SUMMARY STATEMENT – TRANSPORT CHAPTER

1.1 My name is **William Hemming Field**. I am employed as a Senior Urban Designer at the **Christchurch City Council** (the **Council**). I have over 20-years of experience as an urban designer and landscape architect in private consultancy, as well as in local government.

1.2 I have prepared evidence on behalf of the Council in respect of matters arising from the submissions and further submissions on Plan Change 14 (**PC14**).

1.3 This summary provides highlighted key points and further information relating to parts of the **Transport Chapter 7**.

1.4 I was not involved in the Transport Chapter expert conferencing.

1.5 I will be providing an additional summary for Chapter 6.1A Qualifying matters - City Spine Transport Corridor, at a later date. I have previously given evidence at this hearing in relation to Chapter 13.5 Specific Purpose (Hospital) Zones.

1.6 The following transport related rules were addressed in my evidence:

(a) Rule 7.4.3.7b - Access design requiring a minimum pedestrian access.

(b) Rule 7.4.3.13 - Co-location of Vehicle Crossings.

(c) Rule 7.5.7.h - Access design and gradient, including Table 7.5.7.1 – Minimum requirements for private ways and vehicle access.

(d) Rule 7.5.3.1 (Table) - Minimum numbers of loading spaces required.

(e) Rule 7.4.4.3 a.v - Minimum number of cycle parking facilities required.

1.7 The outstanding issues relating to the above rules and my position on those issue are summarised below.

7.4.3.7b - Access design requiring a minimum pedestrian access,

1.8 In relation to **7.4.3.7b - Access design requiring a minimum pedestrian access**, which allows for pedestrian access with a width of 3m for residential developments, with a formed pathway of at least 1.5m, Ms Lisa Williams (transport engineer for the Carter Group submission #814)

supported the removal of the proposed Appendix 7.5.7c at the Transport Chapter expert conferencing. Mr Rossiter (CCC transport engineer) agreed, from a transport engineering design perspective, that a 3m width requirement is not necessary.

1.9 I continue to support including this rule from an urban design perspective for the reasons in my primary evidence, and as outlined below.

(a) The safety and security of people using the pedestrian access and those occupying residential units (in accordance with CPTED) by providing for personal passing space and visibility.

(b) Privacy separation distances from paths to windows from internal habitable spaces.

(c) Adequate space for use by persons with a disability or with limited mobility.

(d) Spaces for some landscape planting treatment along the routes.

(e) The ability for cyclists to access cycle storage areas safely and conveniently.

(f) Space to manoeuvre household furniture and other items in a reasonably convenient manner.

(g) Access width for the transportation and storage of rubbish and recycling bins.

(h) Space for lighting.

(i) Providing for welcoming and pleasant environments that do not feel spatially restricted or enclosed, overly shaded (dark), and/or cluttered.

c) However, as per her summary statement Ms Piper now proposes that ***Appendix 7.5.7 c – Access design and gradient*** be amended.

1.10 I support the amendments because they would ensure pedestrian/cycle accessways had a minimum clear width of 3m and ensure that for developments with 4-15 units that a shared vehicle/pedestrian access way option could be provided with potential width for safety provisions and amenity treatment.

Rule 7.4.3.13 - Co-location of Vehicle Crossings,

1.11 In relation to the new **Rule 7.4.3.13 - Co-location of Vehicle Crossings**, I support this proposed rule for residential streets for the reasons outlined in my primary evidence, including that it would:

(a) improve the safety and amenity of the street environment by minimising potential conflicts between pedestrians, cycles other vehicles,

(b) provide for more opportunities for creating better street frontages with buildings and garden planting,

(c) potentially provide for more on street parking spaces (and loading) and street tree planting locations, and

(d) reduce the potential to create an adverse dominance of hardstand asphalt or concrete areas along and across street frontages.

1.12 As I understand from the transport Joint Witness Statement, there is agreement between the transport engineer experts that a 3m separation distance is sufficient for transport safety reasons.

1.13 From an urban design perspective, the purpose of the separation distance is to manage situations such as shown in **Figures 1 and 2** below where vehicle crossings proliferate in close proximity along streets.

Figure 1 – 42 Maxwell Street (in Residential Medium Density Zone), Riccarton – 14.33m wide frontage (Source: Google Earth Street View).

Figure 2 – 49 Maxwell Street (in Residential Medium Density Zone), Riccarton – 15.08m wide frontage (Source: Google Earth Street View)

1.14 A separation distance of 8.1m would allow for one parallel car parking/ loading space (6.1m plus 2 x 1m clear zones). A more preferable option (as supported in my rebuttal evidence) of 10m would include some provision for potential street tree planting between parking spaces and driveways in the future.

1.15 I accept that residential lot widths around Christchurch vary, and a separation distance rule is not going to accommodate all sites without triggering some resource consents. This would require applicants to address the matters of discretion (7.4.4.28) below through their site planning and design:

i. the effects on the safety of pedestrians and cyclists from additional vehicle crossings;

ii. whether the proximity of vehicle crossings to one another, or the width of shared vehicle crossings, detract from the streetscape amenity of the local area; and

iii. whether the co-location of vehicle crossings results in improved traffic safety or streetscape amenity outcomes compared to separate vehicle crossings.

1.16 Typical residential lot widths around Christchurch are:

(a) Near Central City ie Linwood and Addington are approx. 20–10m; and

(b) Outer suburbs ie Shirley and Bryndwr range from approx. 20-15m (typically around 16m)

1.17 **Figure 3** below indicatively illustrates the 3m and 8.1m options for vehicle crossings in relation to lot frontage widths.

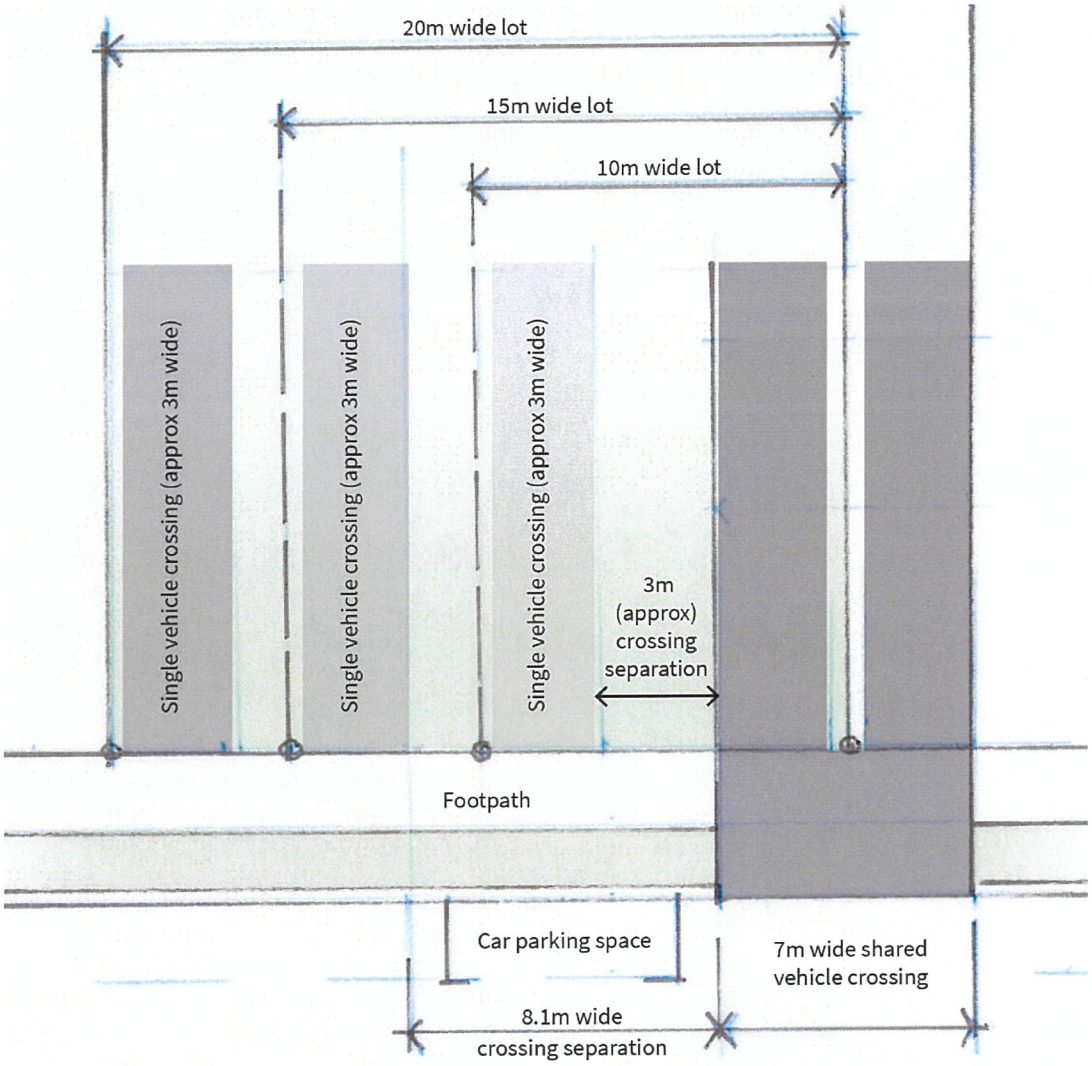

Figure 3 – Plan view of indicative lot frontage sizes in relation to proposed separation distances of crossings

1.18 I continue to support a separation distance of 8.1m as a minimum so that the residential streetscape amenity of the public realm can be well managed.

1.19 I therefore support Ms Piper's proposed rewording of rule **7.4.3.13 - Co-location of Vehicle Crossings** as per her summary statement.

Date: 21 November 2023

William Field