**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** of a Notice of Requirement for the Prebbleton Park.

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**EVIDENCE OF LISA MARIE WILLIAMS**

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21 September 2020

## INTRODUCTION

1. My full name is Lisa Marie Williams. I am a transport engineer and planner employed by Novo Group Limited, a Christchurch based resource management and traffic engineering consulting company. I hold the qualifications of a Master of Engineering (Transport) from the University of Canterbury. I have over 10 years of experience as a Transport Planner in New Zealand. I am a Transport Group member of Engineering New Zealand.

2. My specific experience relevant to this evidence includes processing and preparing traffic impact assessments under the Resource Management Act, for notified and non-notified applications on a range of land-use activities. This specifically includes a variety of sport and recreation activities, including notices of requirements and outline plans.

3. I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014. I have complied with it in preparing this evidence and I agree to comply with it in presenting evidence at this hearing. The evidence that I give is within my area of expertise except where I state that my evidence is given in reliance on another person's evidence. I have considered all material facts that are known to me that might alter or detract from the opinions that I express in this evidence.

## SCOPE OF EVIDENCE

4. I have been requested to present transport evidence on the Notification of Requirement for the Prebbleton Park. I prepared the traffic assessment lodged with the application.

5. I have visited the site and have read:

    i. The Council planner's section 168A report, prepared by Mr Friedel;
    ii. The transport review undertaken by Ably Limited;
    iii. The transport related submissions on the application.

6. There is broad agreement between myself and the Council officers on the transport effects and the proposed transport related condition (2b) that an Outline Plan include:

> *An Integrated Transport Assessment prepared by a suitably qualified and experienced transport engineer addresses the following matters:*
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> *i. Safe crossing facilities and footpath provisions for pedestrians and cyclists crossing Birchs Road to access the existing bus stop from the designation site.*

*ii. Appropriate design features to provide priority for cyclist and pedestrians at the interface of the Rail Trail shared path with vehicle accesses to the designation site.*

*iii. Appropriate infrastructure improvements to accommodate significant volumes of heavy vehicles accessing a service/maintenance area via an unsealed road.*

*iv. Design of bus entry/egress movements from the main carpark from and to Birchs Road which incorporate a safe and appropriate drop off/pick up area and bus turning circles.*

7. Accordingly, this evidence primarily focuses on responding to the matters raised in the submissions.

## TRANSPORT SUMMARY

8. The Notice of Requirement (NOR) seeks to develop a 22 hectare area of rural land at 27 Hamptons Road in Prebbleton for a community park. The Park will include three full sized fields and five junior fields to accommodate various sporting codes – together with ancillary changing rooms and separate toilet blocks. There is also a fenced dog exercise area, and a meadow for informal recreation.

9. The main car park will be accessed from Birchs Road. A second car park will be provided from Leadleys Road which will accommodate around 65-75 spaces[1] and provides access to the dog park. Combined the two car parks will provide for 285-295 spaces. The Master Plan also shows some angle parking provided along the Leadleys Road frontage (approximately 70-80 spaces). The remainder of the park provides for natural / landscaping areas and passive recreation.

10. 28 cycle parks are to be provided in several locations to cater for any cycle parking demand. A shared path will be provided into the site which connects to the Rail Trail. Various internal paths are also proposed for movement within the reserve.

11. Analysis of the likely traffic generation suggests peak hour traffic volumes are likely to be around 371 trips[2]. This volume of traffic generation can be readily met within the physical capacity of the existing transport network.

[1] Increased from 35-45 spaces originally proposed in the Master Plan as notified.

[2] Refer to paragraphs 22-38 of the Integrated Transport Assessment

**SUBMISSIONS**

12. 15 submissions were received and the key points related to traffic are summarised below[3]. It is noted that amenity and noise related effects of vehicles are assessed by Mr. Reeve and Ms. Small.

- Sun-strike on Leadleys Road is dangerous for cyclists. No Shared Path is provided on Leadleys Road (#11 – H. and T. Fraser).
- A roundabout for Birchs Road – Hamptons Road intersection to improve safety including for cyclists (#9 - J.& J. Rademaker & #11).
- Conflict with pedestrians and cyclists at Birchs Road access (#9, #10 – N. Johnston & #11).
- No parking on grass verges for Birchs Road and Leadleys Road (#9).
- Birchs Road access capacity / operation, safety and formation (widening / turning lanes) and impact on driveways to 142, 160 and 176 Birchs Road (#2 – J. & S. Sheaf, #9 & #10).
- Move the main entrance to Hamptons Road (#9, #10 & #11) or to Leadleys Road (#8 – T. Sutton & #10).
- Speeding along Leadleys Road and parking on grass berms (#11, #12 – E. Clark).
- Reduce speed limit to 50km and south of the intersection with Leadleys Road to ensure vehicles slow down prior to this intersection (#9).
- Leadleys Road car park should be sealed (#11) and increased in size (#9).
- A bus stop should be provided on the eastern side of Birchs Road (#9 & #11).
- Safe way to cross the road (#4 – C. Swift).
- Supports shared path separating Rail Trail from car park (#7 – Little River Rail Trail Trust).

[3] Submission #5 also seeks sealing of Hamptons Road prior to the second stage of development and this matter is responded to by others.

13. These matters have been addressed below under the following topic headings: Speed, Bus Stop, Parking, Access, Intersections; and Pedestrians and Cyclists.

**SPEED**

14. The setting of speed limits is governed by separate legislation and occurs through revisions to the speed limit bylaw register. Separate[4] to the NOR, the Council are proposing to amend the speed limits on nearby sections of Birchs Road, Hamptons Road and Leadleys Road to 60km/h. It is noted that this process would include consideration of threshold treatments (such as build-outs, line-markings, signage and landscaping) to ensure the speed environment at the threshold with the 80km/h speed limit is appropriate to reduce vehicle speeds to the proposed 60km/h limit.

**BUS STOP**

15. The Master Plan allows sufficient space to be able to accommodate a future bus stop along the eastern side of Birchs Road. The provision of a bus stop and amendments to the bus services are however subject to a separate process[5].

**PARKING[6]**

16. In response to submissions, the amended Master Plan increases the size of the Leadleys Road car park from 35-45 car parks to 65-75 car parks and proposes to seal this car park. The main (Birchs Road) and Leadleys Road car parks will continue to provide a combined total of 285-295 spaces.

17. The site provides more parking (285-295 spaces) than the estimated peak demand (265 spaces[7]). The provision of car parking on-site, together with the proposed angle parking along Leadleys Road adjacent to the site (approximately 70-80 spaces additional to the 285-295 spaces on-site) and the closer proximity of these parking spaces to the fields will reduce the likelihood of parking on grass berms as there is ample supply in a closer location.

[4] Changes to speed limits occur through review of the Speed Limit Bylaw. This is a separate process that will proceed in parallel to development of the park such that the revised speed limits will be in place prior to the opening of the park.
[5] Bus services are managed by Environment Canterbury and consultation on a future bus stop in this location will occur separate to the Notice of Requirement process.
[6] Note that antisocial behaviour, security gates and the like are assessed by others.
[7] Refer to Table 2 of the Integrated Transport Assessment.

**ACCESS**

18. In respect of submissions relating to access location, Hamptons Road is currently a dead-end local road[8], where as Leadleys Road and Birchs Road provide for a higher level of accessibility from a variety of travel directions and are considered more appropriate for public access to the reserve than Hamptons Road.

19. The detailed design of the car park layouts and accesses will occur during the subsequent Outline Plan process. However, it is envisaged that the Birchs Road access will provide for left and right turn lanes. There is sufficient space to accommodate these lanes with some realignment of the swale and Rail Trail near the access.

20. The proposed Birchs Road main access is located to avoid turning conflicts with existing driveways. The actual access design would be determined through the Outline Plan process; however, consideration has been made in respect of existing nearby residential vehicle access points. Standard turning lanes and tapers could be included with an access design that would not impact on the existing vehicle accesses to 142, 144, 160 or 176 Birchs Road.

21. Both the Birchs Road and Leadleys Road accesses are considered to be appropriately located to minimise impacts on existing vehicle accesses and I am confident that safe and efficient access designs can be achieved. This is specifically considered as part of condition 2b of the officers report.

**INTERSECTIONS**

22. Noting the additional parking provided on Leadleys Road in the revised Master Plan, the effects on the intersection of Leadleys Road and Birchs Road have been re-considered. A delay analysis reveals that the critical movement (right turn) will remain within Level of Service A in the peak hours on the road network which represents good operation[9].

23. Analysis of the traffic generation and likely distribution of trips associated with the proposed reserve has indicated that turning volumes at Birchs Road – Hamptons Road intersections will increase by a very small amount[10] and will remain well below capacity and well within Level of Service "A" (good operation). On this basis a roundabout

[8] Although development of adjacent Greenfields land may connect to it in the future such development is not currently provided for in the District Plan.
[9] A simple Tanner Delay Analysis as promoted through earlier versions of Austroads Guidelines identified a delay of 13.8 seconds for a right turn from Leadleys Road to Birchs Road (Level of Service A – RTA Guide to Traffic Generating Developments - Table 4.2)
[10] Approximately 9-10 additional critical movements (right turns) in the peak hour based on proportionate split of reserve traffic to existing frontage road volumes.

controlled intersection would not be necessary at this time[11]. It is noted that roundabouts are not typically considered to be safer for cyclists. Crossing facilities (hand-rails and markings) are already provided for Rail Trail users crossing Hamptons Road.

**PEDESTRIANS AND CYCLISTS**

24. A shared path on Leadleys Road is not proposed as there are connections directly within the park from both Birchs Road (for those approaching via the Rail Trail) and from the parking areas along Leadleys Road.

25. It is proposed to provide a crossing facility on Birchs Road near the existing bus stop (western side of Birchs Road). Proposed condition 2b specifically includes consideration of this.

26. The proposed reduction to speed limits will also contribute to an overall improvement in safety outcomes for pedestrians and cyclists.

27. The Master Plan includes a shared path that gives Rail Trail users the option to divert around the car park and avoid the vehicle access. As an access (as opposed to an intersection), vehicles using the access would be required to giveway to Rail Trail users. Standard designs could include surface treatments, markings and signage advising drivers to give-way. The shared path could deviate to reduce cyclist speed and enable space for drivers to separately negotiate turning into and out of Birchs Road from crossing the Rail Trail. Whilst the detailed design of the Rail Trail crossing of the vehicle access will be undertaken in association with the Outline Plan process I am confident there are ample design measures available to ensure this occurs safely.

**CONCLUSION**

28. Having considered the matters raised in the submissions and the Council officers' reports, I consider that all traffic related effects can be adequately managed such that the proposal can be supported from a transport perspective. I agree with the transport related condition 2b recommended in the Council officers report – specially noting that the Outline Plan process can address detailed traffic design issues.

[11] It is understood that upgrades to this intersection may also be separately considered through the upcoming District Plan Review process in relation to the potential residential development of nearby land however these considerations are separate from and subsequent to the NOR process.