

Summary Statement on Plan Change 67 to the Selwyn District Plan

Prepared for: Plan Change 67 Hearing Commissioner

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Introduction

1. My name is David John Robert Smith. I have prepared a Statement of Evidence as an advisor to Selwyn District Council with respect to Plan Change 67 to the Selwyn District Plan. My qualifications and experience are set out in that statement.
2. I reviewed the Integrated Transport Assessment and considered submissions on the Plan Change and concluded that:
 - a. The future upgrade of the SH73 / Weedons Ross intersection and associated works, and imminent Weedons Ross Road widening will provide sufficient capacity on the local transport network to accommodate traffic associated with the Plan Change;
 - b. The Plan Change is not inconsistent with local and regional planning documents subject to maximising opportunities for walk and cycle connectivity to the town centre, school, the current public transport service and potential future public transport connections;
 - c. The Plan Change will result in an increase in travel to and a continued reliance on Christchurch as a major source of employment, education and other trip destinations, however the effects of this will be dispersed and diluted across the wider transport network.
 - d. Transport-related matters raised in submissions are addressed satisfactorily notwithstanding the above three points.
3. I highlighted three matters which I considered need to be addressed within the scope of Plan Change 67 as follows:
 - a. Application of a rule requiring the signalisation of SH73 / Weedons Ross intersection and associated works prior to the development of the Plan Change site.
 - b. The provision of a shared path connecting the SH73 / Weedons Ross intersection to the northern intersection of Kingsdowne Drive, should this not be delivered as part of the Waka Kotahi intersection upgrade.

- c. The provision of a shared path along the east side of Weedons Ross Road including between the northern and southern Kingsdowne Drive intersections such that a continuous shared path is implemented along Weedons Ross Road between the site access and SH73 prior to development of the Plan Change site.
4. I have read and considered the evidence prepared by Mr Metherell on behalf of the applicant and have observed that a new rule 12.1.57A is proposed which seeks to address the three matters raised and this is specified in paragraph 3.4c of Ms Seaton's evidence. This required the signalisation of SH73 / Weedons Ross Road and establishment of a shared pedestrian/cycle path along Weedons Ross Road between SH73 and the southern Kingsdowne Road intersection. This coupled with the shared pedestrian/cycle facilities shown in the ODP will in my view maximise as far as practical opportunities for improved walk and cycle connectivity to the town centre, school, and current and potential future public transport connections.
5. I also note from paragraph 5.11-5.12 of Mr Metherell's evidence that the ODP has been updated to ensure that the Plan Change *"allows for efficient integration with possible changes in bus service provision in the future"* specifically by enabling a future bus route to be established via Ridgeland Way and the new Plan Change 67 road network. I support this change.
6. I have read the transportation-related matters raised in evidence by Mr Tallentire on behalf of Christchurch City Council and Environment Canterbury, specifically paragraphs 96-110. Mr Tallentire's in paragraph 107 states that *"neither Mr Smith nor Mr Metherell assess the impacts on the wider network further into Christchurch City..."*. In respect of this matter, in paragraph 61 of my statement of evidence I concluded *"the impact of this travel on the operation of the Christchurch City road network is likely to be widely dispersed and diluted"*.
7. To elaborate on this matter, I have estimated that the Plan Change will generate 111 trips in peak hour¹ and up to 75% of this traffic will be relatively evenly split between using SH73 (via Yaldhurst) and SH1/74 (via Weedons) to access Christchurch². This corresponds to 30-50 vehicles two-way per hour or less than one vehicle two-way per minute on each corridor. The average lane capacity of a rural corridor or motorway is in the range of 1800-2200 vehicles per lane per hour in each direction, and as such this would utilise a very small proportion of the capacity of the existing State Highway connections to Christchurch. When this traffic reaches the city, the wide range of workplace, education, shopping and other destinations result in the less than one vehicle per minute dispersing across the Christchurch urban road network with an increasingly diluted effect on any given road link. In my view, the effects of this increase (in isolation from other similar developments) will not be noticeable to other transport network users.
8. In conclusion, I consider that the Plan Change can be supported from a transportation perspective, and can confirm that my concerns raised in my evidence-in-chief have been addressed through the inclusion of rule 12.1.57A, and the shared pedestrian/cycle facilities and flexibility to cater for future public transport services included in the ODP.

Dave Smith

10 September 2021

¹ Paragraph 31 of my evidence in chief

² Paragraph 29 and Table 1 of my evidence in chief