



## TRANSPORT INFRASTRUCTURE AND CAR PARKING - POLICY

### T12.1 Introduction

Transportation networks represent a considerable infrastructural investment. As physical resources, the Act requires that transportation networks are managed in a manner that promotes the sustainable management of that resource.

It is recognised that Council is not the sole manager of the transportation network. Other bodies also have management responsibilities, for example; the NZ Transport Agency, the Civil Aviation Authority and the Department of Conservation (DOC). These organisations have statutory responsibilities which Council has not attempted to duplicate.

The NZ Transport Agency is the Approved Organisation responsible for the planning and operation of the State Highway Network. DOC is responsible for roads on land managed by the Department and Council is the Approved Authority responsible for all other public roads in the District and also for issuing resource consents which allow private transportation networks, for example; private airfields and ski lifts. Other transportation networks within the District, for example rail and the State Highways, are designated and managed by the requiring authority.

Rules relating to private transportation are considered within each land use zone section of the Plan. Rules relating to access to and from the road network for which Council is responsible, car parking and loading and manoeuvring of vehicles can be found within the Transport Infrastructure and Car Parking Rules section. These rules are in addition to rules relating to each zone and other rules applying to all zones.

All development generates demand for travel and this can have adverse environmental effects which require avoiding, remedying or mitigating. Council has the function of managing these effects and believes that this is best achieved by addressing the location and design issues associated with the transport component of proposals.

New road transportation activities such as roads, intersections and accesses must be located and designed to ensure efficient operation into the future and safe integration with the existing transport network. New development must consider traffic generation, parking and manoeuvring of vehicles onto and off the site to ensure that possible negative transportation effects can be identified and avoided, remedied or mitigated. This will ensure that the road network is managed in a sustainable manner.

### T12.2 Issue

- (a) Degradation of the safety and efficiency of the transportation network as a physical resource due to the adverse effects of surrounding activities.

#### T12.2.1 Objective

- (a) Avoidance of activities surrounding transportation networks creating effects which affect the safe and efficient use and development of the transportation network as a physical resource.
- (b) Land use and transport throughout the District shall be integrated to ensure that reverse sensitivity issues on the transport network, including rail, are considered when resource consent is sought.



**TI2.2.2 Policies**

- (a) When considering a resource consent application, to take into account the impact of the proposal on the transportation network and require adverse environmental effects to be avoided, remedied or mitigated.
- (b) To control access to and from roads, including State Highways, in order to ensure that the safety and efficiency of the road is not compromised for any mode of transport, including vehicles, pedestrians and cyclists.
- (c) To require that new road intersections are designed and located in accordance with good road design practices, recognising the differing needs of motor vehicles, cyclists and pedestrians.
- (d) To require that all non-transportation activities situated on the road reserve do not adversely affect the safety and efficiency of the transportation network.
- (e) To ensure the impact of any proposal on the transportation network and adverse environmental effects, including safety are avoided, remedied or mitigated.
- (f) Intensification of land use (for example, subdivision or comprehensive residential development) shall be managed to avoid adversely affecting the District's transport networks, including rail.
- (g) To ensure that any zoning change, subdivision or development application that will result in a significant intensification of the use of a rail crossing, will not compromise the safe operation of the railway network for either the rail network operator or the local community.

**TI2.2.3 Explanation of Policies**

Council recognises that transportation networks are an important physical resource that requires protection. The policies seek to ensure that transportation, for all users, is achieved safely and efficiently within the District.

**TI 2.3 Issue**

- (a) Transportation activities degrading the environment by producing adverse environmental effects

**TI2.3.1 Objective**

- (a) The management of the use and development of the District's transportation resources to avoid adverse effects on the environment.

**TI2.3.2 Policies**

- (a) To require all new transportation networks to avoid, remedy or mitigate adverse environmental effects.
- (b) To limit the construction of airports in the Protected Areas Zone to those essential for public safety and efficient management of the protected areas.
- (c) To provide for emergency maintenance, maintenance and improvement works on existing transportation networks.
- (d) To consider pedestrian safety when forming, taking, or requiring a pedestrian way or any other land for the purpose of providing for pedestrian movement.
- (e) To require the provision for parking, loading and access to service the development, while allowing for a more flexible approach to car parking in relation to heritage buildings and sites, where this will protect the heritage values of the building/site.
- (f) To ensure that all new roads and pathways are designed to be safe environments for all road users, especially pedestrians, cyclists and those with disabilities.



## T12.3.3 Explanation of Policies

These policies recognise that transportation networks and the activities which occur on these networks can generate adverse environmental effects. Council, through the policies, seeks to ensure that adverse effects on the environment are avoided or mitigated.

The policies are in recognition that the adverse environmental effects can, in many instances, be avoided, remedied or mitigated by careful siting of a proposal and the implementation of appropriately designed transportation systems and mitigation measures.

The policies also have a focus on safety. This recognises that the design and layout of roads can greatly affect safety, for example, wide straight roads can encourage higher vehicle speeds, whereas the narrowing of roads may reduce vehicle speeds.

Within the District there are two National Cycleways. As a result of these Cycleways, Council is anticipating a significant increase in the number of cyclists visiting the District. Nationally, there has also been a significant increase in cycling. It is therefore important that roads within the District are safe for cyclists.

The Crime Prevention through Environmental Design principles are a useful consideration in the design of roads.

Council has also become a 'Barrier Free District' with the Barrier Free NZ Trust. The Trust's mission is to *'encourage, promote, and facilitate the creation of environments that are accessible and usable by everyone in the community including people with disabilities'*.

## T1 2.4 Issue

- (a) Lack of multi-modal transportation facilities and infrastructure within the District.

### T12.4.1 Objective

- (a) Encourage better multi-modal transportation facilities.

### T12.4.2 Policies

- (a) Encourage connections to and, where appropriate, extensions to existing walking and cycling networks and ensure that these connections and extensions are safe.
- (b) Recognise and provide for the National Cycleways and associated infrastructure and connections thereto.
- (c) Encourage the provision of alternative modes of transport in relation to any large commercial or industrial developments to minimise the impacts of additional traffic flows.

### T12.4.3 Explanation of Policies

Multi-modal transportation refers to the various modes of transport. These include walking, cycling, travelling by car, taxi, or organised transport and public transport.

The overall policy approach is to encourage a variety of forms of transportation.



Policy (a) is aimed primarily at encouraging connections between developments and public walkways and cycleways. Increasing the accessibility of these areas has both recreational and safety benefits.

Policy (b) will enable consideration to be given to the impacts of developments on the National Cycleways. While Policy (c) encourages larger businesses to consider alternative modes of transport, for example, the provision of a staff shuttle service.