

## MEMORANDUM

To: Christchurch City Council  
Attn: Rachel Cottam  
Date: 25 May 2023  
Re: Giant's House – Akaroa | RMA/2020/2000

Quality Assurance Statement	
<i>This document has been prepared for the benefit of Christchurch City Council. No liability is accepted by ViaStrada Ltd, or any of its employees or sub-consultants with respect to its use by any other person.</i>	Prepared by: Axel Downard-Wilke
	Reviewed by: John Lieswyn
	Project Number: 1139-03
	Project Name: Giant's House RMA application
	Version: 01

### 1 Introduction

My full name is Axel Peter Carl Downard-Wilke. I hold the position of Director at ViaStrada Limited. I have been in this position since May 2007.

I hold a Bachelor of Engineering (Hons) – Civil Eng. (1997) and Master of Engineering (Civil Eng) (2003), both awarded by the University of Canterbury.

I have been active as a transport planner and traffic engineer in New Zealand since 1998. My specialisations include sustainable transportation, urban traffic engineering, traffic signals, and road safety. With a nation-wide focus, I have developed (and continue to develop) technical guidance, train my peers (since 2003), and was a member of the 2014 Cycling Safety Panel.

I was employed by Christchurch City Council from 1998 to 2005 and have been self-employed since (there are eleven staff in our consultancy).

### 2 Background

Christchurch City Council has received an application to construct and operate an entrance building, café, and expansion of the sculptural garden's tourist activity. ViaStrada has been commissioned to peer review the applicant's Transport Assessment. This assessment is an update to the original assessment and should be read in conjunction with the earlier document dated 19 September 2022.

### 3 Review

#### 3.1 Applicant's assessment of traffic effects

Since ViaStrada's original assessment, the applicant's transport consultant (Abley) has had numerous discussions with CCC's planning staff and ViaStrada on how best to address any concerns. The applicant's transport proposal has been refined and a plan with proposed measures was provided on 12 May 2023; this is shown in Figure 3-1.



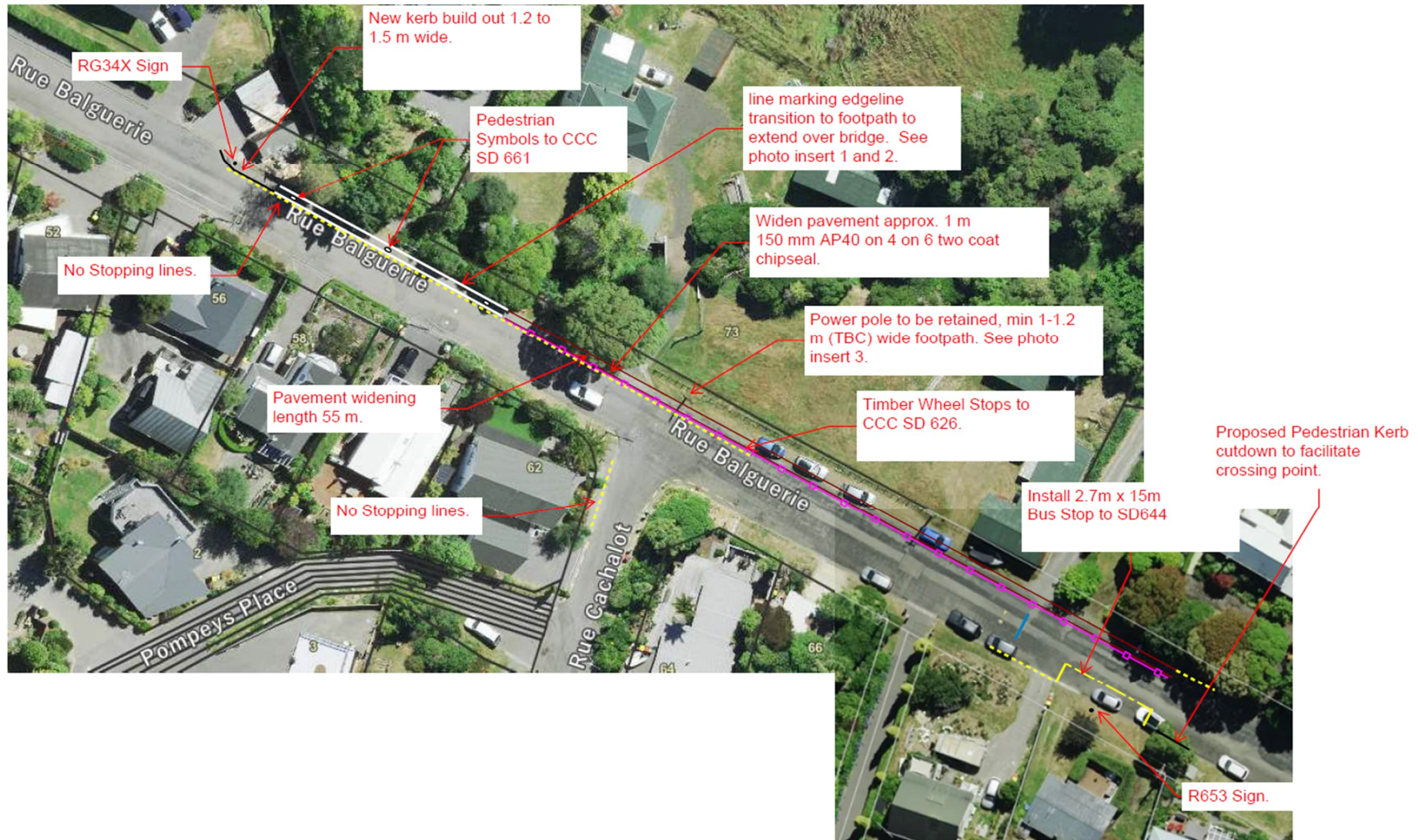


Figure 3-1: Applicant's transport design (12 May 2023)





## Giant's House RMA application

### 3.1.1 Transport management plan

The applicant is proposing to cap the number of visitors at 120 per hour. Council's acoustic specialist is proposing a cap of 80 visitors on site at any one time – I note that everyone has been talking about 80 visitors per hour, which is quite different to what 80 visitors on site at any one time – , corresponding to an average of 45 visitors per hour. It is known that a significant number of visitors arrive on foot and a proportion arrive by bus.

In my view, a smooth transport operation could be achieved. This could be done by limiting the maximum number of visitors on site to 80, as proposed by the noise expert, and combining that with the booking system, and a maximum bus parking time (both discussed below). At 80 visitors on site, I see no need for a transport management plan, as the combined effect of the measures will result in a much smoother operation than what has been experienced in the past, as outlined in many of the submissions received.

At 120 visitors per hour as proposed by the applicant, I do see the need for a transport management plan, as this may represent a higher usage than what was experienced before the downturn of visitors due to COVID.

### 3.1.2 Bus movements

Upon ViaStrada's suggestion, the applicant has investigated whether bus turning on private property could be achieved. Property access could not be achieved, and this option has been discarded.



Figure 3-2: Bus turns into Rue Cachalot forward and then backs out

I appreciate that bus movements are a contentious issue. It needs to be stressed that buses have been servicing this site for many years and what is being proposed through the conditions is to formalise how this is being done. One objective of that is to ensure that passengers get off the buses facing their destination not having to cross the road. Another objective is to prevent buses using random driveways to turn around. That said, I will discuss bus stop options as well. It has been agreed with the applicant that bus access to the site can be achieved by coaches coming up the hill turning into Rue Cachalot forward and then backing out; this is shown in Figure 3-2. The bus would then reverse up to the site. A bus parking area is to be established outside number 74 Rue Balguerrie. In conjunction with mitigating measures discussed below, this is an acceptable solution.

For the manoeuvring via Rue Cachalot to be achievable using any size coach, no stopping lines will need to be installed outside the frontage of 62 Rue Balguerrie in Rue Cachalot (refer to Figure 3-3). The applicant will have to apply to Te Pātaka o Rākaihautū Banks Peninsula Community Board to have the no stopping restrictions resolved. This process sits outside of the RMA process. Should the community board decline the application, the applicant would need to seek a variation to the consent under section 127. I shall point out that some district councils simply accept RMA conditions that would usually be covered by community board or district council decision making process and implement them without further public consultation or involving political decision making.



Figure 3-3: Additional broken yellow lines needed shown in orange

The no stopping lines shown in Figure 3-3 are longer than what is shown on the applicant's plan shown in Figure 3-1, but the effect is identical. Through the Land Transport (Road User) Rule 2004, stopping is not allowed within 6 m of an intersection. To avoid ambiguity, road controlling authorities thus don't terminate no stopping lines just prior to an intersection but mark that length of kerbside where stopping is not allowed through the relevant legislation.

### 3.1.3 Bus parking and infrastructure

The applicant is proposing that a booking system for buses be established. The applicant suggested that buses stay for a maximum of 30 minutes. Taken together, this aims to have just one bus present at any one time.

A coach stop to be marked on the carriageway with the usual bus stop markings has been agreed on. There is also a length of broken yellow line so that buses can manoeuvre into and out of the stop. The bus stop should be signed with a class-restricted bus parking sign restricting the stay to 30 minutes (class PP31; see Figure 3-4). Note that the reserved bus parking must also apply on public holidays as by default, parking restrictions don't apply on public holidays.

The bus stop marking, the related no stopping line, and the bus stop sign are all included on the applicant's plan shown in Figure 3-1.

The applicant is to seek approval from the community board that a bus parking area be designated outside 74 Rue Balguerie with a P30 restriction and associated no stopping lines west of this bus stop. Council staff are supporting of these measures to ensure bus passenger safety and limiting the impact on the street by having a dedicated location for buses to stop.



Figure 3-4: 30-min parking for buses only

There is no footpath outside the proposed entrance building at 74 Rue Balguerie. The berm area to be sealed for the bus stop is not indicated on the applicant's plan. This sealed area needs to connect to the proposed informal pedestrian crossing point immediately to the east (i.e. uphill) of the bus stop, and to the walking infrastructure on private land. A rough outline of that sealed area located within the legal road corridor is shown in Figure 3-5 in orange. The proposed footpath on the north side of the road would stop at the crossing point, which is why the broken yellow line is shown with an offset.





Figure 3-5: Bus stop, mobility parking, and related infrastructure (north is up)

Some submitters referred to most buses stopping opposite 64 Rue Balguerrie. This is most certainly an option, and the following issues need to be considered:

- Buses would reverse a shorter distance, and they would reverse after loading and unloading; not before. That said, I do not consider buses reversing a shorter or longer distance to make a difference as the road is straight and the traffic volumes are very low
- All pedestrians cross road
- rain

### 3.1.4 Mobility parking

The current operation provides mobility parking adjacent to the historic building. To access that car park, prior arrangements must be made as a gate across the driveway has to be opened.

As part of the application, it is proposed that access for mobility impaired visitors is via the proposed entrance building. For continued provision of mobility parking, I suggest that the applicant apply to the Community Board for a mobility park as shown in Figure 3-5 outside 76 Rue Balguerrie. The operating times for the time could be restricted from 9am to 5pm but it must apply every day (including public holidays). Council staff are supporting of these measures to ensure mobility impaired visitors are catered for.

Residents' parking – explain.

- Pioneered in Wellington some 25 years ago
- Being rolled out in Auckland for the last decade
- Trialled in Christchurch since 2019 (Merivale Lane, Holmwood Road, Athol Terrace, and one other street); investigation is ongoing and no final policy has been developed nor is one imminent
- CCC currently charges \$100 p.a. for those who opt in; Auckland charges \$70 and Wellington charges \$195 annually; current legislation limits councils to set their annual charges to a cost-recovery only but none of the councils believe that they are good at truly accounting for their costs and to that end, the Ministry of Transport has proposed to remove this fee cap from the legislation; I understand that Wellington would like to charge \$300 per year

- When residents parking is implemented, this is done as “zones”, i.e. there is no guarantee that this will be located outside your own property
- This system should not be confused with the residents’ parking scheme that CCC used to offer for those residents who did not have and could not establish off-street parking; this system has been grandfathered and no new applications are accepted

### 3.1.5 Pedestrian access

It has been agreed with the applicant that they will establish a walking facility on the north side of Rue Balguerie. This is an important mitigation measure and will stop the current situation of people using the vehicle lanes to reach the attraction, which is undesirable especially when buses are reversing up Rue Balguerie. There is every reason to expect that people would use such a proposed facility as it is preferable for people to use a footpath than to share a narrow road with car and bus traffic. This facility will start where the current footpath finishes (i.e. outside 67 Rue Balguerie) and finish opposite 74 Rue Balguerie. This facility is to be built in general accordance with Figure 3-1. I agree with city council staff that the footpath shall be 1.5 m wide where possible, with a minimum width of 1.2 m. The footpath and adjacent berm are to be laid out so that runoff is not directed onto private property. The footpath finishes at an informal crossing point, shown as a white line in Figure 3-5.

No stopping lines need to be included at the **informal crossing point** – submitters have at times referred to it as a “pedestrian crossing” which is generally understood to be a zebra crossing; this is not the case – in general accordance with what is shown in Figure 3-5. This is to ensure that there is intervisibility between approaching drivers and pedestrians who are about to cross the road. It is acknowledged that pedestrians crossing from the south to the north side will have to step onto the carriageway before they can see traffic coming from their left in case a bus occupies the bus stop. The applicant will need to include the required no stopping lines in their application to the Community Board, and council staff are supporting of these measures to ensure pedestrian safety.

## 3.2 Cycling

With e-bikes rapidly becoming more popular, bike parking for both staff and visitors needs to be allowed for, as the gradient of Rue Balguerie is no longer such an obstacle with electric assistance. The district plan requires a total of nine bike parks (3 for staff and 6 for visitors). It is suggested that the requirement could be discounted by one-third of the district plan requirements, and that would be acceptable if those six bike parks could be laid out to be easily accessible to both staff and visitors.

## 3.3 Issues raised by submitters

Many submitters raised concerns about existing traffic effects and how these may worsen, including the congestion caused by sometimes several buses and the way these turn around, often using private land. The management systems described here aim to prevent these issues from arising.

Some submitters referred to the desire by some to restrict the size of buses that can travel into Akaroa. This has no backing by the road controlling authorities and I would not support such a restriction either.

There are complaints about lack of on-street parking. The noise expert has proposed a cap on visitors being present at any one time and with such a restriction in place, parking demand would not overwhelm the available supply. It should be noted that none of the residents “own” any of the road space; rather, roads are held by the city council for the public to use.

The lack of a footpath in this part of Rue Balguerie is a common concern and is proposed to be addressed by the applicant.

Excessive vehicle speeds have been cited by some submitters and Christchurch City Council has recently addressed this by reducing the speed limit in much of Akaroa to 40 km/h. Should the speed limit reduction not sufficiently address anti-social high-speed driving, Council would have the option to install speed

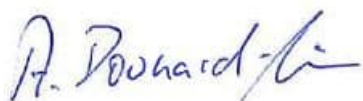
management devices. However speeding is not likely to be an issue caused by bus drivers and other patrons of the applicant's destination.

## 4 Potential consent conditions

Should the activity be approved, I suggest that the following consent conditions be adopted to mitigate the transport effects:

- At 120 visitors per hour as proposed by the applicant, I suggest that a transport management plan be prepared. Such a plan would not be necessary should the suggested limit of a maximum 80 visitors on site at any one time be adopted.
- Bus manoeuvring shall occur by turning into Rue Cachalot and reversing to a bus stop outside 74 Rue Balguerie.
- The applicant is to seek approval from the community board that no stopping lines are to be installed by Christchurch City Council in Rue Cachalot in accordance with Figure 3-3. Should the community board decline the application, the applicant would need to seek a variation to the consent under section 127.
- The applicant is to seek approval from the community board that a bus parking area be designated outside 74 Rue Balguerie with a P30 restriction and associated no stopping lines west of this bus stop.
- The applicant is to seek approval from the community board that a mobility park be designated outside 76 Rue Balguerie.
- The berm area within the legal road corridor at the bus stop is to be sealed by the applicant for use as a footpath and hard stand to embark and disembark from buses.
- The applicant is to establish a footpath on the north side of Rue Balguerie from outside 67 Rue Balguerie to opposite 74 Rue Balguerie. Drainage provisions as part of this path need to ensure that stormwater does not discharge onto private land.
- The applicant is to establish an informal pedestrian crossing point just east of the bus stop. The applicant is to seek approval from the community board that no stopping lines need to be included at the informal crossing point in general accordance with what is shown in Figure 3-5. The applicant will need to include the required no stopping lines to be installed by Christchurch City Council to provide intervisibility for this crossing point, and council staff are supportive of these measures to ensure pedestrian safety.
- Six bicycle parks that are well accessible to staff and visitors are to be provided. These shall be designed in accordance with the council's engineering standards (for visitors) and the Waka Kotahi Cycle Parking Planning and Design Guide (for staff).

Regards,



Axel Downard-Wilke