

IN THE MATTER of the Resource
Management Act 1991

AND

IN THE MATTER of submissions by the NEW
ZEALAND TRANSPORT
AGENCY on PROPOSED
PRIVATE PLAN CHANGE 48
to the NEW PLYMOUTH
DISTRICT COUNCIL DISTRICT
PLAN

**STATEMENT OF FURTHER EVIDENCE OF KELLY STANDISH (PLANNING)
FOR THE NEW ZEALAND TRANSPORT AGENCY**

Dated 15 November 2019

INTRODUCTION

1. This statement of further evidence is in response to the Commissioner's Direction dated 30 October 2019 and is limited to the following matters:
 - a) Revised proposal and intersection performance;
 - b) Process for reducing speed limits
 - c) Revised proposal and the safe operation of the state highway (in response to the reduced lot yield proposed);
 - d) Proposed District Plan Provisions;
 - e) Secondary access to State Highway 45; and
 - f) Funding for required intersection and vulnerable road user upgrades resulting from the proposed development.

2. I attended a conference call with the applicant on Friday 8 November 2019 in support of the New Zealand Transport Agency's submission. The meeting concentrated primarily on the process for speed limit reductions on State Highways and alternative measures to ensure the ongoing safe operation of the state highway. Further discussion focussed on alternative traffic calming measures and vulnerable road users (pedestrians) crossing the State Highway to access the beach.

REVISED PROPOSAL AND INTERSECTION PERFORMANCE

3. Ms Caron Greenough, Senior Associate – Transport Advisory at Beca Limited has provided an updated peer review of available traffic information in relation to the revised proposal. A copy of that peer review is attached at Appendix A to this evidence.

4. Ms Greenough identifies in her peer review that although there will be additional pressure on the existing intersection, the expected level of service will remain at level A or B. The Transport Agency acknowledges that this change

may 'feel' more significant at a local level however it is considered an acceptable reduction in service level with respect to the efficient operation of the State Highway.

PROCESS FOR REDUCING SPEED LIMITS

5. The Transport Agency acknowledges that the matter of extending the speed limit beyond the current location has been put forward as a possible tool to improve safety for vehicle users and pedestrians attempting to cross the state highway at this location.
6. It is possible that this section of SH 45 may be reviewed as part of a broader review of speed limits in this area, though the Transport Agency cannot confirm the likely dates for this at this stage. The information contained within the Traffic Impact Assessment and Plan Change documents will be noted in any upcoming opportunities for changing speed limits that may emerge. Notwithstanding this, without the required engagement and consultation with stakeholders such as the NZ Police, the NZ Automobile Association, the Road Transport Association and the Regional Council, the Transport Agency cannot confirm a reduced speed limit.

REVISED PROPOSAL AND THE SAFE OPERATION OF THE STATE HIGHWAY NETWORK

7. The Agency seeks the following with regard to the safe and efficient operation of the road:
 - i. Certainty that vehicular safety and vulnerable road users of the state highway are protected through appropriate plan provisions;
 - ii. Certainty through appropriate plan provisions that any safety upgrades required to the roading network are in place prior to any development occurring.
8. Mr Skerrit's revised evidence identified that extending the speed limit further out of Oakura would assist to ensure a reduction in speed. Speed is also identified by Ms Greenough as the key consideration with respect to vehicular safety at the intersection due to its proximity to the 50 km / hour speed sign.

Traffic calming measures have been identified by both Mr Skerrit and Ms Greenough as being required to reduce this risk. As the Transport Agency cannot provide any certainty with respect to whether or when a speed reduction at this location could take place, the agency has sought to reach agreement regarding alternative traffic calming measures. Ms Greenough's peer review (attached – Appendix A) outlines what was discussed and that there are alternative measures available to the applicant to achieve the required traffic calming.

9. A need for some form of treatment to provide a safe crossing for pedestrians wishing to access the beach is also required. Again, Ms Greenough provides the background to these discussions in her peer review. Again, the experts have reached agreement that there are options available which will achieve a suitable safety level to enable vulnerable road users to cross the state highway.
10. It is acknowledged that agreement regarding what form the required treatments take is not necessary at this stage of the plan change process. There is a shared acknowledgement that treatment is needed to ensure the safe and efficient operation of the road for both vehicular safety and vulnerable road users. As the road controlling authority, the Transport Agency will need to be consulted prior to any works being undertaken on the state highway.

PROPOSED DISTRICT PLAN PROVISIONS:

11. Following the aforementioned meeting with the applicant, we have continued to engage with the applicant regarding agreement as to suitable planning provisions to ensure vehicular and pedestrian safety is provided for at the appropriate time. It is anticipated that discussions regarding appropriate planning provisions will continue between NZTA and the Applicant in the remaining weeks prior to the hearing. Below is the Transport Agencies suggested changes at this stage, acknowledging that this position could change as those conversations continue.
12. Inclusion of the location of the safety treatments (vehicular and pedestrian safety) within the Structure Plan would assist plan users to identify that there

is a road safety issue at that location and also will ensure it is statutorily required to be developed.

13. The following are suggested changes to the provisions of the District Plan to reflect the revised proposal in relation to the safe operation of State Highway 45.
14. Amend policy 23.9 as follows: *To provide for a safe and efficient ROAD TRANSPORTATION NETWORK to meet the long-term needs of the Oakura urban area by planning for, in conjunction with the New Zealand Transport Agency (NZTA), the provision of vehicular and pedestrian safety improvements at the intersection of State Highway 45 and Wairau Road.*
15. Rule Res100 provides an established structure for the provision of detailed design for the required vehicular and pedestrian safety treatments. The Detailed design of these treatments could be included as a condition of Res100 ensuring it is dealt with during the first subdivision.

Development and subdivision within the Wairau Estate Structure Plan Area in Appendix 32						
Rule No.	Parameter	Conditions Permitted	Standards and Terms: Controlled	Standards and Terms: Discretionary	Matters over which control is reserved	Assessment Criteria Council has restricted the exercise of its discretion to these matters for land use
SUBDIVISION						
Subdivision of land						
Res100	development and SUBDIVISION within the Wairau Estate Structure Plan Area as shown in Appendix 32	development shall be in accordance with the Wairau Estate Structure Plan	subdivision shall be in accordance with the Wairau Estate Structure Plan The first application for subdivision within the Wairau Estate Structure Plan Area shall provide the following: 1. Overall landscape plan 2. Overall stormwater management plan 3. Detailed design of vehicular and pedestrian road improvements on SH 45.	development or subdivision not in accordance with the Wairau Estate Structure Plan	1) Design and layout of the subdivision, including position of boundaries. 2) Development of the subdivision and SITES having regard to: - appropriate VEHICLE access; and - provision and location of services. 3) Protection of: - natural features;	1) The extent of non-compliance with the provisions of the Wairau Estate Structure Plan and how this affects the ability to comprehensively develop the Area.

SECONDARY ACCESS TO STATE HIGHWAY

16. It is understood that the revised proposal no longer includes a secondary access onto State Highway 45 south of the development. Ms Greenough identifies in her peer review that it is identified as a potential future option were further development to occur at this location. The Agency reconfirms that it opposes any new access from the State Highway at this time in line with the peer review undertaken by Ms Greenough.

FUNDING OF REQUIRED UPGRADES

17. Funding for infrastructure upgrades to the state highway are made in accordance with the Transport Agency's mandate under the Government Policy Statement on Land Transport, 2018.
18. It is acknowledged that there are references to funding arrangements for proposed roading upgrades within the applicant's further evidence. The Transport Agency highlights that funding provisions for safety upgrades of this nature are not specifically provided for through any NZTA funding mechanism currently. While this position has been communicated to the applicant separately this does not remove the applicant's ability to negotiate with any party regarding funding mechanisms outside of the District Plan Change process.

CONCLUSION

19. The Transport Agency seeks that its original submission and further submission be accepted by the Commissioners for the reasons outlined in its submission, evidence and further evidence contained herewith and in the attached documents.



Kelly Standish
CONSULTANT PLANNER

Reviewed by:



Letitia Jarrett
PRINCIPAL PLANNER (NZTA)

15 November 2019

APPENDIX A – Peer Review for Wairau Estate SH45

