

TRANSPORT. MR SHIELDS SAYS THE INCREASE IN TRAFFIC ON S H I WILL BE 1.9% - I SUGGEST AT PEAK SCHOOL TIME IT WILL BE <sup>A</sup> CONSERVATIVELY <sup>IUE</sup> INCREASE OF 325%. ON THE INTERSECTION OF S.H I AND SETTLEMENT RD. - OUR COMMUNITY HEADING NORTH & SOUTH, EAST & WEST NERVOUSLY WAITING TO ENTER AND EXIT WITHOUT A MENTION OF PUAWAI ST.

QUESTION MR SHIELDS PLEASE EXPLAIN TO US ALL WHAT YOUR PROJECTIONS HERE?? YOUVE PRESENTED ~~INCLUDING~~ NO SKETCHES OR PHOTO ~~AND~~ HERE LIKE YOU DID WITH <sup>THE</sup> TAWA AVE - SETTLEMENT RD INTERSECTION, WHICH BY THE WAY ON MY FIGURES AT PEAK TIME HAS AN INCREASE OF 5500%. YOU CALL AN INCREASE OF 1.9% NEGLIGIBLE -

QUESTION TELL ME WHAT YOU CALL AN INCREASE AN INCREASE OF 325% AND 5500%??

THIS PROPOSAL WILL BRING A HIGHER %  
OF LEARNER DRIVERS OVER 16 ONTO  
THIS DANGEROUS ROAD AND INTERSECTION  
CAN I ASK YOU THE FIGURES FOR  
THIS PLEASE??

SCENARIO A RESTRICTED DRIVER ~~DE~~  
SAYS TO HER BOYFRIEND, ITS FEB 14TH <sup>VAL</sup><sub>DAY</sub>  
LETS HEAD OUT TO MANGAWHAI TO THE  
BEACH - HES KEEN AND ALSO 3 MORE  
FRIENDS - ~~ONE~~ <sup>ONE</sup> SAYS - YOU'VE NEVER DRIVEN THIS  
GRAVEL RD BEFORE - SHE SAYS IT OK I WENT  
THIS WAY WITH ~~ON~~ <sup>ON</sup> AVUNTY ~~ONCE~~ WHEN I WAS 8!!  
THESE SITUATIONS HAPPEN - IVE BEEN THERE  
DONE THAT - LUCKY TO TELL THE TALE -  
NONE OF US WANT SITUATION LIKE THIS  
TO MAKE THE HEADLINES.

Q. How MANY XTRA CARPARKS WILL MOE  
HAVE TO PROVIDE IN KWK

Earlier this month police and road safety campaigners celebrated Northland's lowest road toll since records began.

In 2005, 23 people died in accidents on Northland's roads - the lowest toll since records began more than 40 years ago.

Northland now had the lowest number of people exceeding the speed limit by 11 to 15km/h and the lowest average speed on the open road, Mr Lindsay said.

Speed cameras were placed in areas where police believed they were most needed. "Go to Western Hills Dr. and speak to people about the speed cameras there and ask them what they think about people speeding on their street," he said. Sites were regularly assessed so police could identify whether road improvements and changes in driver behaviour had lessened the need for cameras in a particular area.

Whangarei police highway patrol Senior Sergeant Alastair Ward rejected allegations the cameras were used for revenue gathering. "That is nonsense. People know that if you're not speeding you will not get flashed - it's as simple as that. If you're on the road and you're speeding we will give you a ticket."

The top 10 speed camera sites in New Zealand generated nearly 60,000 tickets among them in the 2004/05 year.

#### \* TOP SPEED CAMERA SITES

Western Hills Dr, at Kensington Stadium (3641 tickets issued)

SH1, Mata (1855)

SH1, Kaiwaka (1486)

Tarewa Rd, Whangarei (945) SH1F, Awanui (936)

SH10, Coopers Beach (765)

SH1, Moerewa (721)

South Rd, Kaitaia (632)

SH14, Maunu, Whangarei (630)

SH12, Omapere (588)

3RD MOST TICKETED SITE  
IN NORTHLAND

COMMON SENSE TELLS US

NORTH BOUND TRAFFIC IS GOING

OVER 60KPH COMING DOWN HILL

TOWARD SETTLEMENT RD."

MR SHIELDS WHATS THE

FIGURES SAY ??

PTD.

## TRANSPORT

## QUESTIONS

How wide is the entrance at settlement rd  
state h'way 1 entrance

How far is it to Puawai St

How far is it to the bus stop - <sup>and</sup> where

How far is it to the entrance of  
no. 4 settlement rd.

How far is it from the brow of  
hill south of settlement 4 to  
settlement rd.



SO WHAT ARE YOU GOING TO SUGGEST HERE  
FOR THE SAFETY OF OUR COMMUNITY AND  
S.H.I TRAVELLERS.

- TRAFFIC LIGHTS ON THIS INTERSECTION.
- A ROUNDABOUT
- MEDIAN BARRIERS. WHAT DO  
NZTA SAY!!
- REDUCE SPEED LIMITS.
- WIDEN SETTLEMENT RD ENTRANCE  
2 EXTRA LANES.
- WIDEN PUAWAI ST ENTRANCE  
2 EXTRA LANES.
- PROVIDE 2 TURNING BAYS INTO PUAWAI ST.
- PROVIDE A SAFE PULL OFF FOR CURRENT  
SCHOOL BUS.  
20 STUDENTS.
- PROVIDE PEDESTRIAN CROSSINGS FOR SETTLEMENT  
RD, PUAWAI ST AND HASTIES LANE  
AND MAYBE S.H.I IF THERE NO TRAFFIC LIGHTS
- UPGRADE FOOTPATHS IN ALL THESE  
DANGEROUS INTERSECTIONS WITH SAFETY  
BARRIERS.
- WILL SETTLEMENT RD BE RAISED  
LEVEL WITH S.H.I

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WITH FIGURES

I NOTE YOU FAILED TO PROVIDE SCETCHES AND  
PHOTOS FROM THIS INTERSECTION AND <sup>YET</sup> YOU  
PRODUCED THEM FOR TAWA AVE <sup>FIG</sup> 6.2 & 6.6.

STAND UP THOSE OF YOU HERE  
WHO SOLEMELY DECLARE THAT THEY  
HAVE AND WILL DO EVERYTHING IN  
THEIR POWER TO PREVENT A  
TRAFFIC ACCIDENT FOR THIS  
CURRENT PROPOSAL - AGAIN  
PLEASE STAND UP

- WILL MOE WIDEN ~~THE~~ SETTLEMENT RD ALL THE WAY TO HAKARU AS ITS CLEARLY TOO NARROW FOR INCREASED TRAFFIC.
- WILL MOE BE TARSEALING GRAVEL RD TO HAKARU ONCE WIDENED.
- DRAINAGE NEEDS IMPROVING - OBVIOUSLY.
- AT LEAST 4 CORRUGATED IRON TYPE CULVERTS ESP NEED UPGRADING - APPROX 100 YEARS OLD.
- WILL THE SINGLE LANE BRIDGE BE UPGRADED TO 2 LANES AT HAKARU.
- WILL VALLEY RD INTERSECTION BE WIDENED AND RAISED TO MITIGATE FLOODING.
- WILL MOE BE UPGRADING ENTRANCE FROM SETT RD TO KWK/MANGAWHAI RD - WOULD IT BE A TRAFFIC ISLAND AND REMOVING THE CLAY BANKS AND TREES FOR GOOD VISIBILITY.
- WOULD FOOTPATHS BE INSTALLED AS GEMMA HAYES AND TIM ENSOR SUGGESTED LOCALS WOULD BE ATTENDING. POSSIBLY WACKING.
- WILL MOE BE UPGRADING TAWA AVE INTERSECTION WITH SETT RD. WITH 2 EXTRA TURNING BAYS EACH WAY - THIS IS ALSO MAJOR WORKS

<sup>WILL</sup> IF MANY OF THESE RECOMENDATIONS ARNT CARRIED OUT IN THE FUTURE THE LOCAL RATEPAYERS WILL HAVE TO PAY FOR THIS.

I WANT TO GIVE YOU A REAL LIFE  
SCENARIO - MUM OR DAD CANT WAKE UP  
THE CHILD IN THE MORNING - ANYONE  
BEEN THERE? YOU'RE RUNNING LATE  
THEY JUMP IN THEIR CAR AND RUSH TO  
MAKE SCHOOL/~~KURA~~ ON TIME - GO ABOVE  
SPEED LIMIT - TAKE AN INTERSECTION  
AT RISK - LOOK BACK AT THEIR CHILD  
TO ASK A QUESTION - eg HAVE YOU GOT  
YOUR BOOKS - JACKET ITAT ?? PASS ANOTHER  
VEHICLE WHEN THEY NORMALLY WOULDN'T  
CUT A CORNER ON A NARROW ROAD,  
(LIKE SETTLEMENT RD). PUSH THROUGH  
AND MAYBE EVEN BEEP THEIR HORN AT  
CARS CROSSING THE RURAL RD.

GUESS WHAT LEADS TO. AN ACCIDENT  
YOU MAY GET AWAY WITH IT BUT  
ODDS ARE UNFORTUNATELY THIS WILL  
HAVE TRAGIC OUTCOMES. - MR SHIELDS  
I SAY TO YOU - THESE OUTCOMES ARE  
REAL - YOU CANT PRESENT OFFICE FIGURES.  
WITHOUT FACING HUMAN FAILINGS.

MR SHIELDS - I SUGGEST YOUR REPORT  
IS INCOMPLETE OR I HAVN'T SEEN IT  
ALL -

FROM WHAT IVE SEEN AS AN  
UNPROFESSIONAL IN THIS AREA IT  
APPEARS I DONT UNDERSTAND YOUR  
REPORT - OR FIGURES

I SUGGEST THE EFFECTS OF TRAFFIC  
WILL BE SIGNIFACANT ESP AT PEAK  
HOURS - IN FACT DOWN RIGHT DANGEROUS.

YOUR REPORT <sup>CONTAINS</sup> ~~SAYS~~ WORDS LIKE 'LESS THAN  
MINOR EFFECT' "NEGLEGIBLE" ~~AND~~ ~~IT~~.

## TRANSPORT - ROADWORK.

MR SHIELDS ??

MR SHIELDS - DO YOU STAND  
YOU PROVIDED IN YOUR REPORT

UNDER 2%

NEGIGIBLE!

FLOWS ON TAWA AVE, S.

10%

INTERSECTIONS WITH S.H

OVER 20%

~~MANAWHATU RD.~~ 27

300%

I HAVE DONE SOME UNPRO

1000%

I'LL HAND OUT AS I SEE THE WORLD IN

REAL LIFE SCENERIOS - ~~NOT DESKTOP~~

~~ASSESSMENTS~~ YOU SUGGEST 1.9% INCREASE

IN S.H 1 TRAFFIC AND OTHER INCREASES.  
ARE NEGIGIBLE - I SUGGEST INCREASES IN PEAK

TIMES OF 325% AND 5500%.

10 YEARS TO

400 STUDENTS.

TAKE SETT RD & S.H 1 FOR EXAMPLE - AN

PAULA DOWSON

ALREADY DANGEROUS INTERSECTION - THERE

WILL BE WELL OVER 2 VEHICLES A MINUTE

TRYING TO NEGOTIATE TURNS HERE NORTH-SOUTH

AND ACROSS TO HASTIES LANE - PUKEKO'S

RIGHT AND LEFT - HAVE YOU TAKEN INTO ACCOUNT

PUAWAI ST. AND THE SCHOOL BUS STOP THERE

ALREADY - IM NOT EINSTEIN BUT ~~CARS~~

TRAFFIC WILL BE BACKED UP A LONG

WAY (WHAT'S YOUR MODELING SAY) NERVOUSLY WAITING  
TO RISK THE INTERSECTION.

PTO

10 YRS

ALSO HANDED OUT GRAPH FOR PLANNED EXPANSION



MORNINGS.

FIGURES CONSERVATIVE

15 STAFF.

32 SHUTTLES.

80 PRIVATE

127

ARE THERE

TEACHER AIDS

8

GROUND STAFF

2

CLEANERS.

2.

LOOKS AND ASSOCIATES

6.

MANAGEMENT.

2.

20  
MORE??

500% | 147. TWICE  
APPROX INCREASE ~~240%~~ A DAY.

effects such as sediment runoff to the stream can be managed through standard construction management methods such as erosion and sediment control. The S42A officer has recommended that a construction management plan is prepared prior to work commencing (which MoE is agreeable to) and the details of erosion and sediment control processes (for example) would be contained in this documentation.

- 5.42 The Ecological Assessment recommended that an ecological management plan is prepared and implemented to manage the development of the site, and the 42A report has recommended a condition requiring this be imposed. This recommendation for an ecological management plan was provided to MoE at the pre-purchase stage of this project and therefore did not have the benefit of the discussions regarding potential use of the site that have occurred since. Given MoE's approach of avoiding the most sensitive ecological areas of the site, the requirement for a broad scope ecological management plan is in my view unnecessary.
- 5.43 The ecological values of the site provide significant learning opportunities for the Kura, and provided the key value areas are avoided my opinion is that potential effects on ecological values do not present a barrier for designating the site for Educational Purposes. My opinion is also that the proposal will contribute to achieving the objective of the NPS-FM, and contribute to the maintenance of indigenous biodiversity across Aotearoa New Zealand thereby assisting to achieve the objective of the NPS-IB.

#### **Natural hazards**

- 5.44 Section 6(h) of the RMA list "the management of significant risks from natural hazards" as a matter of national importance. The KDC planning maps do not identify the site as being subject to any particular natural hazard risk. Through the site selection and purchase phase of this project, MoE commissioned a geotechnical assessment that was included with the NoR. This looked at ground / slope stability and made recommendations for developing the site. This report did not identify any significant natural hazard risk, and the S42A officer notes that the KDC engineer confirms this assessment is acceptable.
- 5.45 Based on the lack of evidence to suggest there are significant natural hazard risks at the site, my opinion is that natural hazard risk does not provide an impediment to designating the site for Educational Purposes.

#### **Traffic**

- 5.46 The introduction of a traffic generating activity such as a Kura has the potential to adversely affect the ability "To maintain a safe and efficient Transport Network..." as is envisaged through Objective 11.5.1 of the KDP.

- 5.47 The KDP also provides traffic related guidance for activities through several policies. These are:

*Policy 2.5.11 - By requiring land use, development, and subdivision to provide adequate reserves, utilities and transport connections, at the outset of development.*

*Policy 11.6.2 - By managing land use, vehicle access and traffic management controls, road maintenance and improvement programmes based on the purposes of the road.*

- 5.48 A number of submitters raise transportation related effects including safety concerns on Settlement Road and its intersections,<sup>13</sup> increased traffic causing delays,<sup>14</sup> stock safety concerns, concerns with parking, pick up and drop off,<sup>15</sup> and the suitability of the road network to accommodate increase traffic. There are also a significant number of submissions that support the NoR due to its location being much more accessible than the current location at Orawharo.

- 5.49 The Integrated Traffic Assessment (ITA) and the evidence of Mr Colin Shields concludes that the traffic generated by the Kura can be accommodated on the existing transport network without upgrade both from a network capacity and network safety perspective. Mr Shields summarises a number of transport measures such as pick up and drop off facilities and concludes that the site is suitable to accommodate these, and that there is appropriate access and egress to the site. He also concludes that onsite pick up and drop off facilities will avoid concerns raised by submitters in relation to activities occurring on Tawa Avenue

- 5.50 On advice from KDC engineers, the S42A officer has recommended that a Safe System Assessment (SSA) is required at the Settlement Road/Tawa Avenue intersection as part of the Outline Plan. As the ITA did not identify any network capacity or safety issues, Mr Shields is of the view that a SSA is not required for this intersection.

- 5.51 Based on the conclusions within the ITA and in Mr Shields' evidence, my opinion is that designating the site for Educational Purposes will not compromise the ability to maintain a safe and efficient Transport Network and achieve Objective 11.5.1. At the outset of the development, MoE has through the ITA, considered the proposed land use (for a kura) in the context of the transport network, and concluded that the surrounding transport network is adequate as directed by Policy 2.5.11. Overall, it is my view that transport safety and efficiency does not pose a barrier to designating the site for the intended purpose.

- 5.52 Based on Mr Shields' evidence regarding a SSA, I have not included a designation condition requiring a SSA as part of the Outline Plan in **Annexure 2**.

## **6 Assessment against ss 171(1)(b) and (c) of the RMA**

### **Section 171(1)(b) of the RMA - alternatives**

- 6.1 Under s 171(1)(b) of the RMA a territorial authority must have particular regard to whether adequate consideration of alternative sites, routes or methods for undertaking works only if:

- (a) the requiring authority does not have an interest in the land sufficient for undertaking the works; or

<sup>13</sup> For example: Fiona, Ian and Greg Hunter, Elizabeth Magdalene Thaisen, and Sydney Wayne Leslie and Linda Elizabeth Leslie

<sup>14</sup> For example: Peter Nicholas Bull

<sup>15</sup> For example: Barry Thomas Lee and Anna Catherine Lee

MR SHIELDS  
EVIDENCE  
IS  
FLAWED.