

BEFORE THE SELWYN DISTRICT COUNCIL

UNDER	the Resource Management Act 1991
IN THE MATTER OF	Lodgement of Private Plan Change 72 with Selwyn District Council
AND	Trices Road Rezoning Group (The Applicant)

**SUMMARY STATEMENT OF MATHEW (MAT) ROSS COLLINS
ON BEHALF OF SELWYN DISTRICT COUNCIL**

Transport

31 January 2022

1 INTRODUCTION

- 1.1 My full name is Mathew (Mat) Ross Collins. I have been engaged by Selwyn District Council (Council) as its transport expert for PC72 since August 2021 and I prepared the Transportation Hearing Report, attached to Council's s42a report. As that report did not set out my qualifications and experience, I have set these out below.
- 1.2 I hold a Bachelor of Engineering (Hons) from the University of Auckland and have a post-graduate certificate in transportation and land use planning from Simon Fraser University in Vancouver, Canada. I have been employed by Flow Transportation Specialists since February 2019, where I hold the position of Associate at Flow Canterbury.
- 1.3 I have over 6 years of experience as a transportation planner and engineer in public and private sector land development projects, which includes experience with strategic land use and transport planning, plan changes, Integrated Transport Assessments, development consenting, and notices of requirement.
- 1.4 My experience includes acting for Waka Kotahi NZ Transport Agency, Auckland Transport and Auckland Council, Kāinga Ora, Whangarei District Council, Kaipara District Council, and various private developers throughout New Zealand. This work has involved:
 - (a) Plan change applications including multiple Selwyn Private Plan Changes, Drury East, Drury West, Warkworth North, the Whangarei District Plan Changes for Urban and Services, Mangawhai Central, Avondale Jockey Club, and Pukekohe Raceway.
 - (b) Resource consent applications including large precincts: Drury South Industrial, Drury Residential, Redhills, Silverdale 3, Drury 1, Waiata Shores, and Crown Lynn Yards.
 - (c) Designation, Outline Plan of Works, and resource consent applications for major infrastructure including Healthy Waters St Marys Bay Stormwater Water Quality Programme, Watercare Huia Water Treatment Plant replacement, Watercare Huia 1. Watermain replacement, and several Ministry of Education Schools.

2 CODE OF CONDUCT

- 2.1 I have read and am familiar with the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2014, and agree to comply with it. My qualifications as an expert are set out above.
- 2.2 Other than where I state that I am relying on the advice of another person, I confirm that the issues addressed in this summary statement are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

3 SUMMARY OF TRANSPORT MATTERS

- 3.1 I have reviewed the following Statements of Evidence and Summaries of Evidence from the Applicant:
- (a) Lisa Williams (Transport)
 - (b) Fiona Ashton (Planning).
- 3.2 I have reviewed the following evidence from Submitters:
- (a) M G Wakefield and Marcus Hayden (on behalf of CRC and CCC).
- 3.3 Unless otherwise discussed below, I consider that matters identified in my Transportation Hearing Report have been resolved through evidence from the Applicant's experts.
- 3.4 In my view the following transport matters remain in contention:
- (a) Provision of cycling facilities on Trices Road and Hamptons Road frontages
 - (b) The mechanism by which the safety effects at the Trices Road/Birchs Road intersection are assessed and addressed
 - (c) Cumulative effects on the wider transport network
 - (d) Minor amendments to the ODP narrative.
- 3.5 I discuss these matters in the following section of my summary statement.

4 Provision of cycling facilities

- 4.1 In Section 5.4 of the Transportation Hearing Report (s42a Appendix B, page 12) I recommended that the Outline Development Plan (ODP) identify walking/cycling

facilities along all site frontages with Trices Road and Hamptons Road, and a safe pedestrian/cycling crossing point on Trices Road near Stonebridge Way.

- 4.2 Mr Clease supported this recommendation (s42a report, paragraph 103.(c)).
- 4.3 In paragraph 36 of her Statement of Evidence, Ms Williams considers that the ODP narrative requirement to upgrade these frontages to an urban standard is sufficient to allow consideration of cycling facilities.
- 4.4 I support the wording of the ODP narrative in this regard, however I recommend that the ODP Plan show cycling facilities along these frontages, and a safe crossing on Trices Road near Stonebridge Way. As high volume and higher speed corridors, and to provide good connectivity for cyclists, these facilities are required to ensure future residents of PC72 have multi-modal transport choices. I note that Mr Nicholson supports my view on this matter.

5 Safety effects at the Trices Road/Birchs Road intersection

- 5.1 In Section 5.5 of the Transportation Hearing Report (s42a Appendix B, page 13) I recommended that the applicant provide minor safety improvements on the Trices Road (east) arm of the Trices Road/Birchs Road intersection prior to any new intersection or direct vehicle access being formed onto Trices Road.
- 5.2 Mr Clease supported this recommendation (s42a report, paragraph 102), however he considered that this can be addressed through the subdivision consent process.
- 5.3 In paragraph 13 of her Statement of Evidence and paragraph 7 of her Summary of Evidence, Ms Williams supports Mr Clease's position.
- 5.4 I agree with Mr Clease and Ms Williams that further assessment of methods to manage safety effects at this intersection can be undertaken at the subdivision stage. However, in my experience, there is a risk that the subdivision consent process may not adequately address the cumulative safety effects, should development be staged.
- 5.5 The requirement for safety improvements is not in contention, rather it is the mechanism by which these should be secured. In my view, the ODP narrative should be amended to identify that the Applicant is required to provide minor safety improvements to the Trices Road/Birchs Road intersection prior to any new intersection or direct vehicle access being formed onto Trices Road.

6 Cumulative effects on the wider transport network

- 6.1 In paragraph 6.3 of his Legal Submission, Mr Wakefield identifies a concern with the cumulative effects that multiple Plan Changes with the Selwyn District could have on the wider transport network.
- 6.2 In paragraphs 128 to 140 of his Statement of Evidence, Mr Langman discusses this concern in more detail.
- 6.3 In paragraph 38 of her Statement of Evidence, provides her response to this matter and considers that planning and co-ordination of the road network improvements to accommodate the cumulative growth is a matter to be addressed at the District and Regional level.
- 6.4 In my experience “out of sequence” development, as referenced by Messrs Wakefield and Langman, creates complex challenges for Councils and Road Controlling Authorities. Assessing the effects of such development on the long term planning and funding commitments associated with bulk transport infrastructure is complex and requires assessment of multiple landuse scenarios.
- 6.5 Helpfully, and independently to the multiple Plan Changes with the Selwyn District, Council has engaged QTP to assess the transport effects of two future landuse scenarios for Selwyn District. The QTP analysis compares to future growth scenarios:
- (a) Scenario 1 (2038): growth in Selwyn based on forecasts agreed by Greater Christchurch Partnership Committee for households, population, and employment
 - (b) Scenario 2 (2038): Scenario 1 plus an additional 10,000 dwellings (Selwyn District only), without any changes to employment, or any changes to households in Christchurch or Waimakariri.
- 6.6 I discuss the preliminary findings of the QTP assessment in Section 4 of the Transportation Hearing Report (s42a Appendix B, page 6), and my view of “out of sequence” development in Section 6 of the Transportation Hearing Report (s42a Appendix B, page 14), which I summarise below:
- (a) Should PPC72 affect the quantum of residential growth within Selwyn, without a corresponding increase in local employment and access to services, additional impact on the Greater Christchurch transport network can be expected as additional residents in Selwyn travel to access services and employment

- (b) However, the wider area effects of an “out of sequence” Plan Change such as PC72 may not be overly apparent in a macro scale regional traffic model. As the vehicle movements generated by a Plan Change distribute across the wider transport network, they become a smaller and smaller proportion of the total trips on the network.

6.7 I am therefore of the view that, while PC72 will have effects on the wider transport beyond those assessed by Ms Williams, these effects (including cumulative effects of other Plan Changes) are more appropriately addressed at a District and/or Regional level.

7 Minor amendments to the ODP narrative

7.1 Ms Aston provided a revised ODP narrative in Appendix A of her Statement of Evidence. I recommend several minor amendments, discussed below.

7.2 The second to last paragraph before **Road Frontage Upgrades** reads

“All roads will provide at a minimum one footpath to provide a safe pedestrian-only alternative.”

7.3 In my view this sentence is not required, as the provision of footpaths for new roads is directed in Council standards and guidelines. Further, I’m concerned it could be used to justify an argument for only one footpath in a situation when two footpaths should be provided.

7.4 The second paragraph after **Road Frontage Upgrades** reads

“In addition, a shared cycle / pedestrian path is proposed along part of Trices Road between Birchs Road and the primary north-south road to provide a connection to the existing Rail Trail.”

7.5 As discussed in Section 4 of this Summary Statement, I consider that the ODP should direct that cycle facilities be provided along the full frontage with Trices Road and Hamptons Road.

A handwritten signature in black ink, appearing to read 'Mat Collins', with a stylized, cursive script.

Mat Collins
31 January 2022