

**Before the Independent Hearings Panel
At Wellington City Council**

Under Schedule 1 of the Resource Management Act 1991

In the matter of the Proposed Wellington City District Plan

Statement of evidence of Harriet Fraser

Hearing Stream 9 - Transport

Date: 20 June 2024

INTRODUCTION

- 1 My full name is Harriet Barbara Fraser.
- 2 I have prepared this statement of evidence in response to the minute from the Proposed Wellington City District Plan Hearings Panel requesting:

(c) We gave the Council leave to provide additional supplementary evidence from Ms Harriet Fraser, the traffic engineer who contributed to the notified transport chapter, advising the rationale for the micromobility parking requirements in Table 7 of the Transport Chapter, as they apply to the Central City Zone, the other Centre Zones, and the Mixed Use Zone, and to retirement villages. We emphasise that this is an opportunity to fill a gap in the evidential record as to the basis on which the notified provisions were formulated. It is not an opportunity for Ms Fraser to provide an ex post facto rationalisation for those standards (or any amended standard). Ms Fraser's supplementary evidence is to be lodged with the Hearing Administrator by 1pm on Friday 21 June;
- 3 I am authorised to provide this evidence on behalf of the Council.

QUALIFICATIONS AND EXPERIENCE

- 4 I hold the qualification of Chartered Professional Engineer and Chartered Member of Engineering NZ. I hold a Bachelor of Civil Engineering degree from Imperial College, University of London and a Master's degree of Science in Transportation Planning and Engineering awarded with distinction by the University of Leeds.
- 5 My background of experience includes over 30 years consultancy experience in traffic and transportation matters, initially in the UK and Hong Kong. From August 1998 to August 2012, I worked as a Transportation Planner in Lower Hutt in the firm of Traffic Design Group Limited (now Stantec) practicing as a transportation planning and traffic

engineering specialist throughout New Zealand. Since September 2012 I have been working as a sole practitioner in the field of transportation planning and traffic engineering.

- 6 I have lived and worked in the Hutt Valley since 1998 and am currently based in Upper Hutt.

CODE OF CONDUCT

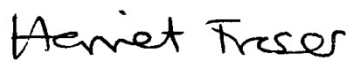
- 7 I have read and agree to comply with the Code of Conduct for Expert Witnesses contained in the Practice Note issued by the Environment Court, which came into effect on 1 January 2023. Except where I state that I am relying upon the specified evidence or advice of another person, my evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

STATEMENT OF EVIDENCE

- 8 Along with Tom Anderson and Andrew Cumming, I prepared draft transport provisions for the Draft Wellington City District Plan. Our final recommendations were provided to the Council in a memorandum dated 9 July 2021 (Memo), an extract is included as an appendix to this statement. As set out in the Memo, the proposed parking rates for cycles and micromobility devices were based on the Waka Kotahi NZTA Cycle Parking Planning and Design Guide 2019, Appendix 1, page 24. Our recommendation for residential activities was:
- a. 1 short-stay (visitor) space per 20 residential units
 - b. a minimum of 1 resident space per residential unit.
- 9 A note was included that a lockable, residential unit-specific storage facility such as a garage or a storage locker would be an acceptable solution for the resident spaces.

- 10 The [Cycle Parking Planning and Design Guide was updated in 2022](#) but both versions include the following guidance on cycle parking for residential activities:
- a. For large city e.g. Auckland
 - i. 1 visitor park per 20 dwellings for developments with 20 or more dwellings
 - ii. 1 resident park per dwelling without a garage for developments with 20 or more dwellings
 - b. For medium city e.g. Christchurch
 - i. 1 visitor space per 20 units for developments with 20 or more units
 - ii. 1 resident space per dwelling without a garage.
- 11 Our recommendation reflected the Waka Kotahi NZTA Cycle Parking Planning and Design Guide cycle parking rates for a medium city, with Christchurch being given as the example. We saw this as also being appropriate for Wellington City.
- 12 In the notified version of the Transport chapter the requirement for visitor cycle parks was increased to 1 space per 10 residential units. I am not aware of the rationale behind this amendment. The requirement for resident cycle spaces remained as per our recommendation.
- 13 The Cycle Parking Planning and Design Guide is a current document having been recently updated (2022) and includes recommendations of 1 resident cycle space per residential unit for both large (Auckland) and medium (Christchurch) cities. Presumably both these cities would also have high opportunity costs of allocating space to cycle parking. As such, I remain of the view that the recommendation made to Council, in the memo dated 9 July 2021, remains appropriate and is in context with the guidance for New Zealand cities.

Date: 20 June 2024



Harriet Fraser

Memo



Project Number	WCC.0033
Project	Wellington City District Plan Review
Subject	Updated Final Draft Transport Provisions
Date	9 July 2021
Prepared by	Tom Anderson, Drew Cumming and Harriet Fraser

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The purpose of this memo is to provide an *updated final draft* of the Transport provisions for the Draft Wellington City District Plan. This updated draft is based on WCC feedback on the 4 June 2021 *final draft*. This version contains track changes, comments and responses to provide a paper trail of the development of provisions. A clean version is also provided.

In terms of structure, it is identified in the Issues and Options Report that the transport network itself is defined as infrastructure in the RMA. The National Planning Standards state that provisions relating to energy, infrastructure and transport must be located in one or more chapters under the heading of Energy, Infrastructure and Transport, with the resultant options for District Plan structure being:

- **Option 1.1** - Include all transport matters in an infrastructure chapter; or
- **Option 1.2** - Split transport matters into:
 - a. transport network matters (the operation, maintenance, repair and renewal, upgrading and development of and connections to the transport network) addressed in an infrastructure chapter; and
 - b. on-site transport facilities and driveways, and the effects of high vehicle trip generating use and development, addressed in a transport chapter.
- **Option 1.3** - Include all transport matters in a transport chapter: both transport network, and on-site matters.

Our recommendation is **Option 1.2**, as it results in a simpler, clearer district plan. The infrastructure chapter is complex in any case and benefits from not including provisions that can be located elsewhere. The infrastructure chapter would be unwieldy if it dealt with "infrastructure excluding the transport network".

Consequently, the provisions in this memo are split into Infrastructure Chapter provisions and Transport Chapter provisions.

All Zones	<p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance is not achieved with TR-S7 [parking and manoeuvring design].</p> <p>Matters of discretion are restricted to:</p> <p>1. The matters in TR-P2 [on-site facilities].</p> <p>Notification: An application under this rule is precluded from being publicly notified in accordance with section 95A of the RMA.</p>	
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Standards

TR-S1	Vehicle Trip Generation		Sets thresholds for high trip generating activity in straightforward manner based on vehicle movements.
	<p>An activity is a high trip generating activity if it:</p> <ol style="list-style-type: none"> 1. Generates 201 or more light vehicle movements per day; 2. Generates 9 or more heavy vehicle movements per week; 3. Is a service station; or 4. Is a drive-through activity including drive-through restaurant. <p>For the purpose of the above assessment:</p> <ul style="list-style-type: none"> • An on-site carpark associated with a residential activity is considered to generate 10 light vehicle movements per day; • Vehicle movements per day must be assessed as average vehicle movements per day, averaged over a full seven day week; • Vehicle movements per week must be assessed as average vehicle movements per week, averaged over a full 52 week year. 		
TR-S2	Micromobility Device Parking		Sets requirements for the number of cycling and micromobility parking facilities. Originally this was couched as cycle facilities but has been broadened to cover all cycling and micromobility devices. The parking rates have been set based on transport engineering advice in the context of Waka Kotahi Cycle Parking Planning And Design 2019.
	<p>Cycling and micromobility parking must be provided in accordance with Table TR-1.</p>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> 1. The availability of alternative, safe and secure cycling and micromobility parking that meet the needs of the intended users, in a nearby accessible location; 2. Whether parking can be 	

		<p>provided and maintained in a jointly-used cycling and micromobility parking area; and</p> <p>3. Site limitations, configuration of buildings and activities, demonstrated user requirements and operational requirements.</p>	
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Table TR-1: Minimum Number of On-Site Cycling and Micromobility Device Parking Spaces		
Activity	Minimum Number of On-Site Cycling and Micromobility Device Parking Spaces Both short stay and long stay must be provided	
	Short Stay (visitors)	Long Stay (staff*, residents, students)
Any activity in the following zones: <ul style="list-style-type: none"> • City Centre • Metropolitan • Local Centre • Neighbourhood • Mixed Use 	Nil	In accordance with the rest of this table
Commercial activity	Minimum 2, 0.05 per 100m ² GFA or as per specific activity below	Minimum 1, 0.1 per 100m ² GFA or as per specific activity below
<ul style="list-style-type: none"> • Entertainment and Hospitality Activity 	0.1 per person that the site is designed to accommodate; or as per specific activity below	Minimum 1, 0.1 per staff member* or as per specific activity below
Community Facility	0.1 per person that the site is designed to accommodate	Minimum 1, 0.1 per staff member*
Educational Facility	As per specific activities below	
<ul style="list-style-type: none"> • Childcare services 	Minimum 2	Minimum 1, 0.1 per staff member*
<ul style="list-style-type: none"> • Tertiary education facility 	Minimum 2	Minimum 1, 0.1 per student and 0.1 per staff member*
Emergency service facilities	Minimum 2	Minimum 1, 0.1 per staff member*

Healthcare Activity	Minimum 2, 1 per 100m ² GFA	Minimum 1, 0.1 per staff member*
Industrial activity	Minimum 2	Minimum 1, 0.1 per 100m ² GFA
Residential	1 per 20 residential units	Minimum 1 per residential unit**
• Hostels	1 per 10 beds	Minimum 1, 1 per 3 beds
* The number of staff members is the maximum number of full or part time staff members on the site at any one time		
** A lockable, residential unit-specific storage facility such as a garage or storage locker is an acceptable solution		

TR-S3	Micromobility parking design		Sets design parameters for cycling and micromobility parking.
	<p>1. Where short stay cycling and micromobility parking spaces are required to be provided by TR-S2 they must meet the following minimum specifications:</p> <ol style="list-style-type: none"> Stands must be sized and spaced to accommodate cycle dimensions of 1200mm high, 1800mm long and 600mm wide; Stands must be securely anchored to an immovable object; Stands must allow the cycling or micromobility device frame and, in the case of cycles, at least one wheel to be secured; Cycling and Micromobility parking facilities must be located: <ol style="list-style-type: none"> So they are easily accessible for users, within 20m of the primary entrance; So they do not impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted; and To be clear of vehicle parking or manoeuvring areas; and Short stay cycling and micromobility parking facilities must be available during the activity's hours of operation and must not be impeded by any structure, storage of goods, landscape planting or other use; and <p>2. Where long stay cycling and micromobility parking spaces are required to be provided by TR-S2, they must be located:</p> <ol style="list-style-type: none"> In a covered area where access by the general public is excluded, and at least one wheel is able to be secured. 	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> The safety and effectiveness of the cycling and micromobility parking spaces; Site limitations, configuration of buildings and activities, user requirements and operational requirements; and The safety of pedestrians, cyclists and micromobility users using the road, accessways and walkways. 	