



TAURANGA CITY COUNCIL

CITY PLAN SECTION 32 REPORT

Chapter 4 – Transportation



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1. INTRODUCTION

The Council is required under section 32 of the Resource Management Act 1991 (the RMA) to carry out an evaluation of alternatives, costs and benefits, and efficiency and effectiveness of the various components of the proposed City Plan.

Section 32 of the Act requires that the evaluation must examine:

- (a) the extent to which each objective is the most appropriate way to achieve the purpose of the Act; and
- (b) whether, having regard to their efficiency and effectiveness, the policies, rules or other methods are the most appropriate for achieving the objectives.

An evaluation must also take into account:

- (a) the benefits and costs of policies, rules, or other methods; and
- (b) the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules or other methods.

This report fulfils the obligations of the Council under s32 of the RMA. The following is a section 32 analysis in regard to [\[add text here\]](#). It should be read together with the text of the proposed City Plan itself.

2. PURPOSE OF THE CHAPTER

The transport network is a significant and essential physical resource for the city and the region contributing to the social and economic wellbeing of residents, visitors and businesses. It provides for access to and from the country's largest port and a busy airport and is essential to the continued growth and economic success of the city and the sub-region.

Between 2001 – 2006 Tauranga was the eighth fastest growing city in the country and the Western Bay of Plenty district was the tenth (NZ Planning Quarterly, September 2009). This growth has, and will continue to put pressure on the transport network and therefore it is imperative that this network is managed in the most safe, efficient and effective manner to ensure it can sustainably meet future growth demands.

The proposed City Plan establishes the policy framework for subdivision and land use. Any decisions made on these matters have the potential to affect the safe, efficient and sustainable use and function of the transport network and influence the implementation of strategic transport objectives over time, as land use and transport are closely related.

The purpose of the proposed transportation provisions of the City Plan is to:

- Give effect to the regional policies and have regard to national, regional and local transport strategies;
- Ensure integration between subdivision, use and development and the transport network;
- Encourage the use of alternative modes of transport;
- Provide for the development and management of integrated, safe, responsive and sustainable transportation systems, for example through specific access and parking requirements.

3. RECORD OF DEVELOPMENT OF PROVISIONS

3.1 Background Research

Government Policy Statement on Land Transport Funding (www.transport.govt.nz)

This document highlights the importance of the transport network to the economy and growth of New Zealand. Although this document is related to funding key transport routes it is clear on central governments expectations for transport and planning on a national level.

Integrated planning is important to ensure that decisions made in relation to land use, transport and urban design collectively contribute to the efficient use of public funds and achieve the government's objectives for transport and New Zealand. To achieve integration, transport strategies and packages of activities should be developed alongside, and be clearly connected to, land use strategies and implementation plans.

The government is particularly concerned to see that better integration of land use, transport planning and urban design activity contribute to national economic growth and productivity. In particular, land use and transport planning processes should ensure that:

- *the transport needs of future growth are considered in planning and developing the transport system*
- *future transport corridors are safeguarded from other development*
- *the long term sustainability of land transport funding is secured through ensuring that urban*
- *growth meets the costs of the infrastructural impact that such growth generates for the wider*
- *transport network*
- *opportunities are created for better integration within and between transport modes.*

Transit New Zealand Travel Demand Management Manual (November 2007)

Although this manual is primarily focussed on guiding the management of the national road network it also provides guidance on how local authorities can assist in managing the demand for travel. In particular this manual notes that parking has a role to play as a facilitator for the movement of people and goods and recognises that *"the availability and cost of parking can be a key determinant of whether the car is used for a particular journey or not."* (page 87). Increased reliance on car use can lead to congestion which will affect the efficient operation of the transport network.

Transportation Analysis: Centres Based approach to Commercial Development (Traffic Design Group 2009)

This report provides a transport analysis of the centres based approach proposed through the draft plan. This report supports the transport network efficiencies that are to be gained through development of 'tighter' integrated centres such as shared parking facilities, pedestrian links and improved public transport links.

Tauranga City Council Intensification Traffic Assessment (Beca Ltd, April 2008)

This report considers the traffic implications of intensification in three identified areas across the City. The report concludes that network improvements would be required to maintain the efficiency of the transport network. These findings compliment the shift in focus through the plan review to providing an integrated and sustainable transport network.

Access Management and Land Use Management to the Roothing Network – Issues and Options (Beca Ltd, May 2008) (www.smartgrowthbop.org.nz)

This report considers the actual and potential effects that land use has on the transport system with a view to protecting the investment of identified key transport corridors to ensure a better integrated, safer, more effective and more efficient system is provided for.

The report identifies that there are either engineering solutions to the issues identified, or planning solutions or a combination of the two. The report anticipates that the planning solutions will be addressed through the plan review where appropriate.

In addition this report also identifies a road hierarchy which includes the key strategic roads within the City and the issues that are likely to affect their efficient functioning.

Plan Change 48 – Case Study of the Effects of Commercialisation along Arterial Routes (Beca Ltd, June 2008)

This report was prepared in support of Plan Change 48 with a focus on the traffic effects associated with non-residential development in the residential zone. The key findings so f this report are discussed in more detail in the explanation of issues in Section 4 of this report.

Tauranga City Council Parking Study (Beca Ltd, July 2008)

This report considered the issues and options for the future direction for parking within the city. The relevant key findings of this report are summarised as follows:

- The District Plan should support parking supply at a level appropriate to the CBD.
- Ensure that District Plan parking requirements for other commercial centres (e.g. Mount Maunganui, Greerton etc.) continue to meet their anticipated parking demand.
- Investigate the use of maximum parking requirements as part of the District Plan
- Recognise the unique parking requirements associated with residential intensification.
- Ensure residential sites have adequate on site manoeuvring.

Review of District Plan Parking Requirements (Traffic Design Group, March 2009)

Traffic Design Group were commissioned to undertake a review of the operative district plan transport related provisions with a key focus on the appropriateness of parking rates and the requirements of traffic impact assessments. A broader overview of wider parking issues was also provided to enable the Council to consider alternative policy initiatives. The key findings of the report are summarised as follows:

- Changes to activity based parking rates are required.
- Introduction of bicycle parking requirements.
- Introduction of tiered integrated transport assessments.
- Policy support for alternative transport modes

Victoria Transport Policy Institute – Online Traffic Demand Management Encyclopaedia (<http://www.vtpi.org/tdm>)

This encyclopaedia is a comprehensive source of information about innovative management solutions to transportation problems. It provides detailed information on dozens of demand management strategies, plus general information on TDM planning and evaluation

techniques. This encyclopaedia has been used as a reference tool for the drafting of the transportation provisions.

3.2 Consultation Outcomes

General

In August of 2008 general consultation of issues associated with the transportation chapter and options to address these issues was undertaken. The following feedback was received in relation to transportation:

- Roading and infrastructure must have sufficient capacity to cope with high density development prior to the developments proceeding.
- Review existing parking requirements.
- Do not provide for any reverse maneuvering onto public roads.
- Do not allow gates within 6m of the kerb or footpath, which ever is the closest.
- Investigate the location of activities and access management.
- Require provision for alternative forms of transport.

In April of 2009 a community feedback exercise was undertaken on draft content for the City Plan. As a result of this process the following feedback was received:

- Some proposed car and bicycle parking requirements should be re-considered.
- Need to further consider triggers for integrated transport assessments e.g. should they still be required for structure plan areas.
- The New Zealand Transport Agency (NZTA) provided specific comment on how effective the draft provisions were in addressing issues related to safeguarding the strategic road network and ensuring an integrated and sustainable transport network.

Tangata Whenua

Throughout June and July 2008 hui were held at specific marae throughout the city to discuss the proposed plan and issues identified to date. No significant transportation issues were raised at these meetings.

Council Staff

Meetings were held with internal stakeholders to identify and discuss any key issues with the operative provisions and operational requirements. Key issues identified related to the road hierarchy, parking ratios and ensuring that development was attracted to the Tauranga CBD.

3.3 Council Meetings

Strategy and Policy Committee Meeting – 10 June 2008

Issues discussed:

- Parking requirements for commercial centres.
- City wide parking requirements.
- Efficiency of the Tauranga road network.
- Access to alternative transport facilities.
- Connectivity – creating links and a sustainable transport network.

Meeting outcomes:

- Investigate main commercial centres and identify more specific parking requirements – i.e. mix of financial contributions and parking standards.
- Review activity specific parking requirements to consider any changes in parking demand and trip generation.
- Provide a more comprehensive approach to land use location and access management through the District Plan Review, particularly recognising arterial and main roads.
- Provide more explicit requirements in the District Plan for land use and subdivision to provide for alternative methods of transport.
- Provide clearer and more comprehensive requirements within the District Plan for land use and subdivision to provide network linkages throughout the city.

Strategy and Policy Committee Meeting – 18 December 2008

Issues discussed:

- Should there be more control of signage within zones adjoining key traffic routes

Meeting outcomes:

- Investigate introducing controls relating to the location and size of signs in zones in close proximity to control devices and signs along key routes.

Strategy and Policy Committee Meeting – 10 March 2009

The purpose of this meeting was to discuss of key issues and updates following completion of the first cut of draft plan content prepared for informal submissions.

Issues discussed:

- Existing objectives and policies have been amended or amalgamated where possible whilst maintaining their intent.
- New objectives and policies have been introduced to reflect new rules, new direction or address existing weak points.
- Inclusion of new Temporary Activity provisions for the Strand / Waterfront area. This recognises future direction for this area.
- The requirement for temporary signs to comply with the underlying zone sign rules has been removed.
- Transportation objectives and policies have been modified or new ones included to reflect the direction and intent of the Integrated Transport Strategy.
- The CBD PIF zones are being marginally extended and a new zone being introduced to compliment the City Centre Living Zone.
- The activity parking requirements have been updated following a review. This includes requirements for bicycle parking.
- The zone specific noise standards have been amended to reflect the most recent New Zealand Noise standard
- Construction Noise requirements have been introduced for the downtown Mount area over the Christmas period.
- Permitted height intrusions and now include side yard intrusions will enable solar panels and rain tanks.

Strategy and Policy Committee Meeting – 7 July 2009

Issues Discussed:

- District Plan parking requirements continue to meet the demands of future land use activities.

- Enabling different levels of traffic assessments that reflects different types of activities

Meeting Outcomes:

- Continue to refine requirements in line with best practice and current technical research
- Work further to refine the requirements and associated trigger levels for ITA's.

3.4 Relevant Legislation, Strategies and Policy

3.4.1 Legislation

Resource Management Act 1991 (the Act)

The sections of the Act considered relevant to transportation are identified as follows:

Section 5 – Purpose of the Act

- (1) *The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) *In this Act, “sustainable management” means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –*
 - (a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (b) *Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
 - (c) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

The City's transport network is a physical resource which provides for the social and economic well being of the community. The potential adverse effects from use and development need to be sustainably managed to ensure the overall function of the transport network is not compromised. The introduction of specific transportation provisions is considered to be consistent with the purpose of the Act.

Section 7 – Other Matters

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to:

- ...
- (b) *the efficient use and development of natural and physical resources*
 - (ba) *the efficiency of the end use of energy*
 - (c) *the maintenance and enhancement of amenity values*
- ...
- (f) *maintenance and enhancement of the quality of the environment*
 - (g) *any finite characteristics of natural and physical resources*

The transport network is a physical resource. The transportation provisions recognise the finite characteristics of the transport network and the importance of ensuring its continued efficient use and development. In addition, through promoting the use of alternative transport and a more efficient transport network, there will be a more efficient use of energy in the interests of amenity values and the quality of the environment.

Section 31

(1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:

(a) The establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district

the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of—

The proposed transportation provisions provide the framework for integrated management of the adverse effects of subdivision, use and development on the transport network.

3.4.2 Policy

Environment Bay of Plenty Regional Policy Statement (www.envbop.govt.nz)

The Regional Policy Statement was approved by resolution on the 4 of November 1999. Change No. 1 was incorporated and made operative on the on the 26 June 2008.

Territorial authorities are required to give effect to a RPS under section 75(3) of the RMA:

- (3) A district plan must give effect to—*
(c) any regional policy statement

Chapter 6 – Land

6.3.1(a) Objective

The adoption of sustainable land use and management practices.

6.3.1(b) Policies

6.3.1(b)(i) To sustain the potential of land resources to meet the reasonably foreseeable needs of current and future generations.

6.3.1(b)(iii) To avoid, remedy or mitigate adverse effects on the environment associated with the inappropriate subdivision, use, and development of land.

6.3.1(b)(viii) To manage the use and development of land resources in a way which enables people and communities to provide for their social, economic and cultural well-being.

Chapter 13 – Physical Resources / Built Environment

13.3.1(a) Objective

A built environment that enables efficient use, development and protection of natural and physical resources while avoiding, remedying and mitigating adverse effects on the environment.

13.3.1(b) Policies

13.3.1(b)(i) *To promote the integrated management and efficient use of physical resources and the built environment within the region and across the region's boundaries.*

13.3.1(b)(ii) *To promote an efficient and safe land transport network.*

13.3.1(b)(iii) *To provide for the long-term security of existing physical resources and built environments.*

13.3.1(b)(iv) *To protect transportation and utility networks, infrastructure and public works from the adverse effects of subdivision and land use.*

13.3.1(b)(v) *To promote the efficient use and development of existing and future infrastructure and utility networks.*

13.3.1(b)(vi) *To avoid or reduce the adverse effects on the environment, relating to the use and development of the built environment and the construction, operation, and decommissioning of physical resources and infrastructure.*

13.3.1(b)(vii) *To promote urban and small settlement form and design which minimises adverse effects on the environment.*

13.3.1(b)(viii) *To discourage uses of land, for example for urban development or settlement growth, which would:*

...

(c) Compromise access to and the efficient operation and use of transport and communication links particularly the strategic routes leading to the Port of Tauranga;

(d) Compromise access to air transport in the region;

...

(f) Expose public health and capital investment in infrastructure and buildings to unnecessary risk from incompatible land uses; or

...

13.3.1(b)(ix) *To encourage development that minimises the need for new infrastructure and reduces the requirement for extensions to existing infrastructure.*

The proposed transportation provisions provide for the integrated management of land use activities and the transport network in a sustainable manner that avoids potential adverse effects on that network whilst providing for the social, economic and cultural well being of people and the community. By recognising the importance of roads within the transport network, managing parking and access, promoting alternative modes of transport and recognising the specific requirements of the Tauranga's port and airport the transportation provisions are considered to give effect to the Environment Bay of Plenty Regional Policy Statement.

3.4.3 Strategy

Under section 74(2)(b)(i) of the RMA the Council is required to have regard to any management plans or strategies prepared under other Acts when undertaking changes to a district plan.

New Zealand Transport Strategy 2008 (www.transport.govt.nz)

This strategy identifies central government's vision for transport in 2040 as *“People and freight in New Zealand have access to an affordable, integrated, safe responsive and sustainable transport system.”*

This vision is supported by five objectives which have targets associated with them to measure progress. The strategy also identifies a number of key components that are important in delivering the visions and objectives. The components relevant to the transport provisions include:

- Integrated planning.
- Making best use of existing networks and infrastructure.
- Increasing the availability of use of public transport, cycling, walking and other shared and active modes.

Regional Land Transport Strategy (2007) (www.envbop.govt.nz)

The Regional Land Transport Strategy (RTLS) helps the region achieve the requirements of the Land Transport Management Act. The vision of this document is essentially an integrated, safe, sustainable land transport network that meets the needs of the region.

The RTLS has a number of identified strategic outcomes and identified actions to achieve these outcomes. The relevant actions are identified as follows:

1 Integration

1.1 Land use and transportation planning are closely linked

1.2 The land transport system provides opportunities and integrated linkages for all major modes

1.3 Demand management is considered in planning, design and transport investment decisions

1.4 Existing and future transport corridors are defined and protected

2 Safety and Personal Security

2.1 Continual improvement of the safety and personal security performance of all modes will result in a land transport system that is safe to use

...

3 Responsiveness

3.1 Transport planning processes are effective, engage those affected by transport decisions, and recognise diverse (including both urban and rural) needs within the region;

...

3.3 The transport implications of growth are anticipated, recognised and sustainably managed

...

4 Sustainability

4.1 The development and operation of the land transport system recognises the value of the environment and avoids, remedies and mitigates its adverse effects

4.2 Real efforts are made to manage travel and transport demand, optimise existing networks and improve alternative modes

...

4.4 The land transport system is consistent with live, work and play principles

5 Economic Development

5.1 *The land transport system supports the continued growth and economic development of the region, and provides for the efficient, affordable movement of people and goods*

5.2 *Inter and intra regional links are encouraged in order to improve access and connect settlements*

6 *Energy Efficiency*

6.1 *Development and operation of the land transport system recognises and provides for opportunities to improve energy efficiency and fuel efficiency and make more use of modes that use renewable resources*

6.2 *Innovative and alternative methods are used to promote a shift to more energy efficient modes*

It is considered that the transportation provisions provide for the strategic outcomes of the RLTS.

Bay of Plenty Regional Walking and Cycling Strategy (2009) (www.envbop.govt.nz)

This strategy expands on the RLTS with a more focussed approach on walking and cycling. The vision of the strategy is:

“Walking and cycling are an integral part of daily life in the Bay of Plenty”

The proposed transportation provisions are considered to be consistent with this strategy.

Smartgrowth (www.smartgrowthbop.org.nz)

Smartgrowth has been developed as the guiding document that ensures integrated long term growth management within the sub-region. The implementation of the Smartgrowth principles and actions are provided for in the RPS and RLTS and in turn through the Tauranga City Plan. There are several principles relevant to transportation;

Principle 1 – Land use and access relationships are managed to achieve an affordable, integrated, safe, responsive and sustainable land transport system.

Principle 2 – The transport network is underpinned by a sustainable management philosophy which leads to an integrated transport approach.

Principle 5 – Use of sustainable travel modes is significantly increased for trips to work.

Principle 7 – Interregional networks are improved to match the impact of growth.

The relevant actions related to these principles are identified as follows;

Action 3 – Maintain an on-going alignment between the Smartgrowth Strategy and the Regional Land Transport Strategy

Action 5 – Ensure that the relevant land use changes and regulatory processes are implemented to support the Eastern Corridor.

Action 10 – Implement the Integrated Transport Strategy for Tauranga.

Action 11 – Protection of transport corridors to and beyond 25 years

The proposed transportation provisions provide for the implementation of the actions identified in this strategy.

Integrated Transport Strategy (www.tauranga.govt.nz)

This strategy represents the ten year plan for the development of the Tauranga City transport system and provides a focus on the integrated development of the local transport network. The relevant objectives and actions are listed as follows:

Objective A1 – Support land use patterns which reduce the need to travel.

Objective A4 – Ensure a high level of accessibility to, from and between key business destinations.

Objective C1 – Ensure the function of the road network is appropriate to the classification.

Objective D1 – Develop a citywide network of interconnected walking and cycling facilities

Objective F1 – Integrate parking policy with other transport policies to support a city-wide transport system and economy

Action A1.1 – Ensure that the District Plan requirement support an interconnected transport system.

Action A1.1 – Ensure the integrated development of transport links.

Action A4.1 – Ensure District Plan requirements protect main transport corridors.

Action C1.4 – Review the road hierarchy in the District Plan including the function of the 15th Avenue corridor.

Action D1.8 – Investigate the provision of showers and lockers at work places.

Action F1.2 – Continue to provide for cash in lieu of parking in the CDB and investigate its use in other areas of the city.

Action F1.5 – Review parking requirements in the District Plan.

Action F1.11 – Ensure the District Plan requirements for parking include cycle parking.

Action F1.12 – Ensure the District Plan requires large parking areas to be designed to cater for pedestrians.

The proposed transportation provisions provide for the implementation of the objectives and actions identified in this strategy.

Tauranga Tomorrow (www.tauranga.govt.nz)

Council's community outcome strategy identifies the future vision for Tauranga with a focus on improving social, economic, environmental and cultural well being. The relevant actions are identified as follows:

Action A4 – Introduce a requirement for medium to large scale land-use and subdivision development and redevelopment proposal to complete travel plans to enable public transport, pedestrian and cycling facilities.

Action A15 – Look at ways to balance the provision of parking with the incentives to shift to mixed mode forms of transport.

Action A16 – develop minimum standards for the provision of facilities and infrastructure for alternative forms of transport.

Action A27 – Support a city layout that encourages low energy use transportation.

Action B3 – Identify and protect open space 'green corridors' to both connect and define the edges of future neighbourhoods.

Action B14 – Identify and protect an interconnected open space network.

Action D34 – Improve walking and cycling.

The proposed transportation provisions provide for the implementation of the actions identified in this strategy.

The City Centre Strategy (October 2007) (www.tauranga.govt.nz)

This strategy aims to guide major change to land use in Tauranga's city centre over the next 25 to 30 years. It has an overall vision of "more people, more often, staying longer" and looks to strengthen the role of the city centre as the key commercial and cultural focus of the sub region. The supply and management of parking is identified as a key component in achieving this goal.

The proposed transportation provisions provide for a more flexible approach to parking in the Tauranga city centre to encourage development and support the vision of the strategy.

4. ISSUES

4.1 Summary of Issues

Tauranga City's road, rail, sea and air transport network is an important physical resource which provides for the social and economic well being of the local and sub regional community. This network must be able to be managed safely, efficiently and effectively, now and in the future, to ensure the successful development of the area.

The issues that have identified can be summarised as follows:

- The effects of traffic generation, parking and access on the transport network.
- Promoting alternative modes of transport.
- Providing for the specific needs of Tauranga's airport and port.

4.2 Issue 1: Subdivision and land use activities, through their traffic generation, parking and access requirements, can adversely affect the safe, efficient and sustainable functioning of the transport network.

Issue Statement

Growth has a major impact on the efficient functioning of the transport network which can adversely affect the levels of service of the roads that form part of that network, in particular the primary roads. The Regional Land Transport Strategy states:

"The western Bay of Plenty sub-region has undergone significant growth which has placed a strain on the existing infrastructure. The roading network in the western Bay of Plenty sub-region has become congested. The sub-region has previously had great difficulty in obtaining central government funding in order to complete the roading network within the timeframes that the infrastructure is required, due predominantly to the high costs of construction... The sub-region is in a serious lag position owing to a lack of key arterial roads. The resultant traffic congestion is having a negative effect on the region's economy."
(para 4, section 2.4)

There are two distinct components to this issue – levels of service and parking provision. These matters are discussed below.

Levels of Service

Level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and / or passengers. Table 1 below provides an understanding of the concept of level of service and how, as conditions change the average speed that can actually be achieved may be less than the design speed. This

indicates the level of service has been reduced. Conditions that may affect the LOS include increased traffic volumes and increased “side-friction” or interruptions from other traffic trying to join the main flow of traffic.

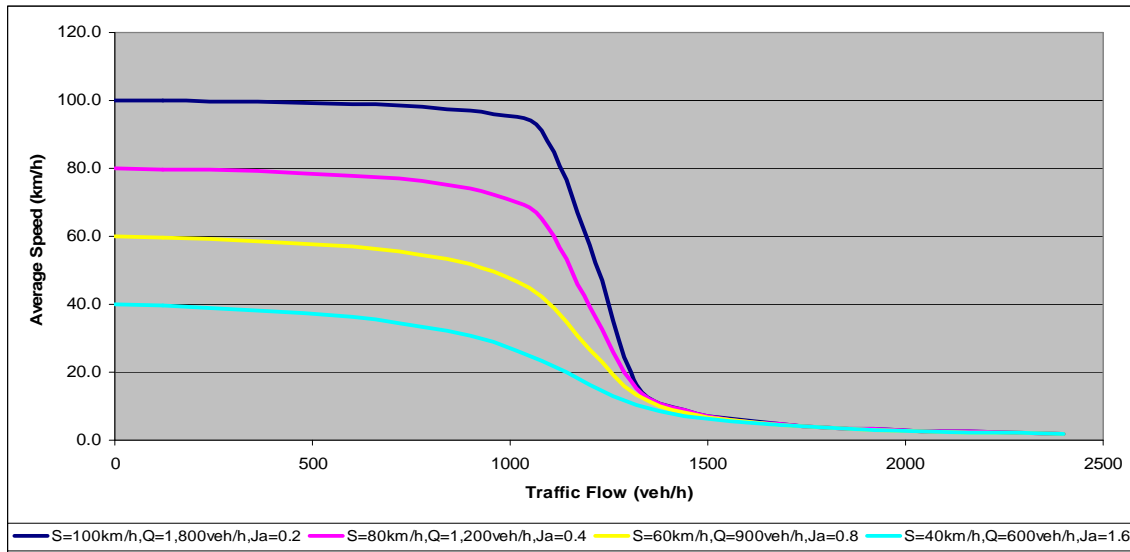
Table 1: Typical Highway Level-Of-Service (LOS) Ratings

| Level of Service | Description | Speed (mph) | Flow (veh/land/hr) | Density (veh/mile) |
|------------------|--|-------------|--------------------|--------------------|
| A | Traffic flows at or above posted speed limit. Motorists have complete mobility between lanes | Over 60 | Under 700 | Under 12 |
| B | Slightly congested, with some impingement of manoeuvrability. Two motorists might be forced to drive side by side, limiting lane changes. | 57-60 | 700-1,100 | 12-20 |
| C | Ability to pass or change lanes is not assured. Most experienced drivers are comfortable and posted speed maintained but roads are close to capacity. This is the target LOS for most urban highways | 54-57 | 1,100-1,550 | 20-30 |
| D | Speeds are somewhat reduced, motorists are hemmed in by other vehicles. Typical urban peak-period highway conditions. | 46-54 | 1,550-1,850 | 30-42 |
| E | Flow becomes irregular, speed vary and rarely reach the posted limit. This is considered a system failure. | 30-46 | 1,850-2,000 | 42-67 |
| F | Flow is forced, with frequent drops in speed to nearly zero mph. Travel time is unpredictable. | Under 30 | Unstable | 67- Maximum |

The relationship between the primary function of a road and how adjacent land use activities can affect a road’s primary function (or level of service) through side friction was examined in detail in the report ‘*Plan Change 48 – Case Study of the Effects of Commercialisation along Arterial Routes (Beca Ltd June 2008)*’. In this study level of service (LOS) was used as a performance indicator to compare existing conditions and future land use scenarios. The criteria used for this study was based on those set out in “Guide to Traffic Engineering Practice – Part 2 Roadway Capacity, Austroads” for Urban Arterial Roads with interrupted flow and is similar to the format outlined in Table 1 above.

In terms of measuring a change in the level of service this case study used the Akçelik’s speed-flow model to predict the travel time on any road facility. Typical speed-flow curves are shown in Figure 1 below. Using the speed-flow curves, the average travel speed for different land use scenarios could be determined from the change in traffic generation, and subsequently the corresponding level of service could be established.

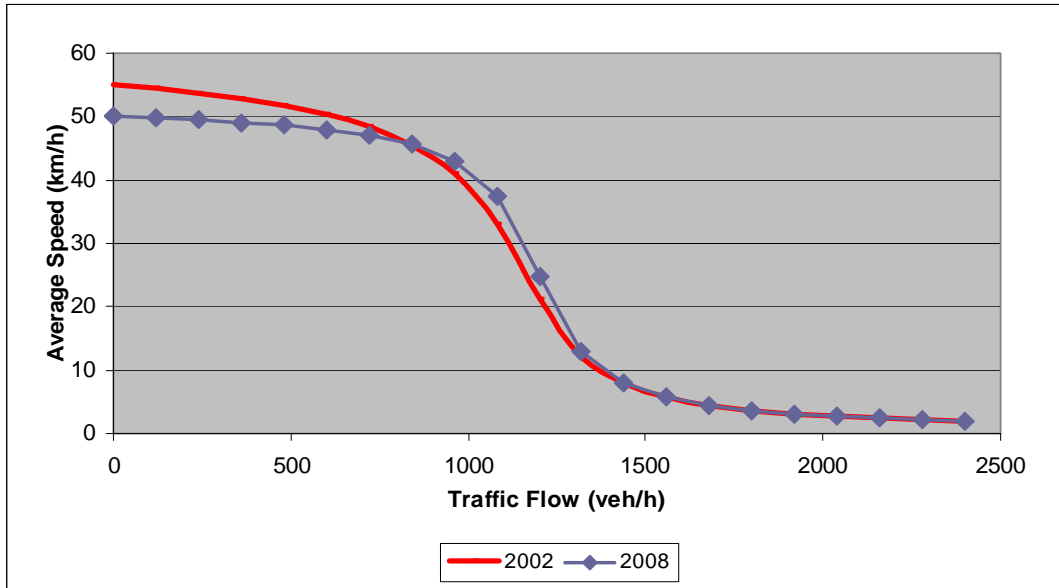
Figure 1: Typical Speed-Flow Curves using Akçelik’s Equation



For each case study, speed-flow curves for the existing conditions were established and calibrated using recent traffic count and speed data. Where there is a change in capacity or speed limit, a separate speed-flow curve is developed to represent a different environment. The capacities are determined based on suggested values set out in the “Guide to Traffic Engineering Practice – Part 2 Roadway Capacity, Austroads” for Urban Arterial Roads with interrupted flow. Another parameter that influences the behaviour of these speed-flow curves is the travel time (or speed) at free-flow conditions.

As part of the case study, the changes in land use activities along Fraser Street, between 15th Avenue and 18th Avenue where it was predominantly a residential area in 1998 but gradually replaced by commercial activities through the years, were investigated. Figure 2 shows the speed-flow curves calibrated to traffic count and speed data for 2002 and 2008. There were no speed data collected before 2002 but the effect of increasing commercial activities could be seen between 2002 and 2008. It is apparent that the average speed at free-flow conditions has reduced by 5km/h.

Figure 2: Speed-Flow Curve for Fraser Street (2002 vs. 2008)



The research undertaken indicates that there is potentially a significant adverse effect on the transport network from continued growth that particularly where additional new direct access to roads that primarily provide for traffic movement is allowed to continue unchecked. The potential adverse effects of this are:

- A reduced level of service along the strategic road network.
- Lower speed environments.
- Reduced economic benefits.
- Reduced safety.

Parking Provision

Parking is a vital component of the District Plan as its availability, ease of use and location influences journey destination, mode choice and time of travel for road users. For example, an abundance of convenient parking generally creates a high level of private vehicle use and discourages alternative transport use, whereas too little or an abundance of parking can contradict community development objectives for more livable and walkable communities or may influence the location of business and commerce to areas where their parking demands can be better met.

The district plan provides the framework for the Council to manage the adverse effects of subdivision and land use and therefore it is appropriate that the issue is addressed through the plan review.

4.2.1 Objectives

This table identifies the appropriateness of the listed objectives in achieving the purpose of the RMA.

| Objective Number | Objective | Appropriateness |
|------------------|-----------|-----------------|
|------------------|-----------|-----------------|

| | | |
|---------|--|---|
| 4.2.1.2 | <p><i>Objective – Maintaining a Sustainable Transport Network</i></p> <p><i>Transport related effects of the subdivision, use and development of land do not compromise the integrated, safe, sustainable and efficient function of the transport network within the sub region.</i></p> | <p><i>This objective is:</i></p> <ul style="list-style-type: none"> • <i>Relevant because the City's transport network is a significant physical resource which provides for the social, economic and cultural well being of people and the community. It is also relevant to regional policy statement and other relevant strategies</i> • <i>Useful as it sets out the expectations for maintaining a sustainable transport network.</i> • <i>Achievable through the proposed policies and methods.</i> • <i>Reasonable as it provides a framework to manage subdivision and land use where it has the potential to adversely affect the safe and efficient functioning of the transport network.</i> |
| 4.2.1.3 | <p><i>Objective - Parking</i></p> <p><i>On site parking provision meets the parking demands of an activity and maintains the safe, sustainable and efficient function of the adjoining transport network.</i></p> | <p><i>This objective is:</i></p> <ul style="list-style-type: none"> • <i>Relevant to provide for the sustainable management of the transport network in a way that will enable people and the community to provide for their social, economic and cultural well being.</i> • <i>Useful as it relates to maintaining a sustainable transport network.</i> • <i>Achievable through the proposed policies and methods of the plan.</i> • <i>Reasonable as it provides the framework to consider whether parking is appropriate for a proposed activity on a case by case basis.</i> |

4.2.2 Policies, Methods, Alternatives and EREs

These objectives are to be achieved as follows:

- Objective 4.2.1.2 is to be addressed through Policy 4.2.1.2.1, 4.2.1.2.2, 4.2.1.2.3, 4.2.1.2.4, 4.2.1.2.5 and 4.2.1.2.6.
- Objective 4.2.1.3 is to be addressed through Policy 4.2.1.3.1, 4.2.1.3.2, 4.2.1.3.3 and 4.2.1.3.4

The proposed methods that implement these policies is discussed below. An alternative to this option is also considered.

| | |
|-----------------|---|
| Policies | <i>Policy 4.2.1.2.1 – Use of Land</i> |
| | <i>Policy 4.2.1.2.2 – Requiring Integrated Transport Assessments</i> |
| | <i>Policy 4.2.1.2.3 – Maintaining Road Function</i> |
| | <i>Policy 4.2.1.2.4 – Side Friction on Key Arterial Roads</i> |
| | <i>Policy 4.2.1.2.5 – Access Visibility</i> |
| | <i>Policy 4.2.1.2.6 – Access Location</i> |
| | <i>Policy 4.2.1.3.1 – On-Site Parking Requirements</i> |
| | <i>Policy 4.2.1.3.2 – On-Site Parking – Pedestrian Safety</i> |
| | <i>Policy 4.2.1.3.3 – City Centre Parking</i> |
| | <i>Policy 4.2.1.3.4 – Reduction in On-Site Parking within the City Centre</i> |
| Methods | <p><i>Identification of a road hierarchy</i></p> <p><i>The proposed road hierarchy (shown on the proposed plan maps) separates roads within the network into those that primarily have an access function – service lanes and laneways, culs-de-sac, local roads and collectors – and those that have a traffic movement function as the main purpose – arterial roads, expressways and motorways.</i></p> |
| | <p><i>Rule 4.2.2 – Permitted Activity Rules</i></p> <p><i>The proposed rules identify city wide parking requirements which include:</i></p> <ul style="list-style-type: none"> <i>• exemptions for the Port of Tauranga;</i> <i>• specific requirements for the CBD which provide more flexibility for larger scale development;</i> <i>• specific requirements for general city wide activities out side these areas.</i> <p><i>Also included are functional parking design and access requirements (with associated diagrams), and rules which provide for flexibility in parking provision where extensions and alterations to activities occur or lawfully established activities are replaced (particularly in established commercial areas).</i></p> |
| | <p><i>Rule 4.2.3 – Restricted Discretionary Activity Rules</i></p> <p><i>These rules perform two key tasks:</i></p> <ul style="list-style-type: none"> <i>• To provide a trigger point for integrated transport assessments (ITAs) which are expected to be of a scope relevant to the scale of the proposal.</i> <i>• The ability to manage vehicle access onto the arterial road</i> |

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| | <p><i>network where it is otherwise not provided for under Rule 4.2.5.</i></p> |
| | <p>Rule 4.2.4 – Discretionary Activity Rules</p> <p><i>This rule provides the ability to consider the potential adverse effects on the transport network where an activity is not otherwise provided for as permitted, restricted discretionary or prohibited activities or it does not comply with the integrated transport assessment requirements. .</i></p> |
| | <p>Rule 4.2.5 – Non-complying Activities</p> <p><i>The purpose of this rule is to clearly identify those key strategic roads where creating additional vehicle access is inappropriate for those roads' expected levels of service.</i></p> |
| | <p>Matters of Control – Subdivision</p> <p><i>In considering subdivision applications the Council will reserve control over internal road layout and the function of those roads as well as the off site effects of vehicle movements to ensure delivery of a sustainable and integrated transport network.</i></p> |
| Costs | <ul style="list-style-type: none"> • <i>Some development may be constrained depending on the classification of the road network which can incur costs for land owners and developers.</i> • <i>Cost of preparing an integrated transport assessment can be expensive however the level of detail required will be relevant to the scale of the proposal.</i> • <i>A less flexible approach to parking provision in the CBD for development which is < 1000m².</i> |
| Benefits | <ul style="list-style-type: none"> • <i>Identifying a road hierarchy is easy to understand and implement.</i> • <i>Improved functioning and safety of the transport network through maintenance of levels of service and reduction in side friction leading to a reduction in travel times between nodes and destinations.</i> • <i>Encouraging investment in commercial areas through a more flexible parking approach for development which is >1000m² in the CBD or for development replacing a lawfully established activity.</i> • <i>Requirements for ITAs enables detailed analysis of the effects of new proposals relative to the scale of the proposal including an assessment of the mitigation proposed in relation to the wider transport network.</i> |
| Risk | <p><i>The ability to provide and integrated, safe, sustainable and efficient transport network is at risk if the proposed policies and methods is are not implemented.</i></p> |
| Efficiency | <p><i>The proposed policies and methods provide for the efficient integrated management of the City's transport network in a manner that provides for the optimum benefit for the social, economic and cultural well being</i></p> |

| | |
|------------------------|---|
| | <i>of people and the community</i> |
| Effectiveness | <i>The proposed policies and methods are effective because they provide a clear framework for managing the potential adverse effects of subdivision, use and development on the road hierarchy and the wider transport network.</i> |
| Appropriateness | <i>The proposed policies and methods are considered to be appropriate in achieving the objectives, implementing strategic outcomes and to meet the Council's statutory requirements under section 5 and 7 of the RMA.</i> |

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| Alternative 1 | <i>Status Quo – retain operative plan provisions</i> <i>The operative plan provisions provide a car focussed predict and provide regulatory framework which do not provide effective tools for managing today's growth pressures and the effects of those pressures on the transport network.</i> |
| Costs | <ul style="list-style-type: none"> • <i>The levels of service within the transport network are reduced resulting in economic and social costs to people and the community.</i> • <i>Potential increased cost to ratepayers through retro-fitting solutions to maintain the effectiveness and efficiency of the transport network.</i> • <i>Opportunities to encourage alternative transport options are lost.</i> |
| Benefits | <i>Land use and subdivision activities have more flexibility in regard to their location in relation to the transport network.</i> |
| Risk | <i>The risk of retaining the operative plan provisions is that the ability to deliver an integrated, safe, efficient and sustainable transport network will be compromised.</i> |
| Efficiency | <i>The operative plan provisions are not considered to be an efficient means of managing the existing transport network.</i> |
| Effectiveness | <i>The operative plan provisions do not reflect the current change in travel demand management philosophy and do not accommodate the outcomes of regional and local strategies. Overall this alternative is not considered to provide an effective framework for sustainably managing the transport network.</i> |
| Appropriateness | <i>This alternative is not considered appropriate as it will not provide the required regulatory framework for sustainable management of the transport network for the social, economic and cultural well being of people and the community and it will not deliver on regional policy or other relevant strategies</i> |

For the proposed policies and methods, the following EREs are anticipated:

- Sustainable levels of service within the transport network

4.2.3 Monitoring Proposed Plan Provisions

| ERE | Indicator | Evaluation of Plan Effectiveness |
|--|--|--|
| Sustainable levels of service within the transport network | <ul style="list-style-type: none"> • Crash data. • Number of accesses • Traffic counts • Traffic speed | <ul style="list-style-type: none"> • Crash data does not attribute cause of accidents to turning or stopping vehicles. • No additional access on key |

| | | |
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| | | <p>routes within the transport network.</p> <ul style="list-style-type: none"> • Traffic counts do not exceed the expected vehicle per day capacity of a road. • Traffic speeds are consistent with the primary function of a road. |
|--|--|---|

4.3 Issue 2: The reliance on the private car increases the demand on the transport network which can compromise the level of service of roads within the transport network and contribute to an increase in carbon emissions.

Issue statement:

Every private motor vehicle trip creates a demand on the level of service of the transport network and requires parking at its destination. The transport network is a finite resource and parking requires land which is likely to become a more valuable commodity as the continued growth of the city provides more focus on intensification. Promoting the use of alternative modes of transport through walking, cycling and public transport is a critical to providing a sustainable and integrated transport network.

4.3.1 Objectives

This table identifies the appropriateness of the listed objective in achieving the purpose of the RMA.

| Objective Number | Objective | Appropriateness |
|-------------------------|---|---|
| 4.2.1.1 | <p><i>Objective – Promoting an Integrated Transport Network</i></p> <p><i>Subdivision, use and development of land facilitates and encourages the use of alternative modes of transport in particular walking, cycling and public transport</i></p> | <p><i>This objective is:</i></p> <ul style="list-style-type: none"> • <i>Relevant to provide for the sustainable management of the transport network in a way that will enable people and the community to provide for their social, economic and cultural well being.</i> • <i>Useful as it relates to maintaining a sustainable transport network.</i> • <i>Achievable through the proposed policies and methods of the plan.</i> • <i>Reasonable as it enables the use of alternative modes of transport to be considered and promoted through the subdivision, use and development of land.</i> |

4.3.2 Policies, Methods, Alternatives and EREs

Objective 4.2.1.1 is to be achieved through Policy 4.2.1.1.1 and Policy 4.2.1.1.2. The rules then establish the methods that enable the policies to be given effect. This is discussed in more detail in the table below. The alternative to this approach is also considered.

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|-----------------|--|
| Policies | <i>Policy 4.2.1.1.1 – Reduction of On-Site Parking</i> |
| | <i>Policy 4.2.1.1.2 – Encouraging Alternative Transport</i> |
| Methods | <p><i>Rule 4.2.2 – Permitted Activity Rules</i></p> <p><i>These rules identify the ratio of car parking and bicycle parking that is required to be provided per m² of floor area. The bicycle parking requirements are targeted at non-residential activities where it is considered appropriate to provide such facilities. Minimum dimensions for bicycle parking are also specified to ensure its effective provision.</i></p> |
| | <p><i>Rule 4.2.3 – Restricted Discretionary Activity Rules</i></p> <p><i>This rule provides the opportunity for the Council to consider any potential adverse effects of not providing on site bicycle parking and any opportunities for other sustainable transport initiatives where ITAs Are required or on site parking is reduced through reference back to the policies.</i></p> |
| | <p><i>Rule 4.2.4 – Discretionary Rules</i></p> <p><i>This rule provides the ability to consider the potential adverse effects on the transport network where an activity is not otherwise provided for as permitted, restricted discretionary or prohibited activities or it does not comply with the integrated transport assessment requirements. .</i></p> |
| | <p><i>Matters of Control – Subdivision</i></p> <p><i>In considering subdivision applications the Council will reserve control over connectivity and transportation and ensure that opportunities for alternative transport are realised where appropriate or a specific need is indentified. .</i></p> |
| Costs | <ul style="list-style-type: none"> • <i>Additional compliance costs for developers and landowners through the requirements of the regulatory framework.</i> • <i>The degree of uncertainty for developers around discussing parking reductions through a consent process may not encourage provision of alternative transport options.</i> |
| Benefits | <ul style="list-style-type: none"> • <i>Improved efficiency in the end use of energy and reduction in carbon emissions.</i> • <i>Opportunities to optimise the transport network through a greater choice of transport modes across the wider network.</i> |
| Risk | <i>Having alternative transport choices provides for integrated</i> |

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|------------------------|---|
| | <i>transport and maintenance of levels of service. The risk of not including the proposed policies and methods is that the opportunities to create an integrated transport network are lost and the levels of service of roads are reduced.</i> |
| Efficiency | <i>The proposed policies provide clear guidance on what should be considered in assessing the potential effects of subdivision, use and development of land; whilst the proposed policies provide the context for these opportunities to be realised.</i> |
| Effectiveness | <i>The proposed policies and methods are effective in achieving the objective because they clearly identify the expectations on developers to provide for alternative modes of transport and provide an effective framework to consider the promotion of alternative modes of transport through the subdivision, use and development of land.</i> |
| Appropriateness | <i>The proposed policies and methods are considered to be appropriate in achieving the objectives, implementing strategic outcomes and to meet the Council's statutory requirements under section 5 and 7 of the RMA.</i> |

| | |
|------------------------|---|
| Alternative 1 | <i>Status Quo – retain operative plan provisions</i> <i>The operative plan provisions provide a car focussed predict and provide regulatory framework and there is no clear direction on when it is appropriate to consider and encourage alternative modes of transport.</i> |
| Costs | <ul style="list-style-type: none"> • <i>The levels of service within the transport network are reduced resulting in economic and social costs to people and the community.</i> • <i>Potential increased cost to ratepayers through retro-fitting solutions to maintain the effectiveness and efficiency of the transport network.</i> • <i>Opportunities to provide and encourage alternative transport options are lost.</i> • <i>No clear parameters for developers or the Council to consider on site parking reduction.</i> |
| Benefits | <i>Less regulatory cost for developers.</i> |
| Risk | <i>The risk of not providing a clearer direction on the delivery of alternative transport opportunities is that the delivery of an integrated, efficient and sustainable transport network will be compromised.</i> |
| Efficiency | <i>The operative plan does not identify any bicycle parking requirement or provide any guidance on alternative modes of transport. It is not considered that this alternative provides the most efficient way to manage the transport network.</i> |
| Effectiveness | <i>The operative plan does not provide clear guidance on the expectations for alternative transport provision. It is not considered that retaining the operative provisions would provide an effective framework that enables developers or the Council to deliver alternative transport choice.</i> |
| Appropriateness | <i>This alternative is not considered appropriate as it does not provide for the sustainable management of the transport network for the social, economic or cultural well-being of people and the community, and it will not deliver on regional policy or other relevant strategies.</i> |

For the proposed policies and methods, the following EREs are anticipated:

- An increase in the use of alternative modes of transport.

4.3.3 Monitoring Proposed Plan Provisions

| ERE | Indicator | Evaluation of Plan Effectiveness |
|--|--|---|
| An increase in use of alternative modes of transport | <ul style="list-style-type: none"> • Frequency and number / length of public transport routes. • Frequency of walking and cycling. | <ul style="list-style-type: none"> • Changes to established bus routes to accommodate new demand. • Surveys demonstrate an increase in walking and cycling through increased availability in facilities and linkages. |

4.4 Issue 3: In order to operate competitively and continue to contribute to the success of the region's economy Tauranga's airport and port require a flexible approach to parking and access to a safe, efficient and sustainable transport network.

Issue Statement

The city's and the region's transport network provides access to and from the country's busiest port and a busy airport. For example 30% of all rail traffic in the country is associated in some way with the Port of Tauranga whilst the road network itself provides for the movement of 50% of the cargo shipped through the Port.

The airport is an important link between the city and the wider region and to international airports and international business and tourist interests. In addition the airport is home to a large number of general aviation aircraft making it the second busiest general aviation airport in New Zealand.

Overall both the port and the airport fulfil the Council's "Live Work and Play" Smartgrowth vision and to ensure that the continued success of these two social and economic assets it is imperative that they are able to operate with an appropriate degree of flexibility to suit their business needs and that they continue to have access to a sustainable transport network.

The proposed provisions to address this issue are essentially a roll over of existing provisions in the operative plan with some minor modifications that provide consistency with the transportation philosophy of the plan.

4.4.1 Objective

This table identifies the appropriateness of the listed objectives in achieving the purpose of the RMA.

| Objective Number | Objective | Appropriateness |
|------------------|---|---|
| 4.2.1.4 | <i>Objective – Airport and Port Activities Tauranga City Airport and the Port of Tauranga provide appropriate levels of on-site</i> | <i>This objective is:</i> <ul style="list-style-type: none"> • <i>Relevant to providing for the sustainable management two of the city's key physical resources in a way that will</i> |

| | | |
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| | <p><i>parking and continue to have access to a safe and efficient transport network.</i></p> | <p><i>enable people and the community to provide for their social, economic and cultural well being.</i></p> <ul style="list-style-type: none"> • <i>Useful as it provides flexibility and security for the Port of Tauranga and Tauranga Airport. .</i> • <i>Achievable through the proposed policies and methods of the plan.</i> • <i>Reasonable as it relates to the accommodating the specific transport related requirements of port and airport related activities.</i> |
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4.4.2 Policies, Methods, Alternatives and EREs

Objective 4.2.1.4 is to be achieved through Policy 4.2.1.4.1, Policy 4.2.1.4.2. and Policy 4.2.1.4.3.

The methods that give effect to these policies are identified below. The alternative to this approach is also discussed.

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|------------------------|--|
| <p>Policies</p> | <p><i>Policy 4.2.1.4.1 – Airport Flight Path Protection</i></p> |
| | <p><i>Policy 4.2.1.4.2 – Parking Requirements for Port Activities</i></p> |
| | <p><i>Policy 4.2.1.4.3 – Airport and Port Activities and the Transport Network</i></p> |
| <p>Methods</p> | <p><i>Plan Maps</i></p> <p><i>Identifying the height of airport slopes and surfaces that that provide for airport flight path requirements.</i></p> |
| | <p><i>Rule 4.2.2 and 4.9.2 – Permitted Activity Rules</i></p> <ul style="list-style-type: none"> • <i>The Port Industry Zone is exempt from the proposed transport rules of the plan.</i> • <i>Buildings (other than port cranes specifically provided for) are not permitted to intrude into the specified airport slopes and surfaces.</i> |
| | <p><i>Rule 4.9.3 – Restricted Discretionary Activity Rules</i></p> <p><i>This rule provides the framework to consider building height that is proposed to penetrate the airport slopes and surfaces. The rule recognises that the potential adverse effects of such a proposal are restricted to the safe operation of Tauranga Airport.</i></p> |
| <p>Costs</p> | <ul style="list-style-type: none"> • <i>In terms of the port there will be limited ability for the Council to</i> |

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| | <p><i>consider the potential adverse transport effects from this activity.</i></p> <ul style="list-style-type: none"> <i>Additional costs to developers through restricting building height where it is in conflict with airport flight path requirements.</i> |
| Benefits | <ul style="list-style-type: none"> <i>Provides flexibility for port activities to operate without compliance costs or requirements for resource consent.</i> <i>Provides certainty for Tauranga Airport that where the airspace required to operate the airport safely is at risk of being built out they will be involved in considering any potential adverse effects.</i> <i>Improved economic benefits for users of the road and air transport network.</i> |
| Risk | <p><i>Access to a safe, efficient and sustainable transport network is critical to the successful functioning of airport and port related activities. Without the proposed policies and methods there is a risk that these activities will not be able to provide for the social and economic well being of people and the community.</i></p> |
| Efficiency | <p><i>The proposed policies and methods are efficient because they clearly identify the key individual operational requirements for the port and airport and also that these activities must have access to a sustainable transport network.</i></p> |
| Effectiveness | <p><i>The proposed policies and methods are effective in achieving the objective because they provide a framework that reflects the specific operational requirements of the port and airport and enables them to continue to co-exist in close proximity. In addition the Council also has the discretion to consider how subdivision, use and development may adversely affect the ability of transport network to support these activities.</i></p> |
| Appropriateness | <p><i>The proposed policies and methods are considered to be appropriate in achieving the objectives, implementing strategic outcomes and to meet the Council's statutory requirements under section 5 of the RMA.</i></p> |

| | |
|----------------------|---|
| Alternative 1 | <p><i>Status Quo – retain operative plan provisions</i></p> <p><i>Whilst the operative plan provisions provide for the operational requirements of the port and airport there is no specific policy direction that outlines the significance of the transport network to the successful operation of these activities.</i></p> |
| Costs | <ul style="list-style-type: none"> <i>In terms of the port there will be limited ability for the Council to consider the potential adverse transport effects from this activity.</i> <i>Additional costs to developers through restricting building height where it is in conflict with airport flight path requirements.</i> |
| Benefits | <ul style="list-style-type: none"> <i>Provides flexibility for port activities to operate without compliance costs or requirements for resource consent.</i> <i>Provides certainty for Tauranga Airport that where the airspace required to operate the airport safely is at risk of being built out they</i> |

| | |
|------------------------|---|
| | <i>will be involved in considering any potential adverse effects.</i> |
| Risk | <i>Retaining the operative provisions in their current format presents a risk to the future operation of Port of Tauranga and Tauranga Airport by not signalling the importance of the transport network to these activities.</i> |
| Efficiency | <i>The operative provisions are not efficient as they do not provide a clear link between the policies and the rules.</i> |
| Effectiveness | <i>The operative provisions are generally not specifically tailored to the port and airport and are not considered to be effective for the on-going sustainable operation of these activities.</i> |
| Appropriateness | <i>This alternative is not considered appropriate as it does not recognise the requirements of the port and airport in the specific way that the proposed provisions will do.</i> |

For the proposed policies and methods, the following EREs are anticipated:

- Aviation safety maintained.
- The continued successful operation of the port and airport.

4.4.3 Monitoring Proposed Plan Provisions

| ERE | Indicator | Evaluation of Plan Effectiveness |
|---|----------------------|---|
| Aviation safety maintained. | Building heights | Building heights do not intrude into specified flight paths without written approval from the Tauranga Airport. |
| Successful operation of the port and airport. | Financial Statements | The city plan provisions should not be a factor in restricting the competitive operation of these activities. |

5. RECOMMENDED OBJECTIVES, POLICIES AND METHODS

The importance of providing for the integrated planning of the transport network is clearly identified as a significant issue at a national, regional and local level. The growth of the City over the last 10 years has highlighted the need to ensure Tauranga continues to have an integrated transport network for the social, economic and cultural well being of the community.

The objectives address this issue through establishing an efficient and effective framework of policies and methods that clearly signal the expectations and intentions in delivering these objectives.

6. NOTIFICATION AND RECOMMENDED DECISIONS

This section to be completed following hearings.