# Transport

## Transport

### Key Issues

A good transport system is vital to the prosperity of the District. It provides the link between different areas, and gives people access to attend to their needs and activities. Transport systems enable businesses to access resources and markets, while providing people with social, cultural, recreational and employment opportunities. Transportation and traffic growth can result in economic, environmental, social and safety impacts that need to be managed through careful land use and subdivision decisions. While Matamata-Piako maintains an efficient transport system providing many benefits to the community, there are social and environmental impacts arising from this system. The District Plan seeks to avoid remedy or mitigate these impacts. Are the Anticipated Environmental Results (AERs) being achieved?

### Indicators

Pressures:

- Number of resource consents granted which permit an entrance-way onto a State Highway or a regional arterial road;
- Number of resource consents granted which permit signage on, or visible from a State Highway; and
- Number of resource consents granted in the business and industrial zones not requiring on-site parking/loading.

State:

- Number of complaints received regarding adverse effects from roading e.g. noise, dust, glare, vibration;
- Number of complaints received from the roading authority e.g. New Zealand Transport Agency (NZTA);
- Number of traffic accidents reported on district roads per annum; and
- Length of the districts roading network.

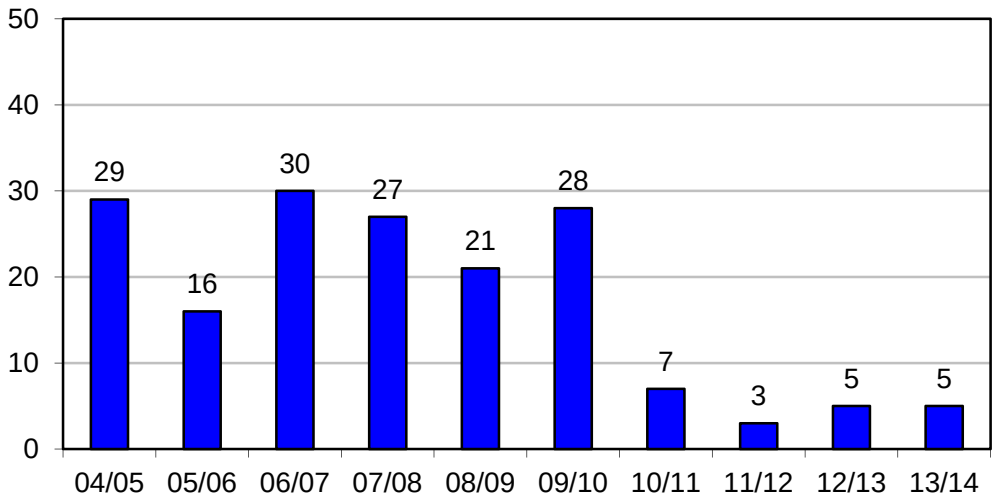
Response:

- Length of alternate transport systems cycleways/walkways;
- Number and value of roading contributions collected per annum;
- Area of public carparking available;
- Area of landscaping implemented along transportation corridors per annum;
- Council spending on noise absorption/abatement measures per annum;
- Number of parking spaces created as a result of development per annum; and
- Number of parking contributions collected per annum.

Traffic can generate adverse effects; particularly by creating noise. In some locations, roads with high vehicle counts affect the use, values and function of the neighbouring environment.

**Results**

**Number of resource consents permitting an entranceway onto a state highway or arterial road**




The number of resource consents permitting an entranceway onto a state highway or regional arterial road has decreased over recent years.

Number of resource consents granted which permit signage on or visible from a state highway

| Number of resource consents granted which permit signage on or visible from a State Highway | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 |
|---|---|---|---|---|---|---|---|---|---|---|
| Number of consents | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 |

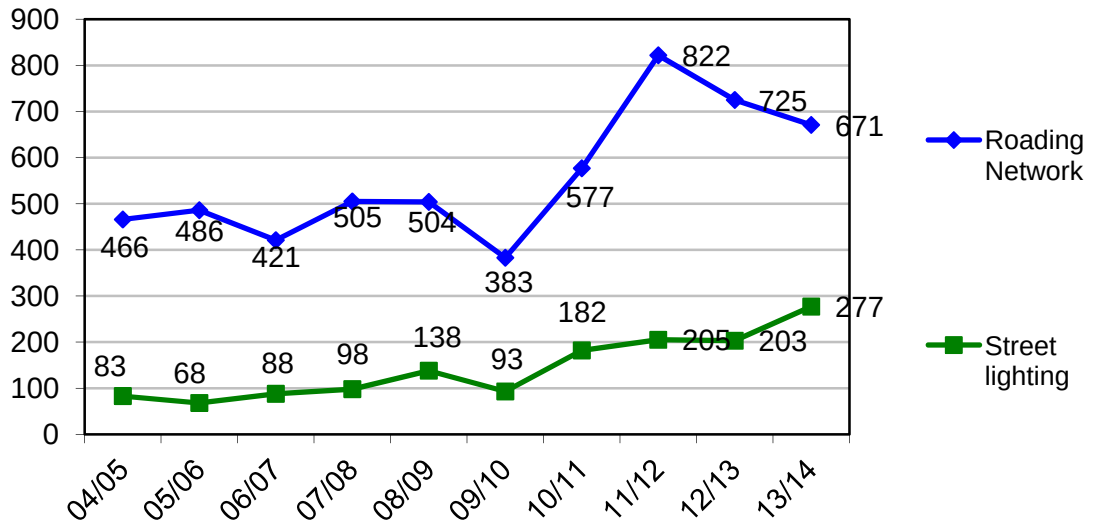
Signage can also have an adverse effect on residents' property values by creating glare, and degrading the surrounding character. If signs are poorly located they can distract driver attention and restrict visibility. The number of resource consents granted that permit signage on or visible from a state highway has remained low.

Resource Consents in Industrial and Business zones not requiring on-site parking

| Resource consents in Industrial and Business zones given parking exemption | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 |
|---|---|---|---|---|---|---|---|---|---|---|
| Number of consents | 0 | 7 | 6 | 7 | 2 | 2 | 7 | 5 | 9 | 1 |

New developments can create traffic problems if there is not enough parking available. In the Industrial and Business zones, there have been 24 resource consents that did not require on-site parking or loading space during the past five financial years (2009/10 – 2013/14).

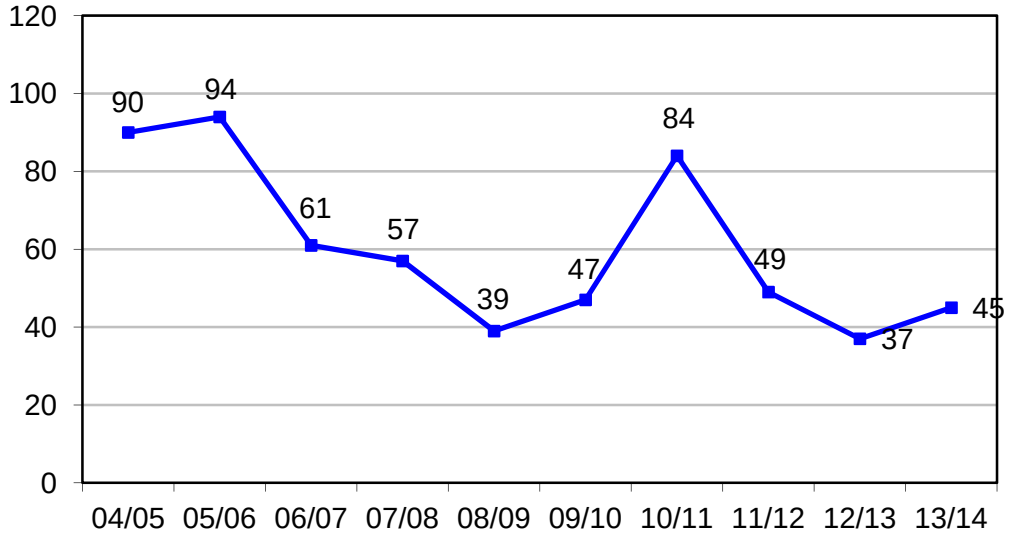
**Number of calls regarding the roading network**




The number of calls received by Council regarding the roading network has been decreasing between 2004/05 to 2009/10. However, since 2010/11 there has been a marked increase in the number of calls regarding the roading network. A notable percentage of these calls have been regarding street lighting. Other complaints included abandoned vehicles, culvert maintenance, rubbish on roads, parking, and road signs.

NZTA is responsible for the development and maintenance of the country's state highways. Council received no complaints from NZTA.

**Number of reported injury-causing accidents in the District**




The number of reported crashes causing injury on Council roads decreased from 2005/06 to 2008/09. The number then increased and peaked at 84 in 2010/11, before dropping down to approximately 2009/10 levels.

| Length of Roading Network (km) | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 |
|---|---|---|---|---|---|---|---|---|---|---|
| Sealed | 928.3 | 932.4 | 934.9 | 933.2 | 934.5 | 935.7 | 938.9 | 938.9 | 938.9 | 938.9 |
| Unsealed | 58.4 | 58.4 | 58.4 | 59.1 | 59.1 | 59.1 | 59.1 | 59.1 | 59.1 | 59.1 |
| Total | 986.7 | 990.8 | 993.3 | 992.3 | 993.6 | 994.8 | 998.0 | 998.0 | 998.0 | 998.0 |

In 2004/05 there was 986.7 kilometres of roads in the Matamata-Piako district. This was made up of 928.3 km of sealed road and 58.4 km unsealed road. The length of the roading network has increased gradually since then due to new subdivision roads being created, mostly in urban areas. By 2013 there was 998km of roads, of which 938.9 km were sealed and 59.1 unsealed.

Since 2009/10, the Council has been collecting roading contributions as a result of amendments to the Development Contributions Policy. There has been no Council spending on noise mitigation measures as a result of transport effects.

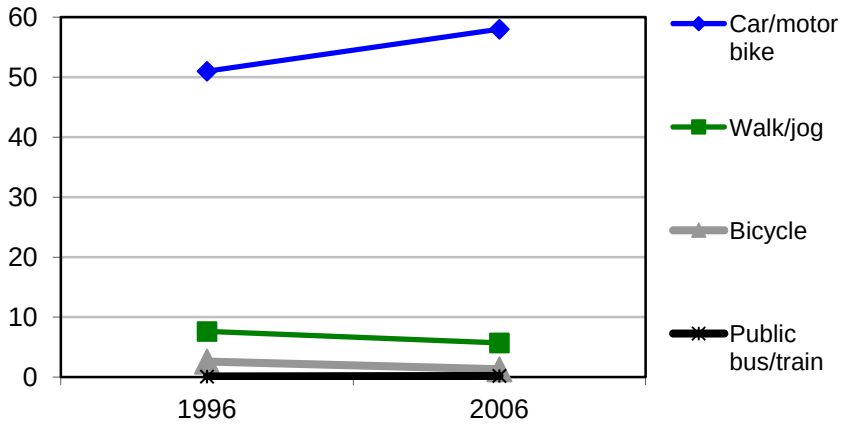
Number of parking spaces created as a result of development requiring resource consent

| Number of parking spaces created as a result of development | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 |
|---|---|---|---|---|---|---|---|---|---|---|
| Number of spaces | 5 | 9 | 32 | 24 | 6 | 35 | 200 | 111 | 153 | 87 |

New development can create parking and loading space problems, and can conflict with on-street usage if there are insufficient parking spaces. Council aims to encourage self-sufficiency in the provision of parking spaces and to avoid problems created from insufficient parking. It does this by requiring carparks under the District Plan, with the number depending on the type of activity that is being carried out. Failure to comply with the required carparking numbers results in a resource consent being required. Council can either exempt the carparking requirement, require a development contribution to be paid or decline the resource consent.

During the last five financial years (2009/10 – 2013/14) a total of 586 on-site parking spaces were created as a result of development.

**Main means of travel to work - percentage of population, aged 15yrs and over and employed**



| Main means of travel to work | 1996 | 2001 | 2006 |
|---|---|---|---|
| Car/motorbike | 51% | 53% | 58% |
| Walk/jog | 7.6% | 6.1% | 5.7% |
| Bicycle | 2.6% | 1.7% | 1.3% |
| Public bus/train | 0.1% | 0.3% | 0.2% |

Between 1996 and 2006 the percentage of people whose main means of travel to work is by car/motorbike has slightly increased, in 2006 this figure was 58%. The other main means of transport such as walking/jogging, bicycling or by public bus or train have all on average decreased.

**District Plan Provisions**

**Section 3.8.2 Transportation**

**Objective:**
- To protect and improve the safety and efficiency of the transportation networks, including state highways, district roads, and railways.

**Policy:**
- To ensure that access points and intersections have optimum visibility along the state highway and are formed to appropriate design standards.

**Objective:**
- To protect residential amenity from the effects of excessive traffic generation and on-street parking on residential streets.

**Policy:**
- To maintain road safety and efficiency by requiring activities to provide adequate off street parking and loading facilities for foreseeable future needs.

**Objective:**
- To encourage self sufficiency in the provision of parking and loading spaces to avoid conflict with on-street usage.

**Policy:**
- To ensure that traffic safety is maintained by carefully managing the location and design of any signs visible from state highway and district roads.

**Objective:**
- To maximise safety and convenience for pedestrians and vehicular traffic on all sites.

**Policy:**
- To manage unrelated through traffic on local roads to maintain and enhance the amenity values of the locality.

**Objective:**
- The avoidance, remediation or mitigation of the adverse effects of transportation.

**Policy:**
- To require landscaping within the transportation facilities or corridors where appropriate.

**Objective:**
- To encourage the provision of alternative transportation networks where it is clearly demonstrated that the provision of such networks will positively benefit and enhance the environment and community which they serve.

**Policy:**
- To implement noise abatement measures along state highways, district arterials and airports.

**Objective:**
- To ensure that those activities that place demands on the roading network contribute fairly to any works considered necessary to meet those demands.

**Policies:**
- To avoid dust and noise nuisance by requiring formation, sealing and screening of parking and loading areas and access ways in Residential, Business and Industrial zones and Kaitiaki (Conservation) zones that adjoin an urban area; and
- To enhance the amenity value of the central business area of Te Aroha, Matamata, and Morrinsville by ensuring that such areas are not congested by service delivery activities and a lack of adequate parking.

**Objective:**
- To create a road system that provides for the safe, efficient and strategic movement of traffic (vehicular and pedestrian) in a manner that promotes the sustainable management of resources used.

**Policies:**
- To promote appropriate roading connections within and between land being subdivided to ensure our towns are well connected;
- To establish and maintain service lanes and public carparks which assist in reducing traffic congestion on surrounding streets;
- To encourage alternative transport modes by making provision for cycleways and walkways; and
- To require the retention of all roads, including paper roads, where alternative public access to the district's rivers is not available.

**Anticipated Environmental Results**
- Safer and more efficient roading network;
- Mitigation and avoidance of the adverse effects of transportation;
- Protection and enhancement of the amenity of the areas within which transportation networks operate;
- More equitable funding of upgrading transportation links needed as a result of development;
- Reduction of public funding of infrastructure servicing private development;
- Increased utilisation of alternative transport modes, particularly cycling and walking in residential areas;
- Increase in the number of activities which are self sufficient in terms of parking and loading space provision; and
- Minimal adverse traffic safety effects from signs and advertising.

**Efficiency and Effectiveness**

*Are the District Plan's objectives and policies the most effective and efficient way to achieve the following anticipated environmental result?*

- *Safer and more efficient roading network;*
- *Mitigation and avoidance of the adverse effects of transportation;*
- *Protection and enhancement of the amenity of the areas within which transportation networks operate;*
- *More equitable funding of upgrading transportation links needed as a result of development;*
- *Reduction of public funding of infrastructure servicing private development;*
- *Increased utilisation of alternative transport modes, particularly cycling and walking in residential areas;*
- *Increase in the number of activities which are self-sufficient in terms of parking and loading space provision; and*
- *Minimal adverse traffic safety effects from signs and advertising.*

Roads are a key means of mobility for people and goods and therefore they are a key factor in the maintenance and growth of the economy.

The AER '*safer and more efficient roading network*' is effectively being achieved as in 2008 over 400 residents in the District were surveyed and 86% of those surveyed were "fairly satisfied" or "very satisfied", with the safety of Council roads. 1% of all people surveyed responded as "I don't know" and 13% were "not very satisfied". These results are similar to previous years as between 2000 and 2008 the results vary from between 82% and 87% for people who were "fairly" and "very satisfied". In 2008 reasons given for not being satisfied include; the lack of or safety of pedestrian facilities, narrow/windy roads or tight corners, speeding traffic or the need to reduce speed limits, trucks or heavy traffic on roads, potholes or uneven/rough surfaces, and obstructed vision.

In the same survey, residents were asked whether they were satisfied that roadworks were being safely managed. 94% of those surveyed were "fairly" or "very satisfied" in both 2007 and 2008. 1% responded "don't know" and 5% were "not satisfied". Of those that were not satisfied the reasons given were; a lack of or poor management of signs, or poor standard of roadworks.

Another measurement of the AER *'safer and more efficient roading network'* is the number of reported injury causing accidents in the District. The number of injury causing accidents, except for an unusual "peak" in 2010/11 has remained relatively low in recent years. This shows that this AER is being effectively achieved. It is acknowledged that there are other factors affecting the decrease in the number of crashes for example improved driving awareness and NZTA's work on state highway safety. Also it is noted that not all crashes are reported so this number may not represent the full reality. In addition, the figures do not differentiate between crashes on NZTA or Council managed roads.

The AERs *'mitigation and avoidance of the adverse effects of transportation'* and *'protection and enhancement of the amenity of the areas within which transportation networks operate*' are measured by the number of calls received regarding the roading network. The number has increased in recent years. This may indicate that these AERs are not being achieved. The majority of these calls are regarding street lighting, abandoned vehicles, culvert maintenance, rubbish on roads and road signs.

The AERs *'more equitable funding of upgrading transportation links needed as a result of development'* and *'reduction of public funding of infrastructure servicing private development'* are achieved through the requirement to create car parks through development and the taking of parking or roading contributions. The Development Contributions Policy also contributes to this.

The District Plan requires the appropriate provision of parking and loading at the time of development or change of use of activity. In recent years a significant number of parking spaces has been created as a result of development. It is noted that we only record parking spaces created in regards to development which requires resource consents, we do not record how many parking spaces were created overall throughout the District. This also contributes to the AER '*increase in the number of activities which are self-sufficient in terms of parking and loading space provision'*. Council can waive these requirements through the resource consent process if it can be shown that the parking or loading demand for the activity can either be absorbed into the existing environment or the demand is less than the specified amount in the District Plan.

Reliance on and usage of motor vehicles is increasing in our District. The main means of travel to work is by car/motorbike and this has increased from 51% in 1996 to 58% in 2006 for the population over 15 years who are employed. Over the same period the percentage of the population walking/jogging, bicycling or taking a public bus or train has on average declined.

The Matamata Piako District is predominantly a rural district and from 2000/02 there was only half a kilometre of dedicated cycle or walkways. In 2002/03, 200 metres of cycleway was added to the roading network.

This shows that we are not effectively achieving the AER *'increased utilisation of alternative transport modes, particularly cycling and walking in residential areas'*. Council should encourage cycling and walking/jogging through provision of more cycleways. This would be socially, environmentally and economically efficient for our District and would improve the health and wellbeing of our residents. It is acknowledged that the provision of cycle/walkways is not a direct output of the District Plan.

Signage can also have an adverse effect on the amenity of the surrounding area. If signs are poorly located they can distract driver attention and restrict visibility. The number of resource consents granted that permit signage on or visible from a state highway has remained low in recent years. This is effectively achieving the AER '*minimal adverse traffic safety effects from signs and advertising'*. The resource consent process is an efficient way of ensuring the objectives and policies in the District Plan are met in terms of transport. It allows for the assessment of the rules of the Plan which have been accepted by the community.

It is acknowledged that there are other external documents, agencies or factors that contribute towards transportation such as the Regional Land Transport Strategy and NZTA.

Council recently undertook a review of the District Plan's transportation objectives, policies, and methods (Plan Change 43). Plan Change 43 has introduced new provisions in the Plan to ensure that land use is integrated with transport, that regionally significant transport networks are protected, and that the requirement for parking and loading in the District's town centres are balanced against the need for new development and the need to preserve the historic character of the town centre environments. Plan Change 43 is now beyond challenge and is expected to become operative in the near future. The plan change has also introduced new AERs that will need to be considered in future monitoring and reporting on the effectiveness and efficiency of the District Plan.

**Summary**

| **Anticipated Environmental Results Transportation** | **Achieved?**<br><br>☺ - Achieving<br>→ - Progress towards achievement<br>☹ - Not achieving<br>? - Not monitored |
|---|---|
| Safer and more efficient roading network | ☺ |
| Mitigation and avoidance of the adverse effects of transportation | ☹ increase in complaints |
| Protection and enhancement of the amenity of the areas within which transportation networks operate | ☹ increase in complaints |
| More equitable funding of upgrading transportation links needed as a result of development | → |
| Reduction of public funding of infrastructure servicing private development | → |
| Increased utilisation of alternative transport modes, particularly cycling and walking in residential areas | ☹ increase in use of cars, reduction in use of alternative modes of transport |
| Increase in the number of activities which are self-sufficient in terms of parking and loading space provision | ? |
| Minimal adverse traffic safety effects from signs and advertising | ☺ |