
Appendix 5C
Integrated transport assessment

App5C.1 Introduction

What is an ITA?

A common practice overseas and increasingly in New Zealand is the requirement that an Integrated Transport Assessment (ITA) be prepared to support a structure plan, plan change or resource consent application for a major trip generating activity.

An ITA is a comprehensive review of all the potential transport impacts of a development proposal. Its purpose is to identify appropriate transport information that is required to assist in better aligning land use and multi-modal transport at both the local and regional level and to provide information on how a proposed development will function in terms of its accessibility. It is also to ensure that development is located, designed and managed to promote access by a choice of modes and to identify any mitigation required to address the adverse impacts of a proposal on the transport system, including the state highway network.

Transit will generally seek for an ITA to be undertaken at the beginning of the planning process and for the findings of that assessment to be taken into consideration to identify and inform any actions required to avoid, remedy or mitigate adverse effects of the proposal on the transport system.

A key feature of an ITA is to bring together all affected parties including local authorities, road controlling authorities, transport providers and developers to discuss and resolve the issues together.

Transit will generally seek for provisions to be included in regional policy statements and district and where appropriate regional, plans requiring ITA's to be undertaken for all development proposals for major trip generating activities and providing guidance on undertaking ITAs.

Why is an ITA necessary?

Transit and other key stakeholders aim to ensure that development proposals address all transport impacts and maximise transport choice. Traditionally, traffic impact assessments focused exclusively on identifying mechanisms for accommodating the car and commercial traffic likely to be generated by a development in a safe manner. Consideration of the suitability of a site for the use proposed in terms of car dependence and/or access for pedestrians, cyclists and public transport was often overlooked. ITAs therefore offer a more comprehensive approach.

The traffic impacts and safety of traffic likely to be generated by a development are still integral components of an ITA, but trip generation and distribution aspects are expanded to include all trips and modes.

App5C.2 Indicative thresholds for ITA

When is an ITA likely to be required?

Transit will generally seek for an ITA to be required whenever a major trip generating activity is proposed. ITAs are more likely to be required when a *national* or *regional* state highway is affected by a development in an *urban* or *peri-urban* environment.

As a general guide, due to the expected level of traffic generation, Transit may seek for an ITA be undertaken for any development which exceeds the size threshold guidelines set out below, including but not limited to any of the activities identified in the following table. However, in appropriate circumstances, Transit may seek for ITAs to be prepared in relation to development proposals for smaller scale and/or other kinds of activities:

Activity

Activity
Significant housing developments
Mixed use developments of a large scale
Large fast food retail
Large format retail / shopping malls
Cinemas and conference centres
Leisure and recreation facilities
Office and commercial development (including refits)
Distribution and warehousing
Industrial developments
Hospitals and large medical and care facilities (including retirement villages)
Schools and education related developments
Event centres and large sporting facilities

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Guidelines Transit will generally seek for an ITA to be undertaken in respect of any development that is of the size or scale outlined below.

Guidelines¹:
100 or more dwellings
1,500+ seat events centre or similar;
1,000 m ² and above gross retail, entertainment, leisure floor space;
2,500 m ² and above gross office, education, health floor space;
5,000 m ² and above gross industrial floor space; and/or
10,000 m ² and above gross warehousing floor space.

Generally Transit will also seek for an ITA to be undertaken in respect of any development proposals which are of a smaller scale than outlined in the above table but where:

- There are significant permitted or consented developments in the area and the development proposal would have a cumulative impact on a particular transport corridor and/or system; and/or
- Transit considers that the proposal will have a significant impact in transport terms e.g. where infrastructure in the vicinity of the proposal is already at or near capacity.

The above thresholds are for guidance purposes and should not be read as absolutes. In appropriate circumstances, Transit may seek for ITAs to be prepared in relation to development proposals for smaller scale activities that do not fall within either of the criteria listed above. There are a range of qualitative factors that need to be taken into account that these thresholds/criteria do not necessarily capture. There will also be site-specific issues that an assessment will need to take into account.

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Transit process

The following table and diagram outline the process which Transit will generally follow in seeking and assessing ITAs in respect of plan reviews, plan changes, variations, consent applications and notices of requirement for designations.

¹ The guidelines have been adapted from the Auckland Regional Transport Authority's Integrated Transport Assessment Guideline and the Scottish Executive Development Department Transport Assessment and Implementation Guide.

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Proposal for Major Trip Generating Activity (especially in the context of National and Regional State Highways)	
Development stage	Transit process
<p>Prior to lodging consent application/NOR or notifying proposed RMA Plan provisions</p>	<p>Emphasise the value of early discussion in relation to ITA to seek to ensure that all parties have a better understanding of and reach a consensus on, the key issues to be addressed in respect of a particular development proposal.</p> <p>The issues agreed in such discussions should inform all parties on the level and scope of assessment that will be required, as well as provide an initial judgement on the need for and scope of a travel plan.</p> <p>These early discussions should be held with the appropriate planning and road controlling authorities.</p>
<p>If a consent application/NOR is lodged/proposed plan provisions are notified with a supporting ITA</p>	<p>Undertake an assessment of the ITA and consider form of submission e.g. -</p> <ul style="list-style-type: none"> • submit in support of ITA information in order to seek to ensure that the transport measures proposed in the ITA are implemented; or • submit on the basis that discussions in respect of the ITA should continue in order to resolve outstanding issues.
<p>If an ITA is an RMA Plan requirement – and a consent application/NOR is lodged / proposed plan provisions are notified without a supporting ITA</p>	<p>Seek for the consent/territorial authority to request an ITA be undertaken under section 92 RMA; and/or</p> <p>Submit on the basis that an ITA should be undertaken immediately.</p> <p>Transit will seek to be proactive in facilitating discussion with key stakeholders to resolve outstanding matters and aim to reach agreement prior to any statutory hearing.</p>
<p>If an ITA is not a RMA Plan requirement and a consent application/NOR is lodged / proposed plan provisions are notified without a supporting ITA</p>	<p>Request and/or make a submission seeking that, an ITA be undertaken prior to the hearing in order to inform the statutory process.</p> <p>Transit will seek to be proactive in bringing relevant parties together to commence discussions and in facilitating discussion to solve outstanding matters and to try and reach agreement prior to any statutory hearing.</p>

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ITA Guides

Planning authority involvement

Transit prefers that an ITA Guide be developed by the appropriate planning authority, preferably the regional authority, to outline when an ITA is required and the information sought in an ITA.

If the regional or local planning authority has not developed its own Guide, it is recommended that the following Guides be referred to, in addition to Transit's ITA Checklist:

- Auckland Regional Transport Authority Integrated Transport Assessment Guidelines
www.arta.co.nz/shadomx/apps/fms/fmsdownload.cfm?file_uuid=4D916AC7-BCD4-1A24-9800-FB0A2C0F7B61&siteName=arc
- Transport for London Transport Assessment Best Practice Guidance Document
www.tfl.gov.uk/tfl/pdfdocs/TAGuidance_LQ.pdf
- UK Department for Communities and Local Government and Department for Transport Guidance on Transport Assessment
www.dft.gov.uk/consultations/closed/psrngta/draftguidanceontransportasse1866
- Scottish Executive Development Department Transport Assessment and Implementation Guide
www.scotland.gov.uk/Resource/Doc/57346/0016796.pdf

In general, Transit seeks that an ITA identifies how sustainable access and mobility will be provided, for example by:

- identifying measures to reduce the need for travel by single occupancy vehicles and provide sustainable transport choices – by making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling;
 - considering the accessibility of the location – the extent to which a site is, or is capable of becoming accessible by non car modes, this will be particularly important for large developments that are major generators of travel demand;
 - providing an outline of the opportunities for improvements to influence travel behaviour e.g. reductions in car usage (particularly use of single occupancy vehicles), promoting walking, cycling and passenger transport and car parking measures.
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ITA information

Background information

In order to facilitate discussion on a proposal that triggers the ITA threshold and to understand the background to the proposal, Transit will seek the following information:

- The location, type and scale of the proposal.
- Is the proposal staged and when will it become fully operational?
- Is the proposal consistent with the regional policy statement, district plan and any regional growth strategy, relevant regional plan and/or local structure plans?
- Is the proposal consistent with Transit's planning policies and 10-year State Highway Forecast?
- What impact will the proposal have on the surrounding area and what other permitted or consented developments are proposed?
- How many vehicles will be entering and leaving the site each day and what effect will this have on the safety and efficiency of the road network?
- How many carparks will the proposal provide?
- What is the standard of the road network near the proposal? In particular, will improvements be necessary to roads or intersections to counteract the proposals effects?
- What measures will be used to promote a wider choice of access to the site, particularly by public transport, walking and cycling e.g. parking restrictions, walking and cycling networks, bus stops?
- How safe is the design and standard of the accessway? What is the proposed use (e.g. heavy vehicles, farm use, residential use), visibility to and from this accessway (i.e. sight distances) and the distance from other accessways/roads?
- Have all alternatives for access been considered? For example, could a side road be used for access, or could an accessway be shared with a neighbouring site?
- Does the proposal include adequate measures to protect future users of the development (e.g. residents, students) from noise and other adverse effects, particularly from the state highway?
- Does the proposal include visual distractions such as advertising signs, glare from lighting? Could landscaping cause obstruction, shading or limited visibility around intersections and accessways?

Full ITA

From this information, Transit and the other stakeholders will be able to determine if a full ITA is required. A full ITA is likely to be sought in respect of larger more complex proposals, especially those affecting *national* and *regional* state highways.

Transit in particular will be seeking that a full ITA includes the information identified in the following checklist (where relevant) in order for Transit to be able to fully understand the transport impacts of the proposal and make appropriate assessments.

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CHECKLIST

Section	Topic	Included (Y/N)
Introduction and background	Site location	
	Full description of development proposal	
	Details of any previous applications	
Policy	An assessment of the proposal's consistency with relevant planning documents e.g. Regional Policy Statement, Regional Growth Strategy, Regional Land Transport Strategy, District Plan etc.	
Design statement	A summary of land use and design decisions that impact on transport sustainability e.g. does the design of the proposal relate to all modes of transport.	
Access statement	A summary of how people will access the proposed development	
Baseline conditions - landuses	Existing land use with floor areas	
	Carparking	
	Cycle parking	
	Motorcycle parking	
Baseline conditions – local area	Demographic information	
	Employment/ economic information	
Baseline conditions – road network	Traffic flows including operational traffic flows	
	Safety record	
	Pedestrian flows	
	Intersection and accessway capacities	
	Footpath capacities	
Baseline conditions – public transport	On-street parking controls and usage	
	Bus routes and stops	
	Rail network – stations, lines and frequency	
	Rail network – passenger levels and capacity	
	Cycle network – existing routes and facilities	
	Ferry services – existing routes and facilities	
Trip generation	Taxis – existing ranks	
	Existing trips – total generated	
	Existing trips – mode split	
	Existing trips – trip distribution	
	Existing trips – temporal breakdown	
	Future trips – source, data and methodology	
Construction	Future trips – delivery and servicing, mode split, trip distribution/ timing	
	Construction trips generated	
	Construction routes	
Impacts – road network	Impacts on pedestrian, cycle and public transport routes	
	Traffic levels	
	Intersection and accessway analysis	
	Construction traffic	
	Travel times	

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Impacts – bus network	New demand by direction	
	Bus priority	
	Intersection and accessway capacity on major bus routes	
	Travel times	
Impacts – rail network	Route capacity	
	Station capacity	
	Travel times	
Impacts – cycling and walking	Footpath capacity	
	Available footpath width	
	Travel times	
Impacts - taxis	Capacity of taxi ranks	
Impacts – ferry services	New demand by direction	
	Impacts on pier facilities	
	Impacts on linking pedestrian, cyclist and public transport facilities and services	
	Travel times	
Impacts - safety	Safety Audit	
Cumulative effects and precedent	Impacts when considered in conjunction with other local development proposals	
Mitigation	Road network improvement measures	
	Bus network improvement measures	
	Rail network improvement measures	
	Cycling/walking facilities	
	Parking management	
	Travel Plan	
	Proposed consent or designation conditions/permitted activity performance standards/contractual obligations	
	Cost sharing arrangements	