

**BEFORE THE INDEPENDENT HEARING COMMISSIONERS
IN CHRISTCHURCH**

TE MAHERE Ā-ROHE I TŪTOHUA MŌ TE TĀONE O ŌTAUTAHI

IN THE MATTER OF Resource Management Act 1991

AND

IN THE MATTER of the hearing of submissions on Plan Change 14
(Housing and Business Choice) to the Christchurch
District Plan

JOINT STATEMENT OF TRANSPORT EXPERTS

26 September 2023

INTRODUCTION

1. This joint witness statement relates to expert conferencing on the topic of **Transport**.
2. The expert conferencing was held on 21 September 2023 facilitated by **Philip Milne**.
3. Attendees at the conference were:
 - (a) **Chris Rossiter**, for Christchurch City Council. Chris provided a statement of evidence dated 11 August 2023 on transport matters in response to submissions.
 - (b) **Chris Morahan**, for Christchurch City Council. Chris provided a statement of evidence dated 11 August 2023 on transport matters in response to submissions.
 - (c) **Anne Heins**, for Christchurch City Council. Anne provided a statement of evidence dated 11 August 2023 on cycle parking quantity and design matters.
 - (d) **Lisa Williams** for Carter Group – submissions #814, #824, #2045
 - (e) **Shaun Hardcastle** for Christchurch NZ – submissions #760, #2048, #2094.
 - (f) **Dave Smith** for Andrew McCarthy – submission #681.

CODE OF CONDUCT

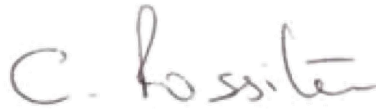
4. This joint statement is prepared in accordance with sections 9.4 to 9.6 of the Environment Court Practice Note 2023.
5. We confirm that we have read the Environment Court Practice Note 2023 and agree to abide by it.

PURPOSE AND SCOPE OF CONFERENCING

6. The purpose of conferencing was to identify, discuss, and highlight points of agreement and disagreement on **Transport** issues relevant to Plan Change 14.
7. Conferencing covered the following transport topics
 - (a) Cycle Parking

- (b) Low Public Transport Accessibility Qualifying Matter
 - (c) Co-location of Vehicle Crossings
 - (d) Pedestrian Access Design
 - (e) High trip Generators
 - (f) Accessible Parking
 - (g) Loading Bays
8. All attendees reviewed **[relevant s32 reports, evidence, s42A reports, other reports]** in advance of the conferencing.
9. **Annexure A** records the agreed issues, areas of disagreement and the reasons, along with any reservations.

Date: 26 September 2023



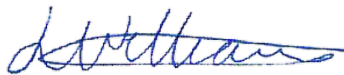
Chris Rossiter



Chris Morahan



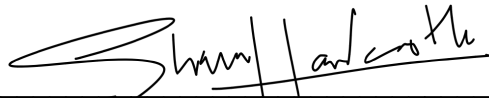
Anne Heins



Lisa Williams



Dave Smith



Shaun Hardcastle

ANNEXURE A – EXPERT CONFERENCING ON TRANSPORT

Cycle Parking

Participants: Anne Heins (AH), Shaun Hardcastle (SH)

Issue	Agreed Position	Disagreements or reservations, with reasons
Parking Supply Rate	<ol style="list-style-type: none"> 1. Agree 1 space per bedroom as a minimum for Comprehensive Residential Developments in the Mixed Use Zone rule 15.10.2.9 <u>Chapter 15, Commercial</u>). 	For the city-wide requirements set out in the Transport chapter, AH wants to review rates subject to further data that will be available by February 2024
Visitor Parking Rate	<p>Agree with providing visitor parking</p> <ol style="list-style-type: none"> 1. Agree on 1 per 10 units for Comprehensive Residential Developments (Chapter 15: Commercial) 	AH notes insufficient information to comment on rate but accepts 1 per 10 units for visitor parking is reasonable (e.g. 5 Sheffield stands for 100 units not onerous)
Design of bike parking	<p>Fully enclosed, secure, at-grade, accessible from the street (AH, SH)</p> <p>Agree it should be provided on the same site and easily accessible from residences.</p> <p>Storage should not require bikes to be lifted due to heavy weight limitations</p>	<p>AH does not consider a need for bike parking area to be integrated within the residential building</p> <p>SH prefers an integrated solution – considers that it will provide higher level of security. Notes that there is an alternative consenting pathway available for non-integrated solutions.</p>
Charging facilities	<ol style="list-style-type: none"> 2. For Comprehensive Residential Developments in the Mixed Use Zone (Chapter 15): Charging points to be required in communal cycle parking facilities, and private cycle parking facilities, at a rate of 1 charge point per 2 cycle parks* 	<p>SH wants requirement for charging facilities being provided at 1 in 1 rate in Sydenham, AH prefers 1 in 2.</p> <p>*AH's support for requiring charge points is subject to fire and electrical expert advice, or safety measures to mitigate the low probability risk of e-scooter and e-bike battery fires, including consideration of inbuilt timers on</p>

	<p>3. For rest of the city via Chapter 7 - Transport: Charging points to be required in communal cycle parking facilities at a rate of 1 charge point per 2 cycle parks, and an Advice Note encouraging their use for private cycle parking (i.e. cycle parking included in as part of individual residences)*</p>	<p>charge points, heat and smoke detectors and an appropriate fire extinguisher in the bike parking facility</p>
--	--	--

Low Public Transport Accessibility Qualifying Matter

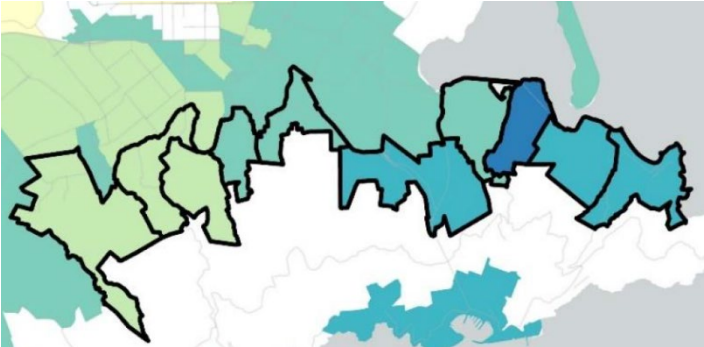
Participants: Chris Morahan (CM), Dave Smith (DS)

Issue	Agreed Position	Disagreements or reservations, with reasons
<p>General discussion on the qualifying matter</p>		<p>DS considers this QM reflects a narrow view of accessibility and should be removed.</p> <ul style="list-style-type: none"> • “Well Serviced” is not defined (DS) • Matter does not capture future growth (DS) • Intensification will create demand for PT (DS) • This matter could prevent intensification (DS) <p>DS considers accessibility should be broader than just PT, should also address active mode routes.</p> <p>CM supports intensification within 800m of PT route.</p> <p>CM states matter only applies to either (a) the top tier of existing or planned bus service in the city or (b) any routes that service the airport or town centres being upzoned</p> <p>Mr Kleynbos’ Section 42a report states in paragraph 7.1.80 that “the effect of the LPTAA is that approximately a third of relevant residential zones have the overlay applied.”</p> <p>NOTES:</p>

		<p>1) CM Figure 22 – yellow highlights key routes with good accessibility but does NOT show the 800m reach which is wider than the yellow highlights.</p>
<p>The appropriate threshold for “low public transport accessibility”.</p>	<p>Both parties agree with the general principle that a compact urban form focussed around public transport would result in better transport outcomes than a dispersed urban form.</p> <p>In general, intensification in existing areas that are well-served by public transport lead to better transport outcomes compared to greenfield development in outlying areas.</p> <p>The disagreement relates to whether the LPTAAQM would help in achieving a more compact urban form or whether it will result in more growth occurring further out and hence a more dispersed urban form.</p>	<p>DS considers that, because the LPTAAQM prevents intensification within the existing urban area, it is not helpful in achieving a more compact urban form.</p> <p>CM considers that it is helpful, because it will focus intensification into more central areas on the core public transport network.</p>
<p>The proposed QM is based on an 800m walking distance from bus routes.</p>		<p>CM considers 800m walking distance (approximate 10 minute walk) to be appropriate, based on it being a commonly adopted figure in planning for how far a typical person might be willing to travel to a bus stop.</p> <p>DS considers that implementing a measure of distance is less important in the current urban context given the increasing availability of alternative options for travelling to bus stops rather than just walking, such as cycling, electric scooters, driving, and also the emergence of on-demand public transport services.</p>

<p>Sumner and coastal suburbs</p>	<p>Areas within 800m walk of the #3 route to Sumner should not be considered to have “low public transport accessibility” and, taking a solely transport-related point of view, should be removed from the Qualifying Matter (that is if the Qualifying Matter were to be retained).</p>	<p>CM understands that there were other reasons for excluding land within 800m of Route 3 in the hillside eastern suburbs (not transport related), as set out in paragraph 124 of his evidence and paragraph 7.1.109 of Mr Kleynbos’ Section 42a report.</p>
<p>The appropriateness of including a Low Public Transport Accessibility Area Qualifying Matter at all.</p>		<p>CM: It’s appropriate as it is consistent with the objectives of the NPS-UD e.g. well-functioning urban environment with growth focussed around public transport. DS: It’s not appropriate and not consistent with the objectives of the NPS-UD, and limits uptake of public transport (other than for highest-tier routes).</p>
<p>The appropriateness of locations on lower-tier bus routes (e.g. ones with 20 minute frequencies) being considered to have “low public transport accessibility”. (paragraph 6.7 of Mr Smith’s evidence)</p>	<p>CM notes that several different scenarios were considered in which different tiers of public transport routes were included e.g. mid-tier routes (20-30 minutes) and lower-tier routes. If areas within 800m of all tiers of bus routes were used, then virtually the entire existing urban area would be mapped and there would be little value in including the qualifying matter. Even if just the top-tier and mid-tier routes were included, there would not be a lot of areas remaining for the QM to apply to, and again the QM would have little value. DS agrees.</p>	<p>DS considers lower frequency services provide convenient, regular access to public transport and thereby meet the definition of well-served in the NPS - UD. DS considers 20 minute frequencies to be well serviced. CM considers only the top-tier routes qualify as well-served, based on them being higher frequency, faster, more direct, and with better infrastructure like bus priority lanes and bus stop shelters, as evidenced by the fact they attract higher patronage than lower-tier routes. CM considers that buses running at headways of 15 minute or less is a commonly accepted definition of “high frequency. CM considers that frequencies lower than this (e.g. 20 minute headways) do not meet the definition of “well-served”. Evidence from Christchurch shows these routes tend to have low uptake compared</p>

		<p>to routes running at 15 minutes or more (Figures 3 and 12 of Mr Morahan’s evidence). Low uptake suggests they are not attractive to people and not servicing their needs.</p> <p>NPSUD states “well serviced” but there is no definition of what this means.</p>
Other modes of travel (paragraph 6.8 of Mr Smith’s evidence)	Accessibility is not exclusively about public transport, it includes other modes too such as walking and cycling.	<p>DS: Other modes including cycling should be considered as part of an accessibility assessment</p> <p>CM: Walking and cycling was not included in defining the qualifying matter. They are important but were excluded as it was not the focus of this matter.</p>
Public Transport scheduled travel times (Table two of Mr Smith’s evidence)	<p>Table 2 compares scheduled bus travel times (from published timetables) to the central city from different suburbs, and compares these to the 45 minute threshold that MfE use in their guidance.</p> <p>CM and DS agree that the MfE 45 minute threshold is a “door-to-door” travel time so needs to include any time spent walking to the bus stop, waiting for a bus, and walking to the final destination</p>	
Appropriateness of medium density residential development in locations serviced by lower-tier bus routes (paragraphs 6.13, 6.15, 6.16, 6.17 & 6.21 of Mr Smith’s evidence)	Growth will result in increased use of these public transport routes and enable service improvements to be justified in future.	<p>DS considers that residential growth will result in increased use of these lower-tier public transport routes, and make it more likely that improvements will occur in future to service this demand. Notes that there are plans to improve many of the routes servicing these areas.</p> <p>CM agrees, but considers that the same level of residential growth in areas better serviced by public</p>

		<p>transport will have an even greater impact on increasing patronage and enabling future improvements, and therefore positive impacts on the transport network.</p>
<p>Application of LPTAAQM to various residential hill suburbs (Table One of Mr Smith’s evidence, and associated maps in Attachment One)</p>	<p>Table 1 shows that some residential hill suburbs have relatively high public transport uptake (e.g. Sumner, Heathcote Valley, Huntsbury, Redcliffs).</p> <p>It also shows some have relatively high active mode share (walking and cycling).</p> 	<p>DS: PT and active mode share on hillside suburbs is similar to other suburbs</p> <p>DS Attachment 2 shows southern hillside suburbs are within easy cycle / PT access of CBD</p> <p>CM notes that some of these are not under the QM (e.g. portions of Cashmere East and West, Huntsbury). Others are under the QM but in the areas CM agrees are well-serviced by public transport and should be removed from the QM (e.g. Sumner, Redcliffs).</p>

Transport – Chapter 7 Changes

Participants: Chris Rossiter (CR), Lisa Williams (LW)

Issue	Agreed Position	Disagreements or reservations, with reasons
Co-Location of Vehicle Crossings		
LW 15 issue	CR Agree with replacing sites with accesses 7.4.3.13 <i>a. no more than two adjacent sites accesses shall share a single vehicle crossing;</i> <i>b. the total width of a vehicle crossing shared between two adjacent sites accesses shall not exceed 7m; and</i>	CR Rule aims to minimise the number of crossings.
LW 18 issue	CR accepts proposed change 7.4.3.8. h. “Any vehicle crossing <u>in a residential zone</u> onto an urban road	CR wants to consolidate driveways where possible to minimise the number of conflict points The focus of the Plan Change was residential zones, had not considered the rule for industrial and commercial.
LW 21 issue 7.4.3.13 c. the minimum distance between a shared vehicle crossing and any other shared vehicle crossing shall be 13 <u>1.8m</u> .	Agree that 3m is sufficient for transport reasons 7.4.3.13 c. the minimum distance between a shared vehicle crossing and any other shared vehicle crossing shall be 13 <u>3.0m</u> .	CR Not involved in drafting but understands that the width is proposed for urban design reasons. CR Does not consider 1.8m is sufficient for spacing – would accept 3m for transport reasons.

		LW would prefer 1.8m but considers 3.0m more practicable than 13m.
LW 23 issue Remove Rule 7.4.3.13 and control through CCS/ Vehicle Crossing Permit.		CR Retain colocation requirement to minimise the number of conflict points LW would prefer removal of the rule (preferred relief) but otherwise notes the changes agreed above (secondary relief).
Pedestrian Access		
LW 27 issue <i>Appendix 7.5.7</i> <i>d. Any pedestrian access longer than 50m with a formed width of less than 1.8m shall provide passing opportunities with a minimum length of 2m and a minimum width of 1.8m at least every 50m.</i>		CR passing areas should be provided with narrower paths (<1.8 m wide). CR 50m long paths are unlikely in compact, medium density developments LW does not consider passing areas are necessary as residential developments would not meet the criteria from the Waka Kotahi Pedestrian Planning and Design Guide (ref. para 26 of evidence)
LW 29 issue <i>Appendix 7.5.7</i> <i>c. For developments of three or more residential units, each unit shall be accessed by either a combined vehicle-pedestrian access or a dedicated pedestrian access that is a minimum of 3 metres in width with a</i>	Agree that the 3.0m width is not required for transport reasons.	Planners / Urban Design to consider other options for landscaping, CPTED etc.

<p><i>formed pathway of at least 1.5m; and each access shall be from the street to the front door of the unit and any garage or parking space for that unit.</i></p>		
<p>LW 31 issue</p>	<p>Agree with removal of emergency service access assessment matter</p> <p>7.4.4.27 v. “whether the pedestrian access is suitable for use by emergency services”.</p>	<p>CR Expect a well designed access to already be suitable for emergency service pedestrian access</p>
<p>LW 36 issue</p>	<p>Agree in principle that the policy wording should be less prescriptive and should be designed for all users with prescriptive elements moved to assessment matters.</p> <p>Policy 7.2.1.9 a. <u>Pedestrian accesses are designed to meet the access requirements of residents and their visitors, including persons with a disability or limited mobility.</u></p> <p>Pedestrian access is designed to:</p> <ul style="list-style-type: none"> i. — be of a sufficient width and grade that the pedestrian access meets the access requirements of all users, including persons with a disability or with limited mobility; ii. — have a surface treatment that provides for all weather access; and iii. — where required for consistency with Crime Prevention Through Environmental Design (CPTED), have sufficient 	<p>CR agrees that the Policy is more prescriptive than the associated rules.</p> <p>CR Would support change to policy wording and alterations to the associated assessment matters to include: surfacing, lighting, CPTED, gradient</p>

illumination to provide for the safety of users after dark.

The assessment matters already largely cover the above other than the additions suggested below:

Assessment Matters 7.4.4.27 Pedestrian Access

a. The following are matters of discretion for Rule 7.4.3.7 b:

*i. whether the **pedestrian access** is suitable for use by persons with a disability or with limited mobility **including the width and gradient**;*

*ii. whether any alternative **pedestrian access** is provided and the formation and safety of that alternative;*

*iii. the effects on the safety and security of people using the **pedestrian access** and those occupying **residential units** on the **site**; and*

*iv. the functionality of the **pedestrian access** to meet the needs of occupants including but not limited to; **all weather use** the transportation of rubbish and recycling for collection and the ability for cyclists to safely access any private and shared cycle storage areas*

High Traffic Generator Assessments

LW 41 issue

Agree that the standalone assessment matter is misleading and that it would be better for consideration of greenhouse gas emissions to be incorporated into the other parts of the assessment matters

7.4.4.18 vii. Greenhouse gas emissions: Whether measures are proposed to be implemented to promote opportunities for safe efficient travel other than by conventional provide vehicles, to seek to reduce the greenhouse gas emissions from vehicle use associated with the activity, and the ability for the measures to be implemented and maintained over the lifetime of the activity.

LW One option to add a greenhouse gas emission reference to the other assessment matters could be to include wording similar to that in Policy 15.2.4 a vi for example:

*7.4.4.18 vii Strategic framework: Whether the proposal is consistent with the local and regional transport policy framework **including that it supports a reduction in greenhouse gas emissions and adverse climate change effects.***

Accessible Car Parking

LW 42-44

Agree that the existing District Plan provisions did not require any accessible parking for residential activities prior to removal of parking under the NPS-UD

LW This is consistent with Council administration of accessible parking rules.

LW 46 issue

Appendix 7.5.1

calculated using the following method:

<i>(2) Residential activities</i>	
<i>Number of units</i>	<i>Minimum number of mobility parking spaces</i>
<i>< 7 units</i>	<i>0</i>
<i>7 – 18</i>	<i>1</i>
<i>19 – 31</i>	<i>2</i>
<i>32 – 43</i>	<i>3</i>
<i>> 43</i>	<i>3 for the first 43 car parking spaces + 1 additional mobility parking spaces for each 12.5 units thereafter</i>

CR Building act refers to NZS4121. These are an absolute minimum. NZS4121 is over 20 years old and supply requirements do not reflect current population demands for accessible parking.

CR: Need accessible parking to address changes in population mobility

LW considers amendments to the building act would be a more appropriate mechanism and achieve consistency across the Country.

Loading Requirements

LW 49 issue

Table 7.5.3.1:

w. Other residential activities if not specified above; [Number of 99 percentile vehicle bays to be provided]

Nil For developments of 20 or more residential units – 1 bay

CR: Need to provide for deliveries at integrated developments

NOTE: SH supported need for loading facility

LW the requirement only applies to sites where standard car parking is already provided. On multi-unit sites, where car parking is provided, courier deliveries, or taxi pick-up / drop-offs etc for residential activities are very infrequent and of a short duration. Where private rubbish collection is proposed there are already District Plan rules and assessment matters that allow consideration of rubbish truck servicing. Council collection does not need on-site loading space. A dedicated loading space would likely remain

		vacant for the majority of the time and this is an in-efficient use of space.
--	--	---