



Topic 10: Transport

Introduction

As part of the District Plan Review, Timaru District Council has commissioned a Discussion Document on transport to stimulate discussion and form a basis for public consultation. It identifies three main issues with how the current District Plan manages

transport, establishes potential options to address these issues and discusses the associated strengths and weaknesses. We seek your feedback on the issues and options.

Issues and Options

Issue 1

Does the District Plan need to recognise and provide for a wider range of transport modes other than motorised vehicles?

The current District Plan has a relatively narrow focus on motor vehicle transport via the roading network. There is however, a wider range of transport modes present in the District including travel by air, rail and water. Walking, cycling, powered mobility scooter, electric bike, foot scooters and skateboarding are other common forms of transport. The development of self-driving or autonomous cars appears to be progressing and electric powered cars are becoming more common. A number of these alternative and emerging forms of transport have environmental and public health benefits over traditional motor vehicle transport.

In terms of options for addressing this issue, the new District Plan could recognise the benefits of these alternative and emerging forms of transport at a policy level and potentially through District Plan rules. The transport section should still focus on the provision of transport infrastructure through the land use and subdivision development resource consent processes; for example, parking requirements. This approach could be widened to recognise and encourage emerging and alternative transport modes. An example could be requiring the provision of suitable lock up parking facilities for bicycles and electric bikes as part of new development proposals incentivised by reducing on site car parks required.

The options for addressing this issue are to (i) retain the current District Plan's relatively narrow focus on motor vehicle transport; (ii) retain the focus on motor vehicle transport but amend the District Plan to better recognise and provide for alternative and emerging forms of transport; or (iii) amend the District Plan to recognise and provide for a wide range of transport modes with specific transport objectives and policies recognising the benefits of these emerging and alternative transport modes.

This summary outlines the issues our district faces in relation to transport.

We welcome your feedback on this topic.

Kerry Stevens
Geraldine Ward Councillor





Issue 2

Should developers be required to provide on-site car parking for new development proposals?

The current District Plan requires developers to provide on-site car parking for new development proposals. Developers also have the option of paying a cash contribution to the Council's Parking Development Fund instead of providing the number of car parking spaces required under the District Plan. This contribution can then be used to develop or maintain Council car parks in the area of the development. The new District Plan could retain this approach to car parking, or the car parking requirements could be reviewed to ensure they are consistent with best practice, reflect the zoning approach of the new District Plan and will achieve any new policy direction. This could ensure that the ratio of car parks required for specific types of development are appropriate in terms of location and sufficient on-site car parking is provided as new development occurs.

The options for addressing this issue are to (i) retain the current District Plan approach that seeks to provide adequate parking and loading facilities and provides for cash contributions in lieu of on-site car parking where a development is unable to comply; or (ii) retain the current District Plan's approach but update the provisions relating to on-site car parking.

Issue 3

Should the transport policies of the District Plan recognise the environmental effects of land use intensification on the roading network?

The effect of heavy vehicles on the District's road network is an issue that Council may want to address particularly in relation to land use intensification. Land use intensification can include new dairy farming activity, high productivity cropping, storage facilities, factory farming, processing plants, distribution depots, mining and quarrying. In terms of options available under the District Plan these land uses could be regulated with the aim being to address the effects they can have on the physical environment (the roading network).

The transport topic of the new District Plan could recognise the environmental costs of land use intensification at the policy level. These policies would then link to the new District Plan rules and regulation of those activities which will sit under the zone rules.

The options for addressing this issue are to (i) retain the current District Plan approach to land use intensification under the transport policies; or (ii) amend the District Plan to specifically recognise the effects of land use intensification on transport infrastructure, particularly roading.