

# How District Plans can contribute to integrated land use and transport planning– The Selwyn example

Presentation to the  
IPENZ Transportation Conference  
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Selwyn District Plan Transport Review Team



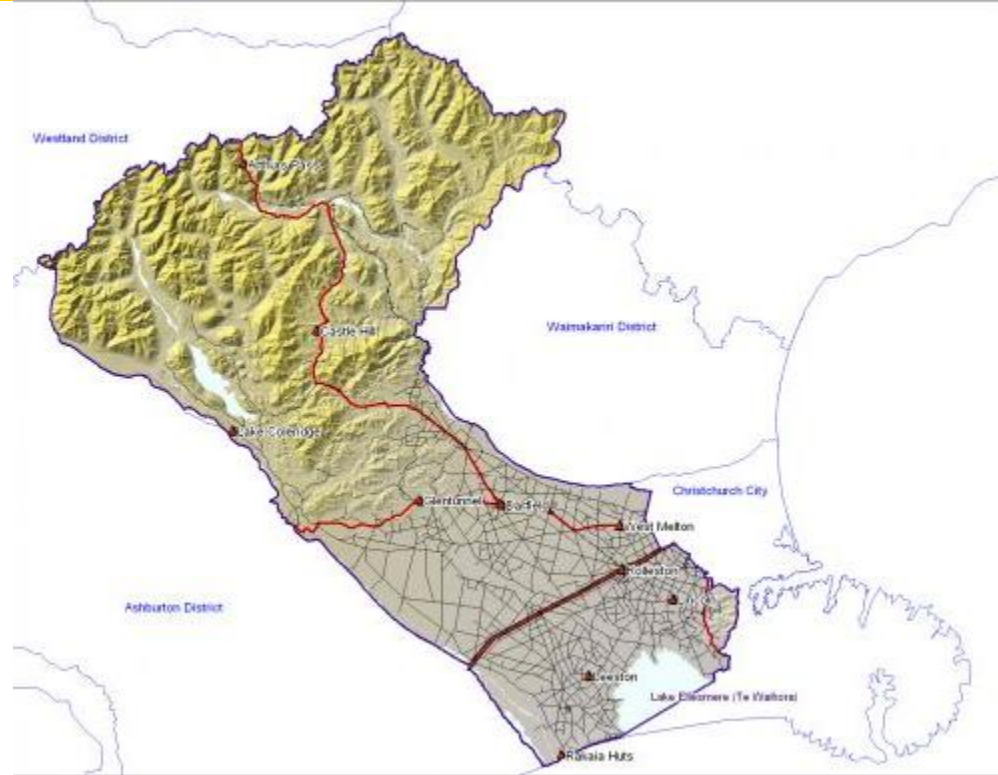
# Overview

- Where is Selwyn District? What happens there?
- Purpose of the District Plan review and update
- Transport issues for Selwyn
- Approach to the review
- Urban design
- Making connections
- Gap analysis outcomes
- Proposed Plan changes
- Conclusions



# About Selwyn District

- District covers 6,492 km<sup>2</sup>
- Main towns of Prebbleton, Lincoln, Rolleston
- Population of approx 38,000
- 1/3 of residents live in semi-rural lifestyle blocks
- Key industry is agriculture
- Research, technology and education are big employers



# Purpose of review and update

- To reflect the strategic direction of Council
- Current national, regional and local policy
- Better integration of transport and land use
- Good urban design

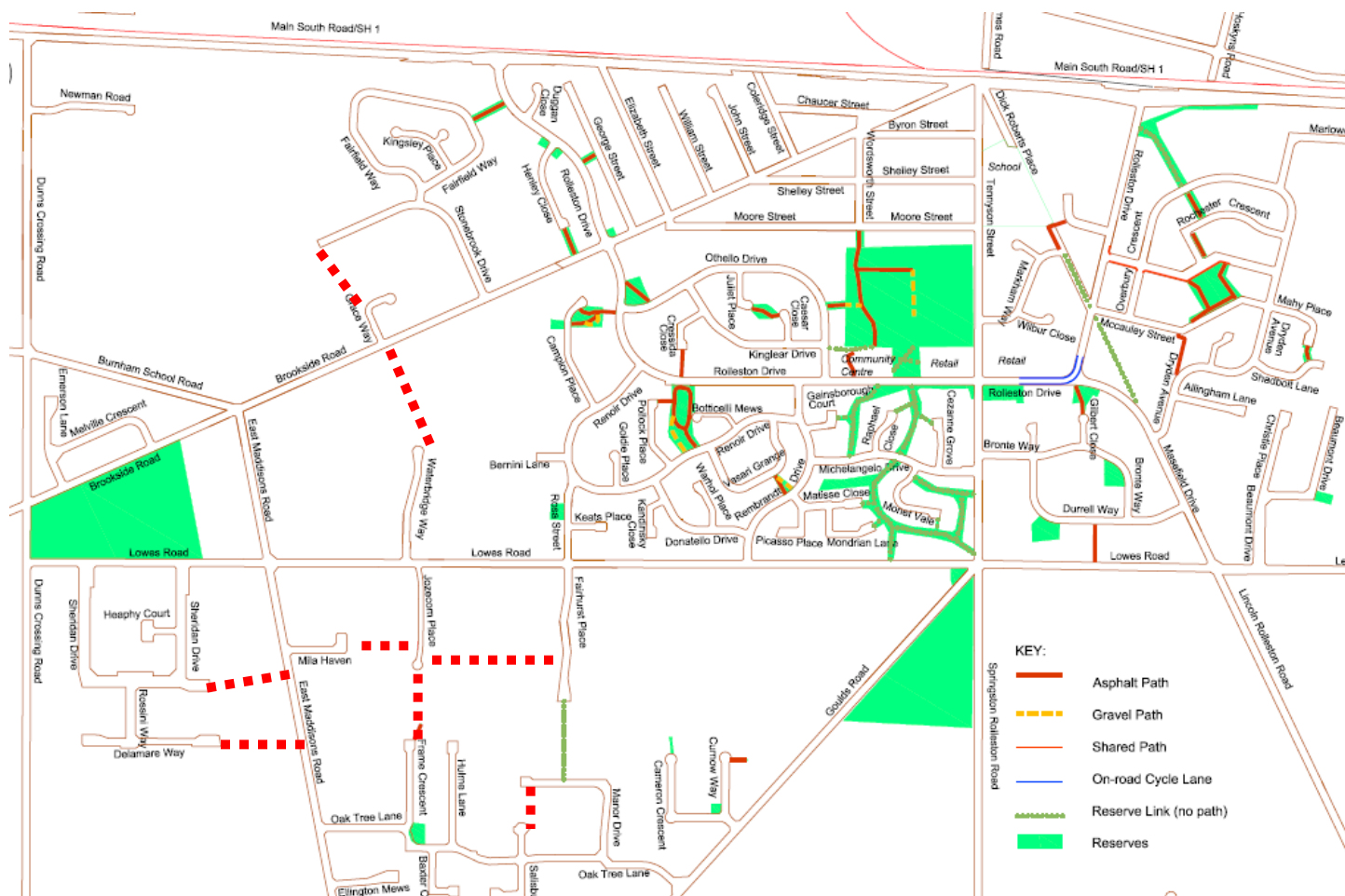


# Transport issues in Selwyn

- High car dependency,
- A large number of people commute between Selwyn and Christchurch,
- The District is growing,
- The district has urban and rural areas with distinct issues,
- Studies are underway to determine a future response to public transport,
- Some established developments have poor internal and external connectivity.



# For example Rolleston



# Approach to Plan Change

- “Cautious and measured” approach for some aspects
- Greatest potential to reduce motor vehicle use within townships – short trips
- Public transport outcomes unknown – best to allow for future proofing (i.e. P&R)
- Travel Demand Management to be achieved through indirect means in Plan

# Approach to Plan Change

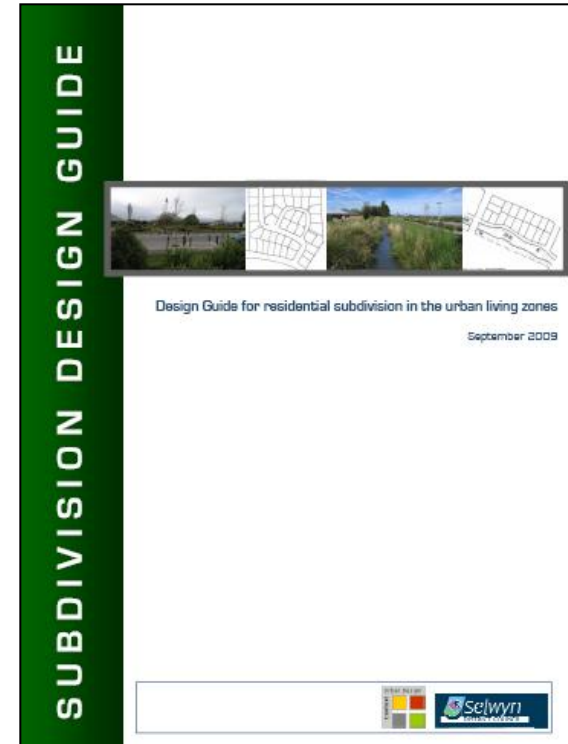
- Multi discipline team to consider all aspects
  - Engineers – traffic, asset managers
  - Transport planners
  - Land use planners
  - Consent processing team
  - Road safety co-coordinator
- Important to get approach right!



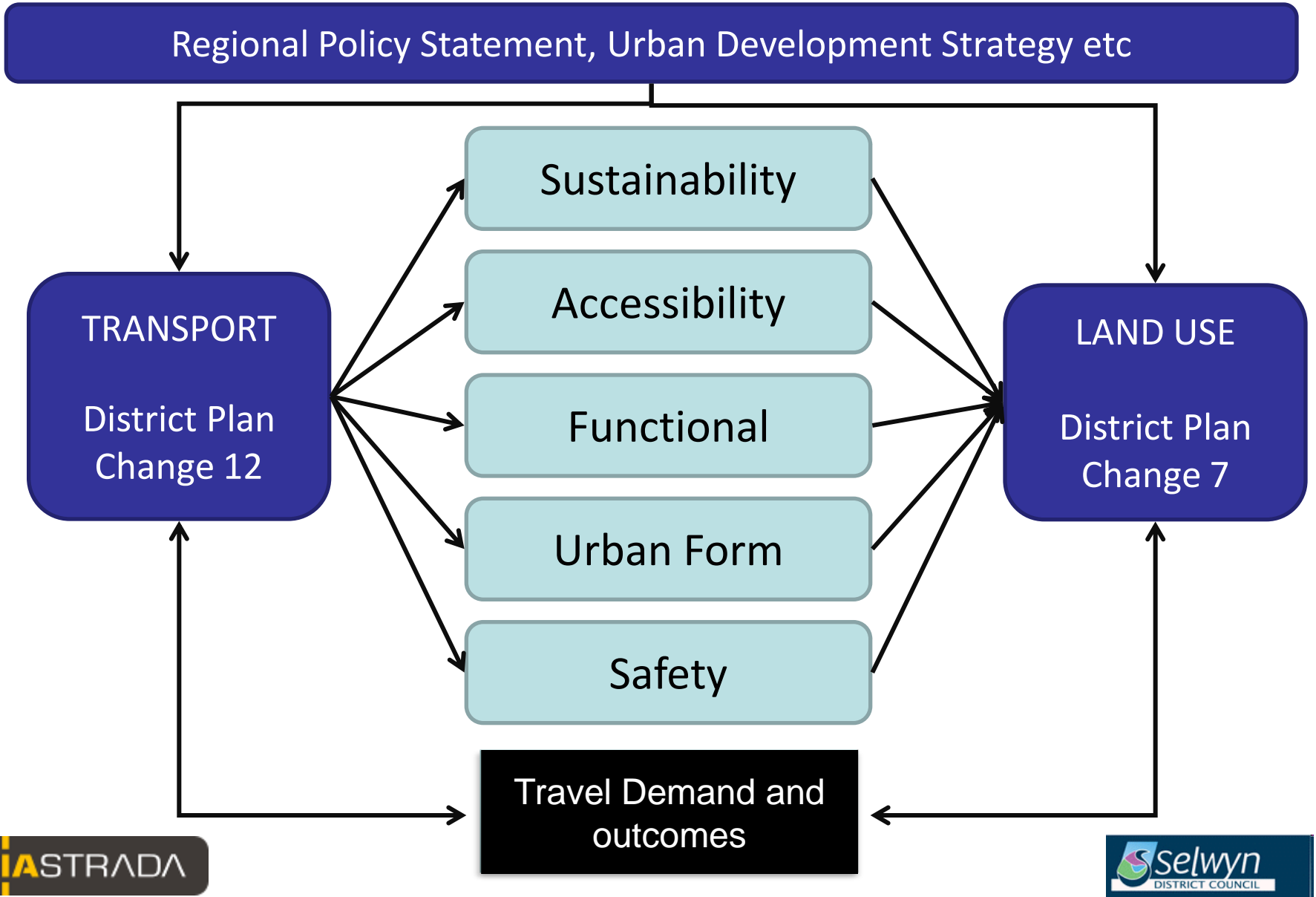


# Urban design

- Recent release of Subdivision Design Guide for Residential Development
- Explains to developers, designers and landowners the desires sought by Council
- Is an aid to interpreting provisions of the Plan
- Equivalent for business zones underway
- Supported by the Engineering Code of Practice (underway)



# Making Connections



# Gap analysis outcomes

- **Environmental Sustainability** – No linkage to the overall sustainability outcomes
- **Accessibility** – Differentiation needed between site access and the network accessibility
- **Functional transport networks** – The future proofing of functional networks was needed.

# Gap analysis outcomes

- **Integrated urban form** – This outcome was not covered in relation to transport networks.
- **Safety** – Opportunities to enhance safety i.e. lower speed limits in urban areas



# Proposed plan changes

- Many changes drafted to fill the gaps!
- Today focus on some interesting ones:
  - Integrated assessments
  - Sustainable transport
  - Good urban form
  - Parking



# Integrated assessments

- Approach – Plan to require assessments appropriate to the level of effects
- Already a requirement for ITAs for greenfield developments through ODP approval process
- New Objectives and policies, and their explanations help to convey the message



# Sustainable transport

- Approach – To ensure that transport section did not just reflect ‘roading’ but supports all modes
- Improved design standards



# Sustainable transport

- Rule facilitating appropriate design speeds  
*“The design and layout of any new road shall ensure the desired design speed is achieved with to respect to the type of road.”*
- Design standards for footpaths on both sides of collectors and arterial roads





# Cycle Parking

- Approach – to ensure cycle parking is not an after thought and is carefully catered for on sites
- Current rule has limited activities where cycle parking is required



# Cycle parking

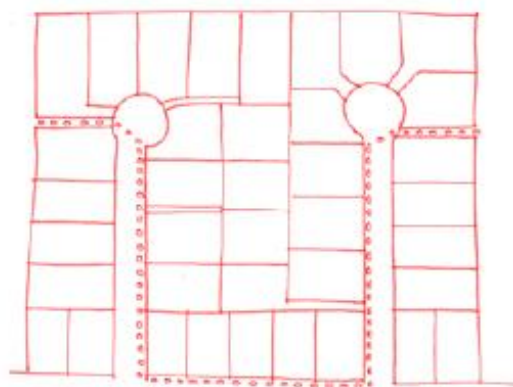
## New Rule for location

*“All cycle parking required shall be provided on the same site as the activity and located as close as practicable to the building main entrance and shall be **clearly visible** to cyclists entering the site, be well **lit and secure**.....”*

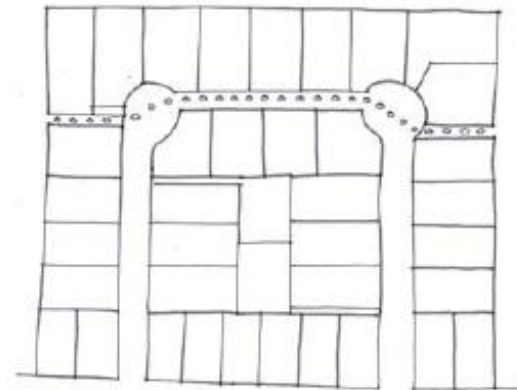


# Good urban form

- Approach – Align with Subdivision Design Guide and Growth Plan Change
- New Policy
- *“Ensure the development of new roads is **integrated with existing and future transport networks and landuses**; and is designed and located to maximise permeability and accessibility.....”*



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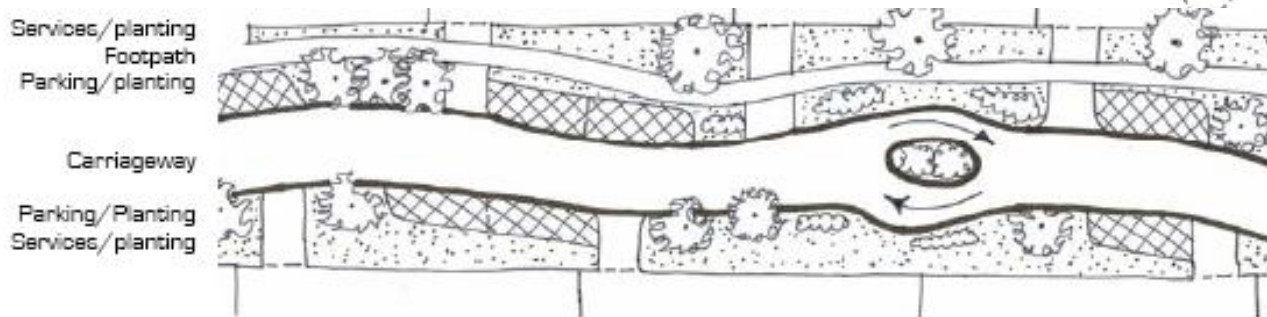
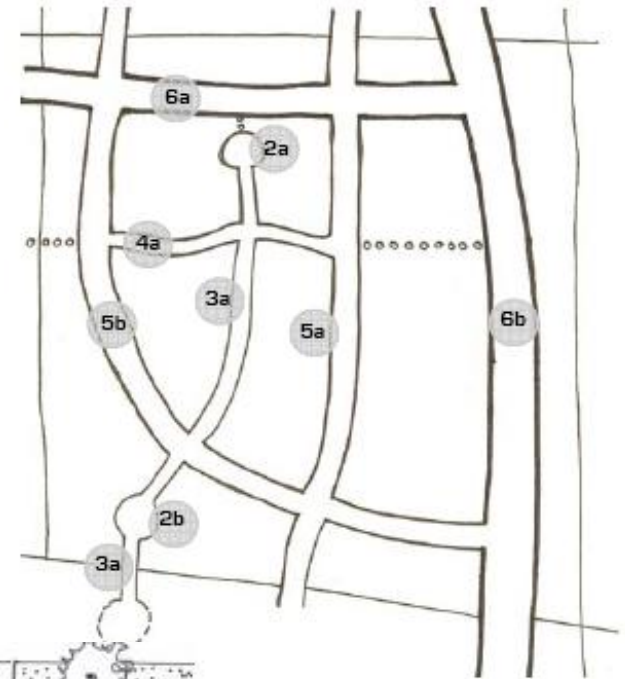
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# Good urban form

- New 'Local Road' network

- Local Major – 'local area' street
- Local Intermediate – 'neighbourhood' street
- Local Minor – 'residents' street (allows shared space)
- Cycle / Pedestrian Accessway

Example of a road hierarchy



# Parking in general


- Approach – Take advantage of full discretionary status by providing policy to enable good outcomes



# Parking


## New Policy to allow for TDM response

*“Policy B2.1.6(b) - Recognise that parking provision on alternative sites and or travel via non-private motor vehicle and or provision of workplace travel management plans.....”*




Greater Christchurch Urban Development Strategy

Greater Christchurch Travel Demand Management Strategy and Action Plan



**smart choices**  
– travel your way



# Business parking

New rule for better amenity, circulation and safety



# Conclusions

- Objectives will better **promote** the sustainable management of resources through greater integration of land use and transport systems
- Allow **transport assessments** appropriate to the level of effects
- Reducing the **dependency on the private motor vehicle**, - good connectivity, sustainable transport options



# Conclusions

- The collaboration of disciplines on the project team was crucial to achieving what is viewed as a well balanced 'transport plan change.



# Thank you – any questions

Plan Change 12 due to be notified in about two months!

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