

MEMORANDUM

TO: Anna McKenzie
FROM: Bill Rice
DATE: 10 May 2024
FILE NO: Plan Change 76 – Wakefield Residential Growth
RE: Transport

Introduction

My full name is William Ronald Rice. I hold a New Zealand Certificate in Engineering (civil) from the Technicians Certification Authority, a Diploma in Highway Engineering from the New Zealand Institute of Highway Technology, and a Master of Engineering – Transportation degree from Canterbury University. I am a Chartered Professional Engineer (CPEng), and have more than 30 years' experience in transportation engineering and planning with both local authorities and consultants.


I have previously prepared evidence and appeared for Councils as an expert witness at Council and Environment Court hearings. I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

Scope of Evidence

Growth Plan Change 76 was notified on 16 September 2022 submissions were received by 17 October 2022 and further submissions by 11 November 2022. My evidence responds to the matters raised in submissions and further submissions as they relate to transportation.

Table 1 includes the submissions and further submissions that relate to reserves planning, the relief sought and recommendations;

Submitter Name No. and Point	Plan Topic Number	Relief Sought	Recommendation
Wakefield Village Development Ltd 4211	76.0-8	Amendments sought: a) Amend alignment of the indicative walkways in response to the attached plans. b) Amend alignment of the indicative roads in response to the attached plans. c) Amend alignment of the indicative reserves in response to attached plans.	<p>Retain the indicative road connection to the north east originally shown on Map 76/1.</p> <p>The proposed amendment to the indicative roads has a slightly different alignment of the key road through the development to that shown on Map 76/1, but is broadly consistent with the original intent of the indicative roads. The proposal also shows a number of minor side roads. Minor side roads are typically not included in an indicative road layout, and their presence does not materially affect the indicative road layout.</p> <p>The proposal however has omitted a linkage to the north east which was originally included in Map 76/1 (see below). This linkage will enable connectivity between:</p> <ul style="list-style-type: none"> • The future development to the north east and the Wakefield Town Centre and school • The plan change area and State Highway 6 through the possible future development area <p>Recommend: Accept proposed indicative road alignment, but retain a linkage to the north east.</p>

			
<p>Neil Kitchen 4207 76.6-1</p>	<p>Urban Environment Effects</p>	<p>Support in part. No evidence of consultation with NZ Transport Agency. Concern with regards to the additional traffic generation and impact to Pitfure Road and its junction with Whitby Road. Concern also for extra volume exiting Martin Avenue and pinch point at this junction. Noted immediate and secondary school bus route and children walk to Wakefield School along Pitfure Road.</p>	<p>NZTA have been involved in the plan change, and have submitted in support. They have requested an Integrated Transport Assessment at subdivision stage, which is supported.</p> <p>Agree that this plan change is likely to:</p> <ul style="list-style-type: none"> • Increase traffic volumes on Pitfure Road, and its intersection with Whitby Road (SH6). • Impact on the interaction between the Martin Avenue and Pitfure Road intersections with Whitby Road (SH6), given their proximity and increasing traffic on Martin Avenue as a result of recent development. • Increase pedestrian numbers on Pitfure Road, including pupils walking to Wakefield School. <p>The impacts of these, and appropriate mitigations will be identified through the Integrated Transport Assessment.</p>

Neil Kitchen 4207 76.6-2	Urban Environment Effects	Support in part. Indicative road exit to Edward Road. Concern with regards to additional traffic generation on Pitfure Road caused by the exit to Edward Road causing a rat run from Gossey Drive and beyond. Concerns for cyclist safety as they cross the Great Taste Trail on Edward Road.	<p>Agree that additional traffic associated with further development on Gossey Drive is likely to use Pitfure Road. However, the indicative road between Pitfure Road and Edward Road is already in the residential zone. This plan change is likely to result in little additional traffic using that route.</p> <p>In addition, traffic between Gossey Drive and Whitby Road (SH6) is likely to use Pitfure Road regardless of the indicative road between Edward and Pitfure Roads.</p> <p>Little traffic from this plan change area is likely to use Edward Road at the Great Taste Trail crossing point.</p>
Neil Kitchen 4207 76.6-2	Urban Environment Effects	Support in part. Consideration should be given to upgrading Higgins Road and including a roundabout on SH6 and Bird Lane.	<p>Upgrading of Higgins Road, Bird Road, and the Bird Road / Bird Lane / SH6 intersection is likely to be costly, and was considered unnecessary for this plan change area. The Pitfure Road / SH6 intersection could be upgraded to adequately cope with additional traffic from this plan change area, and emergency access is enabled via Higgins Road.</p> <p>The use of Higgins Road for emergency access does not preclude it being upgraded in the future.</p> <p>Future connections through the block to the north east of the plan change area to Bird Road will be considered as part of Plan Change 81.</p>
Neil Kitchen 4207 76.6-4	Urban Environment Effects	Support in part. Suggest the land at the end of the development area leading to Pitfure Road could be a road exit with provision of a	<p>A roundabout at this location would need to either:</p> <ul style="list-style-type: none"> • Be very large in order to get adequate separation between Pitfure Road and Whitby Road (SH6). This would likely require acquisition of land at one or both of 120 Whitby Road and 72 Pitfure Road. or

		roundabout junction at Pitfure Road and Whitby Road to assist with congestion and traffic flow.	<ul style="list-style-type: none"> Not include the Pitfure Road leg. Pitfure Road traffic would be diverted through the plan change area.
Waka Kotahi 4206 76.6-11	Urban Environment Effects	Support in part the inclusion of Wakefield. However, Waka Kotahi seeks clarification as to where the 'cycling' distance component of 'walking and cycling distance' has arisen from. Cycling distances/catchment areas are very different compared to walking	The Wakefield Development Area is within 1km of the Wakefield Town Centre and school, and is therefore considered to be within comfortable cycling distance of 5km.
Peter Carmody 4154 76.6-17	Urban Environment Effects	Pitfure Road: Concern around additional traffic from the development area that would exit Pitfure Road onto SH6 and Whitby Road. Restricted visibility due to angle of traffic entering SH6 from Pitfure Road. Also, additional traffic from George Fyfe Subdivision.	See comments on 4207 76.6-1 for discussion on: <ul style="list-style-type: none"> The Pitfure Road / Whitby Road (SH6) intersection, and The interaction between the intersections of Whitby Road (SH6) and Martin Avenue and Pitfure Road, noting the increase in traffic due to recent developments (including from George Fyfe Way) accessing Martin Avenue.
Peter Carmody 4154 76.6-18	Urban Environment Effects	Edward Street: Concern about extra traffic turning left and right and additional traffic as a result of intermediate extension to	Agree that the plan change area is likely to result in additional traffic at the Pitfure Road, Edward Street intersection. The impacts of increased traffic from the plan change area, and appropriate mitigations will be identified through the Integrated Transport

		Wakefield School. Concern re: Snarl up at southern end of Pitfure Road.	Assessment, noting that the increased roll at Wakefield school is also likely to increase traffic volumes in the area.
Chris & Lesley Olaman 4208 76.6-19	Urban Environment Effects	Pitfure Road: Safety concerns due to additional traffic. Multiple sections of the road are one way due to parking on both sides and currently used by large trucks and trailers. Would like to understand NZTA's traffic management plans for intersection of Pitfure and SH6.	Acknowledge that Pitfure Road is not wide enough to allow 2 vehicles to pass when vehicles are parked on both sides of the road. The Integrated Transport Assessment will consider the impacts of additional traffic on Pitfure Road, and on the Pitfure Road / Whitby Road (SH6) intersection and identify mitigation to deal with those impacts. It will also consider ways to encourage walking, cycling, and the use of public transport, and so minimise vehicle trips as much as practical.
Homes For Wakefield 4209 76.6-21	Urban Environment Effects	Diversion needed as heavy vehicles (forestry/quarry) use Edward Street and Pitfure Road.	Use of Edward Street and Pitfure Road by heavy vehicles is noted, but is considered outside the scope of this plan change.
Homes For Wakefield 4209 76.6-22	Urban Environment Effects	Concerns about roading infrastructure and emergency vehicle access. Do not support an emergency exit and would like a permanent access. The emergency access does not mitigate traffic problems for pedestrians and cyclists where traffic generation is increased by the	See comments on submission 4207 76.6-2 for discussion on the emergency access on Higgins Road. The Integrated Transport Assessment (see comments on submission 4206 76.17-1) will address pedestrian and cycle connectivity and safety, and travel planning. It will also take into account the growth in pedestrian and cycle traffic associated with the growth in the Wakefield School roll.

		<p>development. Traffic Plan required to address pedestrian and cyclists access to village and safe crossing of Pitfure Road for school children.</p> <p>Additional consideration required for additional cycle and foot traffic which will be created by increased Wakefield School role when it becomes a full primary school in 2024.</p>	
<p>Wakefield Village Development Ltd 4211 76.6-25</p>	<p>Urban Environment Effects</p>	<p>Propose change to Policy 6.1.3.1(j) to recognise that cycling is also a part of sustainable urban design. This change is supported as cycling, including electric modes, are now a significant and growing form of alternative transport. Retain as proposed.</p>	<p>Support</p>
<p>Wakefield Village Development Ltd 4211 76.6-35</p>	<p>Urban Environment Effects</p>	<p>Propose a new issue 6.17.1.7A that seeks to ensure the provision of emergency vehicle access to the WDA via Higgins Road. Retain issue.</p>	<p>Support</p>

<p>Waka Kotahi 4206 76.17-1</p>	<p>Zone Rules</p>	<p>Support in part. The zoning of the land is deferred and will not be lifted until Council is satisfied with stormwater and catchment management. Waka Kotahi submits that it also be deferred until Council and Waka Kotahi are both satisfied with the transport related effects – particularly the intersection of SH6 and Pitfure Road</p>	<p><i>Waka Kotahi have also requested the inclusion of a requirement for an Integrated Transport Assessment at the resource consent stage to determine the effects of increased traffic onto the network particularly at the intersection with Pitfure Road and SH6. Requesting that the residential zoning is deferred until appropriate upgrades to the intersection and its surrounds informed by the ITA are undertaken.</i></p> <p>Accept a requirement for an Integrated Transport Assessment (ITA) at the resource consent stage. However, to be effective, the scope of an ITA for the resource consent for the first stage of the development needs to consider the cumulative effects on the wider transport system of the entire plan change area plus the residential areas currently consented, and not be limited to the effects of the development stage being consented.</p> <p>Recommend :</p> <ul style="list-style-type: none"> • That an Integrated Transport Assessment is provided at the first resource consent stage. This assessment shall be in accordance with a “Broad” Integrated Transport Assessment as identified in NZTA RR422 – “Integrated Transport Assessment Guidelines”, and include methods to encourage walking, cycling and public transport, and travel planning. • Development is deferred or staged for upgrades to the transport system as informed by the Integrated Transport Assessment. <p>Note: An Integrated Transport Assessment does not replace the need for a Safety Audit of the proposed transport network within the development at</p>
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			subdivision stage as required by Table 4-2 of the Nelson Tasman Land Development Manual.
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I am happy to answer any questions.

Bill Rice

10 May 2024

