

Before the Hutt City Council
Proposed Plan Change 25: Establishment of a Tertiary Education Precinct in
Petone

under: the Resource Management Act 1991

in the matter of: of a proposed change to the Lower Hutt District Plan to
establish a Tertiary Education Precinct in Petone [Plan
Change 25]

Expert Conferencing Joint Report to the Plan Change 25 Hearing

Parking & Traffic Issues

Dated: 01 March 2013

EXPERT CONFERENCING JOINT REPORT TO THE PLAN CHANGE 25 HEARING

INTRODUCTION

- 1 This joint statement is prepared in accordance with sections 5.6.1(h) and 5.6.2 of the Environment Court's Consolidated Practice Note 2011.
- 2 This report relates to the conferencing topic of Parking & Traffic matters discussed at a meeting on 1 March 2013.
- 3 Attendees at the meeting were:
 - Wayne King (WK), Senior Traffic Engineer Hutt City Council;
 - Zackary Moodie (ZM), Traffic Engineer Hutt City Council;
 - Tim Kelly (TK), Transportation Planning Consultant, for WelTec (a submitter); and
 - Warwick Walbran (WW), Traffic Engineering Reviewer for Hutt City Council.
- 4 Also in attendance and contributing where necessary were:-
 - Corinna Tessendorf (CT), Senior Environmental Policy Adviser for Hutt City Council
 - Lindsay Daysh (LD), Planning Consultant for Hutt City Council
- 5 Conferencing took place in response to a Minute issued by the hearing commissioner encouraging the resolution of matters prior to the hearing. A request was issued to attend conferencing to those submitters who had raised parking and/or traffic issues and named an expert witness, with the only submitter represented being WelTec.

AREAS OF AGREEMENT

Student & Staff Numbers, Travel Patterns

- 6 The experts agree that the WelTec student and staff numbers for 2009 – 2013 are as summarised in Table 1 and note that the relocation of the Hospitality school to Wellington has been responsible for most of the reductions seen in 2012 and 2013. These numbers are based on maximum numbers of staff and students expected to be on site at any one time and they are not maximum enrolments. The 2013 figures supplied by WelTec are

estimates, subject to some minor variation as enrolments and timetabling are finalised at the commencement of the first trimester.

Year	Students	Staff
2009	1,140	295
2010	1,159	304
2011	1,185	289
2012	995	277
2013	980	270

Table 1: WelTec Student and Staff Numbers

- 7 The experts agree that the surveyed percentages of students and staff travelling to WelTec by car are summarised by Table 2.

Year	% Students	%Staff
2006	46%	77%
2009	43%	74%

Table 2: Percentage of WelTec Student and Staff Using a Car for the Journey to/from WelTec

- 8 The experts consider as these are now 4 years old that there should be ongoing monitoring and it is likely that these numbers are tracking down based on WelTec travel demand measures and improvements to the quality of public transport services.
- 9 The experts agree that these statistics together indicate a declining demand for parking by staff and students and that this trend is expected to continue as WelTec is working on timetable smoothing aimed at reducing the peaks and troughs in student numbers on site at one time.

WelTec Off-Street Parking Provision

- 10 The experts noted that:
- at the time of the 'N' block consent application, WelTec provided 418 off-street parking spaces;
 - measures proposed as part of the 'N' block application were originally proposed to provide an additional 96 spaces, taking the total to 514 spaces;
 - 20 spaces were subsequently dropped (5 adjacent to the Courthouse building and 15 adjacent to the 'B' Block building) meaning that there will be additional 76 spaces resulting in a total of 494 spaces.
 - The provision of these additional spaces is a condition of the 'N' Block consent. TK envisages that these previously agreed

spaces are likely to be operational by the time the plan change becomes operative. An update on this will be provided at the hearing.

Kerbside Parking Provision and Usage

- 11 The experts also noted that:
- Surveys of parking usage were undertaken by HCC on Wednesday 14 March and Saturday 17 March 2012;
 - These surveys showed the maximum number of vehicles using WelTec off-street parking on a Wednesday was 301, a utilisation of 72% of the 418 available spaces;
 - In terms of on street parking, the surveys indicated that there were a number of streets around the campus with high usage. For example 48 of the available 51 on street spaces on High Street (Cuba – Williams) were occupied;
 - HCC (as outlined in the appendix to WW's review attached to the draft s42A report) requested resident's views in the area around the proposed Precinct on additional controls such as time restrictions and residents parking exemptions;
 - The only uptake subsequent to these surveys, is that HCC introduced a 1 year trial for P120/P180 time restrictions with residents parking exemptions to apply to kerbside parking on High Street.
- 12 WK confirmed that the same parking surveys are to be repeated on during March 2013 and the results of this will be tabled at the hearing.

Existing District Plan Parking Requirement

- 13 The experts agree that the existing parking requirement is defined at Rule 14A(iii)2.1 of the operative District Plan and requires the provision of a minimum of 1 parking space per staff member plus 1 space for every 3 students (based upon the maximum numbers on-site at any one time).
- 14 The methodology for the calculation of staff and student numbers was considered. It was agreed by the experts that the calculation which had been agreed in expert conferencing for the 'N' Block application appeal (being the use of figures for a Wednesday in July at 10.00am, with a 10% reduction to reflect typical absentees) was reasonable.

- 15 The experts agree, that based upon 1,200 students and 300 staff, the requirement under the existing District Plan rules would be 700 spaces (but note that based upon the estimated 2013 figures in Table 1 above, this would reduce to 597).
- 16 The experts agree that in common with other local authorities around New Zealand, HCC expects that large educational or health care facilities require the use of some level of on street parking. In some situations Councils have imposed parking controls to ensure equitable use of the parking resource between the needs of residents and the institution.
- 17 The experts agree that the introduction of a parking standard to apply to the Tertiary Education Precinct which seeks to identify a level of kerbside parking is a pragmatic way forward.

Proposed Parking Standard

- 18 The experts agree that student and staff numbers, and the percentages which use vehicles for the journey to/from WelTec directly influence levels of parking demand.
- 19 The experts agree that these figures are subject to variation over time and will require monitoring.
- 20 The experts agree that the parking standard should take account of an acceptable level of kerbside parking (AKP) use.
- 21 The experts agree that the AKP of 300 is reasonable as it seeks to limit the degree of kerbside demand where adverse effects on those streets have been reported.
- 22 The experts agree that a package of measures to restrict the use of kerbside parking by non-residents would assist in influencing the geographic distribution of parking and in doing so would ensure effects could be controlled. The experts note that the responsibility for controls lies with the road controlling authority and is beyond the jurisdiction of the plan change process.
- 23 The experts agree that the parking standard should take account of the utilisation rate of the WelTec off-street parking resource at the time the maximum parking demand occurs.
- 24 The experts agree that the formula proposed, whilst complex, would be more transparent than a straight student/staff to parking tabular approach, would be workable and represents a reasonable basis to the establishment of a parking standard for the Tertiary Education Precinct.

Monitoring and Reporting

- 25 The experts agree that WelTec, in association with HCC, should undertake consistent surveys to establish student/staff numbers, their mode of travel and the level of utilisation of the off-street parking resource with the first carried out one year after the finalisation of the Plan Change as long as that time is within term time for the Institution.
- 26 The objectives, methods and frequency of monitoring should be agreed between WelTec and HCC. This will include any resulting actions that may be carried out as a result of the monitoring. LD and CT will request that this approach be raised at the prehearing meeting with other submitters and views sought with the outcomes reported at the hearing.

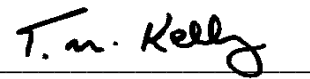
Date: 4 March 2013



[Wayne King]



[Zackary Moodie]



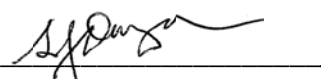
[Tim Kelly]



[Warwick Walbran]



[Corinna Tessendorf]



[Lindsay Daysh]