

# Peer review - Transport

## Coniston Park Plan Change – Farm Road and Racecourse Road, Ashburton

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<b>Prepared for</b>	Ashburton District Council
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### 1. Introduction

Abley Limited (Abley) was engaged by Ashburton District Council (Council) to provide independent transport planning advice in respect of a Private Plan Change application to rezone land from Residential D to Residential C (Plan Change) located on Farm Road and Racecourse Road in Ashburton (site).

The site location is shown in Figure 1.1 and the proposed Outline Development Plan (OPD) is shown in Figure 1.2.

We have reviewed the following document:

- Integrated Transport Assessment (ITA), prepared by Novo Group, dated April 2024.



Figure 1.1 Site Location

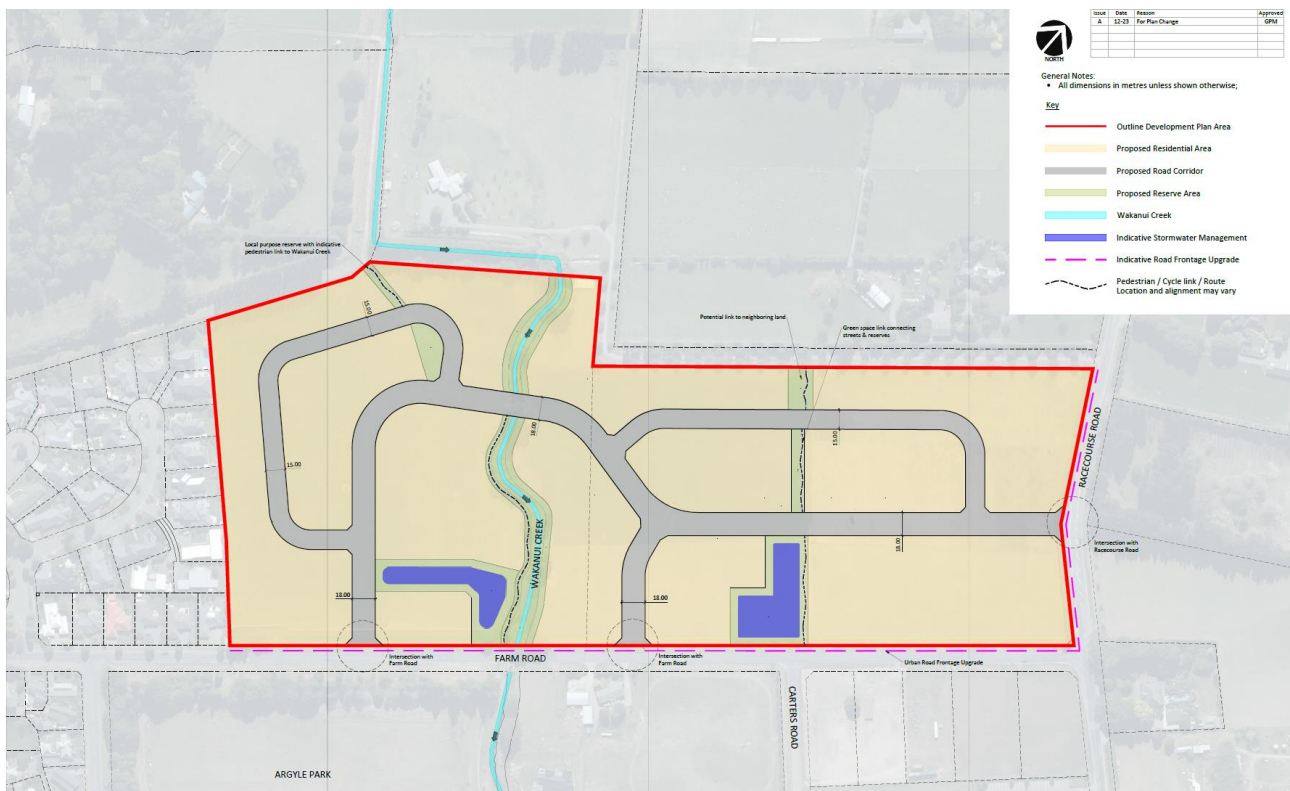


Figure 1.2 Outline Development Plan

## 2. Scope of our peer review

The peer review is limited to evaluating the potential effects on the existing transport network. It does not cover internal site transport matters such as road cross-sections or internal intersection locations.

## 3. Consideration of the ITA scope

Some District Plan Transport Chapter Policies reference high traffic generating activities, but no District Plan Rules directly address them, and therefore the District Plan does not give guidance on the content of an ITA. Therefore, we used NZ Transport Agency Waka Kotahi (NZTA) Research Report 422 (RR422) to determine the ITA's scope. We classify the ITA scope as Moderate to Broad, per Table 6.2 of RR422, based on:

- The Plan Change's potential to generate high peak hour vehicle trips (157 veh/hr in the morning peak hour and 173 veh/hr in the evening peak hour).
- The hierarchy of roads affected: West Street and Alford Forest Road (State Highways), Harrison Road (Principal Road), and Farm Road (Collector Road).

Referring to Table 6.3 of RR422, we consider that the ITA scope should be expanded to include the following information:

- Walking, cycling and public transport network. We recommend that the ITA include detail on any existing networks, including any gaps or barriers to walking and cycling to and from the site (noting that there are no public transport services in Ashburton). In para 28 – 30 the ITA makes some generalised comments on these topics, however a more comprehensive assessment including identifying any works needed to ensure the site connects to the existing walking and cycling network, and any gaps or deficiencies in the wider network that may need to be addressed by Council.
- Information on funded or proposed road network improvements, which may support the Plan Change.
- Consideration of trip distribution based on existing travel patterns and how generated trips may route through the current network.
- An assessment of safety and efficiency effects at key intersections, which may include traffic modelling. This should be informed by the predicted trip distribution.

## 4. ITA content

### 4.1 Traffic Generation section

The ITA calculates the anticipated peak hour vehicle generation rate based on traffic surveys conducted in West Melton, adopting a peak hour trip rate of 0.76 veh/hr/dwelling in the AM peak and 0.84 veh/hr/dwelling in the PM peak. In addition, the ITA has also included 40 peak hour vehicle trips, to reflect the potential for a childcare centre or local retail activity within the site. We consider that these are reasonable assumptions.

### 4.2 Connectivity and Integration section

As noted above, we recommend that the ITA provide greater detail regarding walking and cycling accessibility and connectivity to and from the site.

### 4.3 Frontage Road Upgrades

The ITA states that Farm Road will be urbanised along the site frontage by widening the carriageway from the centreline, and that the remaining half of the carriageway will be formed when land fronting the south side of Farm Road urbanises. In our experience, it is common for the developer to upgrade the full carriageway and the berm on their side of the road, and the berm on the opposite side of the road to be upgraded when that frontage urbanises. Should the Plan Change be approved, we recommend that the following matters are considered during resource consent applications and engineering plan approvals:

- maintenance issues and subsequent safety issues, as pavement failure can occur if there is a strength differential between the two halves of the carriageway.
- safety issues if the crown of the carriageway is offset from the centreline of the road
- excessive disruption, upgrading the full carriageway as one project will reduce the total disruption compared with two projects that upgrade half of the carriageway per time.

### 4.4 Farm Road and Racecourse Road Intersections section

#### Racecourse Road

We note that the ITA identifies that the Outline Development Plan (ODP) does not provide the required intersection spacing on Racecourse Road, between the proposed primary road and existing Farm Road intersection. We recommend that the ITA provide commentary on matters given in Austroads Guide to Road Design Part 4: Intersections and Crossings: General (AGRD-04) – Appendix B, in particular consideration of Safe Intersection Sight Distance and Approach Sight Distance.

Further, we recommend that a concept design is provided for the Racecourse/ Primary Road intersection, including how this integrates with the existing right turn bay and taper on Racecourse Road, to confirm that this can comply with Austroads guidance for minimum right turn bay and taper length. This should include consideration of the existing speed limit on Racecourse Road, while it is possible that the speed limit on Racecourse Road will be reduced if the site urbanises, this can only be undertaken by the Road Controlling Authority and is therefore not an outcome that can be controlled by the Plan Change.

#### Farm Road

The ITA considers that the spacing for the two proposed intersections on Farm Road comply with District Plan requirements for a 50 km/hr speed limit. We recommend that the ITA also comment on the spacing between the proposed intersections and the Farm Road/Carters Road intersection, as it appears that this may not comply with District Plan requirements for a 50 km/hr speed limit.