

**BEFORE INDEPENDENT HEARINGS COMMISSIONERS APPOINTED BY
WAIMAKARIRI DISTRICT COUNCIL**

IN THE MATTER of the Resource Management Act 1991
("the Act")

AND

IN THE MATTER of submissions by Waka Kotahi NZ
Transport Agency (submitter 275) on
Proposed Waimakariri District Plan Review
– Hearing Stream 5

**SUPPLEMENTARY STATEMENT OF STUART PEARSON ON BEHALF OF WAKA
KOTAHI**

NZ TRANSPORT AGENCY

23 August 2023

My name is **STUART PEARSON** of Christchurch and I work for Waka Kotahi NZ Transport Agency (Waka Kotahi). I prepared a primary statement of planning dated 4 August 2023. This document is a supplementary statement to address the amendments made to the section 42A (s42A) report for the Transport chapter associated with Hearing Stream 5 (HS5) of the Proposed Waimakariri District Plan Review.

1. Supplementary Statement

- 1.1. On 21 August 2023, Waimakariri District Council (the Council) released an update to the s42A report for Transport. This included several amendments to transport provisions and recommendations of submission points. Of particular interest to Waka Kotahi, the report included amendments to Table TRAN-19, which sets out the minimum sight distances from vehicle crossings.
- 1.2. Waka Kotahi made a submission that was opposed in part to Table TRAN-19 as it considered that the sight distances provided did not align the NZ Transport Agency Policy Planning Manual (PPM). It then sought that the table should be amended to be in accordance with the PPM and to remove the sight distances for 'other activity (m)', so that the same sight distances applied to all vehicle crossings in the associated posted speed environment.
- 1.3. The original s42A report has recommended that the Waka Kotahi submission be accepted, and the associated amendments were made to Table TRAN-19.
- 1.4. The Council has now made an amendment to the s42A report to reject the Waka Kotahi submission point on this matter and has recommended that no change be made to Table TRAN-19 where it should be retained as per the recommendations of the Stantec report.
- 1.5. Mr Swears has provided a response to these amendments, which addresses the safety related concerns of the proposed sight distances and technical reasons as to why these should be updated in accordance with the original Waka Kotahi submission.
- 1.6. I agree with the expert opinion and recommendations of Mr Swears that the sight distances should be updated in accordance with the Waka Kotahi submission and minor amendments to align with Ausroads (2023), which are as follows:

Table TRAN-19: Minimum sight distances from vehicle crossings

Posted speed limit (km/h)	Residential All activities except high traffic-generators (m)	Other-activity (m)
30	40 67	
40	60 90	75

50	80 <u>113</u>	400
60	100 <u>140</u>	425
70	120 <u>170</u>	450
80	150 <u>203</u>	480
90	170 <u>240</u>	215
100	200 <u>282</u>	250

- 1.7. In addition to the recommendations of Mr Swears, I also consider it reasonable to amend Table TRAN-19 to ensure that there is consistency between District Plans within the Greater Christchurch Content.
- 1.8. Figure 18 in Appendix 7.5.11 of the Christchurch District Plan includes minimum sight lines for vehicle crossings for rural roads. The sight distances in association with the posted speed limits are consistent with the relief sought by Waka Kotahi. In addition, the Partially Operative Selwyn District Plan includes vehicle crossing sight distances in TRAN-TABLE5 are also consistent for vehicle crossings onto arterial roads, which includes the state highway network.
- 1.9. In addition, I also consider that due the safety effects associated with sight distances from vehicle crossings not differentiating based on the activity, that it seems reasonable and clearer to provide for a single approach to minimum sight distances.
- 1.10. Overall, I consider that the reasoning and recommendation of Mr Swears are appropriate and that the Transport chapter of the Waimakariri District Plan should be amended in accordance with Waka Kotahi submission.

Stuart Pearson

23 August 2023