

Before an Independent Hearing Commissioner at Hurunui District Council

under: the Resource Management Act 1991

in the matter of: application RC210098 for land use consent to install
and operate a Gravity-Based Recreation Activity within
the Conical Hill Reserve, Hanmer Springs

between: **Hanmer Springs Thermal Pools & Spa**
Applicant

and: **Hurunui District Council**
Consent Authority

Joint witness statement in relation to a potential Section 128
Condition relating to traffic monitoring

Dated: 27 October 2021

INTRODUCTION

- 1 This Joint Witness Statement (*JWS*):
 - 1.1 This statement records the post-hearing consideration of conditions by the three traffic experts in attendance at the hearing, as follows:
 - (a) Mr de Verteuil – representing the Applicant
 - (b) Mr Edwards – representing Friends of Conical Hill
 - (c) Mr Smith – representing Hurunui District Council

MONITORING CONDITION

- 2 This section is structured to follow Mr Edwards **paragraph 13** of his summary statement of evidence.
 - a. What is the potential effect being monitored?
 - 2.1 The effect of the Flyride activity potentially generating on-street parking demand in the residential streets identified below:
 - (a) All of Oregon Heights including the cul-de-sac. Kerbside parking is currently permitted on the north side of Oregon Heights and on the outside and in the centre of the cul-de-sac (as shown in **Appendix 1**).
 - (b) Conical Hill Road, north of Chalet Crescent. Parking is currently permitted on both sides of the road (as shown in **Appendix 1**).
 - (c) Thomas Hanmer Drive up to the 1st bend in road (120m). Parking is currently permitted on both sides of the road (as shown in **Appendix 1**).
 - (d) All of Acheron Heights including the cul-de-sac. Kerbside parking is currently permitted on both sides of Acheron Heights including on the outside of the cul-de-sac (as shown in **Appendix 1**).
 - 2.2 The available kerbside parking supply (shown in **Appendix 1**) is agreed as being as follows (this supersedes the traffic assessment report as it includes the cul-de-sac at the end of Oregon Heights):
 - (a) Oregon Heights - A total of 22 kerbside parking spaces were identified. This specifically includes:

- (i) North side of Oregon Heights (12 spaces);
 - (ii) Parking around the cul-de-sac head (7 spaces);
and
 - (iii) Parking within the centre of the cul-de-sac head (3 spaces).
- (b) Thomas Hanmer Drive – A total of 32 kerbside parking spaces identified. This includes:
- (i) North side of Thomas Hanmer Drive (16 spaces);
and
 - (ii) South side of Thomas Hanmer Drive (16 spaces).
- (c) Conical Hill Road – A total of 20 kerbside spaces identified. This includes:
- (i) West side of Conical Hill Road (5 spaces); and
 - (ii) East side of Conical Hill Road (15 spaces).
- (d) Acheron Heights – A total of 26 kerbside spaces identified. This includes:
- (i) North side of Acheron Heights (15 spaces)
 - (ii) South side of Acheron Heights (11 spaces)
- b. What is the agreed level where the effect is considered less than minor?
- 2.3 The experts agreed that this corresponds to when observed parking occupancy is less than 75% across either:
- (a) Oregon Heights, Conical Hill Road and Thomas Hanmer Drive on aggregate; or
 - (b) Acheron Heights
- c. How will it be monitored?
- 2.4 The experts agree that the potential effect of the Flyride activity upon on-street parking in the identified locations is to be evaluated through comparison of surveys of parking demand in the identified locations both before (baseline survey) and after the Flyride commences operation (post-development).

- 2.5 The experts agree the parking survey should be conducted three times annually for two years by a qualified independent traffic engineer. These times are as follows:
- (a) To reflect a typical busy trading period - once during a school term-time weekend in Spring (one weekend day and a weekday) in one of the following months (inclusive): September – November;
 - (b) To reflect a typical peak trading period - once during the Summer school holidays (one weekend day and a weekday) in one of the following months (inclusive): December – February, and;
 - (c) To reflect a public holiday peak trading period - once during a public holiday weekend (Saturday, Sunday or the public holiday) in Spring or Summer months as noted above.
- 2.6 The experts agree that any surveys undertaken are to avoid dates where one-off activities are occurring at the time within the Hanmer Springs township e.g. a marathon, events on Conical Hill etc.
- 2.7 The experts agree that the baseline survey during a public holiday weekend can be that presented in Mr de Verteuil's parking demand analysis supplied as part of the consent application documents. The other baseline surveys can be undertaken prior to the Flyride activity commencing operation.
- 2.8 For all required surveys, the experts agree that the length of the parking survey is agreed to be over a period of 4 hours between 10 am and 2pm and is to be undertaken on a fine weather day when the Flyride is operating.
- d. What is the trigger point for something to be done?
- 2.9 The experts agree that this is when there is either:
- (a) A 75% or greater parking occupancy on aggregate in the second year of monitoring across Oregon Heights, Conical Hill Road and Thomas Hanmer Drive i.e. if the kerbside parking supply is 74 spaces, a total of 56 vehicles (rounded) or more must be parked within the three streets (within the area defined), for the trigger point to be reached.
 - (b) A 75% or greater parking occupancy along Acheron Heights only i.e. if the kerbside parking supply is 26

spaces, if a total of 20 vehicles are parked on the road, this would trigger the mitigation.

- 2.10 The second year of monitoring is proposed by experts to be more representative than the first year as initial demands may be higher than typical in year one due to the novelty aspect of the Flyride activity. Therefore, it is agreed by the experts that even if a trigger point is reached in the first year, no mitigation measures will be implemented. The trigger point must be reached in the second year (or later) of monitoring, in order for mitigation measures to be implemented.
- e. What are the mitigation solutions?
- 2.11 If the trigger point is met for Oregon Heights, Conical Hill Road and Thomas Hanmer Drive, the experts agree that operating a shuttle bus and/or reducing the scale of the activity (i.e. peak ridership demand per hour) are appropriate mitigations to reduce parking demands. Providing a dedicated car park is also a potential mitigation measure but would need to be conveniently located to reduce on street parking demand.
- 2.12 If the trigger point is met for Acheron Heights, the experts agree that an appropriate mitigation measure would involve a review of the wayfinding plan and implementation of the plan to reduce the attractiveness of Acheron Heights. This should be undertaken in conjunction with the Council.
- 2.13 It is agreed that the shuttle bus and/or the scale of the activity will only need to be operational/reduced during periods corresponding to those where observed trigger point(s) are reached. For instance, if observed in the summer holidays, it would need to apply to the whole period where the ridership demand is anticipated to be similarly high. This may include the weekday or only weekends depending on observations. However, mitigation would not be required across the year, if the surveys in Spring were less than the trigger points. The surveys in Spring would effectively represent likely parking demand in 6 months of the year (i.e. spring and autumn).
- 2.14 If a shuttle bus is run, the experts preferred location for drop-off/pick-up is at the top of Conical Hill Road. The shuttle bus would be expected to enter Oregon Heights, turn around in the cul-de-sac head and drive back down Oregon Heights to park as close to the start of the Conical Hill walking track, as is practical.
- 2.15 An alternative mitigation solution discussed by experts is for a dedicated car park. However, it is recognised that this may be difficult to locate and may require a separate consenting

process, which will take time to implement. However, if an alternative car park is provided, then the monitoring programme discussed above remains applicable to ensure that any car park provided has been an effective mitigation solution.

f. How will benefits of solutions be monitored to ensure effectiveness?

2.16 If mitigation is required based on the specified two-year monitoring programme, then the experts agree that the monitoring programme shall be extended as above for a further minimum 12-month period beyond the implementation of any mitigation measure to assess effectiveness. This is required only for monitoring area corresponding to the trigger point.

g. What is the point where monitoring is no longer required?

2.17 Monitoring should cease after a 12-month period where any trigger thresholds are not met or exceeded over three consecutive survey periods.

REPORTING OF MONITORING RESULTS TO COUNCIL

2.18 The experts are in agreement that results of all annual monitoring undertaken (including Acheron Heights) shall be provided to the Hurunui District Council within 20 working days of each monitoring period being completed.

2.19 The experts are in agreement that the data is to be provided in the form of a report to the Council that:

- (a) Presents the baseline survey data in the form of on-street parking space occupancy levels.
- (b) Confirms that there were no one-off activities occurring at the time of surveying e.g. marathon, events on Conical Hill etc.
- (c) Reports any changes in the on-street parking supply that have occurred since the previous survey, and confirm the on-street parking supply at the time of the latest survey;
- (d) Presents the baseline survey data in the form of on-street parking space occupancy levels and notes any changes in demand compared to the baseline survey data for the equivalent time;
- (e) Presents rider booking data on the Flyride activity for the same time period as the latest survey data. This data shall include actual rider numbers, and how many books during the survey period were for multiple-person rides.

- (f) Identifies the likely level of on-street parking demand to have been generated by the Flyride activity during the survey period.
- (g) Observations of illegal parking within the monitoring area.

CONICAL HILL ROAD PEDESTRIAN CROSSING

- 2.20 Mr Edwards refrained from involvement in this matter as it was not related to a residential amenity issue.
- 2.21 With respect to whether a pedestrian crossing is implemented across Conical Hill Road, the two experts (Mr Smith and Mr de Verteuil) agree any future requirement for this is based on a 50% or higher parking occupancy of the Thomas Hanmer Drive portion of the monitoring area i.e. this is triggered if 16 or more vehicles are observed parking along Thomas Hanmer Drive, and that the survey data analysis indicates that these vehicles are likely associated with the Flyride activity.
- 2.22 The two experts are in agreement, that if a pedestrian crossing is required, that would take the form (at least) of kerb buildouts on both sides of Conical Hill Road. Ideally the crossing would be located just to the south of the intersection with Thomas Hanmer Drive to align with the pedestrian desire line as closely as possible. The specific location, form and design of the crossing should be agreed and approved by Council and would be subject to safety audits. Furthermore, if implemented, the parking supply along the east side of Conical Hill Road is likely to reduce by 1.
- 2.23 When parking monitoring ceases for the parking occupancy areas then so does monitoring with respect to provision of a pedestrian crossing on Conical Hill Road.

PEDESTRIAN ACCESS TO CONICAL HILL RESERVE

- 2.24 Mr Edwards refrained from involvement in this matter as it was not related to a residential amenity issue
- 2.25 Mr Smith and Mr de Verteuil note that the design supplied by Hurunui District Council and included in Mr Smith's evidence is a preliminary design only and needs additional development work. The design should be reviewed in consideration of this application to ensure it is fit-for-purpose and integrates well with the wider wayfinding for Conical Hill Reserve and the activity. It is noted that this design shifts the main access point from the top of Conical Hill Road to Oregon Heights. The

experts consider there may be alternative design solutions that would improve safety and be more direct and legible from the top of Conical Hill Road.

- 2.26 However, these two experts agree that additional design work associated with the improvements could delay the delivery of these by March 2022 as currently programmed by Council.
- 2.27 Mr Smith is of the view that the pedestrian improvements at the access proposed by Council are required on safety grounds, are an integral part of the wayfinding scheme, and should be completed prior to the Flyride opening.
- 2.28 Mr de Verteuil agrees that if the current design is altered to retain the existing access on Conical Hill Road and is more legible in terms of wayfinding, then the pedestrian improvements are supported prior to opening the activity. However, it is unfair for the applicant to be penalised/delayed significantly if Council is not able to meet their programme.

Dated: 27 October 2021



Simon de Verteuil



Dave Smith



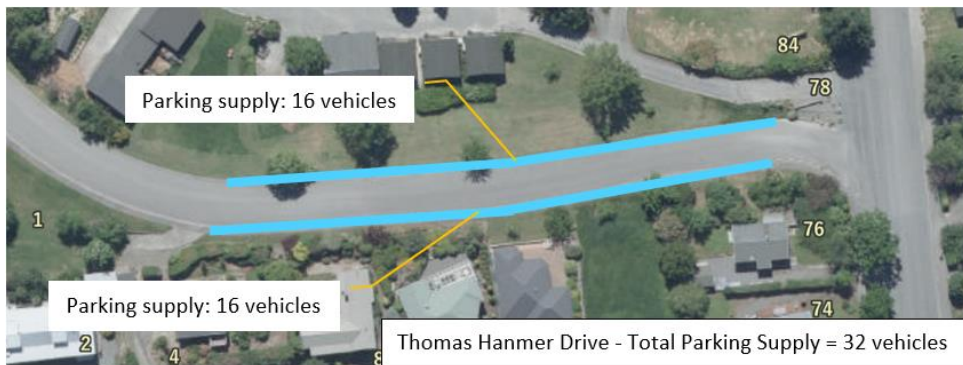
Ray Edwards

Appendix A – Kerbside Parking Supply

Oregon Heights – Kerbside Parking



Thomas Hanmer Drive – Kerbside Parking



Acheron Heights – Kerbside Parking



Conical Hill Road – Kerbside Parking

