



## 1. SUMMARY STATEMENT

1.1 My name is Lisa Marie Williams. I am a senior transport engineer and planner employed by Novo Group Limited. I have provided transport engineering evidence for this hearing.

1.2 Since that evidence was provided, I have read the evidence of Robert Swears for Waka Kotahi, the revisions to the Transport s.42A Report dated 18 August 2023, and the Council Officers Preliminary Transport Response Memo<sup>1</sup> (Memo) prepared by Mr Binder. I do not consider these result in any changes to the recommendations in my Statement of Evidence.

1.3 The Memo included the following reasons for requiring a road rather than an accessway to more than 6 units in rule TRAN-R6:

[Para. 14] *“separated pedestrian space; on-street parking supply; street trees and berm (for stormwater conveyance or soakage, urban heat island mitigation, pedestrian amenity); wider space for manoeuvring (e.g., cul-de-sac turning heads) and intervisibility with vehicle crossings; and/or street lighting.”*

1.4 I note that these matters can already be addressed without this requirement for example:

- Appropriate legal widths allow for landscaping along the accessway.
- Separate requirements for pedestrians could be included for accesses with higher traffic volumes.
- There are already separate manoeuvring and vehicle crossing standards.

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<sup>1</sup> [https://www.waimakariri.govt.nz/\\_\\_data/assets/pdf\\_file/0024/141738/STREAM-5-MEMORANDUM-TO-TRANSPORT-AUTHOR-A-MACLENNAN-TRANSPORT-ENGINEERING-SHANE-BINDER-ADVICE-FOR-TRANSPORT-CHAPTER.pdf](https://www.waimakariri.govt.nz/__data/assets/pdf_file/0024/141738/STREAM-5-MEMORANDUM-TO-TRANSPORT-AUTHOR-A-MACLENNAN-TRANSPORT-ENGINEERING-SHANE-BINDER-ADVICE-FOR-TRANSPORT-CHAPTER.pdf)

- Underground services and stormwater requirements are already addressed during subdivision and building consents and can be accommodated by appropriate legal widths.
- Where on-street parking supply is limited, on-site provision for residential activities is more likely. In the event that this is not provided, it encourages lower car ownership and greater use of active modes and public transport.
- Accessways are privately owned spaces with a good level of passive surveillance and residential units typically provide their own security lighting.

1.5 Noting the above, I don't consider a lower threshold for residential activities of 6 units is warranted, relative to the threshold for other activities of 100 trips per day.

1.6 I would also like to take the opportunity to comment on one of the questions raised by the Panel in relation to the S42A Report. That question<sup>2</sup> related to Road Standards and whether Council utilise NZS 4404:2010. In that respect, I consider there could be merit in revising Rule TRAN- R3 to enable roads to alternatively meet the requirements in NZS4404:2010. This could allow for roads to be developed to best meet the overall needs of the community including amenity and urban design outcomes whilst still meeting the transport functions. This could be accommodated by the following changes to TRAN-R3:

*Where:*

*1 any activity that includes the formation of a new road shall comply with **either***

**a.** *the design standards for new roads in TRAN-S1 Table TRAN-3 or Table TRAN-4 (as applicable), **or***

**b.** *The road standards in NZS4404:2010 Table 3.2*



**Lisa Marie Williams**

**23 August 2023**

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<sup>2</sup> Paragraph 267 of the Officers Report