomes sought by the Emissions Reduction Plan and HCC's climate change strategy by:

    a) Recognising that the transport corridor can make a positive contribution to climate change and amenity by promoting and maintaining street trees and enhancing biodiversity;

    b) Making walking, cycling, micro-mobility and public transport safer and more attractive by prioritising the needs of these road users;

    c) Prioritising low-emissions transport modes over the private motor vehicle to reduce greenhouse gas emissions from transport; and

    d) Requiring infrastructure to support charging of electric vehicles (**EV**) at residential units.

15. I consider that EV charging infrastructure is a crucial measure in supporting climate change mitigation and reducing emissions. This is supported by the Government's draft strategy "Charging our Future (March 2023)"[6] which has the following relevant outcomes and focus areas:

    a) Outcome 2: All EV users can safely access and use EV charging when and where needed;

    b) Focus Area 2a: Improving the equity of, and access to, safe residential/home charging;

    c) Outcome 3: Aotearoa's EV charging system is underpinned by integrated and streamlined cross-sectoral planning and standards; and

    d) Focus Area 3c: Consideration of housing and urban development

[6] https://consult.transport.govt.nz/policy/charging-our-future/

planning, where appropriate.

16. The use of electric vehicles supports emissions reduction by improving air quality by replacing petrol- and diesel-powered vehicles, therefore reducing harmful pollutants and improving health. To maximise the environmental benefits of EV charging, it is important to prioritise the development of a well-connected and accessible charging infrastructure. This includes public charging stations, workplace charging and residential charging infrastructure.

17. Providing residential charging options supports energy efficiency and grid management / optimisation. EV owners can optimise charging to take advantage of periods of low electricity demand, such as overnight, to utilise excess generation capacity.

18. The EECA[7] carried out research to gain insights into EV owners' charging habits. The results indicate that:

    a) EV popularity has continued to grow over the last five years;

    b) EV owners charge most frequently at home, with 97% charging at home at least some of the time, and over 80% doing at least half of their charging at home; and

    c) Most at-home charging occurs between 9pm and 7am.

19. These results suggest that demand for charging infrastructure is also likely to increase, including demand for at-home charging facilities. The above research also showed that public chargers are predominantly used for long-distance travel purposes. This finding emphasises the importance of residential charging infrastructure in promoting the adoption of electric vehicles for urban, shorter, and commuter trips.

[7] Electric Vehicle Charging Research, EEA, March 2023, https://www.eeca.govt.nz/insights/eeca-insights/electric-vehicle-charging-survey/

20. In my opinion, providing residential charging infrastructure is consistent with, and necessary to support, the national and local framework for climate change and emissions reduction.

PC12 provisions

21. I consider that PC12 contributes to the transport-related focus areas of the Emissions Reduction Plan and HCC's climate change strategy by introducing policies that:

    a) Reduce the reliance on private cars as a travel mode, by better accommodating and encouraging the use of active modes, and low-emissions transport modes (Policy 25.14.2.1a, Policy 25.14.2.1e and Policy 25.14.2.1g);

    b) Reduce the overall need to travel, and therefore reducing emissions. This is achieved through land use integration (reducing trip lengths) and the accommodating growth policy, which supports growth within walkable catchments (Policy 25.14.2.1a and Policy 25.14.2.1e);

    c) Use the transport corridor to make a positive impact to climate change by promoting a continuous tree canopy which enhances biodiversity and ecological function and contributes to storing of carbon (Policy 25.14.2.1c, Policy 25.14.2.1d, Policy 25.14.2.1q); and

    d) Support a transition to low-emissions transport by requiring the provision of EV charging points at residential units with on-site parking (Rule 25.14.4.2b).

22. A number of new rules and assessment criteria are included to make walking, cycling and micro-mobility safer (Rule 25.14.4.1m and Table 15-5a)ii)) and more attractive (Rule 25.14.4.2q to ab and Rule 25.14.4.2a).

23. The requirement for an assessment of climate change as part of a Broad ITA has been introduced so that transport emissions are considered at the time development is proposed. This is consistent with the Decarbonising Transport Action Plan 2022-25 which identifies three focus areas:

    a) Focus Area 1: Reduce reliance on cars and support people to walk, cycle and use public transport;

    b) Focus Area 2: Rapidly adopt low-emissions vehicles; and

    c) Focus Area 3: Begin work now to decarbonise heavy transport and freight.

ANALYSIS – TRAVEL CHOICE AND MODE SHIFT

Introduction

24. In the past our streets have been designed to focus on moving cars and trucks around efficiently. Providing travel options means changing the way we design the transport network to provide safe and attractive alternatives for people to move around. The strategic framework of PC12 (Objective 2.2.14 and Policies 2.2.14 a to d) seeks an urban form that enables people to satisfy their daily needs within a 10 minute walk and 20 minute cycle, micro-mobility or bus ride. In my view, changes to the transport network are required for this to be achievable.

25. PC12 introduces provisions to support the uptake of walking, cycling, micro-mobility and public transport, to manage the effects of urban intensification on the transport network, reduce greenhouse gas emissions and achieve a well-functioning urban environment. The travel choice and mode shift provisions seek to encourage more people to travel easily using modes that reduce our impact on the environment and improves accessibility to facilities for all.

Key issues

26. The Hamilton-Waikato Metro Area Mode Shift Plan (Waka Kotahi NZ Transport Agency et al, 2020) summarises the challenges of the current high growth, high car use scenario and increasing congestion as:

    a) Limited travel options and growing congestion that leads to longer and less reliable travel times;

    b) Reduced efficiency of infrastructure: high car use is not an efficient use of what is a finite resource – land and bridges;

    c) High levels of car ownership: when combined with increased density can lead to increased pressure for on-street parking. This makes it more difficult to use the transport corridor to deliver cycle and bus lanes. Protecting street space is critical so that HCC can reallocate space in the future;

    d) Poorer air quality, increased noise, reduced amenity for walking, cycling, micro-mobility and public transport;

    e) An environment under which those without a car cannot participate fully in society; and

    f) Increasingly unaffordable infrastructure: delivering and maintaining the built infrastructure is increasingly costly.

27. The key issues arising from housing intensification that HCC is seeking to address through travel choice and mode shift related provisions, and proposed solutions, are:

    a) Improving safety and accessibility by prioritising the needs of vulnerable and less mobile users, pedestrians and cyclists through implementation of the Transport Mode Hierarchy;

b) Improving safety for pedestrians, cyclists and micro-mobility users, especially where the vehicle crossing interacts with the footpath or cycling infrastructure;

c) Developing an urban form that supports efficient public transport services;

d) Setting minimum standards for pedestrian access to avoid conflict between pedestrians and vehicles on driveways and to set a minimum pedestrian access standard where a driveway or vehicle access is not provided;

e) Travel plans are sometimes required to support Integrated Transport Assessments. Currently travel plans are only provided on an ad-hoc basis and the information provided within them varies between developments and is inconsistent;

f) Climate change and reducing greenhouses gas emissions (discussed separately below); and

g) Supporting travel by cycle and micro-mobility devices by improving the quantity and design of parking infrastructure and end-of-journey facilities (discussed separately below).

28. As noted above, in the past our streets have been designed to focus on moving cars and trucks around efficiently. The Transport Mode Hierarchy seeks to reprioritise transport modes so that vulnerable and less mobile users, pedestrians and cyclists are considered earlier in the design process. The levels of service, access and amenity need to be considered in the context of the place and movement function for each transport corridor. For example, limited access major arterial corridors will have a high movement function with access for pedestrians controlled or limited to specific locations. In contrast, on a shared space there will be a high degree of place function where vehicle movement is constrained and walking and cycling promoted.

29. The ability to influence travel demand and transport options depends on the nature, scale and location of an activity. Changing travel behaviour may require a mix of incentives and disincentives (or 'push' and 'pull' factors) to discourage use of private vehicles (by making them less attractive relative to other options) and make people more aware of their options and incentivise them to try something new. Travel Plans are one method by which users can be made more aware of travel options and provide a mechanism for employers to provide incentives to change travel behaviour. Currently the provision and quality of travel plans is variable. In my view, including new provisions in the District Plan will improve this and make a positive contribution to travel demand and mode shift.

PC12 provisions

30. The concept of the Transport Mode Hierarchy is introduced through Policy 25.14.2.1g and described at Appendix 15-3A. As the Transport Mode Hierarchy depends on the place and movement context of the transport corridor there are no specific rules, rather implementation is through reference in the ITA checklists (Table 15-2a, Table 15-2b and Table 15-2c) and relevant assessment criteria (G1a, G1c, G1d, G2b, G4, G5, G7, and G21). I consider this appropriate because the degree to which the Transport Mode Hierarchy can be implemented will depend on the nature and location of the proposed activity relative to the movement and place function of the transport corridor.

31. PC12 includes changes to the Objective and Policy framework to support mode shift including:

    a) New policies to better accommodate growth by minimising the building of new transport corridors, making the best use of existing infrastructure (Policy 25.14.2.1e) and enabling corridors to perform their movement and place functions (Policy

25.14.2.1f);

b) New policy introducing the Transport Mode Hierarchy (Policy 25.14.2.1g);

c) New policy requiring end-of-journey facilities (Policy 25.14.2.1i);

d) New policy requiring Travel Plans (Policy 25.14.2.1n) relevant to the nature, scale and location of the development;

e) New policy supporting efficient public transport operations and provision of public transport infrastructure (Policy 25.14.2.1j); and

f) New policy relating to access management (Policy 25.14.2.1o) to improve safety of the interface between private property and the transport corridor and improve safety of interactions between vehicles and pedestrians, cyclists and micro-mobility users.

32. PC12 includes new provisions that require provision of infrastructure in certain circumstances to support transport mode shift including:

a) End-of-journey facilities (Policy 25.14.2.1i and Rule 25.14.4.2a);

b) Higher standards for the design and location of cycle and micro-mobility parking infrastructure (Rule 25.14.4.2 a ii and iii, and q-ab);

c) Wider footpaths on residential local transport corridors (Appendix 15-1, Table 15-5a)ii));

d) Separated cycle facilities on collector and arterial transport corridors (Table 15-5a)ii)); and

e) Considering the need to provide public transport infrastructure at the time of subdivision in consultation with Waikato Regional Council (Appendix 1.3.3, Assessment Criteria G19 and G20).

33. The preparation of a Travel Plan is only required at the triggers set out at Rule 25.14.4.3a a). This includes triggers based on activity type as well as setting gross floor area (**GFA**) triggers for other activities. The content requirements for a Travel Plan are set out in Table 15-2e.

34. New standards are introduced to improve safety of the interface between private property and the transport corridor, and improve safety of interactions between vehicles and pedestrians and cyclists and micro-mobility users. Improving the interface will make walking, cycling and micro-mobility more attractive modes of travel. The new standards include:

    a) Standards specifying design of the access to ensure visibility between vehicle drivers and other road users. These standards (Rule 25.14.4.1 m-n) have been adopted from the Waka Kotahi Pedestrian Network Guidance[8]; and

    b) Standards for the design of rear lanes (Rule 25.14.4.1j, Table 15-5a)i) and Assessment Criteria G34a and G34b).

35. New Public Interface standards are introduced to the residential chapter so that an appropriate level of pedestrian access is provided. Often the driveway provides pedestrian access from the transport corridor to the residential unit. With the removal of minimum parking standards there may not be a step-free access to the residential unit. The proposed provisions (Rule 4.2.5.8 c to e, Rule 4.3.4.8 c to e and Rule 4.4.5.8 b to d) specify the minimum form of pedestrian access depending on the number of residential units provided.

36. Currently cycle parking is required at a relatively low level and provided to varying design standards. Providing more parking for cycle and micro-mobility devices that is conveniently located, secure and covered

[8] https://www.nzta.govt.nz/walking-cycling-and-public-transport/walking/walking-standards-and-guidelines/pedestrian-network-guidance/

supports mode shift by making these modes more attractive and accessible. More cyclists are choosing to use e-bikes and large (cargo) bikes. The new standards recognise and provide for these changes in the cycle fleet. For example, Rule 25.14.4.2 aa) requires parking for large cycles at specified activities.

37. The notified cycle parking ratios (Table 15-1a) aim to provide staff parking at a level that supports 20% mode share. For many activities staff cycle parking is required at 1 space per 5 FTE staff which is a significant increase over the current provisions which only require staff cycle parking for a limited range of activities and at rates of 1 space per 10-15 FTE staff (7-10% mode share). The quantity of visitor cycle parking required has also increased to support travel choice and mode shift.

38. The ODP currently requires cycle parking for ancillary residential units and apartment buildings at a rate of just 1 space per 4 residential units. To support travel choice and mode shift, and as a response to the removal of minimum car-parking standards, I consider that more cycle parking is necessary. I consider it necessary to introduce minimum standards for the number and design of cycle and micro-mobility parking spaces to ensure that these facilities are provided and of a standard that will encourage use of these devices (Rules 25.14.4.2 q to ab).

39. Minimum design standards have been introduced to address adverse effects relating to:

    a) Lack of secure parking facilities, especially at places where people stay for long periods of time;

    b) Adverse amenity effects from storage of cycles and micro-mobility devices within the residential spaces;

    c) Poorly located cycle parking that makes cycling inconvenient or

results in poor parking behaviour; and

d) Protection of devices (e.g. e-scooters and e-bikes) from the sun and rain.

ANALYSIS – INTEGRATED TRANSPORT ASSESSMENTS

Introduction

40. The ODP currently requires ITAs for development that exceeds certain trip generation thresholds, creates new transport corridors or fails to meet other standards. This approach remains unchanged.

41. Currently the ITA Requirements (Table 15-2a, Table 15-2b and Table 15-2c) are generally focused on safety and efficiency effects of vehicular traffic. To understand and manage the transport effects arising from intensification, I consider that more detailed information is required to be provided with an ITA.

Key issues

42. The ITA requirements in the ODP focus on the effects of vehicular traffic and do not clearly support the proposed objectives and policies relating to travel choice, mode shift and climate change. In my opinion, more detailed assessment is required to understand how developments generating a high level of trips will support mode shift and provide more transport options.

43. Intensification potentially reduces the amount of kerbside space available for the non-transport activities such as the collection of rubbish, recycling and food scraps. In my experience each development/subdivision is different depending on factors like the frequency of vehicle crossings and whether raingardens are provided. I consider that site-specific assessments are needed to understand where

waste containers can be placed.

PC12 provisions

44. Policy 25.14.2.1m has been reworded to improve clarity and understanding.

45. The wording of the ITA Requirements (Table15-2a, Table 15-2b and Table 15-2c) has been revised to reflect the Transport Mode Hierarchy and prioritisation of walking, cycling and micro-mobility, and public transport.

46. The notified ITA Requirements (Table 15-2a, Table 15-2b and Table 15-2c) have been expanded to require a Design Statement, assessment of climate change and consultation with KiwiRail. In response to submissions, I have recommended changes to the notified provisions. My recommended changes are discussed in more detail at paragraphs 90 to 101 below.

47. For developments triggering an ITA (i.e. those generating more than 500vpd or approximately 50 residential units, or providing a new transport corridor), a Design Statement is required to demonstrate how the proposal will prioritise walking, cycling and micro-mobility use and public transport. A Design Statement is not required in the Downtown Precinct (Table 15-2c).

48. The requirements for a Design Statement are a simplified version of those introduced through PC5 for the Peacocke Structure Plan Area. The Design Statement is required to provide detail on neighbourhood permeability, design speed, point-to-point distances, etc. For a subdivision I expect that this will include an assessment of block size and perimeter length to demonstrate that walking and cycling are attractive modes of transport for travel within and beyond the subdivision. For a

single site development (e.g., apartments or commercial activity) it may be limited to demonstrating that a clear and obvious pedestrian path is provided between the development and the transport corridor and that the design of any vehicle crossing clearly prioritises pedestrians and cyclists.

49. PC12 introduces the requirement for an assessment of transport emissions as part of an ITA. In my view this new requirement is consistent with the policy context discussed earlier in this statement. Significant changes have been made to the notified provisions. These changes are discussed later in this statement.

50. I consider that in developing an ITA, consultation with KiwiRail is needed so that the impacts of development on the safety of railway level crossings can be understood. The ODP provides standards for activities near railway level crossings, but does not address the potential safety effects. Depending on the scale of the development, KiwiRail may require a Level Crossing Safety Impact Assessment to be prepared. In my view, the additional wording included in Table 15-2b is required and is consistent with the existing Assessment Criteria G3d.

ANALYSIS – CYCLE AND MICRO-MOBILITY FACILITIES

Introduction

51. Improving travel options and encouraging people to travel by cycle or micro-mobility requires suitable infrastructure to be provided. This includes the provision of parking spaces/stands and end-of-journey facilities as well as providing footpaths, shared paths and cycle lanes with the transport corridor.

Key issues

52. Providing an insufficient quantity of cycle and micro-mobility parking

can result in cycles and micro-mobility devices being locked to street furniture, potentially obstructing the footpath or resulting in damage to the device or street furniture.

53. A lack of appropriately designed and located cycle and micro-mobility parking and end-of-journey facilities makes these modes less attractive and can limit their use. For example, if there is nowhere safe for cyclists to lock their device, they may choose to continue travelling by vehicle. Similarly, a cyclist travelling in wet weather will require somewhere to change into dry clothes and store wet weather gear. In warm weather, they may need to shower and change clothes.

54. The type of parking infrastructure required relates both to the user and the activity they are visiting. For example, staff travelling to and from work need secure, covered facilities as their cycle will be parked for long periods increasing exposure to the weather and the risk of theft. By comparison, visitors often stay for shorter periods. The provisions for design of visitor cycle parking recognises the short duration and high turnover by allowing more space between stands as they are likely to be used by multiple visitors per day. Commuter or staff parking is likely to have fewer movements and can be designed closer together making use of features like tiered stands or hanging/vertical racks.

55. The benefits of providing cycle and micro-mobility infrastructure include:

    a) Supporting a wider range of transport modes (e.g., cycling and micro-mobility) that reduces vehicle travel and carbon emissions;

    b) Improved amenity by designing parking to consider accessibility and convenience that enables a wider range of users to access the building or activity. For example, Rule 25.14.4.2 aa) requires parking for larger bikes at activities like building improvement centres and garden centres where people are likely to use cargo

bikes to transport their purchases;

c) Improved safety by designing parking to enhance personal security. For example, safe, secure well-lit facilities are more likely to be used;

d) Supporting a compact urban environment that improves accessibility and reduces the need to travel;

e) Health benefits from increased use of active modes; and

f) Improved service access and social equity for those who do not own or have access to a vehicle.

PC12 provisions

56. To support travel by cycle and micro-mobility, the quantity of cycle parking has been increased. HCC's Biking and Micro-mobility Programme has a 10 year aim to increase biking and micro-mobility mode share from 3.8% to 15%. Given that the District Plan takes a long-term view, I consider that providing staff parking that supports a 20% mode share is appropriate.

57. I consider that a higher standard of cycle and micro-mobility parking infrastructure requires policy changes (Policy 25.14.1h) along with new minimum standards for the number, location and design of cycle and micro-mobility parking facilities (Rules 25.14.4.2 q-ab). The design standards are aligned with Waka Kotahi's Cycle Parking Planning and Design guidance[9].

58. To support the use of electric powered cycle and micro-mobility devices, 10% of staff parking spaces are required to incorporate facilities for charging electric powered cycle and micro-mobility devices (Rule

[9] https://www.nzta.govt.nz/resources/cycle-parking-planning-and-design/

25.14.4.2 s and t). Similarly charging facilities are required for resident parking (Rule 25.14.4.2 u)i)A)).

59. Access is improved for those using large bikes with parking for large cycles required at specific activities where users are more likely to transport cargo (e.g., supermarkets). Refer to Rule 25.14.4.2 aa.

60. Providing a minimum standard of end-of-journey facilities is addressed through the introduction of a new policy (Policy 25.14.2.1i) and minimum standards for the number and type of end-of-journey facilities required (Rule 25.14.4.2a). End-of-journey facilities for staff include showers and changing facilities.

ANALYSIS – VEHICLE PARKING, LOADING AND MANOEUVRING

Introduction

61. On 18 February 2022 the ODP was amended to remove all provisions that have the effect of requiring a minimum number of car parks to be provided for any activity. PC12 introduces further provisions that respond to the removal of most car parking requirements and provide more detail on the requirements for on-site loading and manoeuvring.

Key issues

62. The ODP does not specify minimum dimensions for loading spaces or dimensions for a large rigid truck as the design vehicle used in the assessment of on-site loading and manoeuvring. This creates inconsistency in how on-site loading and manoeuvring is provided, and can mean that insufficient space is provided. This can lead to multi-point turns by large vehicles, resulting in the potential for adverse safety or efficiency effects, or can lead to inappropriate parking of heavy vehicles impacting on other users. Vehicle tracking for trucks is provided

at Figure 15-1l and Figure 15-1m. Dimensions for on-site loading spaces are provided at Figure 15-1ha.

63. Residential and mixed-use developments are increasingly relying on private collection of refuse and recycling which requires trucks to enter the site. If sufficient vertical or horizontal clearance is not provided, trucks will not be able to access the refuse and recycling bins resulting in vehicles blocking movement spaces or excessive manual handling by operators. Reversing of trucks both on-site and across footpaths and cycle facilities increases the likelihood of conflict with vulnerable users due to the lack of inter-visibility.

64. Intensification is likely to increase the provision of carpark buildings and basement car parking. If the interface of the transport corridor and carpark access is poorly designed it can result in adverse safety effects for pedestrians, cyclists, and micro-mobility users.

65. In some instances, accessible parking is not provided in an appropriate location or does not have sufficient vertical clearance for vehicles with wheelchairs on the roof.

PC12 provisions

66. I consider that the assessment of on-site loading and manoeuvring will be improved through:

    a) Table 15-1ha which specifies the minimum dimensions for on-site loading spaces based on the type of activity;

    b) Figure 15-1l which specifies the minimum dimensions for a 99%ile medium rigid truck; and

    c) Figure 15-1m which specifies the minimum dimensions for a 99%ile large rigid truck.

67. I consider that the effectiveness and safety of on-site loading and

manoeuvring of trucks will be improved through Policies 25.14.2.1 o(ii), (iii) and (iv), Rule 25.14.4.1 j, Rule 25.14.4.1 p, Figure 25.14.4.1h.

68. The interface between basement parking and the transport corridor will be improved through new minimum standards for visibility splay and ramp gradients (Rules 25.14.4.1 m to o, Figure 25.14.4.1e, Figure 25.14.4.1f and Figure 25.14.4.1g).

69. Rules 25.14.4.2 n to o specify that accessible parking must be located as close as practicable to the accessible building entrance and that the accessible route must be clearly signed. While the intent of Rule 25.14.4.2n) aligns with clause 5.2 of NZS 4121:2001[10], there is no clear metric to determine whether the rule has been achieved. In response to Submissions 160.327 and 160.328, I recommend that Rule 25.14.4.2n) be deleted and replaced with a new assessment criteria G13(i).

70. Rule 25.14.4.2 p specifies the minimum vertical clearance that must be provided along the vehicular route to accessible parking located in car park buildings or basements. This aligns with Clause 5.5.3 of NZS 4121:2001.

ANALYSIS – WASTE COLLECTION (RUBBISH, FOODSCRAPS AND RECYCLING COLLECTION/ SERVICE AREAS)

Introduction

71. Increasing residential density will increase the number of waste containers being placed in the transport corridor on collection days. This can result in waste containers being placed in locations that adversely impact walking, cycling and vehicle access, and make it challenging for waste collection services to access the containers.

72. In my experience, apartments and mixed-use developments are

[10] NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities.

increasingly using private on-site collection services, rather than public kerbside collection. As waste and recycling is typically collected using medium and large rigid trucks, I consider it important that the needs of these vehicles are considered during design and consenting so that the collection vehicle and driver can access the waste containers and avoid potentially unsafe manoeuvres.

Key issues

73. From a transport perspective I consider that the key waste management issues relate to:

    a) Lack of berm space resulting in waste containers being placed where they block footpaths, cycle facilities, vehicle crossings and parking spaces. This can impede access for less-mobile users and those using mobility aids like wheelchairs. If cycle facilities are blocked, cyclists are forced to use the road or footpath which can adversely impact on safety and the attractiveness of cycling.

    b) Poor connectivity between the residential unit and the collection point can make it challenging for residents to transport their bins within the property and to the collection point.

    c) Where there is on-site collection of waste, a poorly designed or constrained site can impede the on-site manoeuvring of collection vehicles and result in reversing manoeuvres. Reversing manoeuvres by collection vehicles increase the likelihood of conflict with pedestrians and cyclists.

PC12 provisions

74. My transport-related concerns are addressed through:

    a) New Policy 25.12.2.1c which provides for a convenient pathway

from the residential unit to the collection waste point;

b) New Policy 25.12.2.1d which seeks to ensure there is sufficient space for waste containers to be stored for collection. This is complemented by Rule 25.14.4.3b which specifies the minimum requirements for waste container placement on the berm;

c) Policies 25.14.2.1o iii) and iv) which set the expectations to avoid reverse manoeuvring in certain situations and requiring refuse collection vehicles to exit in a forwards direction.

d) The rules of the residential chapter for Waste Management and Service Areas which specify:

i. The need to prepare a Waste Container Management Plan for certain activities (including Rules 4.2.5.11, 4.3.4.11 and 4.4.5.11);

ii. The maximum walking distance between an apartment building entrance and the storage area as 30m (Rule 4.3.4.11d vi) and Rule 4.4.5.11d vi));

e) New Information Requirement Appendix 1.2.2.24 specifies the detail to be provided in a Waste Container Management Plan; and

f) New Assessment Criteria Appendix 1.3.3 B8, B8a, B8b specify the maters of assessment relevant to waste management.

ANALYSIS – REAR LANES

Introduction

75. Rear lanes can be an effective tool to support residential intensification. Currently there are no citywide standards for rear lanes. Standards were introduced as part of the Rotokauri North (Plan Change 7) and Peacocke

(PC5) Structure Plans but are limited to those geographic areas. In my view this has the potential for rear lanes to be inconsistently designed and used across the City.

Key issues

76. In my view minimum standards are necessary to ensure that rear lanes are safe and appropriate for use by a wide range of users, including walking cycling, micro-mobility devices, cars, and trucks such as fire engines, and rubbish and recycling collection trucks.

77. HCC's preference is for rubbish and recycling to be collected by HCC contractors (not private collection) and in some circumstances it may be necessary for collection to occur from the rear lane which requires access by a large rigid truck. The lane should be connected to a transport corridor in at least two locations to always provide unrestricted alternative access and egress.

PC12 provisions

78. New provisions for rear lanes are set out in Policy 25.14.2.1 o)ii), Rule 25.14.4.1 j with design criteria at Table 15-5a)i) and Assessment Criteria Appendix 1.3.3, G34a and G34b.

79. As identified by Submitters (241.33, 241.44, 241.49, 243.33, 343.78) changes are required to acknowledge the specific standards that were introduced as part of PC5 and Plan Change 7. This includes:

    a) Changes to better align the proposed requirements of PC12 with those agreed through PC5 (i.e., align provisions relating to private ownership, gradient, etc.);

    b) Where appropriate, clarifying that specific standards for Peacocke Structure Plan apply in those areas; and

c) Where appropriate, removing reference to specific standards for Rotokauri North (Rule 25.14.4.1h)v)), so that the provisions for rear lanes are more consistent across the City (Rule 25.14.4.1j).

RESPONSE TO SUBMISSIONS

Overview

80. I have reviewed the transport-related submissions and further submissions (162.47, 166.19, 241.41, 241.49, 243.28, 265.56, 265.57, 265.62, 270.3, 276.24, 276.36, 276.37, 281.16, 343.62, 343.63, 343.7, 343.73, 365.58). In the following sections, I provide a detailed assessment of selected submission points.

81. In response to submissions, I have recommended changes to the notified provisions including:

a) Changes to the wording of various Assessment Criteria to improve readability. For example, in response to submission 281.16, the matters described in Assessment Criteria G4 and G19 have been listed out as bullet points;

b) Changes to clearly identify where appropriate separate standards apply in the Peacocke Structure Plan area; and

c) Changes to better align the notified requirements of PC12 with the decisions version of PC5 (i.e., align rear lane provisions relating to private ownership, gradient, etc.).

82. I have rejected submissions that related to transport matters not within the scope of the plan change. This includes submissions relating to speed management, parking management and enforcement, and provision of public transport services.

Submissions – Integrated Transport Assessments

83. Submission 326.40 supports Policy 25.14.2.1m, and submissions by NZTA (235.80 - 235.101) supports the ITA requirements and seeks to retain the relevant provisions.

84. Submission 330.143 sought changes to Policy 25.14.2.1m. This is an existing policy. I consider that ITAs are necessary to assess the transport impacts of development. In my view, the trip generation triggers at Rule 25.14.4.3(a) continue to be appropriate to ensure that only developments of a certain nature, scale and location are required to prepare an ITA. I recommend that this submission be rejected.

85. Submitters (241.56, 160.20, 343.84, 132.1) sought deletion or changes to the proposed Design Statement requirements at Appendix 15-2 (Table 15-2a, Table 15-2b and Table 15-2c).

86. I recommend that submissions seeking changes to the Design Statement be rejected. As discussed earlier, the requirement for a Design Statement is broadly consistent with the decisions version of PC5. The matters to be considered in the Design Statement have been reduced from the decisions version of PC5 to focus on matters related to intensification.

87. In response to submissions by FENZ (276.44 and 276.45) and HCC (270.41 and 270.42), I recommend that emergency service access and charging for EVs and micro-mobility devices are included in the design statement information required by Table 15-2a e) and Table 15-2b g).

88. I recommend that the Waikato Regional Council (**WRC**) submission (326.44) be accepted and that Table 15-2b l) be amended to remove references to specific strategies or plans as the names of these documents can change. This aligns with the notified changes to

Assessment Criteria G3.

89. The intention is that larger developments (i.e. those generating more than 500vpd or approximately 50 residential units or providing a new transport corridor), provide a Design Statement to demonstrate how the proposal will prioritise walking, cycling and micro-mobility use and public transport. I consider these are important matters that need to be considered at the time of consent to:

    a) Ensure that walking and cycling are attractive modes of travel by considering factors such as block lengths and permeability which impact on the directness and length of routes within a development;

    b) Avoid adverse effects arising from a lack of berm space for the rubbish, recycling and food scraps collection by identifying this space at the time the development is proposed; and

    c) Avoid adverse effects of on-street parking by understanding the scale and location of on-street parking that will be provided based on the proposed transport corridor cross-section and development typology.

90. Submitters (241.56, 160.20, 343.84, 132.1) sought deletion or changes to the proposed climate change requirements of ITAs at Appendix 15-2 (Table 15-2a, Table 15-2b and Table 15-2c). I recommend that these submissions be accepted in part.

91. Each Focus Area of the Decarbonising Transport Action Plan 2022-25 has several initiatives to reduce transport emissions. These include:

    a) Developing an evidence base and tools to assess emissions from urban development (Initiative 1.1.2);

    b) Incorporating transport emissions impact assessment into

transport plans (Initiative 1.1.4); and

c) Supporting people to walk, cycle and use public transport by setting vehicle kilometres travelled (**VKT**) reduction targets (Initiative 1.2a.1).

92. These initiatives are under development and at this time there are no standardised tools for assessment of transport emissions from specific urban developments that can be easily applied. Tools are available for infrastructure projects and investment decisions[11], but these are not directly applicable to most proposals assessed through a resource consent.

93. The purpose of Simple and Downtown Precinct ITAs is to assess the localised transport effects of development that generates >500veh/day except in the Central City Zone where the threshold is 1,500veh/day. In general, development in the Central City Zone is consistent with the Strategic Framework of the District Plan and is encouraged. The Central City is well served by public transport and infrastructure for walking and cycling and I do not consider it necessary for a transport emissions assessment to be included as part of a Downtown Precinct ITA. In my view, the preparation of Travel Plans for development in the Central City Zone (as required by Rule 25.14.4.3a) is likely to be more effective in reducing transport emissions than requiring a specific assessment.

94. PC12 includes changes responding to and planning for intensification and zoning changes. These changes are consistent with the Decarbonising Transport Action Plan initiatives for integrated land use planning (Initiative 1.1.1) and supporting people to walk, cycle and use public transport (Action 1.2.2). However, PC12 has only considered the land use and transport network as notified. I consider it appropriate for a transport emissions assessment to be provided where the proposal

[11] CATi – Climate Assessment Tool for Investment. PEET - Project Emissions Estimation Tool.

seeks changes to zoning or results in out-of-sequence development. This would assess the potential impacts of the development including an assessment of VKT and other relevant measures to ensure that the proposal is consistent with the relevant objectives and policies (including Objective 25.14.2.1(vi), Policy 25.14.2.1c, Policy 2.2.12c and Objective 2.2.14).

95. I recommend that the climate change requirements for a Broad ITA (Table 15-2b) be amended as follows:

Requirements for Broad ITA	
Item Description	**Details to be included**
~~j. Climate Change~~	~~An assessment of the effects of the proposal on embodied greenhouse gas emissions and operational greenhouse gas emissions using the ASI framework described in the Transport Emissions: Pathways to Net Zero by 2050 Green Paper (May 2021).~~ ~~The ASI framework addresses 3 elements:~~ ~~• Avoid – improve the overall efficiency of the transport system through interventions to reduce the need to travel and trip lengths.~~ ~~• Shift – improve the efficiency of trips by promoting mode shift to low carbon modes, such as walking, cycling, public transport, coastal shipping, and rail freight.~~ ~~• Improve – lower the emissions of transport vehicles and fuels.~~
j. Climate Change	An ITA prepared to support out-of-sequence or out of zone development is to include an assessment of transport emissions arising from the proposal using the Avoid, Shift, Improve (ASI) Framework. The assessment is to describe how the proposal will: - Avoid unnecessary travel by private vehicle – improve the overall efficiency of the transport system through interventions to reduce the overall need to travel and shortening average trip lengths. - Shift to low carbon modes of transport – improve the efficiency of trips by making it easier for people to use low-carbon modes like walking, cycling, micro-mobility, public transport, and rail freight. - Improve uptake of low- or zero-emissions vehicles – provide infrastructure that supports low- or zero-emissions vehicles. Guidance on the Avoid, Shift, Improve (ASI) Framework can be found in the relevant emissions reduction strategy and climate strategy.

Table 1: Recommended Changes to Table 15-2b

96. In summary, I recommend that submissions seeking changes to the climate change aspects of ITAs be accepted in part. I recommend the following changes to Appendix 15-2:

    a) Removing the requirement for climate change to be assessed as part of a Simple ITA and Downtown Precinct ITA;

    b) Amending Table 15-2b so that a climate change assessment is only required for development that is out of zone or development that does not comply with the planned sequence of development specified in the Plan. For example, Rules 3.6.3.2 d and e, and Rules 3.6A.4.2 a, b, f specify infrastructure improvements required to support certain stages of development in Rotokauri and Rotokauri North; and

    c) Altering the climate change requirements of Table 15-2b to better align with the Emissions Reduction Plan and Decarbonising Transport Action Plan 2022-2025.

Submissions – Travel Plans

97. I recommend that HCC's submission (270.36) be accepted and that Rule 25.14.4.3a a) be amended to clarify when a travel plan is required to be prepared.

98. Submitter 326.40 supports Policy 25.14.2.1n. Submitters (330.143, 160.334, 162.48, 235.79, 243.26, 254.4, 254.5, 297.2, 330.147, 342.21) seek a range of changes to the requirements for Travel Plans (Rule 25.14.4.3a).

99. In responding to submissions, I have reviewed the travel plan thresholds and in general, the notified thresholds equate to around 100-150vpd.

100. The proposed threshold for requiring a Travel Plan at an office is >500sq.m, and there are no submissions seeking that this be amended. The Government Property Group[12] has a target occupation density of 12 to 16sq.m per headcount[13], meaning a 500sq.m office would have 31-41 employees generating 98vpd[14].

101. I have reviewed the apartment survey data within Waka Kotahi's Research Report 453. I note that these surveys were completed in 2000 in Central Christchurch meaning that the developments were well-served by public transport and close to employment and other amenities. Similarly, the Trips Database Bureau includes surveys of apartments in Stonefields, Auckland which stated that access to public transport was "very high". Within a 1.5km radius of Stonefields there are employment areas at Mt Wellington and open space and recreational activities at Colin Maiden Park.

102. I have looked at some recent consent applications for apartments and they have an average bedroom size of 2.2 beds. Assuming occupancy of 1 to 1.5 people per bedroom I get:

    a) 20 units averaging 2.2 bedrooms with 1.5 people/bedroom = 66 people;

    b) 20 units averaging 2.2 bedrooms with 1.0 people/bedroom = 44 people;

    c) 10 units averaging 2.2 bedrooms with 1.5 people/bedroom = 33 people; and

    d) 10 units averaging 2.2 bedrooms with 1.0 people/bedroom = 22 people.

[12] https://www.gpg.govt.nz/about-us/property-definitions/
[13] Headcount is the estimated number of personnel whose primary places of work are within the net office area.
[14] 500sq.m GFA x 19.6vpd/100sq.m GFA = 98vpd (50%ile trip generation rate for office from Waka Kotahi Research Report 453, Table C.1).

103. Based on this I recommend a revised travel plan threshold of 10 apartments.

104. I have reviewed two recent rest home proposals which give a ratio of 2.6 beds/staff, so a threshold of 100 beds = 26 staff. This broadly aligns with thresholds based on the number of people for office and apartment activities. I propose the threshold for managed care and rest homes, and retirement villages be 100 units.

105. Waka Kotahi (235.79) submitted that the proposed threshold would result in a significant increase in the number of travel plans requiring additional administration effort by HCC. In response to this submission, I recommend the following changes:

    a) Remove requirement for:

        i. Retail – outdoor only - due to the relatively low number of staff typical of these activities;

        ii. Retail – bulky goods only due to the relatively low number of staff typical of these activities; and

        iii. Places of Assembly (libraries and museums) – as HCC staff operating these facilities will be subject to HCC's organisation-wide Staff Travel Plan;

    b) Healthcare – amend from 'all proposals' to >500sq.m so that the threshold aligns with offices.

106. Apartment buildings are likely to have a body corporate and communal car and cycle parking areas that can be managed through a Travel Plan. For example, the body corporate might arrange for a ride-share service or e-bikes to be provided on the site. However, terrace housing is likely to be held by individual titles with no central management organisation

so there is no practical way for a coordinated travel plan to be developed and implemented. I agree with submitters (160.323, 160.334, 254.4, 254.5, 342.21) that the notified changes were too broad and recommend that terrace housing should not be required to prepare a travel plan.

107. My recommended changes to Rule 25.14.4.3a are summarised below.

	Activity	Threshold
ii	Apartment buildings	~~All proposals require a travel plan~~ >10 residential units
xxvi	Terrace housing	Not required
vi	Health care services	~~All proposals require a travel plan~~ >500sq.m
x.	Managed care facilities and rest homes	~~>50 beds or units~~ >100 beds or units
~~xiii.~~	~~Places of assembly (Libraries and museums only)~~	~~>1,000m2 GFA~~
~~xix~~	~~Retail activities – bulky goods only~~	~~>2,500m^2 GFA~~
~~xx.~~	~~Retail activities – outdoor only~~	~~>2,500m2 GFA~~
xxiii.	Retirement villages	~~>50 beds or units~~ >100 beds or units

Table 2: Recommended Changes to Rule 25.14.4.3a

Submissions – Cycle and Micro-Mobility Facilities

108. Submitters (241.55, 243.30, 343.83) seek changes to the rates at which cycle and micro-mobility parking spaces are required by Table 15-1a in Appendix 15. One submitter (166.17) opposes cycle parking requirements and argues that the market should be responsible for allocating cycle parking. The notified cycle and micro-mobility parking rates for residential activities are as follows:

Activity		Visitor and student cycle parking spaces	Staff and Resident cycle parking space
a	Ancillary residential units and apartment buildings	1 per 2 units	2 for the first bedroom plus 1 per additional bedroom

Activity		Visitor and student cycle parking spaces	Staff and Resident cycle parking space
g	Single dwellings and duplex dwellings (except for duplex dwellings in Rotokauri North see nn below)	N/A	For residential units without a garage: 2 for the first bedroom plus 1 per additional bedroom
o	Managed care facilities and rest homes	1 per 30 beds/ units/ apartments	1 per 5 FTE staff
hh	Retirement villages	1 per unit	1 per 5 FTE staff, plus 2 per residential unit for residents
nn	Duplex dwellings in Rotokauri North	N/A	1 per bedroom for residential units without a garage

Table 3: Notified Cycle Parking Rate for Residential Activities (Table 15-1a)

109. Upon review, I consider that the notified provisions would result in significant numbers of cycle and micro-mobility parking spaces being required at some residential developments. For example, the proposed Eastbank Apartments on Putikitiki Street comprise 26 apartments with 26 car parking spaces. Under the notified provisions the activity would be required to provide 87 resident cycle parking spaces (an average of 3.3 spaces per apartment), potentially requiring 113sq.m of space[15], see Table 4. Although the space could be reduced by using vertical/hanging racks or tiered stands. In addition to 87 resident spaces, 13 visitor parking spaces would be required.

Apartment Type	Cycle parking for first bedroom (per unit)	Cycle parking for remaining bedrooms (per unit)	Required space per unit	Total required Spaces
2 x 1-bedroom	2	0	2	2
12 x 2-bedroom	2	1	3	36
11 x 3-bedroom	2	2	4	44
1 x 4-bedroom	2	3	5	5
Total	**-**	**-**	**-**	**87**

Table 4: Notified Resident Cycle and Micro-Mobility Parking Requirements for Eastbank Apartments

110. The notified provisions for retirement villages increase the rates for

[15] Figure 15-1aa indicates a hoop stand provides parking for 2 cycles within a 1.3x2m space. 87 cycle / 2 x 2.6sq.m/space = 113.1sq.m.

resident, visitor, and staff cycle parking. I have re-tested the notified provisions against a retirement village consented in 2017. This would have required >750 cycle and micro-mobility parking spaces.

Activity	Quantity	ODP Requirement	Notified PC12 Requirement	Revised PC12 Requirement
Managed care facilities and rest homes	213 care beds	4 visitor	7 visitor	7 visitor
Retirement villages	91 townhouse 157 apartments	4 visitor	496 residents 248 visitor	0 townhouse[16] 62 apartment 12 visitor
Staff	50	3 staff	10 staff	10 staff
Total		**8 visitor 3 staff**	**255 visitor 496 residents 10 staff**	**19 visitor 62 resident 10 staff**
	461 units/beds	11 spaces	761 spaces (1.7 per bed/unit)	91 spaces (0.20 per bed/unit)

Table 5: Cycle and Micro-Mobility Parking Requirements for Consented Retirement Village

111. Cycling, particularly with e-bikes, is increasing in popularity[17]. I consider it necessary to specifically provide for cycle and micro-mobility parking within retirement villages. As with other residential activities I do not consider it necessary to require cycle parking where a garage is provided. I recommend a rate of 1 space per 5 units be adopted for units without a garage. Rule 25.14.4.2 v)i) specifies the type of cycle parking space, but there is no rule specifying the location of resident spaces. This allows flexibility for communal facilities to be provided depending on the layout of the village.

112. In my view the rates for retirement villages should be changed as follows:

[16] In this example I have assumed that all townhouses have a garage.
[17] https://www.stuff.co.nz/environment/climate-news/125022668/the-popularity-of-ebikes-escooters-and-electric-vehicles-is-surging--so-whats-all-the-buzz-about

a) Remove the requirement for cycle parking for those residential units with a garage;

b) Reduce the cycle parking requirements for residential units without a garage to 1 per 5 units; and

c) Reduce the visitor cycle parking requirements to 1 per 30 residential units for managed care, rest homes and retirement villages.[18]

113. I consider it appropriate for residential units with a garage to be excluded from providing dedicated cycle parking as there is often space to accommodate a cycle or micro-mobility device within the garage. However, parking for apartment buildings is typically 'open plan' with no specific space set aside for storage or cycle parking. I consider that a dedicated secure cycle parking area is necessary to avoid cycles being stored within individual residential units. Rule 25.14.4.2 v)i) requires that resident cycle and micro-mobility parking is Class A[19] or Class B[20].

114. In response to submissions (241.55, 343.83, 343.77) and as a consequence of introducing the definition of terrace housing, terrace housing needs to be included in Table 15-1a for cycle parking. I recommend that terrace housing be required to provide cycle parking at the same rate as single residential units and duplex dwellings.

115. Similarly, I recommend that terrace housing be included alongside single residential units and duplex dwellings in Table 15-2d which assists in determining whether an ITA is required based on the scale of the activity.

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[18] This aligns with notified provisions of Auckland Unitary Plan, Plan Change 79.
[19] Defined as: "Locker: A lockable compartment used to store a single cycle or micro-mobility device and user's gear, e.g., cycle helmet and wet-weather clothing."
[20] Defined as: "Cage: An enclosed, covered space or cage that the public and visitors cannot access."

116. In response to submissions relating to cycle parking at residential activities I recommend that:

a) Cycle parking only be required where there is no garage; and

b) The requirements for ancillary residential units, residential apartments and residential units be changed as follows to reflect the size of each unit (not per bedroom as notified); and

c) Terrace Housing be included in Table 15-1a activity (g) at the same rate as for single dwellings and duplex dwellings (submissions 241.13, 241.48, 343.11).

Activity		Visitor and student cycle parking spaces	Staff and Resident cycle parking space
a	Ancillary residential units and apartment buildings	~~1 per 2 units~~ 1 per 5 units	~~2 for the first bedroom plus 1 per additional bedroom~~ For residential units with one or two bedrooms - 1 space/ residential unit without a garage; For residential units with three or more bedrooms - 2 spaces/ residential unit without a garage
g	Single dwellings and duplex dwellings (except for duplex dwellings in Rotokauri North see nn below) and terrace housing	N/A	~~For residential units without a garage: 2 for the first bedroom plus 1 per additional bedroom~~ For residential units with one or two bedrooms - 1 space/ residential unit without a garage; For residential units with three or more bedrooms- 2 spaces/ residential unit without a garage
o	Managed care facilities and rest homes	1 per 30 beds/ units/ apartments	1 per 5 FTE staff
hh	Retirement villages	~~1 per unit~~ 1 per 30 units	1 per 5 FTE staff.~~, plus 2 per residential unit for residents~~ For residential units without a garage: 1 per 5 units For residential units with a garage: None
nn	Duplex dwellings in Rotokauri North	N/A	1 per bedroom for residential units without a garage

Table 6: Recommended Cycle and Micro-Mobility Parking Rate for

Residential Activities (Table 15-1a)

117. As a consequential amendment it is necessary to include "terrace housing" in Appendix 15, Table 15-2d which provides conversion rates to assist in determining whether an ITA is required.

Activity	Threshold/unit equivalent to Vehicle Trip Generation				
	<100 vpd	**100 – 249 vpd**	**250 – 499 vpd**	**500 – 1499 vpd**	**>1500 vpd**
f. Single dwellings and duplex dwellings and terrace housing	Up to 10 residential units	11-25 residential units	26-50 residential units	51-150 residential units	More than 150 residential units

Table 7: Recommended Inclusion of "Terrace Housing" in the ITA trip conversion table (Appendix 15, Table 15-2d)

118. Submitters (241.55, 343.83) are seeking that the requirements for lockers be removed (Rule 25.14.4.2a). Two submitters (235.69 and 326.36) support Policy 25.14.2.1i requiring end-of-journey facilities. The notified provisions (Rule 25.14.4.2a b) i)) require lockers to be provided for every staff cycle or micro-mobility parking space provided.

119. I recommend that Rule 25.14.4.2a c), the requirement to provide visitor lockers, be removed.

120. I recommend that the requirement to provide staff lockers be removed from Rule 25.14.4.2a b) i) and be included in Table 15-1g. The requirements for staff lockers in Table 15-1g are consistent with Waka Kotahi's Cycle Parking Planning and Design Guidance[21].

121. I recommend that HCC's submission (270.35) be accepted and that the dimensions for lockers be included in Rule 25.14.4.2a b) i).

[21] Section 2 Planning Guidance and Section 4.9 Complementary end-of-trip facilities (cycle lockers and/or baggage lockers).

122. One submitter (160.330) seeks that Rules 25.14.4.2 q) and 25.14.4.2 r) be deleted. These rules require that visitor parking is provided within 25m of the principal entrance to an activity, with staff parking within 50m. The standard for visitor parking is consistent with the 25m maximum distance recommended in the Waka Kotahi Cycle Parking Planning and Design guidance[22] to avoid riders using closer informal parking spaces. The distance has been increased to 50m for staff parking (Rule 25.14.4.2 r) to recognise the long duration of stay and recognise that cycle parking may be provided within a parking building or basement. Assessment Criteria G16(b)[23] allows for assessment of location based on the intended users. I recommend that this submission be rejected.

Submissions – Waste Management, Waste Management Plans, and Rubbish, Food-Scraps and Recycling Collection/ Service Areas

123. Submission 160.286 seeks deletion of Policy 25.12.2.1d, and Submissions (160.335, 241.47, and 343.76) seek deletion of Rule 25.14.4.3b.

124. Furthermore, Submissions (343.45, 343.46, 343.47, 343.48, 160.148, 160.18, 265.34) seek deletion or amendment of the requirement to prepare a Waste Management Plan under the rules of the Residential Chapters (including Rules 4.2.5.11, 4.3.4.11 and 4.4.5.11).

125. From a transport perspective, I support retaining the requirement for Waste Container Management Plans so that the transport-related effects of waste collection are considered at the time of consenting. This is especially important for developments that will result in many waste containers being placed in the transport corridor for collection or

[22] Section 2 Planning Guidance and Section 4.1 Location of Cycle Parking.
[23] G16(b) "Whether the cycle and micro-mobility parking facilities are designed and located to match the needs of intended users".

where on-site collection will take place.

126. As notified, Waste Container Management Plans are required where there are more than four residential units, community centres, visitor accommodation, dairies, managed care facilities and rest homes.

127. I consider that Rule 25.14.4.3b is required to address the potential adverse effects arising from residential intensification. In my view Rule 25.14.4.3b sets out a clear framework to achieve Policy 25.12.2.1d.

128. Rule 25.14.4.3b clearly sets the minimum requirements for on-street collection of waste containers to inform the design of development and new transport corridors so that waste containers are appropriately located to avoid adverse effects on other users and so that waste containers can be correctly presented for collection by HCC's contractor. Flexibility is provided for through Assessment Criteria G31 and G32.

129. In response to submission 276.4, I recommend that changes are made to Assessment Criteria B Explanation 4 to specifically include safe circulation of emergency services, and rubbish, recycling, and food scrap collection trucks within the key urban design elements.

130. Following consultation with the Waste Management team I recommend that Rule 25.14.4.3b be amended to improve clarity and that reference to “sufficient space” is deleted and replaced with the more detailed requirements of Rule 25.14.4.3b e) which includes minimum dimensions.

Submissions – Transport Chapter

Transport Policies

131. In response to Kainga Ora’s submission (160.332) I recommend that “all’ be deleted from Policy 25.14.2.1i as not all activities are required to

provide end-of-journey facilities. The end-of-journey requirements for different activities are set out in Rule 25.14.4.2 a, Rule 25.14.4.2a, Table 15-1g and Table 15-1ga.

Vehicle Crossing Location and Design

132. In response to HCC's submission (270.38) I recommend that Rule 25.14.4.1 e is amended to ensure that where compliance with sight distances cannot be achieved on local roads with a posted speed limit of 50km/h or less, the proposed vehicle crossing shall be located to achieve the maximum sight distance as possible.

133. In response to HCC's submission (270.39) I recommend that the title to Figure 25.14.4.1d is amended to ensure consistency with NZ Transport Agency guidance. My recommended change is: "Figure 25.14.4.1d – Lines of Clear Sight ~~distance measurement~~".

134. Rotokauri North Holding (241.42) seeks changes to Rule 25.14.4.1 f as it considers that the notified provision undermines the achievement of the medium density residential development. I recommend that Rule 25.14.4.1 f be amended to recognise the situation where access is provided by a rear lane, and that references to the Special Character Zone be deleted from Rule 25.14.4.1 f and g as this zone no longer exists. My recommended changes are as follows:

f. Maximum number of vehicle crossings to the transport corridor for any site within a Residential ~~or Special Character~~ Zone	One, or nil where vehicle access is provided by a rear lane
g. Maximum number of vehicle crossings to the transport corridor for any site, not within a Residential ~~or Special Character~~ Zone	i. One per frontage that is equal to or less than 20m wide ii. Two per frontage that is more than 20m wide (excluding frontages to the

	strategic network or arterial transport corridor iii. One per frontage to a strategic network or arterial transport corridor

135. I support the Adare Company Limited submission (243.22) and recommend that Rule 25.14.4.1 h (i), (iii) and (iv) exclude Peacocke as the widths for private ways and rear lanes in Peacocke are subject to separate requirements at SUB-PREC1-PSP: R22 and SUB-PREC1-PSP: R23.

136. To ensure that the design of rear lanes is consistent across the city, I recommend that the exception for Rotokauri North be deleted from Rule 25.14.4.1h iii) and iv), and other minor amendments are made to iv) to improve clarity of the rule.

137. Submission 241.45 opposes further restrictions being imposed through Rules 25.14.4.1 m to p. I recommend that this submission be rejected. I consider that these rules, including Figures 25.14.4.1e, 1f, 1g and 1h, are required to minimise the risk of conflict between footpath users and vehicles due to inadequate visibility at the interface or steep gradients on the driveway.

138. I have recommended minor changes to improve the clarity of Rules 25.14.4.1 n to p. This includes amending the terms used in these rules to clarify how these rules are to be applied. I have used the following terms:

a) 'Driveway' where the provision relates to design within private property.

b) 'Vehicle crossing' where in the road reserve.

c) 'Vehicle access' where both on both public and private property.

Parking

139. I support HCC's submissions (270.31 and 270.40) and I recommend that Rule 25.14.4.2 is amended to include reference to 'On-site Drop-off Car Spaces' in the rule title, at Rules 25.14.4.2 a, e, f, h and i, Table 15-1h, and Table 15-1ha.

140. I support HCC's submission (270.33) that Figure 15-1m should be referenced in Rule 25.14.4.2 e i).

141. Kainga Ora submitted (160.327 and 130.328) seeking that Rules 25.14.4.2 n and o be deleted as they consider the location of accessible parking spaces is managed by the Building Code Clause D1.3.2. I accept this submission in part as there is no metric to determine whether compliance with the notified rules had been achieved.

142. I recommend that Rules 25.14.4.2 n and o be deleted and new Assessment Criteria G13 i) be introduced to achieve the intent of the notified rule. My recommended assessment criteria is as follows:

    Assessment Criteria G13: In assessing the number of parking spaces and the adequacy of end-of-journey facilities, regard may be had for the following:

    i): The location of accessible car parking spaces relative to the accessible building entrance to the associated activity.

143. I support Kainga Ora's submission (160.329) that Rule 25.14.4.2 p (i) be deleted. I do not consider that this rule is necessary to achieve the relevant policy, Policy 25.14.2.1h i).

144. I support Kainga Ora's submission (160.331) that Rule 25.14.4.2 z should be amended to clarify when design of large cycles is required. I recommend the following changes to Rule 25.14.4.2 z:

z. All access routes to cycle parking must be at least 1.8m wide, or at least 2.0m wide where ~~adult tricycles, cargo bicycles, or other~~ large cycle parking is required by Rule 25.14.4.2aa ~~bicycles are used~~.

145. I support HCC's submission (270.34) that the following amendments be made to Rule 25.14.4.2 aa):

a) Include 'childcare facilities for six or more children' to the list of activities for which cycle parking must be designed to accommodate large cycles.

b) Add a note clarifying that it is acceptable to use signs or marking to identify the cycle parking space at the end of a row of parking for parking of large cycles.

Assessment Criteria

146. In response to submissions 281.16 and 266.39 I have recommended changes to improve clarity of the following assessment criteria; G1a, G1g, G16 and G20.

147. I support FENZ submission (276.41) and recommend that Assessment Criteria G10a, G10c and G34b be amended to replace 'fire' with 'emergency' and replace 'trucks' with 'vehicles'.

148. I support WEL Networks submission (146.26) and recommend that Assessment Criteria G9f be amended as follows:

Potential obstruction for access to network utilities and potential for access to conflict with the location of network utilities.

Submissions – Residential Chapters

Residential Policies

149. Rotokauri North Holdings Limited's submission (241.8) sought changes

to Policy 4.1.2.6 in the Residential Chapter. I have reviewed the transport aspects of this Policy and recommend that:

a) Policy 4.1.2.6 d vii) be amended to improve clarity;

b) Policy 4.1.2.6 d xii) be deleted as matters relating to vehicle access are already provided for in the Transport Chapter at Policies 25.14.2.1o i), vi) and vii), Rule 25.14.4.1f and Assessment Criteria G7, G9 and G10 d);

c) Policy 4.1.2.6 d xi) be retained; and

d) Policies 4.1.2.6 j, 4.3.2.1e i) and 4.3.2.1e iv) be amended to improve clarity.

Pedestrian Access

150. Several submitters (including 276.14, 330.75, 330.98, 160.177, 265.26) sought changes to public interface rules in the residential chapters. I have only responded to provisions relating to pedestrian access. The provisions (Rule 4.2.5.8 c to e, Rule 4.3.4.8 b to d, and Rule 4.4.5.8 b to d) describe the requirements for pedestrian access to a residential unit based on the number of units in the development. For the reasons discussed below, I recommend that the parts of these submission points about pedestrian access be rejected, and the corresponding notified provisions be retained with minor amendments to the number of units that the rules apply to.

151. In my view pedestrian access is required to all residential units. I am concerned that where on-site vehicle parking is provided, there must be clearly identified and step-free access from the transport corridor to each residential unit. I consider that a pedestrian access separate from the vehicle access/driveway is necessary where there are seven or more residential units. The provisions at Rule 4.2.5.8 c to e, Rule 4.3.4.8 b to d and Rule 4.4.5.8 b to d are the same, and in my view clearly provide

for an increase in the width of the pedestrian access as the number of residential units served increases.

152. I recommend that submissions 166.5 and 166.6 which seek that external pedestrian walkways be 1.2m to match with the width of internal connections be rejected. In my opinion external pedestrian walkways need to be wider than internal corridors and doorways to provide for people passing each other, people carrying bags, pushing prams, people using wheelchairs and mobility devices, and to allow people to wheel cycles to/from their units. I support the notified provisions.

Combined Vehicle Crossings

153. Residential intensification has the potential to increase the number of vehicle crossings provided along a street. If the vehicle crossings are closely spaced, it can reduce the ability for the street to accommodate on-street parking and adversely impact on pedestrian safety.

154. In my view, requiring double width vehicle crossings at duplex and terrace housing development will maximise the potential for on-street parking to be provided and reduces the frequency of potential conflict points.

155. In response to submissions (13.1, 184.1 and 333.5), I recommend that new provisions (Rule 4.2.5.13 g to i, Rule 4.3.4.14 ea to ec, and Rule 4.4.5.14 g to i) are introduced to require double-width vehicle crossings at duplex dwellings and at terrace housing. An exception is provided where a single width crossing is permitted for one unit in a terrace housing development with an odd number of residential units.

156. As a consequential amendment to these changes, I recommend the following changes to these policies:

a) Policy 4.3.2.1e i) – minor amendment to improve clarity.

b) Policy 4.3.2.1e iv) – amendments to improve clarity of this policy and improve consistency with Policy 25.14.2.1o vi).

157. As a consequential amendment to these changes in the Residential Chapters, I recommend that Rule 25.14.4.1h i) be amended to clearly identify the minimum and maximum vehicle crossing widths for different types of residential units, this includes cross-references to the new provisions recommended above (Rule 4.2.5.13 g to i, Rule 4.3.4.14 ea to ec, and Rule 4.4.5.14 g to i). The intent of these changes is to only allow double-width vehicle crossings to duplex dwellings, terrace housing, and single residential units with a frontage equal to or greater than 12m.

Building Setbacks

158. The following submitters sought amendments to Rule 4.2.5.6, Rule 4.3.4.6 and Rule 4.4.5.6 relating to building setbacks from transport corridors, rear lanes, internal vehicle accesses and private ways:

a) WEL Networks (146.16, 146.17, 146.18).

b) William McMaster (167.13, 167.14, 167.15, 167.16, 167.18).

c) Sam Shears (265.18, 265.19, 265.20).

d) FENZ (276.8, 276.13, 276.18).

e) Retirement Villages Association of NZ (330.49, 330.73, 330.96).

f) Christopher Carter (89.1).

159. NZ Transport Agency (235.44) submitted in support of Rules 4.2.5.6 k to m relating to building setbacks from the Waikato Expressway (noting

that these rules are now numbered Rules 4.2.5.6 m to o). I have recommended minor amendments to Rule 4.2.5.6 m to improve clarity of this rule.

160. I am concerned that inappropriate setbacks to garage doors or carports can result in parked vehicles overhanging into, or obstructing users of, transport corridors, rear lanes, internal vehicle accesses or private ways adversely impacting on users of these spaces. I consider that different setbacks are required for the different access arrangements that are expected in the residential zones.

161. For transport corridors, the setback to a garage door or carport should be at least 5m to provide space to park a vehicle without that vehicle obstructing the transport corridor.

162. I understand that the 1.5m (general residential and medium density residential zones) and 1m (high density residential zone) setbacks are consistent with the Medium Density Residential Standards (**MDRS**). In my view a garage door or carport setback 1m or 1.5m from the boundary does not provide sufficient space for car to be parked between the garage door or carport and the boundary.

163. I recommend that the residential setback rules do not allow garage doors or carports to be located between 1m or 1.5m and 5m from the transport corridor boundary.

164. The primary function of a rear lane is to serve as the rear access to a front site or sites fronting a public reserve. I consider that a 0m building setback is appropriate to a rear lane. Except that if a garage door or carport is provided it should be setback 0m or at least 5m to allow for a parked vehicle.

165. An internal vehicle access or private way will be the primary access to a residential unit. I recommend that garage doors or carports should be

setback 1m or at least 5m to allow for a parked vehicle.

166. Mr McMaster (167.13, 167.14 and 167.18) seeks that the building setback to all transport corridors be increased to 4m. The ODP requires a 5m building setback on arterial transport corridors.

167. I partly support this submission because requiring greater building setbacks on arterial transport corridors provides additional space for vehicle parking and manoeuvring, reducing the risk of conflict between vehicles and footpath and cycle way users and is consistent with these proposed policies:

    a) Policy 25.14.2.1a (iii) which seeks to integrate land use and transport by recognising and providing for planned upgrades of transport corridors.

    b) Policy 25.14.2.1l (ii) which seeks to protect strategic and arterial transport networks and intersections from adverse effects of subdivision, use and development.

168. I recommend a 5m building setback be required on arterial transport corridors in Residential Zones (Rule 4.2.5.6 a ii), Rule 4.3.4.6 a ii) and Rule 4.4.5.6 a ii)) and that a new Assessment Criteria B21 be included in Appendix 1.3.3.

169. I recommend that the provisions relating to setbacks in the Residential Zones (Rules 4.2.5.6 a, d to f, i to k, Rules 4.3.4.6 a, d to f, i, and j and Rules 4.4.5.6 a, d to f be amended to require that:

    a) In the general residential and medium density residential zones the setback for garage doors or carports be:

        i. 1.5m or at least 5m from local and collector transport corridors.

ii. 0m or at least 5m from rear lanes.

iii. 1m or at least 5m from an internal vehicle access or private way.

b) In the high density residential zone that the setback for garage doors or carports be:

i. 1m or at least 5m from local and collector transport corridors

ii. 0m or at least 5m from rear lanes

iii. 1m or at least 5m from an internal vehicle access or private way

c) A 5m setback from arterial transport corridors;

d) Other minor amendments are made to improve clarity of the setback provisions.

Submissions – Rear Lanes

170. Rotokauri North Holdings (241.44) and Jones Land and Hamilton Campground (343.73) oppose further restrictions being imposed on rear lanes through the notified changes to Rule 25.14.4.1 h and j. Rotokauri North Holdings prefers Rule 25.14.4.1 h v) which was agreed through Plan Change 7. Submission 343.63 opposes restrictions on the length of a rear lane.

171. In my view, rear lanes must be designed and maintained so that emergency vehicle access is provided. Rule 25.14.4.1 h v) does not address the emergency vehicle access requirements set out in Firefighting operation emergency vehicle access guide (F5-02 GD) and gradients as described in the FENZ submission (276.24).

172. In response to these submissions, I recommend:

a) Deleting Rule 25.14.4.1 h v) and relying on Rule 25.14.4.1 j to simplify the District Plan by deleting a rule that repeats similar requirements for rear lanes.

b) Specifying the maximum longitudinal gradient on a rear lane as 1:5 (Rule 25.14.4.1 j (viii)).

c) Specifying the maximum length of a rear lane as 250m to match the maximum urban block length in the medium density residential zone (Rule 23.7.4 f).

d) Including rear lanes in Rule 23.7.3 g and Rule 23.7.4 j so that the maximum gradient of a rear lanes is the same as for a private way.

173. I support the HCC submission (270.30) seeking changes to Rule 25.14.4.1 j i) that clarify that rear lanes are to provide for two-way vehicle movement.

174. I support the Adare Company Limited submission (243.23) and recommend that Rule 25.14.4.1 j exclude Peacocke as the rear lanes standard for this area are subject to separate provisions agreed through Plan Change 5.

175. In response to submissions 343.62 and 343.63 I recommend that the maximum length of a rear lane at Rules 23.7.3 j and 23.7.4 t be increased to 250m so that it aligns with the rear lane provisions agreed as part of PC5 and maximum block length at Rule 23.7.3 t, Rule 23.7.4 f and Rule 23.7.5 l. Because of these amendments, I also recommend that the same change is made to Rule 25.14.4.1 j (vii).

176. Due to the overlapping and parallel plan change processes, the District

Plan has slightly different assessment criteria relating to legal mechanisms for rear lanes as set out in the following table. I support the intent of submission 243.28 that the assessment criteria should be the same throughout Hamilton City and recommend that G34a) be amended as follows:

PC	Assessment Criteria	Wording
PC12	G34a)	For the creation of a private rear lane, the extent to which: a) An appropriate legal mechanism will be established for ownership and ongoing management and maintenance of the lane and for providing, ~~including~~ where applicable, ~~provision~~ for the use of the rear lane by public rubbish, food scraps, and recycling collection trucks and emergency services. ~~collection of rubbish, food scraps, and recycling (where collection vehicles are proposed to enter the rear lane)~~.
PC5 Peacocke (Decision)	P4g)5)	For rear lanes, the extent to which: 5. An appropriate legal mechanism will be established for ownership and ongoing management and maintenance of the lane including where applicable, provisions for use of the rear lane by public rubbish collection and recycling trucks.
PC7 Rotokauri North	O2a	For the creation of a private rear lane, the extent to which: a) An appropriate legal mechanism for ownership and ongoing maintenance of the lane will be established, and including any requirement for indemnity for collection of solid waste and recycling (where these are proposed to enter the rear lane).

Table 7: Rear Lane Assessment Criteria

177. In response to submissions (265.56, 265.57, 265.58, 265.62, 276.36, 343.7, 343.73) the definition of rear lane has been amended to make it clear that it includes both infrastructure and vegetation within the lane. The amended definition is *"Rear Lane: Means a private way whose function is to ~~provide~~ primarily serve as a rear access to front sites or sites fronting a public reserve. It will include infrastructure or vegetation over, on, or under the lane. ~~This definition applies in the Rotokauri North~~*

~~*and Peacocke Structure Plan Area only. "*~~

178. Submitters (241.41, 343.70) raised concerns with Policy 25.14.2.1o)ii) referring to pedestrian safety. I consider that rear lanes need to be safe for residents and their visitors who maybe walking or cycling in the rear lane for several reasons including walking to/from parked vehicles, moving rubbish bins to/from the street, moving to/from a garage and visiting neighbours, etc. I recommend that these submission points be rejected.

Submissions – Appendix 15-5 Criteria for the Form of Transport Corridors

179. Submitters (146.28, 241.57) sought changes to the tables at Appendix 15-5. The introductory text to Appendix 15-5 clarifies that Tables 15-5a)i) and Table 15-a)ii) are to be used as guidance. I consider that there is sufficient flexibility to allow a range of transport corridors to be developed at the time of subdivision in response to topography, land use, urban design, safety, and amenity. Through Rule 25.14.3a all new transport corridors have Restricted Discretionary activity status and are subject to a wide range of assessment criteria. I recommend that these submission points be rejected.

Width of Private Way

180. A number of submitters (162.44, 254.7, 254.8, 254.9, 254.10, 265.56, 265.57, 265.58) sought changes to the legal width and carriageway widths in Table 15-5a i) and Table 15-5a ii) and various rules relating to width of private ways (including Rules 23.7.3 e to f, 23.7.4 I to j, 23.7.5 c to e) and internal vehicle accesses (Rule 25.14.4.1 h i)).

181. For an access serving 1-6 residential units the legal width has been increased to 4m and the minimum carriageway width increased to 3.5m. This is to ensure that these accesses provide for emergency vehicle access as set out in the Firefighting Operations Emergency Vehicle

Access Guide (F5-02 GD). These private ways widths are consistent with the decisions version of PC5 Peacocke Structure Plan (Table 15-6b). Fire and Emergency New Zealand (Submission 276.46) supports the proposed changes.

182. I do not recommend any changes to the notified legal width and carriageway width in response to these submissions.

Service Corridors

183. Submission 241.57 sought changes to the service corridor widths. Berm widths for local and collector corridors are unchanged from the ODP and are consistent with the decisions version of PC5 Peacocke Structure Plan.

184. Within the Peacocke Structure Plan area a specific design for Minor Arterials has been developed utilising a 1.5m berm which is reflected in the provisions specific to Peacocke. Elsewhere the transport corridor criteria are for guidance (refer to introductory text of Appendix 15-5). Footnote 1 to Table 15-5a)ii) indicates that design of minor arterials will be completed on a case-by-case basis. I do not recommend any changes to the service berm widths in response to this submission (241.57) as there is sufficient flexibility within Appendix 15-5 to allow this to be reviewed on a case-by-case basis that recognise the specific constraints of each application. I recommend that this submission be rejected.

Design of Passing Bays

185. Fire and Emergency New Zealand (Submissions 276.24, 276.25, 276.26, 276.27 and 276.46) sought changes to Rules 23.7.3(i), 23.7.4(k), 23.7.5(h), 23.7.8(f) and Table 15-5a)i) respectively to specify design standards for passing bays on private ways. In my opinion it is not necessary to specify the design standards for passing bays on ROWs. For ease of construction any passing bays are likely to be formed to the

same design standard as the ROW. The pavement design for ROWs must comply with the design requirements of the Regional Infrastructure Technical Specifications (**RITS**) and be approved by HCC. I recommend that this submission be rejected.

186. In response to Submissions 276.26 and 276.27 I recommend the following changes to Rules 23.7.3 h and ha, Rules 23.7.4 k and ka, and Rule 23.7.5 ha to make clearer the number of passing bays required on private ways.

Rule 23.7.3 General Residential Zone

h. Maximum private way length	100m ~~with passing every 50m~~
ha. Minimum number of passing bays on private ways: i. Private way length of 50m or less	0
ii. Private way length of 51m to 100m	1

Rule 23.7.4 Medium Density Residential (excluding Peacocke Residential Precinct)

	Medium Density Residential (excluding Rotokauri North and Peacocke Residential Precincts)	Rotokauri North Residential Precinct
k. Maximum private way length	100m ~~with passing every 50m~~	100m ~~with passing every 50m~~
ka. Minimum number of passing bays on private ways:		
i. Private way length of 50m or less	0	0
ii. Private way length of 51m to 100m	1	1

Rule 23.7.5 High Density Residential Zone

h. Maximum private way length	100m
ha. Minimum number of passing bays on private ways: i. Private way length of 50m or less	0
ii. Private way length of 51m to 100m	1

187. I note that my recommended amendment to Rule 23.7.5 ha was notified

on 27 May 2024, but the other recommended changes were omitted. I recommended that Rules 23.7.3 h and ha, Rules 23.7.4 k and ka be amended so that the rules are consistent across the three Residential Zones.

CONCLUSION

188. PC12 introduces changes to support the uptake of walking, cycling, micro-mobility and public transport, to manage the adverse effects of urban intensification on the transport network, reduce greenhouse gas emissions, and achieve a well-functioning urban environment. The key outcomes that HCC is seeking to achieve through the PC12 provisions related to transport and mode shift are:

a) Improving safety and accessibility by prioritising the needs of vulnerable and less mobile users, pedestrians, cyclists, and micro-mobility users;

b) Making the best use of existing transport corridors;

c) Provision of public transport infrastructure and improving access to bus stops;

d) Setting minimum standards for pedestrian access where driveways/vehicle access is not provided and to avoid conflict between pedestrians and vehicles on driveways;

e) Making transport corridors resilient to predicted extreme weather events and more attractive for cycling and walking despite climate change, and reducing greenhouses gas emissions;

f) Supporting travel by cycle and micro-mobility devices by requiring travel plans for some development and improving the quantity and design of parking infrastructure and end-of-journey facilities; and

g) Managing the storage and collection of rubbish and recycling for residents' convenience and to protect the look and safety of streets.

189. I consider that the proposed changes to address these issues directly support and contribute to national, regional, and local transport goals. In my view, the proposed changes will help to manage the effects of growth on the transport network and promote provision of the right transport infrastructure to support urban intensification and a well-functioning urban environment.

Alastair James Black

26 June 2024

APPENDIX A – Officers' Recommended Amendments to PC12 Provisions

A full set of the recommended amendments to provisions is available on HCC's external website at:

https://hamilton.govt.nz/property-rates-and-building/district-plan/plan-changes/plan-change-12/

APPENDIX B - Proposed Plan Change 12, Assessment against the Transport Planning Framework, Issue 3, 3 April 2024

Proposed Plan Change 12

Assessment against the Transport Planning Framework

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Gray Matter

APPROVAL

Prepared by	Reviewed by	Endorsed by
I. Ravenscroft	A. Black	A. Black
Date: 3 May 2023	Date: 3 May 2023	Date: 3 May 2023

VERSION CONTROL

Version	Date	Author	Reviewed by	Summary of Revision
1.0	3 May 2023	I. Ravenscroft	A. Black	Draft for client review
2.0	21 June 2023	I. Ravenscroft	A. Black	Update based on client review
3.0	3 April 2024	I. Ravenscroft	A. Black	Minor edits based on client review

EXECUTIVE SUMMARY

The purpose of the District Plan is to assist Council to carry out its functions to achieve the purpose of the RMA. The District Plan must give effect to any national policy statement and regional policy statement, and have regard to any emissions reduction plan.

To fulfil these requirements, and to give effect to Te Ture Whaimana, PC12 introduces changes to support the uptake of walking, cycling, micro-mobility and public transport, to manage the adverse effects of urban intensification on the transport network, reduce greenhouse gas emissions, and achieve a well-functioning urban environment.

The key issues arising from housing intensification that Council is seeking to address through PC12 provisions related to transport and mode shift are:

- Improving safety and accessibility by prioritising the needs of vulnerable and less mobile users, pedestrians cyclists, and micro-mobility users;
- Making the best use of existing transport corridors;
- Provision of public transport infrastructure and improving access to bus stops;
- Setting minimum standards for pedestrian access where driveways/vehicle access is not provided and to avoid conflict between pedestrians and vehicles on driveways;
- Making transport corridors resilient to predicted extreme weather events and more attractive for cycling and walking despite climate change, and reducing greenhouses gas emissions;
- Supporting travel by cycle and micro-mobility devices by requiring travel plans for some development and improving the quantity and design of parking infrastructure and end-of-journey facilities; and
- Managing the storage and collection of rubbish and recycling for residents' convenience and to protect the look and safety of streets.

Addressing these issues through the proposed changes will directly support and contribute to national, regional, and local transport goals. This report provides an overview of relevant strategies and policies and demonstrates how PC12 gives effect to, or is influenced by, them.

In summary, the proposed changes will help to manage the effects of growth on the transport network and promote provision of the right infrastructure to support that growth.

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1. INTRODUCTION

1.1. Background

This report relates to the transport elements of Plan Change 12 (PC12). PC12 is Hamilton City Council's (HCC's) response to government direction for growth and to enable housing supply under the Resource Management Act 1991 (the RMA) – more, and higher density, housing.

HCC proposes changes to the District Plan, to promote more transport choice to support higher density housing, including walking, cycling, scootering and public transport. These changes include[1]:

- making new roads and footpaths wider to fit landscaping, stormwater devices, separated cycle lanes, public transport, and parking spaces;
- a requirement for developers to implement travel plans. Travel plans prioritise a range of transport options, not just cars;
- further assessment of the effects on greenhouse gas emissions when applying for a resource consent;
- new requirements for managing the storage and collection of rubbish and recycling for residents' convenience and to protect the look and safety of streets;
- enhanced end-of-journey requirements for cycle and scooter parking, gear lockers and changing facilities as part of developments; and
- providing charging points for electric vehicles as part of residential developments.

1.2. Purpose

The purpose of this report is to summarise the transport planning and strategy context and assess how PC12 is consistent with it.

A framework of transport-related strategies and policies, which seek to achieve national, regional, and local objectives, influence Hamilton's transport network. This report provides an overview of relevant strategies and policies and how PC12 gives effect to, or is influenced by, them.

1.3. Structure

Sections 2 through 4 assess PC12 against the national, regional, and local transport planning framework. Section 5 accesses PC12 against relevant cycling and micro-mobility guidance and plans. The policy documents in each category are listed below:

Table 1 Report Structure

Section	Planning documents against which PC12 is assessed
Section 2: National Transport Planning Context	- Government Policy Statement on Land Transport 2021-2031 (GPS) - Vision Zero - Climate Change and Emissions Reduction - Waka Kotahi Keeping Cities Moving - National Policy Statement on Urban Development (NPS-UD) - Resource Management Amendment Act

[1] https://hamilton.govt.nz/property-rates-and-building/district-plan/plan-changes/plan-change-12/moving-around-our-city/

Section	Planning documents against which PC12 is assessed
Section 3: Regional Transport Planning Context	= The Vision and Strategy for the Waikato River/ Te Ture Whaimana o te Awa o Waikato = Waikato Regional Land Transport Plan 2021-31 (RLTP) = Waikato Regional Public Transport Plan 2022-2032 (RPTP) = Future Proof = Hamilton Waikato Metro Spatial Plan = Hamilton-Waikato Metro Area Mode Shift Plan
Section 2: Local Transport Planning Context	= Access Hamilton = Our Climate Future: Te Pae Tawhiti o Kirikiriroa = Hamilton City Council's Play Strategy
Section 5: Cycling and Micro-mobility	= Waka Kotahi Cycling Action Plan = HCC's Cycling and Micro-Mobility Programme

2. NATIONAL TRANSPORT PLANNING CONTEXT

2.1. Government Policy Statement (GPS) on Land Transport 2021-2031[2]

HCC's and Waka Kotahi's transport objectives are underpinned by the GPS. The GPS has four strategic priorities which are shown below along with the Transport Outcomes Framework.

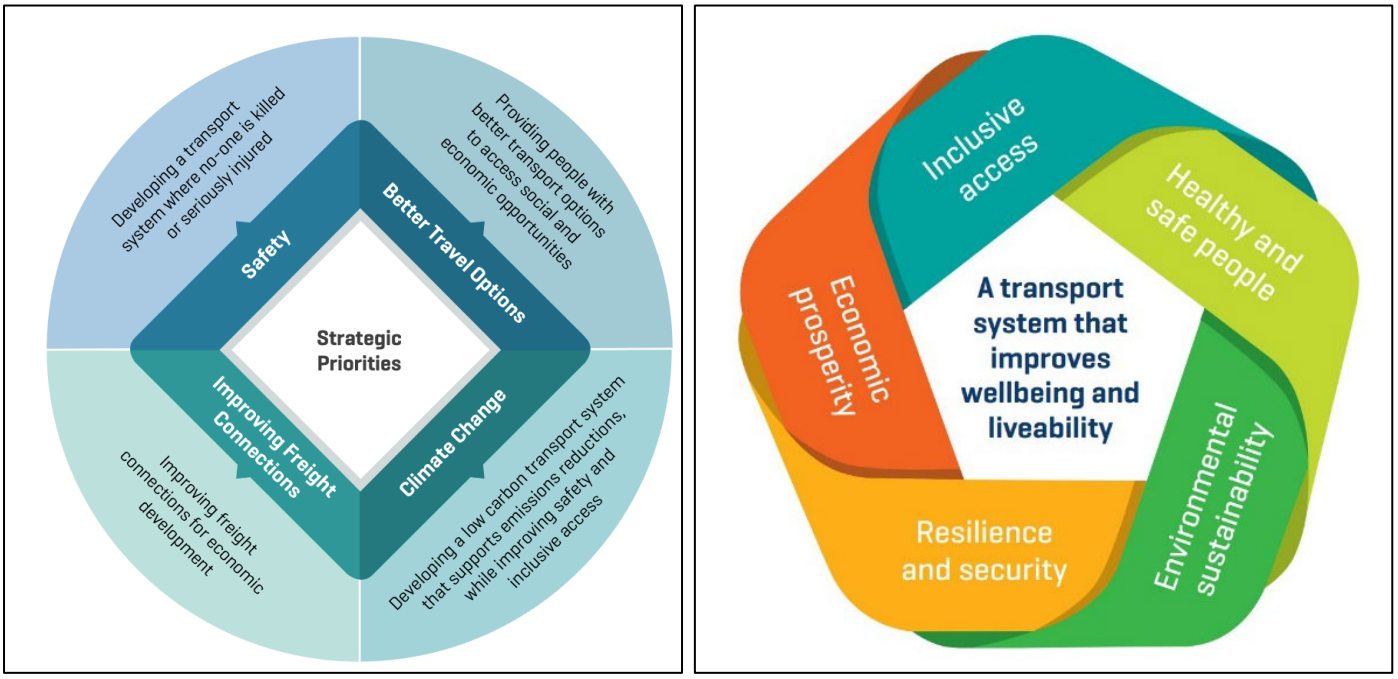

Figure 1 Figure 1: Government Policy Statement 2021 (left = strategic priorities; right = Transport Outcomes Framework)

The revised transport objective and policies of PC12 are well-aligned with the GPS through the integration of land use and transport, supporting connectivity, reducing car dependency, and encouraging mode shift. PC12 supports achievement of every GPS outcome as discussed below:

[2] https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport/

Table 2 How PC12 will help achieve GPS outcomes

GPS Outcome	How PC12 will help achieve the outcomes	Proposed PC12 Provisions
Inclusive access	Land use integration reduces trip lengths, increases feasibility of public transport, and supports development within walkable catchments. This improves accessibility and promotes a range of transport modes, making transport more inclusive.	Objective 25.14.2.1 Policy 25.14.2.1a Policy 25.14.2.1m Appendix 15-2
	The accommodating growth policy supports growth, walkable catchments, and improves space allocation of existing corridors, promoting walking, cycling, and micro-mobility. Providing more transport options results in a more inclusive transport network.	Policy 25.14.2.1e
	The urban design policy improves multi-modal connectivity and supports a wider range of modes, improving access for the transport disadvantaged and less mobile users.	Policy 25.14.2.1f
	The new priorities policy supports a wider range of modes and improves access for transport-disadvantaged and less mobile users – this results in a more inclusive network and better social outcomes.	Policy 25.14.2.1g Appendix 15-3A
	The public transport policy – This new policy explicitly recognises and encourages public transport. Public transport increases transport options and provides alternatives to private cars, leading to a more inclusive transport network. Supports development in walkable catchment and increases connectivity.	Policy 25.14.2.1j Assessment Criteria G19, G20
	The travel plans policy – supports an inclusive network by encouraging education regarding transport options. Travel plans can inform people of options available to them and provide more options to travel to and from a destination. Carpooling, ridesharing, public transport use reduces transport barriers and improves inclusiveness.	Policy 25.14.2.1n Rule 25.14.4.3a Appendix 15-2e
	The access policy explicitly recognises situations where access needs to be managed or carefully considered, e.g., rear lanes, requiring separate pedestrian access to some developments	Policy 25.14.2.1o Rules 25.14.4.1j
	PC12 requires accessible parking spaces to be located to make it as easy as possible for users to get to where they need to go. Improves access to places of activity and ensures that less-mobile users are not disadvantaged by parking layouts.	Policy 25.14.2.1g i Rules 25.14.4.2 n, o, p
	Rules relating to micro-mobility and cycle parking, including the provision of spaces, design, location, and charging and end of journey facilities, remove barriers to this form of transport, supporting multiple modes and promoting inclusivity.	Policy 25.14.2.1i Rules 25.14.4.2 a, q, r, s, t, u, v, w, x, y, z, aa, ab Appendix 15-1
Resilience and security	Improving transport mode options improves the resilience of the transport network by providing more than one transport option. Should one mode not be available for any reason, alternative modes enable travel /movement to continue.	See 'inclusive access' above
	The climate change policy – planning for climate change reduces future upgrade costs and therefore improves network resilience.	Objective 25.14.2.1 Policy 25.14.2.1b Policy 25.14.2.1c Policy 25.14.2.1d
Economic prosperity	Accommodating growth policy – supports growth within walkable catchments and uses existing corridors, improving connections which leads to economic benefits. Improves use of and space allocation of existing corridors minimises costs. PC12 requires consideration of the whole of life benefits and costs of the transport network	Objective 25.14.2.1 Policy 25.14.2.1e Policy 25.14.2.1m

GPS Outcome	How PC12 will help achieve the outcomes	Proposed PC12 Provisions
	The climate change policy – economic benefits associated with improved health and reduced emissions.	Policy 25.14.2.1b, c
Environmental sustainability	The climate change policy promotes a continuous tree canopy along transport corridors which will make active modes more attractive, increase carbon storage, enhance biodiversity and ecological function, and reduce greenhouse gas emission.	Objective 25.14.2.1 Policy 25.14.2.1b Policy 25.14.2.1c Policy 25.14.2.1d Policy 25.14.2.1k
Healthy and safe people	Encouragement of active modes reduces adverse health effects, promoting healthy lifestyles and reducing emissions.	See 'inclusive access' above. Objective 25.14.2.1 Policy 25.14.2.1b Policy 25.14.2.1c Policy 25.14.2.1g
	The urban design policy promotes allocation of space to alternative modes. Improved facilities increase safety by reducing the risk of conflict.	Policy 21.14.1f Appendix 15-3A Transport Mode Hierarchy
	The priorities policy places focus on vulnerable road users, supporting vulnerable road users / active modes with appropriate facilities. This reduces risk of conflict, improving safety, and encourages healthy transport modes.	Policy 21.14.2.1g Rules 25.14.4.1.m, n Appendix 15-3A Transport Mode Hierarchy

In summary, PC12 supports the GPS outcomes by promoting efficient integration of land use and the transport network and includes new or strengthened policies that better accommodate and encourage the shift towards non-car modes of transport. An example of this is the inclusion of the new policy on public transport. Integration is achieved by providing the right infrastructure in the right place, thereby making the transport network more inclusive and accessible for all users.

2.2. Vision Zero

The national Road to Zero Strategy for 2020-2030[3] outlines a plan to stop people being killed or seriously injured on our roads. It is based on the Vision Zero approach and supports the GPS outcome seeking healthy and safe people.

[3] https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/nz-road-safety-strategy/

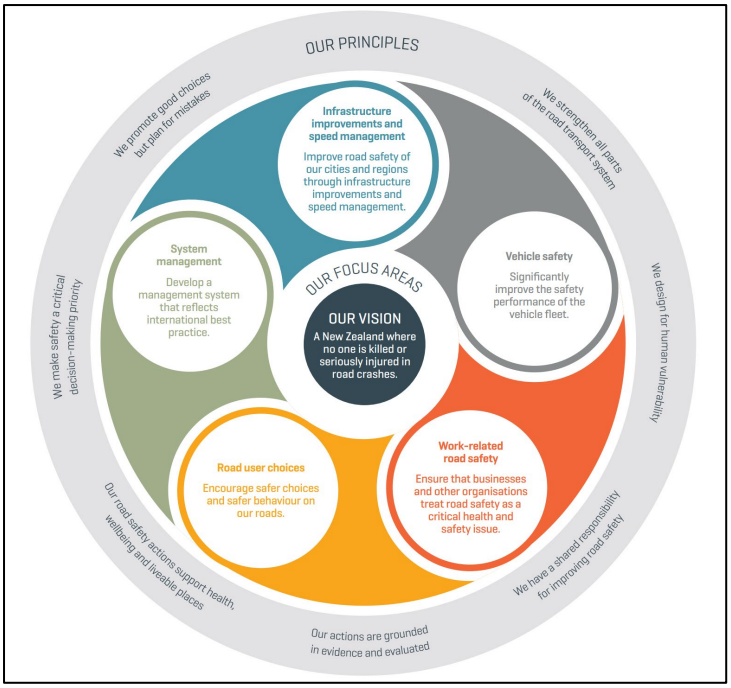

Figure 2 Vision Zero Vision, Principles and Focus Areas

As a city, Hamilton has a Vision Zero aspiration for road safety – *"This means we will not accept the death of any person on our transport system. We will design and deliver infrastructure that recognises humans are fallible and that when we make a mistake, we should not pay for it with our life"*[4].

In accordance with Vision Zero principles and recognising that a safe transport system is vital to the success of Hamilton, streets need to be designed to protect pedestrians, cyclists, and other vulnerable road users, and prevent death and serious injuries for all road users. This will lead to a more vibrant, healthy urban environment.

PC12 will make a positive contribution to the following Vision Zero focus areas:

Table 3 How PC12 will contribute to the Vision Zero focus areas

Vision Zero Focus Area	How PC12 will contribute to the focus areas	Proposed PC12 Provisions
Infrastructure improvements and speed management	A focus for much of PC12 is accommodation and encouragement of multiple modes of travel. With this comes improvements to walking, cycling and other micro-mobility infrastructure, and PC12 has a direct positive contribution to this Vision Zero focus area. Policies such as the accommodation of growth, urban design and prioritisation include provision of multi-modal connection, improving space allocation of corridors to include walking and cycling. Reallocation and reprioritisation of space often has the net effect of speed reduction. Infrastructure improvements are also required by the new public transport policy and rules requiring end of journey facilities and charging facilities for electric micro-mobility devices.	Policy 25.14.2.1o Policy 25.14.2.1e Policy 25.14.2.1f Policy 25.14.2.1g Policy 25.14.2.1j Policy 25.14.2.1l Rules 25.14.4.2s, t Rule 25.14.4.2a Appendix 15-3A

[4] https://www.hamilton.govt.nz/our-services/transport/accesshamilton/Pages/default.aspx

Vision Zero Focus Area	How PC12 will contribute to the focus areas	Proposed PC12 Provisions
	Examples of how PC12 will create safer transport infrastructure include: = Prioritising vulnerable road users and active modes through creation of the Transport Mode Hierarchy (Policy 25.14.2.1g and Appendix 15-3A); = Requiring vehicles to exit sites in a forwards-facing direction in environments where there are likely to be higher volumes of pedestrians (Policy 25.14.2.1o(iii) and Rule 25.14.4.2 i); = In certain circumstances, requiring pedestrian access to be separate from the vehicle access (Policy 25.14.2.1o (v); = Minimising the number of vehicles crossings (Policy 25.14.1o(vi)) and discourage vehicle crossings in some environments (Policy 25.14.1o(vii)); and = Focusing on improved visibility the interface of the vehicle crossing with the footpath and cycle facilities (Rule 25.14.4.1m, n and o).	
System management	Policy 25.14.2.1e seeks to accommodate growth by managing and reallocating the space within the transport corridor to prioritise active modes and public transport. Policies relating to adverse effects of and on the transport network require safety to be considered. Policy 25.14.2.1f and changes to the Transport Corridor Zone (Chapter 18) provide for managing the transport corridor to recognise movement, place and utility functions.	Policy 25.14.2.1e Policy 25.14.2.1f Policy 25.14.2.1k Policy 25.14.2.1l Chapter 18, Purpose
Road user choices	Providing infrastructure for non-car modes increases road user choices by providing alternative ways to travel. Travel planning improves peoples' awareness of their transport choices. The end of journey facilities policy requires provision of facilities for all users. The availability of facilities increases choices. The new public transport policy provides for upgraded public transport infrastructure making it easier and safer to access public transport and supports the transition to a rapid / frequent PT network. This increases transport choices and increases mode shift. Rules requiring end of journey and charging facilities for electric micro-mobility devices means that people have an option to choose electric bikes and scooters as a transport option.	See "Infrastructure Improvements and speed management" above. Policy 24.14.2.1n Policy 25.14.2.1i Policy 25.14.2.1j Rule 25.14.4.2 s, t Rule 25.14.4.2a Assessment Criteria G19

2.3. Climate Change and Emissions Reduction

Increasingly, climate change is expected to be a major driver of transport decision making. The Emissions Reduction Plan[5] includes three focus areas for transport[6]:

- Reduce reliance on cars and support people to walk, cycle and use public transport;
- Rapidly adopt low-emission vehicles;
- Begin work now to decarbonise heavy transport and freight.

[5] https://environment.govt.nz/what-government-is-doing/areas-of-work/climate-change/emissions-reduction-plan/
[6] https://environment.govt.nz/publications/aotearoa-new-zealands-first-emissions-reduction-plan/transport/

PC12 includes policies directly supporting the focus on reducing the impact of climate change and emissions reduction, as outlined below:

Table 4 How PC12 will implement the Emissions Reduction Plan

How PC12 will implement the Emissions Reduction Plan	Proposed PC12 Provisions
Reducing reliance on private cars as a travel mode by accommodating and encouraging the use of alternative modes (walking, cycling, micro-mobility, and public transport). This is achieved via: • Integrating land use and transport planning so that private cars are not needed for as many trips and the alternative modes become more viable.	Policy 24.14.2.1a Appendix 15-2, Tables 15-2a, 15-2b, 15-2c
• Making the most of existing corridors to accommodate alternative travel modes	Policy 25.14.2.1e
• Making the alternative modes more attractive through the Urban Design policy	Policy 25.14.2.1f
• Prioritising vulnerable road users and the alternative modes over private vehicles.	Policy 25.14.2.1g Appendix 15-3A Transport Mode Hierarchy
• The public transport policy encourages growth in patronage, thereby reducing traffic congestion, parking demand, and greenhouse gas emissions.	Policy 25.14.2.1j
• Requiring the provision of facilities used by micro-mobility users, including parking spaces, charging services, and end of journey facilities.	Rule 25.14.4.2 a, q to ab Rule 25.14.4.2a
• Ensuring people are aware of their travel options by requiring travel plans for some developments.	Rule 25.14.4.3a
Reducing the overall need to travel, and therefore reducing emissions. This is achieved through integration of land use and transport planning (reducing trip lengths) and the Accommodating Growth policy, which supports growth within walkable catchments.	Policy 25.14.2.1a Policy 25.14.2.1e
Climate Change policy – promoting a tree canopy along transport corridors will create a more comfortable cycling and walking environment during hot weather, enhance biodiversity and ecological function, and contribute to storing carbon. The biodiversity in transport corridors policy encourages planting within the transport corridor, which has environmental benefits and will assist in the response to climate change.	Policy 25.14.2.1c Policy 25.14.2.1d Policy 25.14.2.1q
Reducing adverse effects on the environment through careful consideration and design, improving biodiversity, water quality and air quality, and reducing greenhouse gas emissions.	Policy 25.14.2.1k

To summarise, PC12 will directly contribute to implementing New Zealand's climate change and emissions reduction plans. Reducing people's reliance on private cars by integrating land use and transport planning and providing for a range of alternative transport modes, will directly reduce greenhouse gas emissions. The contribution of PC12 to implementing Hamilton's local climate change strategy is discussed in Section 4.2 below.

2.4. National Policy Statement on Urban Development (NPS-UD)[7]

The NPS-UD (2020) was updated in 2022. Its purpose is to state objectives and policies on significant matters related to urban development that are relevant to achieving the purpose of the RMA – the sustainable management of natural

[7] https://environment.govt.nz/acts-and-regulations/national-policy-statements/national-policy-statement-urban-development/

and physical resources. Its objectives are, amongst other things, well-functioning urban environments, improved housing affordability, more intensive urban development in certain locations, reduced greenhouse gas emissions, and resilience to the effects of climate change. NPS-UD policies relevant to transport, and how PC12 gives effect to them, are outlined below.

Table 5 How PC12 gives effect to NPS-UD policies relevant to transport

NPS-UD Policy relevant to transport	How PC12 gives effect to the NPS-UD Policy	Proposed PC12 Provisions
Policy 1: Planning decisions contribute to well-functioning urban areas, which are urban environments that, as a minimum: (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.	The land use integration policy supports the integration of land use and transport infrastructure. This includes supporting development within walkable catchments and promoting increased use of public transport. Integration improves accessibility. The urban design policy supports establishing multi-modal connections, which improves accessibility. The priorities policy enables and prioritises walking, cycling micro-mobility over public transport, which has a positive impact on accessibility. High frequency public transport is prioritised over private vehicles on strategic networks. Rules requiring provision for cycling, micro-mobility, accessible parking, and end of journey facilities also support good accessibility.	Policy 25.14.2.1a Policy 21.14.1f Policy 25.14.2.1g Rules 25.14.4.2r-ab Rules 25.14.4.2 n, o, p, q to ab Rule 25.14.4.2a
(e) support reductions in greenhouse gas emissions; (f) are resilient to the likely current and future effects of climate change.	The climate change policies promote a tree canopy, which minimises summer heat. The policies address greenhouse emissions, both embodied and new, and support planning the transport network to be more resilient to the effects of extreme weather and climate change.	Policy 24.14.2.1b Policy 25.14.2.1c Policy 25.14.2.1d
Policy 10: Tier 1, 2, and 3 local authorities[8]: (b) engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning.	The land use integration policy directly improves the integration of land use and transport. It supports development within walkable catchments and improves accessibility.	Policy 25.14.2.1a

2.5. Waka Kotahi Keeping Cities Moving[9]

"Keeping Cities Moving" is Waka Kotahi's plan for mode shift. The objective is to grow the share of travel by public transport, walking and cycling to help cities thrive. The transport network needs to provide mode choices and help people move around easily.

Waka Kotahi's plan (page 6) looks to support thriving urban areas in three ways:

- shaping urban form;

[8] Hamilton City Council is a Tier 1 local authority.
[9] https://www.nzta.govt.nz/walking-cycling-and-public-transport/keeping-cities-moving/

- making shared and active modes more attractive; and
- influencing travel demand and transport choices.

PC12 implements all three of the above methods to support a thriving urban area. The transport objective (25.14.2.1) and policies (25.14.2.1a, 25.14.4.1g, 25.14.2i, 25.14.2j, and 25.14.4.2n) are well-aligned with Keeping Cities Moving as they seek an integrated and efficient pattern of land use and transport, providing a high level of connectivity, reducing car dependence, and encouraging mode shift.

The local challenges and responses are discussed in the Hamilton-Waikato Metro Area Mode Shift Plan (refer to Section 3.6).

3. REGIONAL TRANSPORT PLANNING CONTEXT

3.1. The Vision and Strategy for the Waikato River / Te Ture Whaimana o te Awa o Waikato [10]

Te Ture Whaimana o te Awa o Waikato (The Vision and Strategy for the Waikato River) (Te Ture Whaimana) has the status of a national policy statement and will prevail over any inconsistent provision in any other national policy statement. It is the primary direction-setting document for the Waikato River and activities within its catchment affecting the Waikato River. The "vision is for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces for generations to come". To realise the vision, 12 objectives will be pursued.

PC12 transport-related provisions that will give effect to Te Ture Whaimana are:

- Objective 25.14.2.1
- Policy 25.14.2.1k iv
- Policy 25.14.2.1o viii
- Assessment Criteria G1(h).

3.2. Waikato Regional Land Transport Plan 2021-2051 (RLTP)[11]

The Waikato Regional Land Transport Plan 2021-2051 outlines the strategic direction for land transport in the Waikato Region. It describes what the region is aiming to achieve for the land transport system in the context of a growing Hamilton-Waikato metro-spatial area. The Regional Transport Committee endorsed the RLTP in June 2021.

The Plan Change is well-aligned with the RLTP as discussed in the following tables.

Table 6 How PC12 will help achieve RLTP objectives

RLTP Objectives	How PC12 will help achieve the objectives	Proposed PC12 Provisions
An efficient and resilient land transport system that advances regional economic well-being and facilitates the movement of people and freight on strategic corridors in the upper North Island.	The priorities policy ensures that high frequency public transport and freight movement is prioritised over the use of private vehicles on strategic corridors. The public transport policy supports improving operational efficiency and the transition to a rapid and frequent public transport network.	Policy 25.14.2.1g Policy 25.14.2.1j Policy 2.2.14a-g

[10] https://waikatoregion.govt.nz/assets/WRC/WRC-2019/Vision-and-Strategy-for-the-Waikato-River.pdf
[11] https://waikatoregion.govt.nz/services/publications/rltp-2021-2051/

RLTP Objectives	How PC12 will help achieve the objectives	Proposed PC12 Provisions
A planned transport response that supports liveable urban areas and future growth areas.	This objective is supported by the land use integration, accommodating growth, urban design, priorities, and public transport policies. Liveable areas are created though providing a well-integrated and connected and accessible transport network, development in walkable catchments and establishing streetscape amenity.	Policy 25.14.2.1a Policy 25.14.2.1e Policy 25.14.2.1f Policy 25.14.2.1g Policy 25.14.2.1j
A safe, accessible transport system in the Waikato region, where no one is killed or seriously injured.	The priorities policy takes the focus away from private cars and ensures that transport corridors accommodate alternative modes. This supports safety and accessibility.	Policy 25.14.2.1g
A transport system that provides an inclusive range of integrated, safe, accessible, quality travel choices for people to meet their social, economic and cultural needs.	The current District Plan transport objective is well aligned with the RLTP, and changes have been proposed to broaden the objective to take into account other HCC priorities.	Objective 25.14.2.1
An environmentally sustainable, energy efficient and low-carbon transport system that delivers emissions reductions and enhances communities' long-term resilience to the effects of climate change.	The climate change policies promote a tree canopy, which minimises summer heat. The policies address greenhouse emissions, both embodied and operational, and support planning the transport network to be more resilient to the effects of extreme weather and climate change.	Policy 24.14.2.1b Policy 25.14.2.1c Policy 25.14.2.1d
Collaboration around spatial and place-based planning results in a safe and efficient transport system that supports thriving and healthy urban and rural communities and economic wellbeing.	Safety and efficiency are influenced by the integration of land use development and transport infrastructure, which is supported by policies that focus on land use integration, urban design, priorities, public transport, and accommodating growth.	Policy 25.14.2.1a Policy 21.14.2.1f Policy 25.14.2.1g Policy 25.14.2.1j Policy 25.14.2.1e

3.3. Waikato Regional Public Transport Plan 2022-2032 (RPTP)[12]

This plan provides a means for councils, transport operators and stakeholders to work together to develop and improve public transport services and infrastructure in the region. It aims to *"Enable a better Waikato by enhancing people's lives and shaping the future with outstanding transport solutions".*

The RPTP objectives are:

- Deliver public transport services in a way that results in negative carbon emissions from 2027 onwards
- Deliver an integrated network of public transport services that enhances accessibility and wellbeing.
- Provide a fares and ticketing system that is simple, affordable and attracts and retains customers
- Provide high quality and intuitive public information.
- Provide the infrastructure necessary for accessible, effective and efficient public transport services
- Provide public transport services that are affordable for passengers and funders
- Develop and maintain partnerships that obtain best value for money in the delivery of transport solutions.

[12] https://waikatoregion.govt.nz/assets/WRC/WRC-2019/2022-2032-RPTP-document.pdf

HCC does not provide public transport services and the focus of the District Plan is on providing a framework that promotes public transport infrastructure and improves access to bus stops. The intent of these changes is to provide infrastructure that supports the provision of high-quality public transport services and increases ridership. PC12 includes a public transport policy that, along with other proposed changes, contributes to the objectives as described below:

Table 7 How PC12 will help achieve WRLTP objectives

Relevant WRPTP Objectives	How PC12 will help achieve the objectives	Proposed PC12 Provisions
Deliver an integrated network of public transport services that enhances accessibility and wellbeing.	The accommodating growth policy looks to make the best use of existing corridors by reconfiguring them to accommodate active modes and public transport. Urban design policy includes the provision of multi-modal connections that support a wider range of transport modes and support public transport network integration. The public transport policy supports upgrading public transport facilities, the transition to a rapid and frequent network, and providing parking for cyclists at Public Transport Interchanges.	Policy 25.14.2.1e Policy 25.14.2.1f Policy 25.14.2.1j
Provide the infrastructure and services necessary for accessible, effective, efficient and enjoyable public transport services	As above, the urban design policy provides for multi-modal connections, improving accessibility of public transport services. The priorities policy aims to prioritise public transport infrastructure over private vehicles. The public transport policy seeks the upgrading of public transport facilities and services.	Policy 25.14.2.1f Policy 25.14.2.1g Policy 25.14.2.1j
Provide public transport services that are affordable for passengers and funders	The land use integration policy seeks to increase the feasibility and therefore use of public transport by concentrating high density development into specific areas. Increasing feasibility reduces costs and increases affordability. The public transport policy seeks to improve the operational efficiency of the public transport network, which would lead to increased use and affordability for users. Travel planning also aims to increase use, with the same outcome.	Policy 25.14.2.1a Policy 25.14.2.1f Policy 25.14.2.1n Rule 25.14.4.3a Appendix 15, Tables 15-2a and 15-2b.

To summarise, PC12 aims to improve infrastructure and create development patterns that support the use of public transport. This directly contributes to the regional public transport plan objectives.

3.4. Future Proof

The Future Proof Strategy[13] is a 30-year growth management and implementation plan specific to the Hamilton, Waipā, and Waikato subregion. It provides a framework to manage growth in a collaborative way both from a community and a physical perspective.

The Future Proof Strategy vision statements are:

[13] https://futureproof.org.nz/the-strategy/

1. Has a diverse and vibrant metropolitan city centre strongly tied connected to distinctive, thriving towns and rural communities.

2. Is part of the prosperous, dynamic and nationally significant corridor between Hamilton, Auckland and Tauranga that accommodates growth while protecting what is most important.

3. Is the place of choice for those looking for opportunities to live, work, play, invest and visit.

4. Provides a variety of housing options that are affordable and accessible.

5. Is the place where natural environments, landscapes and heritage are protected and a healthy Waikato River is at the heart of the region's identity.

6. Has productive partnerships with the community.

7. Has affordable, integrated and sustainable infrastructure, including social and community infrastructure, with a strong focus on a rapid and frequent multi-modal transport network, and enabling three waters services and community facilities.

8. Has sustainable resource use.

9. Responds to climate change with urgency, building resilience and supporting the transition to a lower carbon economy including through achieving a more compact urban form and a shift to active modes and public transport.

The transport network has a direct role in helping achieve visions 5, 7 and 9, as described below:

Table 8 How PC12 will help achieve Future Proof visions

Future Proof Vision	How PC12 will help achieve the vision	Proposed PC12 Provisions
Is the place where natural environments, landscapes and heritage are protected, and a healthy Waikato River is at the heart of the region's identity.	The policy on adverse effects of the transport network seeks to avoid or minimise the effects of transport on the environment. Through design the network can contribute towards protection of natural environments. The biodiversity policy encourages planting of indigenous trees and vegetation. This supports a healthy natural environment and recognises landscape values. The climate change policy seeks to minimise emissions and improve carbon storage, protecting the natural environment.	Policy 25.14.2.1k Policy 25.14.2.1b Policy 25.14.2.1c Policy 25.14.2.1d Policy 25.14.2.1q Policy 25.14.2.1o (viii)
Responds to climate change with urgency, building resilience and supporting the transition to a lower carbon economy including through achieving a more compact urban form and a shift to active modes and public transport.	Refer to discussion of response to climate change above (Section 2.3). Land use integration, accommodating growth and urban design policies support a more compact urban form and a shift to active modes and public transport.	As above (Section 2.3) Policy 25.14.2.1a 25.14.2.1c 25.14.2.1d 25.14.2.1e 25.14.2.1f

Future Proof Vision	How PC12 will help achieve the vision	Proposed PC12 Provisions
Has affordable, integrated and sustainable infrastructure, including social and community infrastructure, with a strong focus on a rapid and frequent multi-modal transport network, and enabling three waters services and community facilities.	Land use integration policy includes integrating land use and the transport network. Urban design policy promotes multi-modal connections, improving transport integration, accessibility, and sustainability. Public transport policy supports transition to rapid and frequent public transport network.	Policy 25.14.2.1a Policy 25.14.2.1f Policy 25.14.2.1j

To summarise, PC12 supports Future Proof's growth management strategy, by providing policies that will promote more compact development and the right infrastructure to support growth.

3.5. Hamilton Waikato Metro Spatial Plan (MSP)[14]

The MSP supports Future Proof and sets out where Hamilton City and the neighbouring communities within Waipā and Waikato Districts should grow and how they should be connected, long-term, to ensure social, economic and environmental prosperity. It is based around six transformational moves. The transformational moves are listed below, along with the relevance of PC12. The individual objectives and their performance indicators are described in the MSP itself.

Table 9 How PC12 will support the Metro Spatial Plan's transformational moves

Transformational Move	How PC12 will support the transformational move	Proposed PC12 Provisions
Waikato River: celebrating the Waikato River as the defining ecological feature connecting the metro area to the heart of a blue-green network supporting environmental and recreational use and creating a sense of place.	The policy on adverse effects of the transport network seeks to avoid or minimise the effects of transport on the environment. Through design the network can contribute towards improvements in biodiversity and water quality, which has benefits for the Waikato River. The Access policy directly aims to maintain and enhance public access to and along the river, supporting recreational use and helping to define it as a feature.	Objective 25.14.2.1 Policy 25.15.2.1k Policy 25.14.2.1o viii Policy 25.14.2.1q Policy 2.2.2b
Iwi aspirations: enhancing the environmental health and wellbeing of the Waikato River in accordance with the Te Ture Whaimana o Te Awa o Waikato – Vision and Strategy for the Waikato River, while supporting iwi in embracing social and economic opportunities within the metro area with a specific emphasis on Hopuhopu and Ruakura.		

[14] https://futureproof.org.nz/assets/FutureProof/H2A/Metro-Spatial-Plan/Hamilton-Waikato-Metropolitan-Spatial-Plan-Final-Low-Res.pdf

Transformational Move	How PC12 will support the transformational move	Proposed PC12 Provisions
A radical transport shift: a multimodal transport network, connecting the metro area and facilitating a radical shift to using public transport through the establishment of a rapid and frequent public transport network shaped around where and how our communities will grow.	A radical transport shift is supported by several PC12 policies. The urban design policy includes the provision of multi-modal connections that support a wider range of transport modes and support public transport network integration. The public transport policy supports upgrading public transport facilities, transition to a rapid and frequent network, and providing parking for cyclists at Public Transport Interchanges. The priorities policy prioritises alternative modes of transport, encouraging a mode shift. The City Urban Form objective and policies support compact development around centres, improving accessibility and integration.	Policy 21.14.2.1f Policy 25.14.2.1j Policy 25.14.2.1g Objective 2.2.14 Policy 2.2.14a Policy 2.2.14b Policy 2.2.14c Policy 2.2.14d
A vibrant metro core and lively metropolitan centres: growing Hamilton central city as our civic, administrative, cultural and commercial metro core, alongside lively metropolitan centres, well connected by public transport and safe walking and cycling networks, where people can afford to live, work and play.	The land use integration, accommodating growth and urban design policies support higher density development in walkable catchments and provision of multi-modal infrastructure. The public transport policy encourages upgrades to facilities and services, improving accessibility and connectivity.	Policy 25.14.2.1a Policy 25.14.2.1e Policy 25.14.2.1f Policy 25.14.2.1j
Thriving communities and neighbourhoods: enabling quality denser housing options that allow our natural and built environments to coexist in harmony increasing housing affordability and choice to meet the needs of growing and changing communities. **A strong and productive economic corridor**: establishing an economic corridor that links the highly productive employment areas between Ruakura, Hamilton central city and north to Horotiu.	Economic development is supported by improving accessibility. Transport plays a vital role in building and maintaining a thriving community. Improving accessibility, connectivity, safety, and sustainability within the transport network is key, and PC12 achieves this by: Providing for and promoting non-car modes (corridors, connections, public transport, end-of-journey facilities, micro-mobility parking, electric-vehicle charging). Supporting growth in walkable catchments, land use integration, urban design policy. Climate change and biodiversity policy.	Policy 25.14.2.1a Policy 25.14.2.1e Policy 25.14.2.1f Policy 25.14.2.1j Policy 25.14.2.1k Policy 25.14.2.1o Policy 2.2.2b

To summarise, PC12 directly contributes to the transformation the metro spatial plan envisions. It enables a radical transport shift, supporting thriving, accessible communities.

3.6. Hamilton-Waikato Metro Area Mode Shift Plan

The Hamilton-Waikato Metro Area Mode Shift Plan[15] is the sub-region's response to Waka Kotahi's "Keeping City's Moving" strategy described in Section 2.5. The purpose of the mode shift plan in Hamilton and its surrounds is to set out the 'why' and 'what' to achieve mode shift over the next 0-6 years.

[15] https://www.nzta.govt.nz/assets/resources/keeping-cities-moving/Hamilton-Waikato-regional-mode-shift-plans.pdf

The plan summarises the challenges of the current high growth, high car use scenario and increasing congestion as:

- Reduced efficiency of infrastructure: high car use is not an efficient use of what is a finite resource – land and bridges;
- High levels of car ownership: when combined with increased density can lead to increased pressure for on-street parking. This makes it more difficult to use this space to deliver cycle and bus lanes. Protecting street space is critical so that Council can reallocate space in the future;
- Poorer air quality, increased noise, reduced amenity for walking, cycling, micro-mobility and public transport;
- An environment under which those without a car cannot participate fully in society; and
- Increasingly unaffordable infrastructure: delivering and maintaining the built infrastructure is increasingly costly.

The focus areas for action are consistent with Waka Kotahi's "Keeping City's Moving" strategy and are listed below. How PC12 supports these is described in Section 2.5.

- Shaping urban form – Encouraging good quality, compact, mixed-use urban development will result in densities that can support rapid/frequent transit (and vice versa), shorter trips between home and work/education/leisure, and safe, healthy, and attractive urban environments to encourage more walking and cycling.
- Making shared and active modes more attractive – Improving the quality, quantity and performance of public transport facilities and services, and walking and cycling facilities will make more people want to use them. This can involve both optimising the existing system (e.g., through reallocating road space), investment in new infrastructure and services, and providing better connections between modes.
- Influencing travel demand and transport choices – Changing behaviour may also require a mix of incentives and disincentives (or 'push' and 'pull' factors) to either discourage use of private vehicles (by making them less attractive relative to other options) or making people more aware of their options and incentivising them to try something new. This may include parking policies, road pricing, travel planning and education.

4. LOCAL TRANSPORT PLANNING CONTEXT

4.1. Access Hamilton: Ara Kootuitui Kirikiriroa[16]

The updated Access Hamilton Strategy was adopted by Council in August 2022. The strategy aims to meet the changing travel demands of the city and sets out what's important to Hamilton City. It guides investment decisions made in the Long-Term and Annual Plans. Its vision is *"Our transport network enables everyone to connect to people and places in safe, accessible and smart ways."*

Access Hamilton plays a crucial part in facilitating the City Council's objective of enhancing the wellbeing of Hamilton's residents. Figure 3 identifies the strategies, plans, concepts, and themes that have influenced it.

[16] https://hamilton.govt.nz/strategies-plans-and-projects/strategies/access-hamilton/

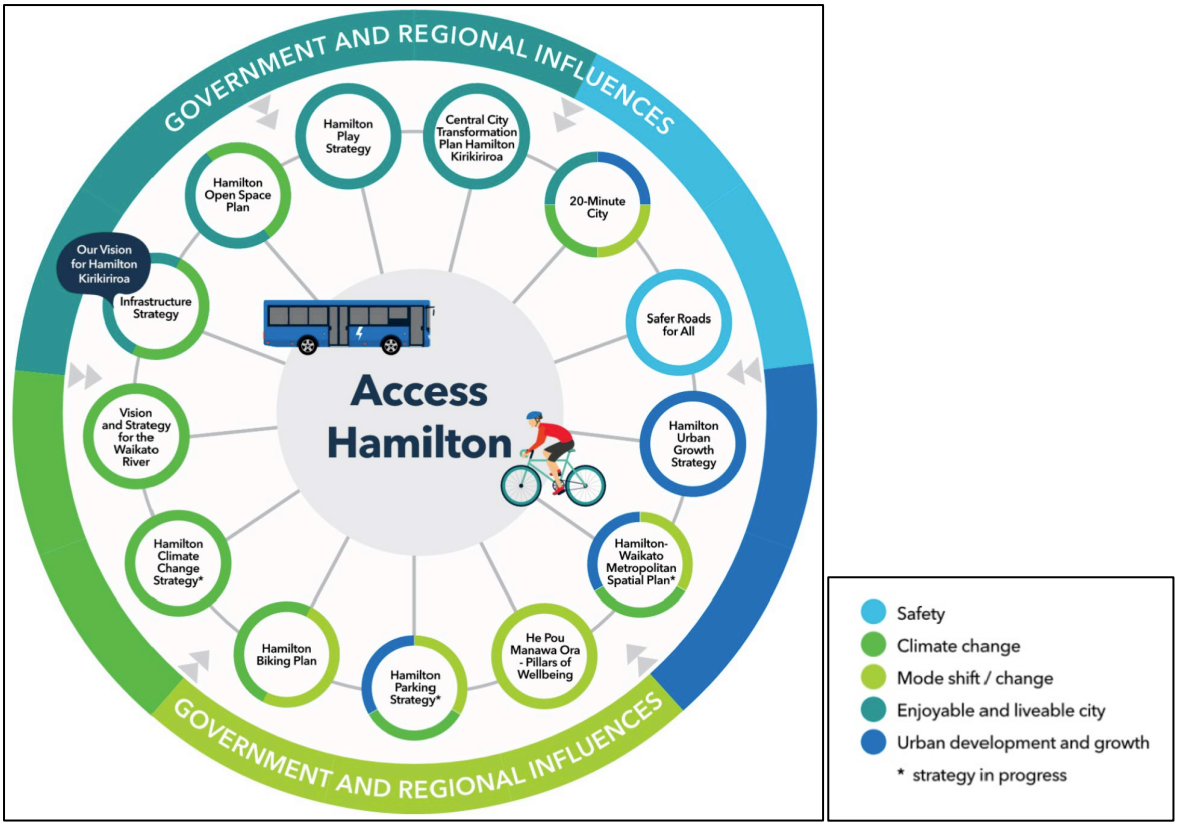

Figure 3 Strategies, plans, concepts, and themes that have influenced Access Hamilton

PC12 responds to many of these influences and themes as described below.

Table 10 PC12 responses to Access Hamilton themes

Theme	PC12 Response	Proposed PC12 Provisions
Safety	The urban design policy promotes allocation of space to alternative modes. Improving facilities increases safety by reducing the risk of conflict.	Policy 21.14.2.1f
	The priorities policy places focus on vulnerable road users, supporting vulnerable road users / active modes with appropriate facilities. This reduces risk of conflict, improving safety, and encourages healthy transport modes.	Policy 21.14.2.1g Rules 25.14.4.1 m, n
Climate Change	PC12 has a climate change policy that directly addresses climate change. This, along with the biodiversity policy, promotes planting, improving carbon storage, minimising greenhouse gas emissions, promoting biodiversity and increasing resilience.	Policy 25.14.2.1b Policy 25.14.2.1c Policy 25.14.2.1d Policy 25.14.2.1q
Mode shift / change	The land use integration policy aims to reduce reliance on private vehicles, which in turn improves the accessibility of other modes, promoting mode shift. The accommodating growth and urban design policies support growth in walkable catchments, increasing the feasibility of using non-car transport modes.	Policy 25.14.2.1a Policy 25.14.2.1e Policy 21.14.1f

Theme	PC12 Response	Proposed PC12 Provisions
	Infrastructure for non-car modes is addressed by a range of policies including the accommodating growth policy, which reallocates space to other modes within existing corridors, the urban design policy, which supports multi-modal connections, and the public transport policy. Rules requiring facilities for micro-mobility modes include parking and end-of-journey facilities.	Policy 25.14.2.1e Policy 21.14.1f Policy 25.14.2.1i Policy 25.14.2.1j Rules 25.14.4.2 q to ab Rule 25.14.4.2a
	The priorities policy seeks to support vulnerable transport network users by prioritising walking, cycling and micro-mobility modes in addition to high-frequency public transport over private vehicles.	Policy 25.14.2.1g
	Travel plan policy increases awareness of and encouragement to use non-car modes.	Policy 25.14.2.1n Rule 25.14.4.3a Appendix 15-2 Tables 15-2a, 15-2b, 15-2c, and 15-2e.
Enjoyable and liveable city	An enjoyable and liveable city is achieved by accommodating growth in the right places, providing transport choices and improving safety. The land use integration, accommodating growth and urban design policies contribute to the creation of an enjoyable, liveable city.	Policy 25.14.2.1a Policy 25.14.2.1e Policy 21.14.1f
Urban development and growth	The Accommodating growth and urban design policies make the best use of existing transport corridors and support growth in walkable catchments.	Policy 25.14.2.1e Policy 21.14.1f

Mode shift / change is promoted by a range of PC12 policies that address land use integration, provide infrastructure for alternative modes, and encourage a change in transport behaviour. Supporting growth in the right place, improving safety for vulnerable users, and creating a more liveable city will encourage a shift from the private car to other transport modes.

4.2. Our Climate Future: Te Pae Tawhiti o Kirikiriroa

In Hamilton, 64% of all emissions are from the transport sector. It is well recognised that transport must play a major role in emission reduction. PC12 will play a major role in helping to meet the emission reduction requirements of the GPS, NPS-UD, and Climate Change Commission report.

Hamilton's climate change strategy[17] has the following vision: *"Hamilton Kirikiriroa is a thriving, low-carbon city that responds and adapts to climate change"*. This strategy outlines the priorities for HCC's response and will guide the way Council considers climate change in all we do.

The strategy has three outcomes, with focus areas for each. The following table lists the outcomes and the focus areas that directly relate to transport, along with a description of how PC12 supports this strategy.

[17] https://hamilton.govt.nz/strategies-plans-and-projects/strategies/climate-change-strategy/

Table 11 How PC12 will help achieve the transport-related outcomes of Our Climate Future: Te Pae Tawhiti o Kirikiriroa

Outcomes and focus areas directly relevant to transport	How PC12 will help achieve the outcomes	Proposed PC12 Provisions
By acting together, our emissions are reducing. = Develop a low-emissions transport network and system.	The climate change policies support lowering the transport network's embodied and operational greenhouse gas emissions and promote the establishment and maintenance of a continuous tree canopy along transport corridors and increasing transport network resilience against the effects of climate change and extreme weather.	Policy 25.14.2.1b Policy 25.14.2.1c Policy 25.14.2.1d
Our city is ready for Hamilton's climate = Improve our community's resilience and reduce the impact of climate change on their wellbeing. = Build the right things in the right place to reduce our climate risk exposure. = Future-proof existing and new infrastructure to be climate resilient. = Regenerate our natural environment, to improve the resilience of our gullies and other natural areas.		
Our neighbourhoods enable low carbon living = Create a 20-minute city of compact, connected and healthy neighbourhoods, with a focus on sustainable urban intensification.	The priorities policy prioritises high frequency public transport on strategic routes, increasing the area covered by 20 minutes of bus travel. Connection is supported by a multi-modal network, public transport, and land use integration policies.	Policy 25.14.2.1e Policy 21.14.2.1f Policy 21.14.2.1a Policy 21.14.2.1g Policies 2.2.14a to 2.2.14g

4.3. Play Strategy

HCC's Play Strategy[18] aims to impact positively on the physical activity levels of people who live in or visit Hamilton. The vision that: *"Hamilton is a great place for everyone to play"* is supported by four outcome areas. Outcome areas 1 and 4 are most relevant to transport, and are supported by PC12 as described below:

Table 12 How PC12 will help achieve HCC's Play Strategy outcome areas relevant to transport

Outcome area	How PC12 will help achieve the outcome areas	Proposed PC12 Provisions
Outcome Area One: Hamilton is reimagined as an urban playground: We develop a connected and accessible network of play opportunities throughout the city.	For connected play opportunities, a well-connected transport corridor that caters to vulnerable road users is essential. This outcome area is supported by development in walkable catchments (accommodating growth policy), providing multi-modal networks (urban design, land use integration, public transport etc), and prioritising non-car modes of transport, including public transport.	Policy 21.14.2.1a Policy 25.14.2.1e Policy 21.14.2.1f i
	Policies 25.14.2.1f iv and 25.14.2.1g ii A will enable, where appropriate, opportunities for everyone to be active, play, explore the city, and have fun within transport corridors and the transport network.	Objective 25.14.2.1 vii Policy 25.14.2.1f iv Policy 25.14.2.1g ii A Assessment Criteria G1g

[18] https://hamilton.govt.nz/strategies-plans-and-projects/strategies/

Outcome area	How PC12 will help achieve the outcome areas	Proposed PC12 Provisions
Outcome Area 4: We are responsive to changing play, sport and recreation trends: We embed sustainability and resilience practices and principles into facilities and infrastructure.	Sustainability and resilience are embedded into infrastructure through the climate change policies, which promote resilience and biodiversity, supporting sustainability and resilience to the impacts of climate change and extreme weather. A sustainable transport network supports sustainable play and recreation infrastructure.	Policy 25.14.2.1b Policy 25.14.2.1c Policy 25.14.2.1d

5. CYCLING AND MICRO-MOBILITY

5.1. Waka Kotahi Cycling Action Plan

The Waka Kotahi Cycling Action Plan[19] sets out a pathway to significantly increase the safety and attractiveness of cycling and micro-mobility in towns and cities across Aotearoa New Zealand. The vision is that in ten years, people of all ages and abilities will be able to get to where they need to go using connected networks of safe and attractive cycleways and quiet streets.

The focus areas to support this vision are:

- helping to deliver quick build cycle networks and building momentum for change in all our main urban centres;
- supporting reallocation of existing street space to help complete urban cycling networks; and
- supporting investment in short trips to key destinations such as schools, town centres and public transport hubs in our investment priorities.

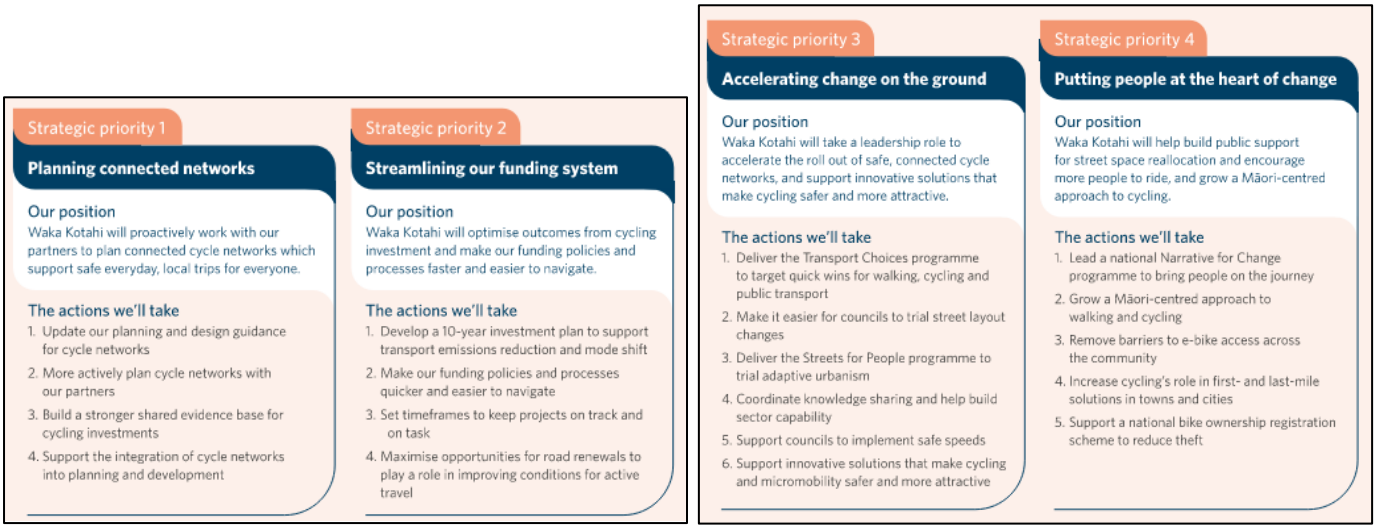

Figure 4 Summary of Actions

PC12 supports these focus areas through Policy 25.14.2.1e Accommodating Growth, Policy 25.14.2.1g Priorities, and Policy 25.14.2.1i End-of-Journey Facilities.

[19] https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/strategies-and-plans/waka-kotahi-cycling-action-plan/

5.2. HCC's Biking and Micro-mobility Programme[20]

The Biking and Micro-mobility Programme Single Stage Business Case (SSBC) presents a coordinated 10-year biking and micro-mobility programme of activities to make Hamilton a city that is easy to live in and move around and where many more people use bikes and micro-mobility devices. This long-term vision is called "Connected Neighbourhoods".

The SSBC provides an evidence base that highlights that Hamilton's transport system is car dominated with 86% of trips to work made by car, the highest of the five major New Zealand cities. Bike mode share is very low at 3.8%.

The SSBC seeks to:

- Improve mode share, in line with Access Hamilton targets
- Improve safety
- Develop a Strategic Network Plan, providing a comprehensive biking and micro-mobility network
- Provide a prioritised 10-year programme of activities that give effect to the Strategic Network Plan, and
- Inform a future revision of the Access Hamilton programme.

By 2031 the expected outcomes of investing in the 10-year biking and micro-mobility programme are to:

- Reduce deaths and serious injuries to bike and micro-mobility users across Hamilton by 40% per year;
- Increase the proportion of Hamilton's street network perceived as safe by biking and micro-mobility from 6% to 24%;
- Encourage 21,600 people to make biking and micro-mobility their main means of transport, an increase of 15,700 people;
- Increase biking and micro-mobility mode share from 3.8% to 15% of journey to work and journey to education trips;
- Increase the proportion of Hamilton's street network which has a high level of service for biking and micro-mobility from 10% to 21%;
- Improve health outcomes for 15,700 people from using biking and micro-mobility as a form of exercise, and
- Reduce VKT by private car and CO2 emissions from transport by 6.7%.

PC12 supports the Biking and Micro-mobility Programme by specifically identifying the Cross-city Connection as HCC's primary cycling network (Policy 25.14.4.1o (i) and Appendix 15, Figure 15-9). The Biking and Micro-mobility Programme demonstrates that making changes to support cycling and micro-mobility are worthwhile and strongly aligned with the Transport Outcomes Framework and strategic priorities of the GPS.

5.3. Influence of PC12

PC12 supports a move to a transport system that supports neighbourhoods that are healthy, safe and climate resilient. Supporting more people to travel more often by bike will help meet emissions reduction targets while improving the health and wellbeing of people and the vibrancy and liveability of our communities. It also requires transformational change.

Key changes proposed as part of PC12 include:

- Requiring travel plans to support the use of cycling and micro-mobility (Policy 25.14.2.1n, Rule 25.14.4.3a);

[20] https://hamilton.govt.nz/parking-and-transport/transport/micro-mobility/

- Specifying separated cycle facilities on collector and arterial transport corridors (Appendix 15, Table 15-5aii);
- Providing more detail on the location and design of cycle and micro-mobility parking (Rule 25.14.4.2 a) iii) and Rules 25.14.4.2 q-ab);
- Providing detailed layouts for the design of cycle parking (Appendix 15-1, Figure 15-1aa);
- Requiring parking for large cycles for specific activities where people are likely to be transporting goods. This includes building improvement centres, nurseries, garden centres, and supermarkets (Rule 25.14.4.2 aa);
- Requiring end-of-journey facilities (e.g., lockers, showers) at all activities where staff cycle parking is required and at selected activities where visitor cycle parking is required, including hospitals, offices, and places of assembly (Rule 25.14.4.2a and Table 15-1a); and
- New definitions for "Cross-city Connection", "Cycle and Micro-mobility Parking Classes", "End-of-Journey Facilities", and "Shared Path".

The following have informed development of PC12 provisions relating to cycle facilities design:

- Waka Kotahi's Cycle Network Guidance[21] has informed changes to the Criteria for the form of Transport Corridors.
- Waka Kotahi's Cycle Parking Planning and Design Guidance[22] has informed provisions relating to the design of parking and end-of-trip facilities for people who cycle.

The proposed provisions for cycle parking and provision of end-of-journey facilities represent a significant change from the current provisions, reflecting the need for transformational change in the quality and quantities of facilities provided to make travel by cycling and micro-mobility more attractive. Cycle parking rates for staff and visitors and micro-mobility devices are generally set to support 20% mode share which is consistent with the 10-year strategy to achieve 15% mode share of Hamilton's Biking and Micro-mobility Programme.

6. SUMMARY AND CONCLUSION

The purpose of the District Plan is to assist Council to carry out its functions to achieve the purpose of the RMA, which is to promote the sustainable management of natural and physical resources. Council's functions include achieving integrated management of the effects of use, development, and protection of land and associated natural and physical resources, control of the effects of the use, development, or protection of land, and to ensure there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district.

The District Plan must give effect to any national policy statement[23] and regional policy statement[24]. In addition, when changing the District Plan, Council must have regard to, amongst other things, management plans and strategies prepared under other acts[25] and any emissions reduction plan made in accordance with the Climate Change Response Act 2002[26].

[21] https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/
[22] https://www.nzta.govt.nz/resources/cycle-parking-planning-and-design/
[23] S75(3)(a) of the RMA
[24] S75(3)(ac) of the RMA
[25] S74(2)(b)(i) of the RMA
[26] S74(2)(d) of the RMA

To fulfil these requirements, and to give effect to Te Ture Whaimana, PC12 introduces changes to support the uptake of walking, cycling, micro-mobility and public transport, to manage the adverse effects of urban intensification on the transport network, reduce greenhouse gas emissions, and achieve a well-functioning urban environment.

The key issues arising from housing intensification that Council is seeking to address through PC12 provisions related to transport and mode shift are:

- Improving safety and accessibility by prioritising the needs of vulnerable and less mobile users, pedestrians cyclists, and micro-mobility users;
- Making the best use of existing transport corridors;
- Provision of public transport infrastructure and improving access to bus stops;
- Setting minimum standards for pedestrian access where driveways/vehicle access is not provided and to avoid conflict between pedestrians and vehicles on driveways;
- Making transport corridors resilient to predicted extreme weather events and more attractive for cycling and walking despite climate change, and reducing greenhouses gas emissions;
- Supporting travel by cycle and micro-mobility devices by requiring travel plans for some types of development and improving the quantity and design of parking infrastructure and end-of-journey facilities; and
- Managing the storage and collection of rubbish and recycling for residents' convenience and to protect the look and safety of streets.

Addressing these issues through the proposed changes will directly support and contribute to national, regional, and local transport goals. The proposed changes will help to manage the effects of growth on the transport network and promote provision of the right infrastructure to support that growth.