

Before the Whangarei District Council Hearings Panel

Under the Resource Management Act 1991 (the RMA)

In the matter of a submission by the New Zealand Transport Agency
(submitter number 453) on the Whangarei District Plan

and in the matter of Plan Changes 85 A-D, 86A-B, 87, 102 and 114

EVIDENCE 06
TOPIC PC85A-D, 86A-B, 87, 102, 114
SUB# Rural Plan Changes
DATE 04-07-2017

Primary statement of evidence of Mark Newsome for the New Zealand Transport Agency regarding Plan Changes 85 A-D, 86A-B, 87, 102 and 114

Dated 3 July 2017

- a. Fonterra Kauri Site
 - b. Croft Timber and Poles
 - c. Golden Bay / Portland Cement
- 6 The Fonterra and Croft sites have direct access onto State Highway 1; Golden Bay Cement has access is via Portland Road / State Highway 1 intersection. Golden Bay Cement also has an additional access (directly to Stage Highway 1 which permits a low number of vehicle movements (50 one way movements per day) at Crossing Place 37A.
- 7 My evidence will address the following in relation to the Fonterra, Croft and Golden Bay sites:
- a. Existing Crash History;
 - b. Impact of changes to traffic generation; and
 - c. Commentary on proposed changes to rules.

Matters Considered

- 8 The Agency is not opposed to development in these areas but does need to make sure that adequate access provision is made for high traffic generating activities potentially affecting the State highway corridor. In my evidence, I have assessed the Fonterra/Croft sites together given their proximity, then the Golden Bay site.

State Highway 1 - Fonterra/Croft Corridor

- 9 Following is a summary of the crashes along State Highway 1 and how they relate to each point of access. In relation to the Fonterra and Croft sites, I have assessed a corridor from 250m north of Richards Road to 250m south of Saleyards Road (South).

- b. 27% involved Road Factors (compared to the national state highway average of 13%).
- c. 15% involved a Disqualified Driver at fault or partly at fault in injury crashes (compared to the national state highway average of 1%).
- d. 38% occurred in Wet Conditions (compared to the national state highway average of 27%).

12 I have also looked at the specific access points for Fonterra and Croft sites and road intersections for Saleyards Road (North), Apotu Road and Saleyards Road (South) over the same 5 year period. These are summarised as follows:

Fonterra

- a. Six crashes within the extent of the acceleration/deceleration lanes entering and exiting this property. Three of these events were rear end crashes resulting in 1 death, 1 serious injury and 1 minor injury. The minor injury was a result of a rear-end crash entering the Fonterra site.
- b. On the 1st November 2006, there was also a fatal crash at this site where a vehicle entering the Fonterra site was impacted by southbound traffic. This event triggered the investigation and delivery of the channelised turning lanes in place today.

Saleyards Road (North)

- c. Three crashes resulting in 1 minor injury within a 50m radius of the intersection. All three crashes were intersection related.
- d. This intersection has a Low-Medium intersection risk rating. On a five point scale ranging from Low to High, the intersection risk rating is an assessment of the Death and Serious injury (DSi) casualty equivalents based on relationships between speed environment, intersection form and control type and crash movement type factors.

- 16 In 2015, the traffic volumes on the State Highway 1 were approximately 16,000 vehicles per day.
- 17 Five crashes resulting in 1 minor injury within a 50m radius of the intersection. Two of these events were intersection related. Both were non-injury.

Crossing Place 37A

- 18 The corridor is identified as a High Collective Risk (Crash Density) and Medium Personal Risk (Crash Rate) route with an average KiwiRAP Star Rating of 3.21.
- 19 In 2015, the traffic volumes on the State Highway 1 were approximately 16,000 vehicles per day.
- 20 One crash resulting in minor injury within a 50m radius of the crossing point. The crash was not related to intersection use.
- 21 While both of these intersections appear to be working well enough for the volumes they currently serve, I would expect to see the number of crashes at each of these sites rise with increasing traffic volumes. As such, we need to ensure that effective measures are taken to mitigate the effects of development.

The New Zealand Transport Agency's submissions

- 22 Ms Heppelthwaite has provided detailed evidence in regards to the Agency's submissions. I only comment on those which seek application of traffic generation controls for the three identified sites. Ms Heppelthwaite has advised that there are few (if any) controls which would limit traffic generation from these three sites.
- 23 Ms Heppelthwaite has proposed a new rule which would trigger resource consent where more than 200 vehicle movements per day occurred for an activity on the site (both 'new' uses and increases in traffic generation related to the 'current' uses).

The effects on Portland Road / Golden Bay Cement access are not yet confirmed.

- 31 While these options will potentially improve (Loop Road project) or change access, I still consider the traffic generation rule proposed by Ms Heppelthwaite is required for the Golden Bay Cement site.
- 32 This is because these projects have not been finalised and their timeframe for delivery remains uncertain.

Conclusion

The section of State Highway 1 which provides access to the Fonterra and Croft sites are a High Collective Risk (Crash Density) and Medium-High Personal Risk (Crash Rate) route. This indicates existing safety concerns.

Access for any increased traffic generation from the Fonterra or Croft sites needs to be provided for in a manner which does not exacerbate existing issues.

The section of State Highway 1 which provides access to Golden Bay Cement has a Medium Collective Risk (Crash Density) and Low-Medium Personal Risk (Crash Rate) at Portland Road and a High Collective Risk and Medium Personal Risk at Crossing Place 37A.

While both of these intersections appear to be working well enough for the volumes they currently serve, I would expect to see the number of crashes at each of these sites rise with increasing traffic volumes. As such, access for any increased traffic generation from the Golden Bay Cement site needs to be provided for in a safe and efficient manner.

Mark Newsome
3 July 2017