

BEFORE THE HEARINGS PANEL

IN THE MATTER

of the Resource Management
Act 1991

AND

IN THE MATTER

of the Proposed District Plan
for Waimakariri District

HEARING STREAM 12E: RANGIORA, KAIAPOI, WOODEND, VARIATION 1

**SUMMARY STATEMENT OF EVIDENCE OF ANDREW DAVID CARR
(TRAFFIC AND TRANSPORTATION)**

ON BEHALF OF

RAINER AND URSULA HACK (SUBMITTER #201)

15 AUGUST 2024

1. INTRODUCTION

1.1 My name is Andrew (“Andy”) David Carr. I have provided a statement of evidence (**evidence in chief, EiC**) regarding transportation matters relating to the Submitter’s request for the rezoning of their site at 110 Parsonage Road, Woodend. Part 1 of my evidence in chief sets out my qualifications and experience, and these remain unchanged.

1.2 I confirm that this summary statement of evidence has been prepared in accordance with the Code of Conduct for expert witnesses contained in the Environment Court of New Zealand Practice Note 2023.

2. SUMMARY OF EVIDENCE IN CHIEF AND RESPONSE TO OFFICERS

2.1 As noted in my EiC, the submission seeks a range of zonings for this site. However as Stream 12E relates to the settlements of Rangiora, Kaiapoi and Woodend rather to land use activities, the particular zonings sought are less relevant to transportation matters than the location of the site in this instance.

2.2 To ensure that the transportation effects of the submission were fully assessed I prepared a Transportation Assessment for the 35 residential units that I have been told is the maximum that would be developed if the submission is accepted. (attached as Annexure A to my EiC).

2.3 As part of my assessment, I arranged for weekday morning and evening traffic surveys to be undertaken at the two intersections where I considered that the greatest traffic-related effects could arise; the intersections of Parsonage Road and McQuillan Avenue with Main North Road. I modelled the observed traffic flows using computer software and this showed that the right-turn movement out of both intersections presently experiences a poor level of service at peak times and average delays of more than a minute per vehicle.

2.4 The surveys showed the peak hours on the highway did not occur at the same time as the peak traffic from the existing residences on Parsonage Road and McQuillan Avenue. This may be because some residents travel slightly earlier or later to avoid the busiest times on the highway. Consequently, my analysis considered two scenarios, the peak hour based on the highest traffic flows from the existing residential development on Parsonage Road and McQuillan Avenue, and the peak hour based on the highest traffic flows on the highway.

2.5 To assess the traffic generation of the rezoned site, I adopted a peak hour traffic generation rate of 0.9 vehicle movements per residence (two-way), and assigned this onto the road network in accordance with the directions of travel seen in my surveys of the two intersections. However I made two adjustments to reflect that drivers were most likely to turn left out of, and right into, Parsonage Road due to this being the shorter of the routes.

- 2.6 I remodelled the intersections including the traffic from the rezoned site and the results showed that the effects were minimal. In the very worst case, and with 35 lots as noted above, the queue increased by just 0.2 vehicle lengths with an increase in delay of 1.6 seconds per vehicle. However in the vast majority of instances where delays increased, that increase was no more than 0.5 seconds. In my view this change is unlikely to be perceptible to drivers.
- 2.7 Where land is to be rezoned, it is common to assess a 'design year' of ten years into the future. In this case within this timeframe it is likely that the Woodend Bypass will be constructed. This was designated as a Road of National Significance in the June 2024 Government Policy Statement on Land Transport. Data previously presented by NZTA indicates that up to 80% of the traffic on Main North Road could be removed by the scheme.
- 2.8 In my view then, if development of the site was to happen in the short-term then the additional traffic would have imperceptible effects on the efficiency of the Main North Road / Parsonage Road and Main North Road / McQuillan Avenue intersections. In the medium/longer term, the reductions in traffic on Main North Road due to the Woodend Bypass will vastly improve the available capacity at both intersections, reducing current levels of delay substantially.
- 2.9 The legal widths of Parsonage Road and McQuillan Avenue are both sufficient to accommodate any necessary improvement measures arising from the increase in traffic even with 35 lots. I consider that the details of this are a matter for assessment at the time that subdivision consents are lodged.
- 2.10 I consider that the site lies within a viable non-car travel distance of many of the amenities in Woodend, including the Local Centre Zone on the western side of Main North Road just south of Parsonage Road, and Woodend School.
- 2.11 The NZTA Crash Analysis System shows that four crashes have been reported in the immediate area of the site, but none involved vehicles turning to or from Parsonage Road or McQuillan Avenue, and no crashes were recorded on either of those roads. I do not consider that the historic pattern of crashes indicates any inherent road safety deficiency in the immediate area, and accordingly, I do not consider that there is any reason to expect that traffic generated by the rezoned site would give rise to an adverse road safety effect.
- 2.12 I have also reviewed the transport-related Objectives and Policies of the Proposed District Plan. I found that the site, if rezoned, would have a high degree of alignment with these. The exception to this may be in respect of proximity to public transport, but there are inherent difficulties in robustly determining this, and so I have taken a cautious approach and consider that the requested rezoning only partially achieves the relevant objective / policy.

- 2.13 The s 42A report of Mr Wilson does not specifically mention the submission. However the transportation matters are addressed in the report of the Council's Senior Transportation Engineer Mr Binder.
- 2.14 Mr Binder sets out (his first paragraph) that while some improvements will be required to the formation of Parsonage Road, the road would be able to accommodate the generated traffic. I agree.
- 2.15 Mr Binder comments that development in the area should include other properties that are adjacent to the submitter's site. These extra lots are around 9ha in total, compared to the submitter's site at 3.7ha, and so the traffic generated by the expanded block would be much larger than I have assessed within the Transportation Assessment. The additional lots also result in additional routes being provided towards Woodend, which were also not evaluated. Consequently, I do not agree at this stage that the development area should include this land, because no analysis has been carried out to demonstrate the transportation effects that could arise.
- 2.16 Mr Binder also seeks a roading corridor to connect Parsonage Road to Gladstone Road, but this would lie wholly outside the submitter's site. The proposed ODP for the site does not preclude the creation of such a link.
- 2.17 Mr Binder also seeks a connection to a 'potential' cycleway along the Woodend Bypass. There is currently no firm proposal for a cycleway along the bypass, and so there can be no certainty that a cycleway shown on the ODP would be located appropriately. I consider that the better outcome is for the ODP narrative to state that cycling movements between the bypass and Parsonage Road will be considered and provided for within the site, and such text has now been included in the narrative.

3. CONCLUSIONS

- 3.1 I confirm my findings of my technical report, that that there are no traffic or transportation reasons that would preclude rezoning the site. In the short term the transportation effects are minimal, and in the medium / long term the Woodend Bypass will remove the majority of traffic from Main North Road.
- 3.2 I agree with the Council's Senior Transportation Engineer Mr Binder that a cycle linkage to the bypass should be considered and the ODP narrative has been updated accordingly. I do not agree with the inclusion of additional land or roading links outside the submitter's site, unless or until the effects of the additional traffic has been evaluated.
- 3.3 Overall, I am able to support the rezoning requested by the submitter from a traffic and transportation perspective.

ANDY CARR

15 August 2024