

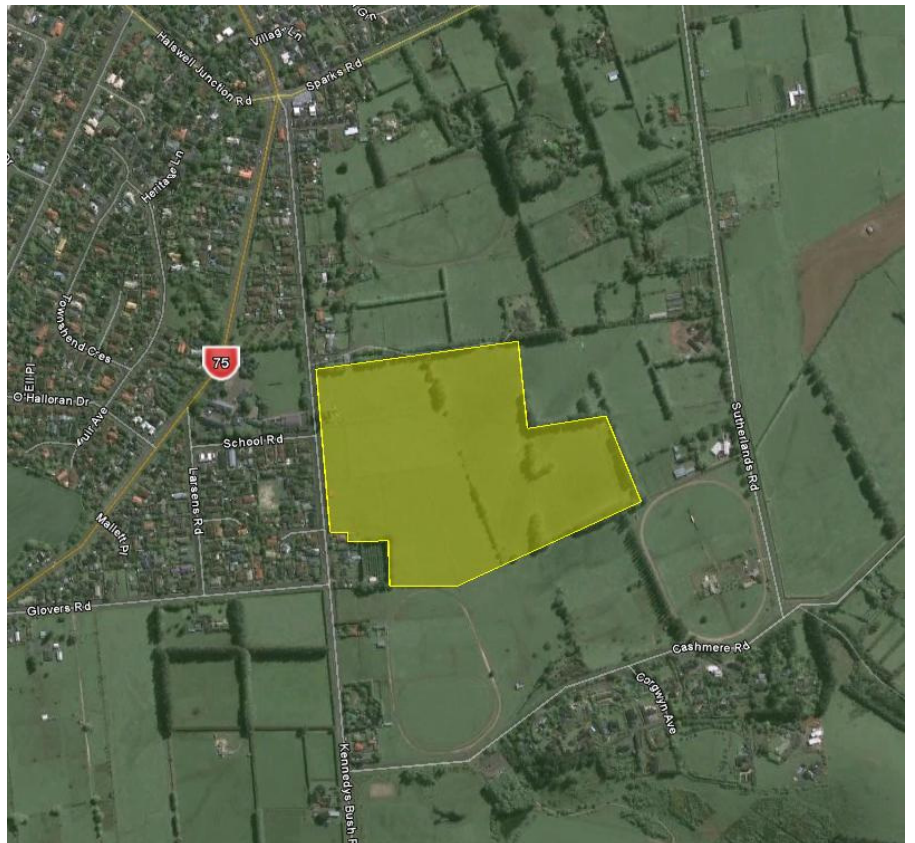
# Traffic Impact Assessment Kennedys Bush Road, Christchurch

**April 2010**

**Christchurch City Council**

Reference: 177004

Status: Final



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### **APPENDIX A: Reported Crash Listing**

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## INTRODUCTION

1. The following traffic assessment relates to a proposal to subdivide approximately 16 ha of Living 1 and Rural 2 zoned land into 27 residential lots and one balance lot in Halswell, Christchurch. A resource consent application has been prepared and lodged with the Christchurch City Council and this traffic engineering assessment will accompany the resource consent application and be included as part of it.
2. The following traffic impact assessment will:
  - Briefly describe the site locality;
  - Describe the traffic environment in the vicinity of the site;
  - Summarise the traffic related components of the proposal;
  - Comment on the traffic related District Plan non-compliances with the proposal;
  - Provide a traffic generation estimate for the proposed development, and;
  - Provide an assessment of effects in relation to the traffic aspects of the proposal, including the effect of site generated traffic on the adjoining road network.

## SITE LOCALITY

3. The application site is located on the east side of Kennedys Bush Road on the south east fringe of the suburb of Halswell, Christchurch. The site is identified as 91 Kennedys Bush Road and is legally described as Lot 12 DP 2380 and Lot 2 DP 81394. The site occupies an area of approximately 16.3 ha. Figure 1 below shows the site location.

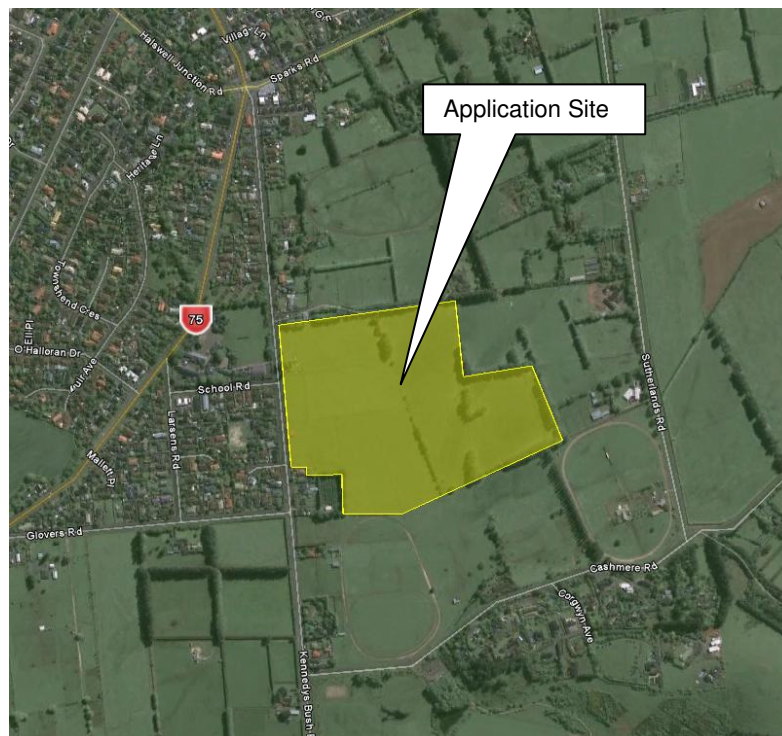


Figure 1: Site Locality

## TRAFFIC ENVIRONMENT

### Kennedys Bush Road

4. Kennedys Bush Road is classified as a local road in the in the Council's roading hierarchy except for a short section to the south of the application site between Glovers Road and Cashmere Road which is classified as a collector road. South of Glovers Road, Kennedys Bush Road forms part of the identified route to the popular Halswell Quarry recreation area and the residential areas beyond.
5. South of School Road, Kennedys Bush Road has a 12m carriageway width providing a single traffic lane in each direction delineated by a marked centreline. Kerb and channel plus a 1.5m wide footpath is provided on the west side of the road only. North of School Road, Kennedys Bush Road has a 13m carriageway width with kerb and channel plus footpaths on both sides of the road. Figures 2 and 3 below show the general formation of Kennedys Bush Road in the vicinity of the site.
6. Kennedys Bush Road is not part of the Council's regular traffic count program however records indicate that a one-off count of Kennedys Bush Road was undertaken by the Council in December 2007 at which time an average volume of around 860 vehicles per day north of School Road was recorded. Council records also include reference to an earlier one-off count from September 2005 that recorded a higher volume of around 1050 vehicles per day on Kennedys Bush Road south of School Road. The lower volume north of School Road could be partially due to the fact that Kennedys Bush Road is a No Exit street north of School Road (although vehicles can turn left into the northern end of Kennedys Bush Road from Sparks Road).



Figure 2: Kennedys Bush Road (view looking south from School Rd)



Figure 3: Kennedys Bush Road (view looking north from School Rd)

### School Road

7. School Road intersects with Kennedys Bush Road opposite the application site and connects through to Larsens Road approximately 60m south of Halswell Road (SH75). School Road is classified as a local road in the Council's roading hierarchy and is formed with a 12m carriageway with footpaths and kerb and channel on both sides of the road. The intersections of School Road with Kennedys Bush Road and Larsens Road are uncontrolled. The general formation of School Road is shown in Figure 4 below.



Figure 4: School Road (view looking west from Kennedys Bush Rd)

8. As with Kennedys Bush Road, School Road is not part of the Council's regular traffic count program however records indicate that a one-off count was undertaken by the Council in

September 2005 which recorded an average volume of around 1240 vehicles per day west of Kennedys Bush Road

#### Larsens Road and Halswell Road (SH75)

9. As mentioned above, School Road connects through to Larsens Road and Halswell Road (SH75). This route is likely to be the preferred route for northbound site generated traffic as will be discussed later in this report.
10. Larsens Road is also classified as a local road in the Council's roading hierarchy and is constructed to a similar standard as School Road. Figure 5 below shows the general formation of Larsens Road, as well as the approach to the Halswell Road (SH75) intersection which is controlled with Stop signs and markings against Larsens Road.



Figure 5: Larsens Road (view looking north from School Rd towards Halswell Road SH75)

11. There is no available traffic count data for Larsens Road however, based on the Council traffic count data for School Road, it is estimated that Larsens Road carries around 1400 vehicles per day south of Halswell Road (SH75).
12. Halswell Road is classified as a minor arterial road in the Council's road hierarchy and forms part of State Highway 75. The City Plan identifies the function of minor arterial roads as providing connections between major arterial roads and inter-connecting the major rural, suburban, commercial and industrial areas. As such, Halswell Road provides an integral link between Christchurch city and Halswell along with further towns to the south and settlements on Banks Peninsula.
13. NZTA's February 2010 traffic count data indicates that Halswell Road (SH75) south of Glovers Road carries an average weekday volume of around 8300 vehicles per day with distinct AM and PM commuter peaks of around 800 vehicles per hour exhibited. As would be expected, there is a northbound bias evident in the AM peak and a less pronounced southbound bias in the PM peak.
14. The average volume on Saturdays is around 8400 vehicles per day while the Sunday average is slightly lower at around 7500 vehicles per day. On the weekends, traffic volumes sharply increase during the late morning to around 700 vehicles per hour and continue through the

afternoon before dropping off sharply again after 5:00pm. During the weekends there is a noticeable southbound bias in the morning associated with people taking day-trips to destinations on Banks Peninsula, and then a northbound bias in the late afternoon as people return to Christchurch.

15. The traffic patterns described above are illustrated in Figures 6 and 7 below.

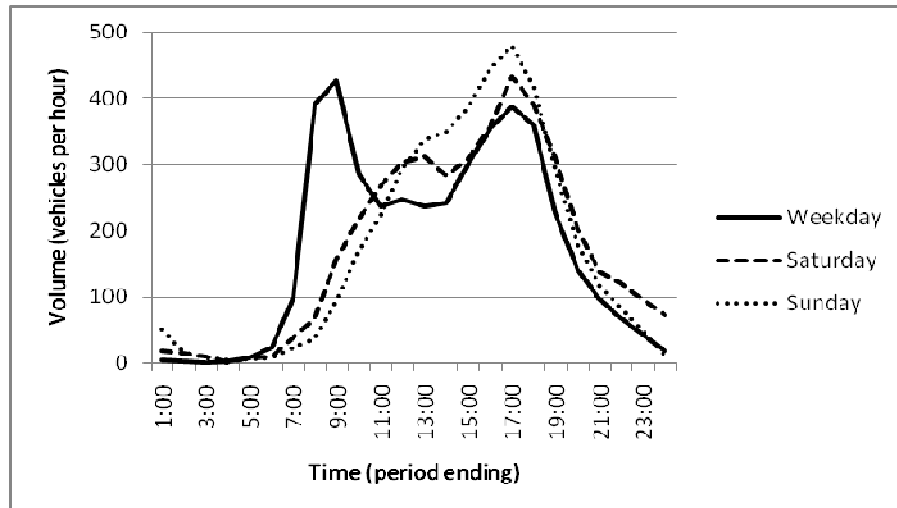


Figure 6: Halswell Road (SH75) Northbound Traffic Volume

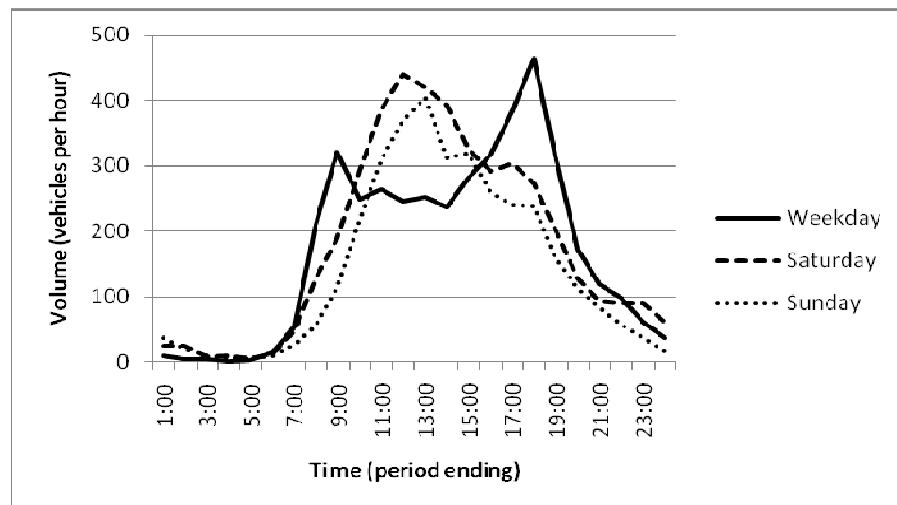


Figure 7: Halswell Road (SH75) Southbound Traffic Volume

### Glovers Road

16. Glovers Road connects Kennedys Bush Road with Halswell Road (SH75) and also forms part of the identified route to the popular Halswell Quarry recreation area. Glovers Road is classified as a collector road in the Council's roading hierarchy and is constructed to similar standards as Kennedys Bush Road with a footpath and kerb and channel on the north side of the road only.
17. The intersection of Glovers Road with Kennedys Bush Road has been realigned to give priority to vehicles turning between Glovers Road and the southern section of Kennedys Bush

Road. The northern Kennedys Bush Road approach to the intersection has been narrowed, and is controlled with Give Way signs and markings. Figures 8 and 9 on the following page show the Glovers Road and northern Kennedys Bush Road approaches to the intersection.



Figure 8: Glovers Road (view looking east towards Kennedys Bush Rd)



Figure 9: Kennedys Bush Road (view looking south towards Glovers Rd)

18. As with Kennedys Bush Road, Glovers Road is not part of the Council's regular traffic count program however records indicate that a one-off count was undertaken by the Council in September 2005 which recorded an average volume of around 1110 vehicles per day west of Kennedys Bush Road.

## Mapledale Place

19. Mapledale Place is a short 60m local road cul-de-sac that extends west from Kennedys Bush Road near the south west corner of the application site. The intersection of Mapledale Place and Kennedys Bush Road is uncontrolled.

## Traffic Safety

20. A search of the NZTA Crash Analysis System (CAS) database reveals there have been only two reported crashes on Kennedys Bush Road in the immediate vicinity of the site in the last five years.
21. The first of these crashes occurred at the intersection of Glovers Road and involved a car and cyclist which resulted in serious injury to the cyclist. While the CAS data suggests that the northbound car failed to give way to a cyclist merging from the left, a review of the actual police crash report indicates that the car was continuing north on Kennedys Bush Road (effectively undertaking a right turn into the north section of Kennedys Bush Road) and failed to give way to a cyclist turning right from Glovers Road into Kennedys Bush Road. The CAS database notes that sun strike was a contributing factor however the police crash report also notes that the car windows were fogged up which may have been a contributing factor also.
22. The second crash was a non-injury crash involving an eastbound car on Mapledale Place that missed the intersection with Kennedys Bush Road and hit the fence on the opposite side of the road. The CAS data notes that the driver accidentally put his foot on the accelerator instead of the brake however the police crash report also notes that the driver had previously accelerated heavily when turning around at the head of the cul-de-sac.
23. A wider search of CAS for the same period reveals that there have been a further nine reported crashes on Kennedys Bush Road (near the intersection with Cashmere Road), Halswell Road and Larsens Road. These crashes, plus the two crashes described in the preceding paragraph, are illustrated in Figure 10 below and summarised in Appendix A to this report.

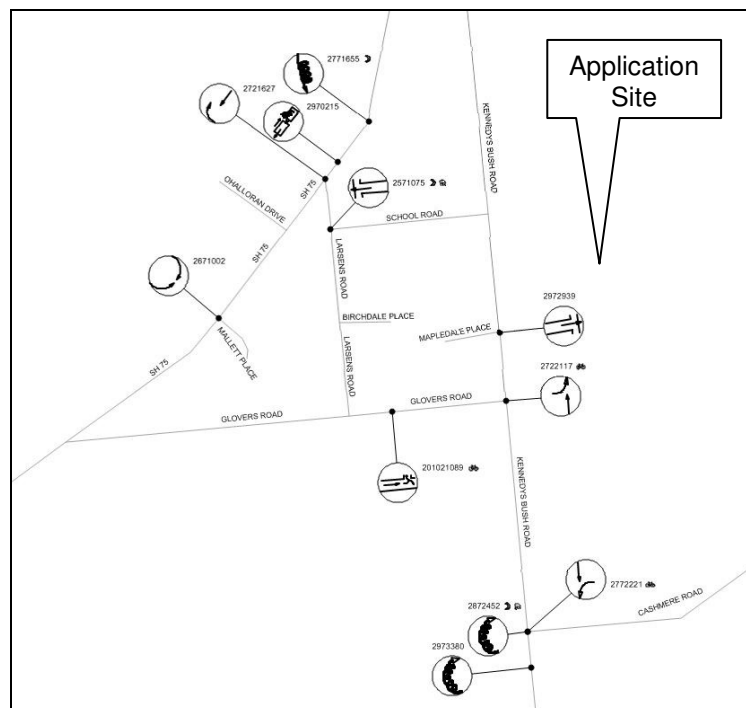


Figure 10: Reported Crashes (2005-2010)

24. There are no apparent trends in the location or type of reported crashes that suggest inherent deficiencies in the design of the road network in the vicinity of the site. Rather, the crashes are mostly unrelated events resulting from driver error.

### **THE PROPOSAL**

25. The proposal is described in detail in the resource consent application, however the traffic related elements of the proposal can be summarised as follows:
- Subdivision of the application site to provide 27 residential allotments ranging in size from 1627m<sup>2</sup> to approximately 1.3 ha, plus a 3.3 ha balance lot at the eastern end on the application site.
  - The proposed allotments will be accessed via a new loop road through the site with a narrower cross connection located mid-way along the loop road plus a short cul-de-sac extending south from the proposed loop road.
  - The northern end of the proposed loop road will intersect with Kennedys Bush Road directly opposite School Road to form a cross junction intersection.
  - The southern end of the proposed loop road will intersect with Kennedys Bush Road 130m further south to form a new T junction intersection 30m north of the Mapledale Place intersection.
  - The applicant will contribute to the upgrading of the east side of Kennedys Bush Road (including the construction of kerb and channel plus a footpath) in accordance with City Plan requirements.
26. The road layout of the proposed subdivision design (illustrated in Figure 11 on the following page) is consistent with possible future roading and infrastructure development as identified in the Council's South West Area Plan, in particular the eastern end of the loop road which has been designed to follow the alignment and necessary formation widths of an indicative new collector road through this end of the site along with the 3.3 ha balance lot which will allow for the continuation of the future collector road through the site.



Figure 11: Proposed Subdivision Layout

27. In terms of site generated traffic it is estimated that the site will generate around 270 vehicle trips per day based on an average of 10 vehicle trips per day per residential dwelling.

### **CITY PLAN COMPLIANCE ASSESSMENT**

28. The application site is predominantly zoned *Rural 2* in the Christchurch City Plan except for a 50-60m wide strip along the entire Kennedys Bush Road frontage which is zoned *Living 1*. The proposal has been assessed against the traffic related development and critical standards of the City Plan and full compliance is achieved with these rules.

### **ACTIVITY STATUS**

29. Despite full compliance with the traffic related development and critical standards as noted above, the overall activity status is **non-complying** as a result of not meeting the minimum lot size permitted in the Rural 2 zone.

### **ASSESSMENT OF ROAD NETWORK EFFECTS**

30. The above activity status allows all potential effects to be considered. The key traffic related aspects of the proposal are road and intersection design, traffic generation and the effect of site generated traffic on the adjoining road network.

### Road Design

31. The internal road network within the proposed subdivision fully complies with the width requirements of the City Plan. In addition, as noted earlier, the road layout of the proposed subdivision design is consistent with possible future roading and infrastructure development as identified in the Council's South West Area Plan, in particular the eastern end of the loop road which has been designed to follow the alignment and necessary formation widths of an indicative new collector road through this end of the site.

### Intersection Design

32. There are three proposed T-junction intersections within the proposed subdivision. The horizontal alignment of the proposed roads is such that most sight lines at the proposed intersections exceed the minimum Austroads safe intersection sight distance (SISD) of 105m for a 60 kph urban speed environment. The exception to this is visibility to the right when exiting the proposed cul-de-sac and the northern end of the cross connection through the middle of the loop road. In these situations, the available sight lines are still in accordance with the minimum 55m approach sight distance (ASD) recommended in the Austroads Guide for a 60 kph speed environment.
33. In terms of intersection spacing there are no specific rules in the City Plan however design guidance is given in the Council's Infrastructure Design Standards (IDS)<sup>1</sup>. The IDS recommends a minimum off-set (centreline to centreline) of 40m for local road intersections. As noted earlier, the intersection of the southern end of the proposed loop road and Kennedys Bush Road is approximately 30m north of Mapledale Place. The off-set between the proposed cul-de-sac and the southern end of the loop road through connection is also approximately 30m.
34. One of the reasons for having minimum intersection spacing requirements is to avoid situations where vehicles signalling their intention to turn into an intersection are mistaken by other following or approaching vehicles to be turning into a different intersection. This situation however does not arise when the intersections are on opposite sides of the through road as is the case with this proposal. For this reason, and given the very modest traffic volumes involved, the spacing of the proposed T-junction intersections is considered appropriate.
35. The key road and intersection design issue is the alignment of the northern end of the proposed loop road which results in the establishment of a cross junction intersection at the existing T-junction intersection of Kennedys Bush Road and School Road. Most design guidelines recognise that cross junction intersections are less desirable than T-junctions unless designed to prevent high speed crossing manoeuvres by limiting the crossing speed or requiring minor road traffic to give way and provide major road traffic to proceed unimpeded.
36. High traffic speeds are more of a concern in rural cross junction situations rather than urban situations such as this. It will be important to emphasize the priority at the proposed cross junction intersection. This can be achieved through the installation of Give Way signs and markings against School Road and the proposed loop road and possibly assisted through the use of threshold treatments on these roads also. It is also understood that the client has already been involved in discussions with the Council regarding the possible installation of a traversable roundabout at this intersection, and the Council has agreed in principle. Detailed design of the intersection will be undertaken in consultation with the Council.

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<sup>1</sup> The Council's IDS replaced the earlier Code of Urban Subdivision.

## Traffic Generation and Distribution

37. The proposal is estimated to generate around 270 vehicle trips per day based on an average of 10 vehicle trips per day from each of the proposed 27 residential allotments. Distribution scenarios have been developed for the AM and PM peak periods based on the following assumptions.

- Each allotment will generate 1 vehicle trip in each of the AM and PM peak periods.
- 80% of site generated traffic in the AM peak will be outbound.
- 80% of site generated traffic in the PM peak will be inbound.
- Site generated traffic will be evenly distributed over the two ends of the proposed loop road.
- All outbound traffic will head to northern destinations<sup>2</sup> via Kennedys Bush Road, School Road, Larsens Road and Halswell Road (SH75).
- 60% of inbound traffic will arrive from the north via Halswell Road (SH75), Larsens Road, School Road and Kennedys Bush Road.
- 40% of inbound traffic will arrive from the north via Sparks Road and Kennedys Bush Road.

38. Figure 12 on the following page shows additional site generated traffic at nearby intersections based on the above distribution assumptions.

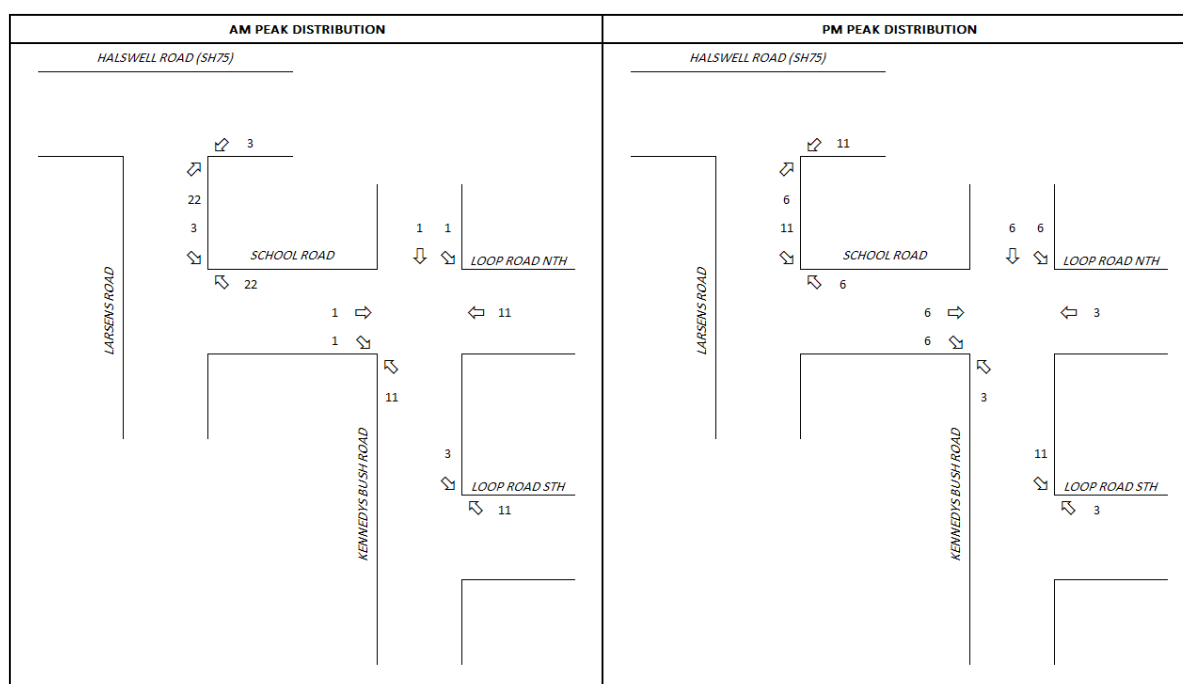


Figure 12: AM and PM Peak Site Generated Traffic Distribution

<sup>2</sup> While it is recognised that some site generated traffic may occasionally head south, the northern destination assumption adopted for the purpose of this assessment conservatively loads right turns onto Halswell Road (SH75).

39. In assessing potential effects of site generated traffic it is important to consider the permitted baseline level of traffic generation and likely distribution. As noted earlier, the Kennedys Bush Road frontage of the application site is zoned Living 1 for a depth of around 50-60m with the remainder of the site zoned Rural 2. An indicative subdivision plan has been developed to show that the site could potentially be developed with 24 complying Living 1 allotments and 3 complying Rural 2 allotments, giving a total of 27 allotments.
40. There is no difference therefore in traffic generation between the proposed development and a permitted baseline development. In terms of traffic distribution, the permitted baseline development would result in different movement patterns at the Kennedys Bush Road / School Road intersection but would still result in the same overall volume of additional traffic. At the intersections of Larsens Road with School Road and Halswell Road (SH75), as well as the intersection of Kennedys Bush Road with Sparks Road, there would be no difference in traffic volumes or turning patterns between the proposed development and a permitted baseline development.
41. Regardless of the permitted baseline consideration, a quick analysis using SIDRA Intersection modelling software was undertaken. Owing to the absence of actual intersection count data the following assumptions were adopted in the SIDRA analysis.
- An AM peak volume of 210 vehicles per hour on Larsens Road (based on 15% of the earlier 1400 vpd estimate)
  - 80% outbound bias
  - 90% bias to the north
42. Based on the assumptions above, vehicles exiting Larsens Road currently experience average delays of around 21 seconds with a corresponding level of service LOS C. The addition of 22 vehicles per hour estimated to be generated by the proposal only slightly increases the average delay to around 23 seconds with no change to the level of service. As such, the proposal will have a negligible effect on the efficiency of the State Highway and is unlikely to increase the potential for crashes associated with increased delays causing frustrated drivers to take unnecessary risks when turning onto the State Highway.
43. In terms of effects on the local road network, all roads in the vicinity of the site have ample spare capacity to accommodate the estimated level of additional site generated traffic. In terms of amenity effects associated with this additional site generated traffic, the estimated daily and peak hour volumes are likely to be within daily fluctuations of existing traffic flows and will therefore be imperceptible in the context of the ambient traffic environment.

## **OBJECTIVES AND POLICIES**

44. Volume 2, Section 7 of the City Plan contains the objectives and policies relating to transport. The following objectives and policies are of particular relevance to this proposal:

### **Objective : Road Network**

- 7.2 *An efficient and effective road network that allows the City to function and develop with minimal conflict between land uses, traffic and people.*

*Policies: Planning the network*

*7.2.2 To protect the function of the road network and the environment of adjacent land uses from the adverse effects of high traffic generators.*

45. The transportation objectives and policies in the City Plan seek to provide for an efficient and effective road network that allows the City to function and develop with minimal conflict between land uses, traffic and people.
46. The preceding assessment has demonstrated that the proposal will have a negligible effect on the continued safe and efficient operation of the adjoining road network and has been designed to integrate with possible future roading and infrastructure development identified in the Council's South West Area Plan.

Objective : Public Transport

*7.3 Recognition of the public transport needs of people throughout the City and provision for meeting those needs.*

*Policies: Planning*

*7.3.3 To plan and develop an efficient pattern of public transport routes and associated terminus facilities which best serve the public's needs.*

47. The application site is well served by public transport services with both the #7 (Halswell) and #77 (Kennedys Bush) bus routes using Kennedys Bush Road, Glovers Road, School Road, Larsens Road and Haswell Road (SH75). (bus) pass the site and stop alongside the site. All of the proposed residential allotments will be within 500m of these bus routes in accordance with the Council's public transport strategy.

Objective : Cyclists

*7.4 Provision for the safe movement of cyclists including and actively encouraging cycling as a means of transport.*

*Policy: Links in subdivisions*

*7.4.2 To require the inclusion of safe cycle links, where appropriate, in new subdivisions.*

48. Given the relatively small number of proposed allotments and the modest traffic volumes that will be carried on the proposed roads, cyclists will be able to safely share the roadway with vehicular traffic. Along the south side of the northern loop road section however, it is proposed to provide a separate shared cycle/pedestrian path. The proposed subdivision layout also provides convenient linkages through low volume local roads to existing commuter and recreational cycle routes along Halswell Road (SH75).

Objective : Pedestrians

*7.5 The safe movement of pedestrians in a pleasant environment.*

*Policy: Links in subdivisions*

*7.5.2 To require the inclusion of safe pedestrian links, where appropriate, in new subdivisions and developments.*

49. Footpaths and pedestrian connections will be provided in accordance with the City Plan requirements for new roads. In addition, the eastern side of Kennedys Bush Road will be upgraded with a kerb and footpath in association with this proposal.

### **REGIONAL POLICY STATEMENT : PC 1**

50. Regard has also been had to the Regional Policy Statement and Proposed Change 1 to the Regional Policy Statement. The traffic related objectives and policies relevant to this proposal are:

#### ***Objective 7: Integration of Transport Infrastructure and Land Use***

*Transport infrastructure is integrated with development and settlement patterns to reduce network congestion, reduce dependency on private motor vehicles, reduce emission of contaminants to air and energy use, promote the use of active transport modes and facilitate the movement of goods and provision of services in Greater Christchurch.*

and

#### ***Policy 7: Development Form and Design***

*Development of Activities in Greenfields, Intensification Areas, and Key Activity Centres should give effect to urban design best practice. The principles of the Urban Design Protocol (Ministry for the Environment, 2005) shall be observed when preparing or assessing any urban development and the following matters shall be provided for (as applicable):*

- *good safe connectivity within the area, and to surrounding areas, by a variety of transport modes, including motor vehicles, cycling pedestrian and public transport, and provision for easy and safe transfer between modes of transport;*
- *location within walkable distance to, community, social and commercial facilities;*
- *provision for effective, efficient and attractive walk and cycleway, preferably integrated with open space and stormwater detention areas, within, across, and linking beyond the area;*
- *provision for a range of areas of residential densities and lots, with higher residential densities located within walking distance of Key Activity Centres and commercial centres;*
- *provision for the protection of surface and groundwater quality, including appropriate stormwater management facilities to avoid downstream flooding and to preserve or enhance water quality;*
- *provision for sufficient and integrated open spaces and parks to enable people to meet their recreation needs, with higher levels of public open space for areas of higher residential densities;*
- *protection and enhancement of significant natural, ecological, landscape and historic heritage features;*
- *show how other adverse effects on the environment are to be avoided, remedied or mitigated;*
- *a high standard of visual interest and amenity;*
- *people's health and well-being through good building design, including energy efficiency and the provision of natural light;*
- *effective and efficient use of existing and new infrastructure networks.*

#### **Policy 9: Transport Effectiveness**

- (a) *Development of Greenfield Development Areas, Intensification Areas and Key Activity Centres, shall avoid overloading existing transport network infrastructure, particularly strategic roads, and avoid detracting from the primary through-traffic function of state highways and arterial roads;*  
*Explanation*

51. Essentially the above objective and policies seek to minimise effects on the existing road network by avoiding unnecessarily high volumes of site generated traffic and/or inefficient integration between land development and the existing road network. One of the key methods identified to achieve this is by providing for and encouraging the use of public transport and active transport modes. In this regard it is emphasized that the application site is well located to take advantage of two existing high-frequency bus routes and the established commuter/recreational cycle route along Halswell Road.
52. Pedestrian facilities will be provided along the proposed internal roads of the subdivision in accordance with City Plan design standards. The upgrading of the east side of Kennedys Bush Road will then connect these footpaths to the existing footpath which presently stops just north of the application site. The proposed development will therefore be provided with safe and convenient pedestrian connections to the nearby schools, recreational and commercial facilities within easy walking distance of the site.
53. In terms of effects on the existing road network, the proposal is estimated to generate a very modest traffic volume that is identical to the volume that could be generated from a permitted baseline development of the site. SIDRA analysis has confirmed that the additional site generated traffic will have a negligible effect in terms of additional delays at the intersection of Larsens Road and Halswell Road (SH75) with no corresponding loss in the existing level of service.
54. Overall, it is considered that the proposal is consistent with the traffic related objectives and policies of the Regional Policy Statement and Proposed Change 1 to the Regional Policy Statement.

## **SUMMARY AND CONCLUSION**

55. The proposal relates to the proposed subdivision of approximately 16 ha of Living 1 and Rural 2 zoned land in Halswell, Christchurch to create 28 residential lots.
56. The proposed subdivision layout and road design fully complies with all traffic related rules in the City Plan and is generally consistent with the Council's Infrastructure Design Standards. In addition, the proposed subdivision design is consistent with possible future roading and infrastructure development identified in the Council's South West Area Plan.
57. The road network in the vicinity of the site has ample spare capacity to accommodate the estimated site generated traffic volume of 270 vehicle trips per day with negligible effects on the continued safe and efficient operation of existing network connections including the intersection of Larsens Road with Halswell Road (SH75).
58. The proposal is consistent with all relevant traffic related objectives and policies of the City Plan and the Regional Policy Statement.
59. For the above reasons, the traffic related effects of this proposal are considered to be negligible.

## APPENDIX A: REPORTED CRASH LISTING

ID	Location	Date / Time	Movement	Causes	Conditions	Injury
201021089	Glovers Rd 60m E Larsens Rd	Sat 23 Jan 10 1:48pm	CYCLIST1 (Age 68)EBD on GLOVERS ROAD hit CAR2 doing driveway manoeuvre	CYCLIST1 suddenly swerved to avoid vehicle ENV: entering or leaving private house / farm	Road: Dry Light: Overcast Weather: Fine	Serious (1)
2973380	Kennedys Bush Rd 50m S Casmere Rd	Fri 4 Sep 09 4:00pm	CAR1 NBD on KENNEDYS BUSH ROAD lost control turning right, CAR1 hit Fence, Other on right hand bend	CAR1 too fast entering corner, lost control when turning, new driver showed inexperience	Road: Dry Light: Bright sun Weather: Fine	No
2772221	Kennedys Bush Rd / Cashmere Rd Intersection	Sun 1 Jul 07 2:45pm	CYCLIST1 SBD on KENNEDYS BUSH ROAD hit CYCLIST2 merging from the left	SUV3 failed to give way when turning to non-turning traffic, defective vision	Road: Dry Light: Overcast Weather: Fine	No
2872452	Kennedys Bush Rd / Cashmere Rd Intersection	Wed 16 Jul 08 11:55pm	CAR1 NBD on KENNEDYS BUSH ROAD lost control turning right, CAR1 hit Post Or Pole on right hand bend	CAR1 too fast entering corner, showing off wheelspins etc	Road: Wet Light: Dark Weather: Light rain	No
2722117	Kennedys Bush Rd / Glovers Rd Intersection	Sat 12 May 07 2:45pm	CAR1 NBD on KENNEDYS BUSH ROAD hit CYCLIST2 (Age 50)merging from the left	CAR1 failed to give way ENV: dazzling sun	Road: Dry Light: Bright sun Weather: Fine	Serious (1)
2972939	Kennedys Bush Rd / Mapledale Pl Intersection	Mon 13 Apr 09 3:15pm	CAR1 EBD on MAPLEDALE PLACE missed inters or end of road, CAR1 hit Other	CAR1 wrong pedal	Road: Dry Light: Overcast Weather: Fine	No
2571075	Larsens Rd / School Rd Intersection	Sat 9 Apr 05 1:32am	CAR1 WBD on SCHOOL ROAD missed inters or end of road, CAR1 hit Fence		Road: Wet Light: Dark Weather: Light rain	No
2771655	Halswell Rd (SH75) 100m N Larsens Rd	Sun 27 May 07 2:46am	SUV1 SBD on SH 75 lost control; went off road to left, SUV1 hit Fence, Post Or Pole	SUV1 alcohol test above limit or test refused, lost control, fatigue due to lack of sleep	Road: Dry Light: Dark Weather: Fine	No
2970215	Halswell Rd (SH75) 30m N Larsens Rd	Wed 4 Feb 09 11:20am	load or trailer from CAR1 SBD on SH 75	CAR1 suddenly braked	Road: Dry Light: Overcast Weather: Fine	No
2721627	Halswell Rd (SH75) / Larsens Rd Intersection	Wed 21 Mar 07 2:52pm	CAR1 SBD on SH 75 hit CAR2 turning right onto SH 75 from the left	CAR2 failed to give way at stop sign, didnt see/look when required to give way to traffic from another direction, new driver showed inexperience	Road: Dry Light: Bright sun Weather: Fine	Minor (1)
2671002	Halswell Rd (SH75) / Mallett Pl Intersection	Sat 8 Apr 06 12:05pm	BUS1 NBD on SH 75 swinging wide hit CAR2 head on	BUS1 swung wide on bend	Road: Dry Light: Bright sun Weather: Fine	No