

BEFORE THE SELWYN DISTRICT COUNCIL

UNDER	the Resource Management Act 1991
IN THE MATTER OF	Resource Consent application RC22715
AND	Kevler Developments Ltd (The Applicant)

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

Transport

24 July 2023

1 INTRODUCTION

- 1.1 My full name is Mathew (Mat) Ross Collins. My qualifications, background and experience as set out in my primary statement of evidence to this hearing dated 28 June 2023.
- 1.2 I have read and considered the evidence prepared by Andrew Metherell (Transport) on behalf of the Applicant
 - (a) Statement of Evidence, dated 10 July 2023
 - (b) Additional Assessment of Safety Risk at Intersections memo, dated 19 July 2023.
- 1.3 Commissioner Taylor has directed that I provide a written statement regarding the additional evidence from Mr Metherell, via Commissioner Minute Number 3, which I do so in this supplementary evidence.
- 1.4 There are two matters that I wish to comment on
 - (a) Safety effects at the Selwyn Road/Lincoln Rolleston Road and Selwyn Road/Weedons Road intersections
 - (b) Safety effects at the Selwyn Road/Springston Rolleston Road intersection.

2 Safety effects at the Selwyn Road/Lincoln Rolleston Road and Selwyn Road/Weedons Road intersections

- 2.1 Referring to Table 3 in Mr Metherell's safety risk memo, the assessment demonstrates that the frequency of death and serious injury (DSI) crashes at the Selwyn Road/Lincoln Rolleston Road and Selwyn Road/Weedons Road intersections is expected to increase until these intersections are converted to roundabouts per Council's planned upgrades. However, the Kevler development is only anticipated to have a marginal contribution to this increase.
- 2.2 I consider that the proposed development is likely to have a less than minor effect on the safe operation of the Selwyn Road/Lincoln Rolleston Road and Selwyn Road/Weedons Road intersections before the Council's planned upgrade to these intersections.

3 Safety effects at the Selwyn Road/Springston Rolleston Road intersection

- 3.1 Referring to Table 3 in Mr Metherell's safety risk memo, the assessment demonstrates that the frequency of DSI crashes at the Selwyn Road/Springston Rolleston Road intersection is expected to increase until this intersection is converted to a roundabout per Council's planned upgrades.
- 3.2 Mr Metherell's assessment indicates that the Kevler development could increase the frequency of death and serious injury crashes by around 5% at full build-out before the intersection being upgraded to a roundabout, increasing from 0.63 to 0.66 DSIs per annum. Equating this to "real life" numbers, this indicates that the increase in traffic from the Kevler development could lead to an average of one death or serious injury crash at the intersection every 33 years or so.
- 3.3 I conclude that, at full build-out, the Kevler development will have a noticeable effect on safety at the Selwyn Road/Springston Rolleston Road intersection if the intersection has not been upgraded to a roundabout. However, I acknowledge that the frequency of DSI crashes would still be less than before the Council's recent minor safety upgrade of this intersection (discussed in para 5.10 of Mr Metherell's Statement of Evidence).
- 3.4 Council's Road Safety Strategy 2020¹ has a vision of "Zero deaths and injuries on Selwyn Roads". In a similar vein, Waka Kotahi NZ Transport Agency's New Zealand Road Safety Strategy 2020 - 2030² has a vision of "a New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable". Both documents take what is commonly referred to as a "Vision Zero" approach.
- 3.5 In my experience, Transport Planners and Transport Engineers (including myself) struggle to find where the Vision Zero approach fits within an RMA framework. While we have methods to estimate safety effects quantitatively, as Mr Metherell has done in his memo, the challenge is to set a threshold at which experts and road users consider the risk "acceptable".
- 3.6 In this instance, while I have a degree of discomfort that the Kevler development will have safety effects at the Selwyn Road/Springston Rolleston Road, I consider that some factors have or will mitigate a degree of this effect

¹ Selwyn Road Safety Strategy to 2020, available online at https://www.selwyn.govt.nz/_data/assets/pdf_file/0016/154060/Road-Safety-Strategy-Pages-1-18.pdf

² Road to Zero, New Zealand's Road Safety Strategy 2020 – 2030, available online at https://www.transport.govt.nz/assets/Uploads/Report/Road-to-Zero-strategy_final.pdf

- (a) Council has completed minor safety improvements at the intersection, which can reasonably be assumed to reduce the risk for existing and future users. Mr Metherell's assessment indicates that these improvements are expected to reduce DSI's at the intersection by around 25% (0.61 per annum vs 0.8 per annum)
- (b) At full development, the Kevler development is indicated to increase DSI's by around 5%, when forecast traffic growth within Rolleston is also accounted for (0.66 per annum vs 0.63 per annum in 2028)
- (c) Council plans to upgrade the intersection to a roundabout between 2024 – 2027, which will significantly reduce the safety risk at the intersection.

3.7 Should the consent be approved, I recommend that a monitoring condition is included that is active until the intersection is upgraded to a roundabout. I recommend that safety effects at the intersection are able to be revisited with each stage of development within the site, following the process below

- (a) For each new stage, the crash history at the intersection is checked
- (b) If there have been no new death or serious injury crashes at the intersection since the date of approval of the consent, then no further assessment is needed
- (c) If there has been a death or serious injury crash, the monitoring condition enables Council to revisit Kevler's effects on safety at the intersection. Should mitigation be deemed necessary, this could include lower cost safety management measures such as those identified in Figure 1 of Mr Metherell's safety memo
- (d) Once Council has upgraded the intersection to a roundabout, the requirement to do this assessment would be removed.

3.8 While the Vision Zero approach takes the view that no DSI is acceptable, my understanding is that the Applicant is not required to mitigate **all** safety effects under the RMA framework. The Kevler development will increase the frequency of DSIs at the Selwyn Road/Springston Rolleston Road intersection. However, the evidence presented by Mr Metherell indicates that this is a small increase.



Mat Collins
24 July 2023