

20 August 2020

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Dear Mark

Plan Change 64 (Hughes Development Limited): Response to Request for Further Information

Further to our emails and conversations, we have reviewed the Council's Request for Further Information dated 12 February 2020 in respect of Plan Change 64. Only one matter concerns traffic-related issues, Part 1b, and this is replicated below.

Has any consideration been given to impacts on the wider transport network beyond the local area? If not, can the application please provide consideration and comment of these potential impacts or how they are otherwise to be addressed?

To recap, the Transportation Assessment accompanying the plan change request set out that for the purposes of assessing the traffic effects, a two-step process had been adopted. The first step was to utilise the services of the Council's preferred transportation modelling consultants to identify the expected traffic flows on the Rolleston roading network in a future 'design year' allowing for the development of existing zoned areas within the town. The second step was a manual calculation of the traffic flows associated with the proposed plan change, and the assignment of this onto the adjacent roading network in accordance with a trip distribution produced by the model. This meant that the Transportation Assessment therefore assessed and reported on those intersections closest to the plan change area.

In respect of intersections further from the plan change area, in the first instance we highlight that the trip distribution produced by the Council's transportation model showed that the traffic generated by the plan change area would be spread over a variety of different routes. Consequently, the greatest increase in traffic flows will occur at the boundaries of the plan change area, but further afield, the increases will be less.

Beyond the area modelled, this effect is also evident because (as a general principle) as distance from any site increases, drivers have an increasing choice of possible routes. This means that further from the plan change area, any traffic effects become more dispersed.

The second matter of relevance is that we understand that the plan change request is in part being driven by an increase in employment opportunities in Selwyn. In 2018, the district had the highest rate of employment growth in Greater Christchurch¹ and in the past year, GDP in Selwyn was the second largest in the country². Anticipating that economic activity continues to grow, this means

¹ <https://www.greaterchristchurch.org.nz/indicators/economic/employment>, accessed on 20 August 2020

² <https://www.odt.co.nz/star-news/star-districts/star-selwyn/selwyn-district-leaves-rest-nz-its-dust>, accessed on 20 August 2020



that fewer people will need to travel outside the district, and this will further diminish the potential for traffic growth on roads beyond the local area.

Overall then, we do not consider that the traffic generated by development of the plan change area will give rise to any adverse efficiency-related effects on the wider roading network.

Please do not hesitate to contact me if you require any further information or clarification of any matters.

Kind regards

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