

## Appendix 3.40.8

### Draft Transport Zone Provisions: Comments from Transport Strategy Unit

Thank you for the opportunity to comment on the Draft Version dated 17 July 2012. The Transport Strategy Unit's comments follow:

#### (1) Access Standards.

The Zone Purpose and Policy 1.3 refer to management of access to state highways however the document does not include any associated rules to achieve access management.

*Agree – the access provisions are now included in the Cross Region Rules on Parking, Loading and Access. Have deleted these from Version 4.*

#### (2) Placemaking

- The Zone Purpose should also include reference to placemaking.
- Objective 3 and Policy 3.1 are written in a form which is inconsistent with the other objectives and policies.
- It is important that the provisions of this zone be constructed to not only address placemaking with respect to activities within the road reserve, but that they also reflect the relationship between the road reserve and the land uses/ urban context adjacent to it.
- Although your covering email suggests that this zone will not apply to AT's roads, these placemaking provisions are important as state highways also pass through urban areas in some locations where placemaking is very important.
- Objective 3 and Policy 3.1 as drafted do not reflect the imperatives of the Auckland Plan regarding placemaking. It is suggested that the following proposed wording, which is based on the relevant text from the Auckland Plan, would be more appropriate (references for your information):

##### *“Objective 3*

*To achieve the appropriate balance between movement and place taking into account road capacity and the character of both the road itself and its urban setting.*

##### *Policies*

*3.1 By establishing corridor management plans that account for placeshaping. (Refer Auckland Plan Box13.1 Principles – Land Use and Transport, No6).*

*3.2 By considering pedestrians first in those locations where the road reserve has a critically important place function in addition to its movement function, such as in town centres. (Refer Auckland Plan Paragraph 751).*

*3.3 By ensuring that all transport infrastructure improvements and redevelopments are assessed against good design and environmental design principles. (Auckland Plan Paragraph 752).”*

*Agree to park this matter until it is clear where appropriate location for this type of objective would be (particularly as there are no rules in the Transport Zone on this matter). Have deleted from V4 in the interim.*

(3) Objective 4

It is unclear what is trying to be achieved by this objective and policy. Suggest that it be rewritten.

*Obj 4 relates to noise walls. Probably just needs its purpose explained to the Transport Strategy people – we will do this if it assists. No change to V4.*

(4) Definition - Roading Classification

If a classification system is to be referenced, then it should reflect all the functions of the network, not just movement and property access.

*We continue to support a classification system and await AT / AC's draft on this matter. No change.*

(5) Definition – Transport Activity

Does this definition adequately provide for carparking (on street and adjacent carparking areas)?

*Note Katherine's view about on street parking and info provided around off street parking. No change to V4 (we are of course happy to continue to discuss this).*

(6) Definition – Transport Equipment

The list is quite extensive but the problem with such an approach is that any activities which are not listed can be questioned (notwithstanding inclusion of the phrase "...but not limited to ..."). If this approach is to be maintained then the following equipment should also be listed:

“passenger transport interchanges,

*A 'passenger transport interchange' is not considered to fall within the intended scope of 'transport equipment'.*

*More broadly, we consider that there needs to be some careful consideration of terms such as 'passenger transport interchange' relative to the infrastructure definitions which also include park and ride, passenger transport stations, transport centre and transport node. Outcome of discussions on infrastructure definitions may lead to change in terminology around 'park and rides'.*

*LID: Assume this means Low Impact Design (?) Consider this is a method of design rather than an actual physical piece of infrastructure. No change to V4 but happy to discuss if assumptions around LID are not correct.*

*Landscaping: Do not consider this is required to be added. No change.*

*canopies for pedestrian / cyclists, Not quite sure what is meant: stand alone structures or building verandas? Have made addition to 'transport equipment' on the basis that they are purpose built stand along ped/cycle shelters and not verandas attached to buildings.*

*street furniture". Already included in definition. .*

(7) Activity Table

- There is a lot of repetition in the activities listed, for example activities such as cycleways and walkways would already be provided for as “transport activities”. *Would prefer to keep cycle / walk ways as listed PA so that provision for them is explicit. No change to V4 proposed.*
- It is unclear as why certain activities have been categorised as restricted discretionary? Criteria should be included to indicate what Council’s discretion will be restricted to. *Agree, criteria are required for RDAs. Will consider and prepare some for discussion.*
- Unless carparking is included in the definition of “transport activities” then it should be listed as a permitted activity. *Depends what sort of car parking, see notes on (5) above. No change to V4 proposed.*

Transport Strategy Unit  
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