

**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

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**HEARING STREAM 12C: LARGE LOT RESIDENTIAL ZONING  
SUMMARY STATEMENT OF EVIDENCE OF ANDREW DAVID CARR  
(TRAFFIC AND TRANSPORTATION)**

**ON BEHALF OF**

**RAINER AND URSULA HACK (SUBMITTER #201)**

**12 JULY 2024**

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## **1. INTRODUCTION**

- 1.1 My name is Andrew (“Andy”) David Carr. I have previously provided a statement of evidence (**evidence in chief**) regarding traffic and 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 I confirm that 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**

- 2.1 To ensure all relevant transportation matters were addressed, 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. The Transportation Assessment forms Annexure A to my evidence in chief.
- 2.2 I understand that this hearing relates to Large Lot Residential Zones (**LLRZ**) only, whereas my Transportation Assessment considered a mix of zonings and development of the whole site. I am advised by Mr Warmington that a maximum of 6 additional lots (if a non-complying activity consent was granted) could be developed at the site under LLRZ, considerably fewer than I assessed. Thus my Transportation Assessment reflects very much a worst case scenario for the LLRZ component.
- 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 and the differences will be even smaller with just 6 additional LLRZ lots.
- 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. However 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 The s 42A report of Mr Buckley, and the reports of Mr Binder and Mr Gregory (Appendix F to the s 42A report) do not discuss transportation matters at the site. In the absence of any direct comment I have considered the comments made in respect of submission 299 (Crichton Developments Limited) as this site is also proposed to be served by a priority intersection onto Main North Road, is located in Woodend, and it is specifically considered by Mr Gregory.
- 2.13 Mr Gregory's view is that there is a lack of capacity on Main North Road for any additional traffic. However my analysis shows that the traffic generated by the site at Parsonage Road with 35 lots would have only a minimal effect on queues and delays at the intersections that will be most affected by the rezoning, and the effects would be even less with just 6 LLRZ lots.
- 2.14 Mr Gregory also sets out that as delays increase, drivers accept shorter gaps in the traffic stream which increases the risk of a collision. However in this case the increase in delay arising from development of the site is extremely small, and so in my view there will be minimal effect on the changes in driver behaviour over and above the current situation.
- 2.15 For many sites that he has evaluated, Mr Gregory seeks rules that require existing roads serving those sites to be upgraded. However in my view it is sufficient at present to show that there are no impediments to an improvement scheme, and for the details of any scheme to be addressed when subdivision consents are sought. In this case, I confirm that the existing legal widths of the roads in the vicinity of the site are ample for any improvement schemes.

### **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 The Council Officers do not discuss the site, but based on the principles of comments made at comparable sites, I do not agree that there would be adverse efficiency or safety effects arising from additional traffic generated by the site. Rather, in my view the small-scale nature of the development facilitated by the rezoning will not have any material effects.
- 3.3 Overall, I am able to support the requested rezoning from a traffic and transportation perspective.