

## 1. SUMMARY STATEMENT - TRANSPORT

- 1.1 My full name is **Shaun David Hardcastle**. I am employed as the Canterbury Regional Manager at Flow Transportation Specialists in Christchurch.
- 1.2 My qualifications and experience are set out on page one of my statement of evidence dated 20 September 2023. I did not prepare any rebuttal evidence, but I engaged in expert witness conferencing on transport matters. Conferencing matters were limited to the **cycle parking** provisions for the proposed Mixed Use Zone (Comprehensive Housing Precinct). The focus on cycle parking was because no other transport witnesses prepared evidence on:
- (a) the notified **car parking** rules for the Comprehensive Housing Precinct; or the
  - (b) the relief sought by ChristchurchNZ seeking restrictions on new **high vehicular trip generating activities** (for instance, service stations and large-scale permitted retail activities<sup>1</sup>).
- 1.3 Before summarising the key points of my evidence and the outcomes of conferencing, I'd like to make one minor amendment to my statement of evidence:
- At paragraph 3.7 (on page 8) I state that the Colombo Street business and retail strip is zoned Commercial Core Zone. For clarity, I would like to amend that sentence to read: "...that is **currently** zoned Commercial Core Zone". That is to make the distinction between the current, operative, Commercial Core Zone and which I understand is now proposed to be called a Local Centre Zone.
- 1.4 My evidence focused on:
- (a) The conditions necessary to support a walkable neighbourhood, from a transport perspective, to the extent that the district plan can contribute to that outcome (Section 2);
  - (b) The role of transport in achieving our greenhouse gas emissions targets and the specific contribution that the Sydenham / Lancaster areas can make (Section 3).

### **Walkable neighbourhoods**

- 1.5 In Section 2 I make the point that it is not just distance that makes an urban environment walkable. There are other influencing factors including the provision of safe and accessible pedestrian crossings, street trees and engineering measures to reduce speeds. Some matters are managed outside of the district plan, but the district plan can influence the

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<sup>1</sup> E.g., P4 – Food and Beverage, P5 – Trade Supplier, P6 – Yard-based Supplier and P7 – Second-hand goods outlets

volume of traffic on a street, which in turn can influence the safety of crossings and streets, traffic noise and air quality. The district plan can also support the availability of destinations that people may walk to (close to their home and work) through zoning rules that permit a wide range of activities (para 2.8).

1.6 At paragraph 2.10 I conclude that PC14 directly supports the factors that contribute toward a walkable neighbourhood by:

- (a) Reducing the demand for travel by private car, by limiting residents' ability to park cars on sites, and in turn creating the conditions necessary to encourage shared car ownership models;
- (b) Enabling bike ownership with safe and fit for purpose space for bike and e-bike ownership to assist in reducing the demand for travel by private car; and
- (c) Permitting mixed-use development that allows a range of land use activities that complement high density residential land use and reduce the need to travel to meet day to day needs.

1.7 I also mention there that walkability would be supported further by restricting high trip generating activities, as sought by ChristchurchNZ's submission. I note there has been agreement reached between the planners on this point that this relief is likely to be out of scope because it would have the effect of limiting uses currently enabled in the industrial zone. On merit however, I continue to support it for the reasons set out in my evidence at paragraphs 4.14 to 4.20. Limiting new high vehicular trip generating activities like service stations and large destination retail activities would further contribute to walkable high-density neighbourhoods over time, promote people-friendly environments and help meet VKT and emissions targets.

1.8 I speculate that the likelihood of these activities occurring is low– service stations will naturally seek to locate in arterial locations and trade suppliers like Bunnings or Mitre 10 typically only have a few branches in a city, limiting their number. Supermarkets with abundant car parking is more likely but a resource consent would be needed for that activity as I understand it, so the effects of that activity could be considered through that process.

### **The role of transport for achieving our greenhouse gas emissions targets**

1.9 In section 3 of my evidence I reference current national and local targets for greenhouse gas emissions and VKT reductions and note the role that the Sydenham area could, and arguably should, play in meeting these targets. At paragraphs 3.7-3.8 I conclude that the area is uniquely positioned to do more of the heavy lifting for the city to reduce emissions and VKT and that car lite or even car free developments are one way of influencing this.

1.10 At paragraph 3.19, I say that Sydenham presents us with an opportunity where there are the right conditions necessary for widespread travel behaviour change. I note that this opportunity is very rare as there are few brownfield redevelopment locations of such scale, so close to the city centre and with such good potential for sustainable travel as Sydenham.

**Cycle and car parking rules (Rule 15.10.2.9)**

1.11 Turning now to the specific cycle and car parking rules proposed to apply to housing in the Comprehensive Housing Precinct, these were discussed in transport and planning conferencing and full agreement has been reached.

1.12 Agreement was reached to amend the notified provisions only to the extent to:

- (a) Include requirements for the charging of e-bikes, cargo bike storage and visitor cycle parking and that charging points would be required in communal cycle parking facilities and private cycle parking facilities, at a rate of 1 charge point for every cycle park.
- (b) Remove the notified two space limit on car parking for car share.

I agree with these changes, for the reasons set out in paragraphs 4.8 to 4.13 of my evidence.

1.13 For completeness I note that Ms Radburnd agreed in conferencing with Mr Lightbody and Ms Piper (for Council) that she no longer supports the CNZ relief seeking that the bicycle storage be integrated into the building as this requirement might unnecessarily limit reasonable options for a developer. I am comfortable with that position on transport grounds.

**Conclusion**

1.14 My conclusions are set out in section 5 and are generally supportive of the notified transport related provisions for the mixed use zone (comprehensive housing precinct). With the amendments agreed through conferencing, there are no outstanding matters of dispute.