

**BEFORE INDEPENDENT HEARING
COMMISSIONERS AT WELLINGTON**

IN THE MATTER of the Resource Management
Act 1991

AND

IN THE MATTER the hearing of submissions on
the Proposed Wellington City
District Plan

**STATEMENT OF EVIDENCE OF GARY PAUL CLARK ON BEHALF
OF PARKVALE ROAD LIMITED (SUBMITTER 298)**

**HEARING STREAM 7 – RURAL AND OPEN SPACE, DISTRICT WIDE
MATTERS AND SPECIAL PURPOSE ZONES**

19 MARCH 2024

TRANSPORT

1. INTRODUCTION

1.1 My full name is Gary Paul Clark. I hold the position of Director of Traffic Concepts Limited.

1.2 I have been engaged by Parkvale Road Limited (“PRL”) to provide evidence in support of its submission to the Proposed District Plan (“PDP”). The submission seeks to rezone an area of approximately 3.8 hectares of land from General Rural Zone to Medium Density Residential Zone at Parkvale Road in Karori. The land forms part of a larger site of over 300 hectares.

Qualifications and Experience

1.3 I am a Chartered Professional Engineer and hold a New Zealand Certificate in Civil Engineering. I meet the standards to be a Registered Engineers Associate (REA) and I am a Chartered Member of Engineering New Zealand and its specialist Transportation Group. I specialise in traffic engineering and transportation planning.

1.4 I have post graduate passes and master’s papers for traffic engineering, advanced traffic engineering and accident prevention and reduction. I am also a Certified Safe System and Road Safety Auditor. I was part of the working group that prepared the original “Road Safety Audit Procedures for Projects” publication released by the NZ Transport Agency (“NZTA”). I also co-published the NZTA document “The Ins and Outs of Roundabouts”. I was a certified Commissioner after completing the Making Good Decisions Commissioners Course. I chose not to be recertified due to other work commitments.

1.5 I have been working in the road and traffic industry since the end of 1981. The knowledge and experience I have gained over 40 years relates to most road and traffic related matters, and in particular elements around planning, design and safety. I have

prepared transportation assessments for both small and large developments throughout New Zealand.

- 1.6 I have worked for the Ministry of Works, Ministry of Transport, local authorities and multi-national consultancies. More recently I was Transportation Manager at Tasman District Council and worked for Traffic Design Group (TDG) where I was a Senior Associate and Branch Manager of the Nelson Office. In July 2018 I decided to return to my own consultancy which has been operating since July 2004. I am the Director of that company.
- 1.7 As an experienced and recognised road safety auditor I have conducted road safety audits for NZTA, Councils and developers. For more than 30 years I have been involved in crash investigation studies and developing measures to address road safety issues. I have also been engaged in the development of strategies for road and traffic related issues.
- 1.8 I have designed, reviewed and prepared designs for roads, intersections, developments, road safety schemes and town centre redevelopments. This work has included detailed traffic modelling to assess intersection capacity and levels of service.
- 1.9 I have presented evidence in resource consent hearings and the Environment Court for applications in my specialist area of traffic engineering, road safety, transportation planning and road design.

Code of conduct

- 1.10 While this is not an Environment Court hearing I have met the standards in that Court for giving expert evidence.
- 1.11 I confirm that I have read the Code of Conduct for Expert Witnesses included in the Environment Court Practice Note 2023 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract

from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

- 1.12 I have no commercial or other interest in the outcome of this application, nor any conflict of interest of any kind.

2. SCOPE OF EVIDENCE

- 2.1 My evidence provides a high-level assessment of the appropriateness of the rezoning of 200 Parkvale Road sought by PRL from a traffic perspective, and the ability of the wider network to accommodate the proposed change. I note that my evidence focuses on the Medium Density Residential Zone with a land area of around 3.8 hectares as shown in the Holmes Architecture Plan – C09 dated 09 September 2022.

- 2.2 In preparing this evidence, I have considered:

- (a) PRL's submission to the PDP;
- (b) The Council's Section 42A report for this Hearing Stream; and
- (c) The provisions of the PDP, and specifically the Transport Chapter.

- 2.3 I confirm that I have visited the Site on 01 and 02 March 2024. I also note that I have been involved in a number of development projects in Karori and many years ago I was the Area Traffic Engineer for this area. I have a very good understanding of the traffic environment in this area.

- 2.4 My evidence will focus on three key matters relating to the site which are as follows:

- (a) The ability of Parkvale Road to accommodate the additional traffic that would be expected to result from a completed development on the site;
- (b) The ability of the wider road network to accommodate an increase in traffic from the site; and
- (c) The PDP provisions and their importance in managing adverse effects from the development of the site.

3. THE PROPOSAL

3.1 PRL seeks to change the proposed rural zoning of this 3.8 hectare portion of the overall site to enable residential development. PRL proposed a Medium Density Residential zoning as noted in it's submission.

3.2 The Medium Density Residential zoning will enable a number of new homes to be built. PRL has not progressed development plans to any significant level of detail, but I understand that a development yield of 30-40 residential units may be feasible.

3.3 For the purpose of my evaluation, I have conservatively assumed 50 homes for the assessment of potential traffic related effects. The topography of 200 Parkvale Road will likely limit the ability to provide more than 50 new dwellings in any event.

4. SITE LOCATION AND NETWORK CONTEXT

4.1 The site is located at the end of Parkvale Road.

4.2 Parkvale Road is located on the northern side of the suburb of Karori with intersections to the wider road network from Friend Street, Karori Road and Samuel Parnell Road.

4.3 Friend Street also provides a number of connections to Karori Road via Chamberlain Road, Raine Street and Hatton Street to name a few.

4.4 Karori Road is the main arterial road for the suburb of Karori.

5. PARKVALE ROAD CONTEXT

5.1 The traffic volumes on Parkvale Road vary as you move further from Karori Road. The first section near Karori Road carries around 3,900 vehicles per day. The middle section between Friend Street and Cornford Street carries between 1,000 and 1,400 vehicles per day. The remaining upper section carries around 460 vehicles per day.

5.2 The operating speed along Parkvale Road is generally around 40 km/h. There are speed humps on some parts of Parkvale Road.

5.3 Parkvale Road is a typical residential street with a kerb and channel as well as footpaths along both sides of the road from Karori Road to Cornford Street. This section of Parkvale Road is around 9.5 metres wide and is marked with a dashed centreline. There is parallel parking along both sides of the road except in the shopping area which has angle parking on the eastern side of the road. Parkvale Road is wider in the shopping area.

5.4 As Parkvale Road climbs to the north it reduces in width, and noticeably so from the intersection of Cornford Street. The width on the upper section of Parkvale Road is around seven metres with a footpath along the eastern side of the road. There is kerb and channel along both sides of the road. There are no road markings on the upper section of Parkvale Road with parking allowed on both sides of the road.

- 5.5 There is a moderate parking demand which acts as traffic calming by reducing the available width for two vehicles to pass. In two isolated locations there were cars parked on both sides of the road which reduced the road width to one lane.
- 5.6 A search of the NZ Transport Agency crash database (2019-2024) shows there has been one non-injury crash on Parkvale Road from Friend Street to its northern end. The crash was caused by a truck catching some overhead power lines. The driver left the scene of the crash with no damage to the vehicle.

6. PDP PROVISIONS

- 6.1 The PDP contains a specific Transport chapter within 'Part 2-District-Wide Matters' that sets out the transport related objectives, policies, rules and standards. These provisions seek to manage and control the traffic effects of activities and development.
- 6.2 In particular, the Standard TR-S1 in combination with Rule TR-R2 provides a mechanism for the assessment of effects of development exceeding a vehicle trip generation threshold. TR-S1 provides a threshold of 200 light vehicles per day. If this threshold is exceeded, then a resource consent requirement arises as a restricted discretionary activity. The resource consent requirement requires an application to be supported by an Integrated Transport Assessment.
- 6.3 This provides an appropriate framework for the traffic effects of a specific development proposal to be assessed as part of a subsequent resource consent process.

7. ASSESSMENT OF EFFECTS

- 7.1 I have undertaken a high-level assessment of the likely traffic effects of a potential development at 200 Parkvale Road within

the area PRL is seeking to be zoned Medium Density Residential Zone.

- 7.2 The key aspects of my assessment of the potential traffic related effects are set out below.

Capacity

- 7.3 As noted above at Section 5.4 the upper section of Parkvale Road is around seven metres wide, which is sufficient for parking along one side of the road to maintain two-way traffic flows.
- 7.4 The upper section down to Friend Street carries traffic flows from around 400 vehicles per day to 1,400 vehicles per day.
- 7.5 I undertook an assessment of the road capacity using Austroads road design guidelines. Assuming the development has 50 new dwellings then the likely trip generation would be around 400 vehicles per day. This is based on eight trips per dwelling. This level of traffic generation would easily trigger the trip generation threshold of Rule TR-R2 of the PDP.
- 7.6 Using eight trips per day per dwelling is considered to be conservative. More recent trip generation surveys show much lower trip rates than the 10 trips per dwelling per day noted in the NZ Transport Agency Road Research Report 453. I note that the PDP also utilises a 10 trip per day rate for residential activities.
- 7.7 Based on the available width and other road environment factors including parking, Austroads suggests that the traffic lane capacity is at least 600 vehicles per hour.
- 7.8 Upon completion of a nominal 50-dwelling development the conservative peak flows from the site along with the existing flows would fall between 80 and 220 vehicles per hour on the upper section and middle sections of Parkvale Road respectively. This is well within the carrying capacity of Parkvale Road.

Safety

- 7.9 The road environment of Parkvale Road currently provides a high level of safety through the road width and excellent sight lines. The on-street parking provides a traffic calming effect with the operating speed estimated to fall between 30 and 40 km/h. There is a section of Parkvale Road with no stopping lines marked along both sides of the roadway. This has resulted in an increase in speed on this section which Council has managed by installing speed humps.
- 7.10 Overall the levels of safety will remain excellent with the completion of a future development at 200 Parkvale Road.

Wider Road Network

- 7.11 Parkvale Road is well served with a number of route choices which includes Karori Road, Friend Street and Samuel Parnell Road. Friend Street and Samuel Parnell Road provide additional connections to Karori Road and the wider road network.
- 7.12 As noted above it is expected that a future development may generate up to 40 additional vehicle movements in the peak hours. Parkvale Road easily has the capacity to accommodate such flows. As vehicles move down and through the network, they will disperse across the different route choices available. This reduces the concentration of potential effects, and any change would be indiscernible to the existing road users of the network.

8. SECTION 42A REPORT.

- 8.1 Paragraph 77 of the section 42A report provides a brief assessment of Parkvale Road and the zoning change sought by PRL.

8.2 The key transport point from the section 42A report is contained within paragraph 77(b) which I agree with. Parkvale Road is relatively close to the arterial transport network and the facilities and services provided at the Karori shopping area. Public transport is available on Karori Road.

9. CONCLUSION

9.1 The proposed zoning change sought by PRL will enable the provision of housing at the end of Parkvale Road.

9.2 My analysis of Parkvale Road and the wider network shows that the proposed zoning change will not lead to any adverse effects with the change likely to be indiscernible to the existing users of these roads.

9.3 Importantly, the proposed Transport chapter of the PDP requires more detailed scrutiny of traffic effects of a proposal generating traffic movements over a prescribed threshold. This provides the opportunity for a further and more detailed consideration of traffic effects specific to development proposal.

9.4 Overall, any traffic effects of the proposed rezoning are less than minor.

Dated 07 March 2024



Gary Paul Clark