

IN THE MATTER of the Resource Management Act 1991 (**RMA**)

AND

IN THE MATTER of **Plan Change 5** to the Hamilton City Council District Plan

JOINT WITNESS STATEMENT (JWS) IN RELATION TO:

Transport (3)

3 October 2022

Expert Conferencing Held on: 3 October 2022

Venue: Online

Independent Facilitator: N/A

Admin Support: N/A

1 Attendance:

1.1 The list of participants is included in the schedule at the end of this Statement.

2 Basis of Attendance and Environment Court Practice Note 2014

2.1 All participants agree to the following:

- (a) The Environment Court Practice Note 2014 provides relevant guidance and protocols for the expert conferencing session;
- (b) They will comply with the relevant provisions of the Environment Court Practice Note 2014;
- (c) They will make themselves available to appear before the Hearing Panel;
- (d) This statement is to be filed with the Hearing Panel and posted on the Council's website.

3 Matters considered at Conferencing – Agenda and Outcomes

3.1 District Plan Framework

Through Rule 25.14.3b) new transport corridors are Restricted Discretionary activities. Assessment Criteria P5x) states: *"The extent to which transport corridor design provides design elements identified in or otherwise contrary to any criteria contained in Table 15-6b of Appendix 15."*

The introductory text to Appendix 15-6 states: *“For designations and new transport corridors the design elements in this table will be used as guidance”*.

Mr Black and Mr Penny agree that this framework is flexible enough to allow a range of transport corridors to be developed at the time of subdivision in response to topography, land use, urban design, safety and amenity.

3.2 Aotearoa Urban Street Design and Planning Guide

Mr Black and Mr Penny agree that the Waka Kotahi Aotearoa Urban Street Design and Planning Guide provides the latest policy context and criteria for planning and design, and evaluation of streets in New Zealand. However, it does not provide design detail for individual elements of the transport corridor instead relying on other design guidance for the detail.

3.3 Neighbourhood Streets

Mr Penny and Mr Black agree that the carriageway width for the Neighbourhood Street should be 5.6m.

Mr Penny and Mr Black agree that a 1.8m wide footpath should be provided on both sides of Neighbourhood Streets.

Mr Black considers that the design speed environment (max desirable) for Neighbourhood Streets should be 30km/h which is consistent with the Waka Kotahi Speed Management Guide: Road to Zero Edition. Mr Penny considers that with kerbside parking and other speed management measures a speed environment of 20km/h should be achievable but agrees to 30km/h as the maximum desirable.

Mr Penny and Mr Black agree that the upper threshold for the Neighbourhood Street category should be a length up to 150m.

Mr Black and Mr Penny agree that some recessed parking on one side of the Neighbourhood Street could be provided and that some parking within the carriageway at the kerbside would be acceptable subject to a site-by-site review of the place and movement context of individual corridors.

3.4 Local Transport Corridor - Carriageway Width

Mr Black and Mr Penny agree that 6.0m carriageway is appropriate as the desirable minimum width for local transport corridors.

Mr Penny and Mr Black agree that the absolute minimum carriageway width is 5.6m.

3.5 Collector Transport Corridor - Carriageway Width

Mr Black and Mr Penny agree that 3.4m and 3.2m lane widths are appropriate as the desirable minimum widths for Collector - PT Route and Collector Non-PT corridors respectively.

3.6 Collector Transport Corridor - Services Berm Width

Mr Black considers that 2.0m is the appropriate minimum desirable width for the service berms on Collector Roads. Mr Penny (relying on the opinion of Mr O’Callaghan) considers that the width should be 1.5m.

3.7 Rear lane berm

Mr Black and Mr Penny agree that the berm requirement for rear lanes can be described as “N/A”.

4 MATTERS OF DISAGREEMENT

4.1 To summarise, the matter of disagreement is:



- a. The width of service corridor for Collector Transport Corridors

5 PARTICIPANTS TO JOINT WITNESS STATEMENT

5.1 The participants to this Joint Witness Statement, as listed below, confirm that:

- (a) They agree that the outcome(s) of the expert conferencing are as recorded in this statement; and
- (b) They have read Appendix 3 of the Environment Court’s Practice Note 2014 and agree to comply with it; and
- (c) The matters addressed in this statement are within their area of expertise; and
- (d) As this session was held online, it was agreed that each expert would record confirmation of their position in the schedule below.

Confirmed online 3 October 2022

EXPERT’S NAME	PARTY	EXPERT’S CONFIRMATION REFER PARA 4.1
Alastair Black	Hamilton City Council	
Tony Penny	The Adare Company	

Appendix 1: Table 15-6b: Criteria for the form of Transport Corridors in the Peacocke Structure Plan

Red = as notified

Blue = amendments in A Black EIC and Rebuttal

Green = amendments sought by T Penny

Purple = changes agreed in JWS #3

Transport corridor type	Land use environment ²	Design speed environment (max desirable)	Legal road width (min desirable) ^{4,7}	Carriageway width ³	Movement lane width ¹²	Berm requirements ⁵	Berm requirements ⁵					
							On street parking and landscaping/ stormwater management	On street parking requirements (min desirable)	Stormwater Management and landscaping	Passenger Public transport requirements (min desirable) ¹⁰	Footpath requirements (min desirable) ¹¹	Cycle path requirements (min desirable absolute minimum) ⁹
Peacocke Residential Land Use Environment												
Private Way Rear Lane	Residential Rear lane access (two-way)	10-20km/h	7m	5.5m	1 or 2 way flow, not marked	One side N/A	None	None	None	Shared Zone	Shared zone – no dedicated facility	One side
Private Way	Residential (serving 1-6 units)	10km/h	4m	3.5m	2 way flow, not marked	One side	None	None	None	Shared Zone	Shared zone – no dedicated facility	One side
Private Way	Residential (serving 7-20 units (via common property under Unit Titles Act) of	10 to 20km/h	6.9m	5.5m	2 way flow, not marked	1.5m both sides One side	None	None	None	Shared Zone	Shared zone – no dedicated facility	1.5m both sides One side

Transport corridor type	Land use environment ²	Design speed environment (max desirable)	Legal road width (min desirable) ^{4,7}	Carriageway width ³	Movement lane width ¹²	Berm requirements ⁵	Berm requirements ⁵					
							On street parking and landscaping/ stormwater management		Passenger Public transport requirements (min desirable) ¹⁰	Footpath requirements (min desirable) ¹¹	Cyclepath requirements (min-desirable absolute minimum) ⁹	Service corridor (min desirable) ⁶
							On street parking requirements (min desirable)	Stormwater Management and landscaping				
	<u>7-9 units (where access is part of a fee-simple subdivision)</u>											
Open Space Edge	Residential	30km/h	11.4m	5.6m	2 way flow, not marked	3.3m and 2.5m berms	Recessed parallel parking bays (2.1m) on one side	Specific Design ⁸	None	1.8m wide footpath, one side	Cycling on road shared in movement lane	1.5m one side
Neighbourhood Street	Residential (serving up to 20 units or up to 100m 150m long)	30km/h	14.3m	5.6m	2 way flow, not marked	3.3m and 5.4m berms	Recessed parallel parking bays on one side and kerbside parking elsewhere	Where recessed parking is not provided - Specific Design on one side ⁸	None	1.8m wide footpath, both sides	Cycling on road shared in movement lane	1.5m both sides
Local	Residential	30km/h	16.8m ¹³	6m (5.6m) ¹³	2 way flow, not marked	5.4m both sides	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided - Specific Design (2.1m wide) on both sides ⁸	None	1.8m wide footpath, both sides	Cycling on road shared in movement lane	1.5m both sides
Collector – PT Route	± Residential	40km/h	24.6m or 23.3m with bi-directional cycleway 23.6m or 22.3m with	6.8m ¹⁴	2 @ 3.4m, marked ¹⁴	8.8m 8.9m both sides or 6.1m and 10.4m with bi-directional cycleway 8.4m both sides or 5.6m and 9.9m	Recessed parallel parking bays (2.1m) on both sides	Alternating where parking is not provided - Specific Design (2.1m wide) on both sides ⁸	All bus stops to be in lane. 2.8m 2.9m berm with bus shelter	2m wide footpath, both sides	2m off road, separated from carriageway, both sides. With 0.8m separator from parking. Or 3.5m bi-directional off-road separated from carriageway	2m both sides 1.5m both sides

Transport corridor type	Land use environment ²	Design speed environment (max desirable)	Legal road width (min desirable) ^{4,7}	Carriageway width ³	Movement lane width ¹²	Berm requirements ⁵	Berm requirements ⁵					
							<u>On street parking and landscaping/ stormwater management</u>		Passenger Public transport requirements (min desirable) ¹⁰	Footpath requirements (min desirable) ¹¹	Cyclepath requirements (min-desirable absolute minimum) ⁹	Service corridor (min desirable) ⁶
							On street parking requirements (min desirable)	<u>Stormwater Management and landscaping</u>				
			<u>bi-directional cycleway</u>			<u>with bi-directional cycleway</u>					<u>on one side with 0.8m separator from parking.</u>	
<u>Collector – Non-PT Route</u>	<u>Residential</u>	<u>40km/h</u>	<u>24.2m or 22.9m with bi-directional cycleway</u> <u>23.2m or 21.9m with bi-directional cycleway</u>	<u>6.4m</u> ¹⁵	<u>2 @ 3.2m, marked</u> ¹⁵	<u>8.9m both sides or 6.1m and 10.4m with bi-directional cycleway</u> <u>8.4m both sides or 5.6m and 9.9m with bi-directional cycleway</u>	<u>Recessed parallel parking bays (2.1m) on both sides</u>	<u>Alternating where parking is not provided - Specific Design (2.1m) on both sides</u> ⁸	<u>N/A</u>	<u>2m wide footpath, both sides</u>	<u>2m off road, separated from carriageway, both sides. With 0.8m separator from parking.</u> <u>Or 3.5m bi-directional off-road separated from carriageway on one side with 0.8m separator from parking.</u>	<u>2m both sides</u> <u>1.5m both sides</u>
<u>Minor Arterial</u>	<u>Residential (Managed or limited direct access)</u>	<u>50-60km/h</u>	<u>32.2m. Subject to Specific Design</u> ⁸	<u>10.0m</u>	<u>2 @ 3.5m, marked, plus 3m flush median</u>	<u>11.1m. Subject to Specific Design</u> ⁸	<u>Recessed parallel parking bays (2.3m) on both sides</u>	<u>Specific Design (2m wide) on both sides</u> ⁸	<u>All bus stops to be kerbside. Potential for bus priority at intersections</u>	<u>2.0m footpath on both sides</u>	<u>2.3m off road, separated from carriageway, both sides. With 1.0m separator from parking</u>	<u>1.5m both sides</u>

Footnotes to Table 15-6b

¹ New Minor Arterial transport corridors are likely to be designated with the final design undertaken on a case by case basis. For work involving significant changes to existing transport corridors, local constraints, land use environment and network function requirements may require design compromises whereby the minimum desirable design criteria may not be able to be met.

² Refer to Table 15-4a for which zones form land use environments.

³ Measured from the face of the kerb to the face of the opposite kerb (excluding any recessed parking ~~but includes any separated cycle facility~~).

⁴ Full transport corridor width.

⁵ Measured from the property boundary to the face of the kerb. Berm width will vary in order to accommodate features as required, including: lighting, noise attenuation, landscaping, street trees, swale drains, footpaths, shared paths, cycle lanes, cycle paths, recessed parking. Landscaping or street trees will require a minimum width of 2m and be incorporated into the legal road width (typically replacing indented parking or medians). A berm width wider than that indicated in Table 15-56b may be required to accommodate indigenous trees.

⁶ Location of services will be dependent upon the location of the footpath. The Regional Infrastructure Technical Specifications contains relevant guidance on locating services.

⁷ This width does not provide for swales or stormwater management. Additional width may be required for these features, if present.

⁸ Specific design requires case by case consideration of the design elements in the local context. This must be undertaken with input from Council's City Infrastructure engineers.

⁹ Use of a bi-directional cycleways shall include an assessment that shows the design minimises and manages the risks associated with two-way movement, otherwise single-direction cycleways on each side of the road shall be required.

^{10 44} For guidance on bus stop types refer to the Regional Infrastructure Technical Specifications. The design of kerbside bus stops will result in the positioning of a stopped bus partially or fully within the cycle or movement lane. This may require kerb extensions to achieve. Bus stops and other elements of public transport infrastructure are only necessary if part of a bus route.

^{11 42} For guidance on pedestrian crossing facilities refer to the Regional Infrastructure Technical Specifications.

^{12 45} Excluding shoulders.

¹³ For local transport corridors the minimum desirable carriageway width is 6.0m. Subject to Assessment Criteria P5 an absolute minimum width of 5.6m may be acceptable.

¹⁴ For Collector – PT Route transport corridors the minimum desirable lane width is 3.4m.

¹⁵ For Collector – Non-PT Route transport corridors the minimum desirable lane width is 3.2m.

