

SUMMARY OF EVIDENCE OF HARRIET FRASER - TRANSPORTATION

PROPOSED PLAN CHANGE G – AOKAUTERE URBAN GROWTH

A. INTRODUCTION

[1] My full name is Harriet Barbara Fraser, and I prepared a s 42A report dated 15 September 2023 (**s 42A Report**) and Statement of Reply Evidence dated 28 November 2023 (**Reply Evidence**) on Transportation on behalf of the Palmerston North City Council (**Council**) for proposed Plan Change G: Aokautere Urban Growth to the Palmerston North District Plan (**PCG**).

B. UNRESOLVED MATTERS

[2] In general, the submissions support connectivity, and upgrades to the road network and intersections to provide safety and capacity improvements. There are some concerns around the need for flexibility regarding the delivery of the internal road network within the PCG area, which I support (to an extent) but the reality is that the location and cross-section of the routes have been carefully considered. While detailed design may see some changes, the proposed road alignments and hierarchy, signal the need for a connected road network serving all road users within the challenging topography of the local gully environment.

[3] The only expert submitter evidence for the transport topic was from Mr Glenn Connelly of Waka Kotahi New Zealand Transport Agency (**Waka Kotahi**). We prepared a Joint Witness Statement and a supplementary assessment which was attached to my Reply Evidence. There are no unresolved transportation matters between Mr Connelly and myself. Specifically, we reached agreement on:

- (a) Existing transport environment including historic and existing road safety;
- (b) Forecast vehicle activity associated with the residential development of the PCG area;
- (c) Forecast transport effects of PCG on SH57 Aokautere Drive;
- (d) Nature and likely timing of mitigation needed to address forecast transport effects;
and
- (e) Performance thresholds for triggering the need for the agreed mitigation.

- [4] Ms Coplestone addresses the planning outcomes of the agreements recorded with Mr Connelly through expert conferencing.
- [5] The key issue arising out of the discussions with Mr Connelly is the accepted need to address existing safety concerns. These existing safety concerns are largely associated with the existing speed environment on SH57 Aokautere Drive (70km/h speed limit) and the lack of facilities for pedestrians and cyclists to move along and across the SH57 corridor in this location. If these are addressed in the short term, as now proposed by Waka Kotahi, I have reached the view that some development can occur in advance of the upgrades of the roading network otherwise required to accommodate growth with PCG.
- [6] Regarding transport matters raised in evidence other than that of Waka Kotahi, unresolved matters can be summarised as:

Ms Christle Pilkington on behalf of Brian Green Residential Developments Ltd

- (a) I have not recommended adopting the alignment for the ‘Terrace Link Road’ as included in Ms Pilkington’s evidence but have suggested a minor amendment to the road hierarchy in the Structure Plan that would allow for the link alignment to be considered through a resource consent application.
- (b) I have not recommended adopting the alignment of the link along the boundary between the Waters and Green blocks as included in Ms Pilkington’s evidence. I consider that there is already flexibility for this alignment to be provided subject to addressing any topographical constraints.

Mr Moefili on behalf of Ngawai Farms Ltd

- (c) With regard to a request by Mr Moefili to show a link road through the Waters’ block, I have recommended that a connection point to the Structure Plan roading network is shown but not the full length of the link as this would require further detailed assessment.

Mr Paul Thomas on behalf of CTS Investments Ltd, Woodgate Ltd and Terra Civil Ltd

- (d) Mr Thomas supports the inclusion of a cross-gully link from Alan Miers Drive but suggests that it need only been shown diagrammatically in the Structure Plan. I consider that the link as currently shown, confirms the need for achieving a connected

road network, and the proposed provisions already provide flexibility with regard to how the link is delivered.

Mr Chris Teo-Sherrell

- (e) I do not agree with Mr Teo-Sherrell regarding bus routes and consider that the option for buses to go through the Neighbourhood Centre needs to be retained.
- (f) I do not agree with Mr Teo-Sherrell regarding his request to reclassify the Connector Route in the vicinity of the Neighbourhood Centre to Activity and Local Street. This is route collects traffic from adjoining local streets and provides a through traffic carrying function as well as frontage property access.
- (g) I have recommended adjustments to the street cross-sections which address in part some of Mr Teo-Sherrell's concerns.
- (h) I do not agree with Mr Teo-Sherrell regarding his request to not allow the occupation of dwellings until the speed limit on SH57 Aokautere Drive is reduced to 50km/h. As per my view set out in paragraph 5 above, based on the commitment from Waka Kotahi to address existing safety concerns in the short term, I have reached the view that some traffic growth from the PCG area can be safely and efficiently accommodated.

4 December 2023

Harriet Fraser