

[Type here]

[Type here]

Memo

To:

From: Antoni Facey

CC:

Date: 28/5/2020

Re: Hearing issues raised for review of transport reports for Plan Change 14

1. Executive Summary:

The roads and intersections appear to have sufficient capacity to accommodate the traffic generated by the proposed subdivision with appropriate design and mitigation measures in place. The current stage of development is for a plan change so design details are not appropriate.

A footpath/cycle facility should be provided to link the development with Cromwell.

Ripponvale Road should be seal widened to 7.5 metres between the development access road and the eastern intersection of Ripponvale Road with SH 6.

The traffic and transport effects of granting the plan change application will be no more than minor with appropriate conditions.

2. Trigger values:

Trigger values for improvements were raised. While there are no hard and fast rules for when upgrades are required, if the Commissioners are of a mind to impose a trigger value for upgrading, it is considered that a traffic volume on Ripponvale Road of about

1,000 vpd would be an appropriate trigger value. With the existing traffic volume of around 300 vehicles per day, this would be an additional 700 vpd from the development. Hence this would be the traffic generated by about 85 dwellings.

Note that this could change if other developments were to occur in the area that increased the base traffic volume before the first 85 dwellings were constructed. A more flexible approach would be to require the upgrade when the proposed stage of the development would take the Average Annual Daily Traffic (AADT) to 1,000 vpd on Ripponvale Road between the site and SH6 (eastern intersection).

3. Rules package:

The rules written into PC 14 may not be sufficiently robust that they can accommodate the proposed subdivision producing the required outcomes, especially around connectivity with the Cromwell township. This is the reason that I consider we need to have rules written into the plan change to require appropriate connectivity and standards to be applied to ensure that the necessary upgrading as a result of the development occurs.

Mr Carr recommends that the issues around the developments connectivity with Cromwell can be dealt with at subdivision stage is correct but there needs to be clear expectations in the District Plan about how the connectivity will be assessed and a comprehensive rules package would achieve this.

Note also that since the application was lodged, NZTA have consulted on allowing cyclists to ride on footpaths as a matter of right. This may affect the appropriate design of footpaths in particular and should be considered at subdivision stage.

4. Community severance

While there is clearly severance between the proposed development and Cromwell, I consider it to be of lesser concern than in other areas in a transportation context. In this case, both Cromwell and the proposed development are well set back from the highway and are effectively separate but related entities. Severance is more of a concern where the road runs through a community with houses on both sides of the road creating a barrier to spontaneous movement. Due to the distance between them, movement between the two areas will be planned so the effect of the severance will be less.

5. State Highway 6 crossing

The existing crossing point between Ripponburn Village and Cromwell appears to have operated safely and the small expected increase in cyclist and pedestrian volume from the proposed development and I consider it should be able to be accommodated within that crossing point with appropriate upgrading. However, I do have concern that there may be some suppressed cyclist and pedestrian demand for workers from Cromwell to access the orchards on Ripponvale Road and that suppressed demand could be released by the new footpath. This may provide additional support for an underpass but there is insufficient information to support this hypothesis. Further work by NZTA would be required to demonstrate the need for an underpass and appropriate cost sharing.