

Before the Independent Hearings Panel At Masterton

Under the Resource Management Act 1991 (the Act)

In the matter of a request by Welhom Developments Limited to Masterton District Council for a private plan change to the Combined Wairarapa District Plan

Between **Welhom Developments Limited**
Requestor

And **Waka Kotahi NZ Transport Agency**
Submitter

Summary statement of evidence of Emma Speight for Waka Kotahi NZ Transport Agency

Dated 10 March 2023

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SUMMARY

- 1 My full name is Emma Katharine Speight. I am employed by Waka Kotahi NZ Transport Agency (Waka Kotahi) as the Director Regional Relationships for the Wellington Region and Top of the South Island.
- 2 My evidence outlines the statutory functions and obligations of Waka Kotahi and some of the aspects of the wider transport planning system, such as the Government Policy Statement. A key intersection, Cashmere Oaks and State Highway 2, will be impacted by conversion of the Site to a residential zone and its subsequent development.
- 3 I have read the Section 42A Report and understand that the Plan Change does not propose to upgrade transport infrastructure in the area and that traffic safety experts for Waka Kotahi have a different view of the safety implications of future development compared to the traffic safety experts for the Requestor. The key outcomes sought by Waka Kotahi in relation to the Plan Change have consistently been as follows:
 - a To ensure safe and appropriate roading infrastructure that aligns with local and central government strategies such as the NPS-UD, GPS and regional policy direction.
 - b Development is allowed where the effects on the transport network can be, and will be, avoided, remedied or mitigated by developers at their cost without putting pressure on public funding. The Requestor does not intend to mitigate the traffic effects or address transport issues directly, or establish a clear pathway in the District Plan to require these outcomes.
 - c The ways in which public funding is made available for transport infrastructure upgrades and transformation is understood and decisions affecting transport infrastructure consider these implications.
- 4 Waka Kotahi is supportive of housing developments, providing the development demonstrates it is consistent with the relevant government strategies and invests in appropriate and safe transport infrastructure to mitigate any adverse effects.
- 5 Overall, Waka Kotahi is not fundamentally opposed to additional development pushing the northern extent of the Masterton urban boundary further northwards if it is needed, so long as transport infrastructure is provided to meet the needs of the future community that will live and work there. I note that in the earliest of advice to Welhom/Summerset, and prior to discussing any potential for speed

management, Waka Kotahi identified infrastructure upgrades to the Intersection as a necessary step in response to additional development.

- 6 The concerns outstanding in relation to the Plan Change are therefore as follows:
 - a There is ongoing urban development without any integrated transport infrastructure options in place;
 - b Significant traffic and transport safety issues arise as a result of the increase in development at this location, including for pedestrians and cyclists.
 - c It appears that ongoing development at this location without a safety intervention will continue an unwelcome trend of the Wellington Region having a high rate of deaths and serious injuries.
 - d There is no identified public project to improve infrastructure, which development now will put significant financial pressure on road controlling authorities for future upgrade works (which are not currently required).
 - e A significant urban development at this location is at odds with the One Network Framework.
- 7 Making further changes to the speed requires changes to the road environment first and, if this is done, Waka Kotahi could support changes to the speed. The speed of SH2 in the vicinity of the Intersection is expected to change from 100km/h to the Safe and Appropriate Speed of 80km/h through the implementation of the Interim Speed Management Plan. No, or very little, infrastructure change is required to make this change.
- 8 Conversely, a 50km/h speed limit will require an infrastructure change.¹ An intersection upgrade would enable a speed reduction to be considered in the upcoming Speed Management Plan scheduled for implementation from 2024.
- 9 Waka Kotahi faces significant funding pressures and any investment in this corridor must have a business case, be regionally prioritised and then demonstrate a high level of contribution to national goals. As none of this work

¹ such as intersection upgrade, footpaths, bike lanes, kerb and channel, street lighting.

has been done to date, NLTF investment would be unlikely in the current and next NLTP periods.

Emma Speight

10 March 2023