

I am a colleague of Tim Wright who has prepared traffic evidence on behalf of Christchurch City Council.

Tim has had a family bereavement, so I have adopted the evidence of Tim Wright, having being thoroughly briefed before his departure, and also agree with his opinions and facts that form the basis of his evidence. Because of this, I am happy to adopt it as my own.

I also attended conferencing (12th November) here the joint witness statement was produced.

The scope of evidence considers:

- Identification of key potential effects of the quarry proposal on safety and efficiency of the transport network.
- A review of the applicants assessment of the same.
- Recommended conditions of consent

To a large extent, the Joint Witness Statement addresses most issues raised in my evidence:

- Despite the quantum of trucks at the quarry being restricted to a maximum daily level, there is no restriction on how these are distributed across the day, which may have an impact on peak periods. Observations during the morning peak at the nearby Pound Road quarry indicated a level of heavy vehicle movements associated with that quarry that exceeds that adopted in micro-simulation modelling. It was agreed that the modelling has effectively identified potentially significant queuing. This led to development of the Queue Management Plan (QMP), so even if the model was underestimating, this same outcome would be achieved.
- Upgrade to Jones/Dawson Roundabout, where two layout options have been considered and both are considered workable. I favour Option 2 (3 arm) and also note that Option 1 depends on purchasing land from CCC, which I understand is a barrier because as that land was specifically purchased for the development of a cemetery and sports grounds. From the CCC perspective it potentially improves the environment for local residents as Jones Road does not have the same priority as with Option 1 and it is likely that traffic would reduce on the leg of Jones Road north of Dawsons Road.
- SH1/Dawson Roundabout concern about queuing. Addressed through QMP.
- I note that CCC wish to be a party to any route management plan.

The only remaining issue relating to my evidence is the potential safety impacts on the Jones Road cycle and pedestrian path under construction. This will form a regional cycleway between Selwyn and Christchurch, linking to Christchurch Major Cycle Ways (where perceived safety is paramount in attracting 'interested but concerned cyclists'.

For the Option 2 configuration, the crossing remains in the same close proximity to the Jones Road intersection as at present. The ITA considers that the traffic volume on Dawsons Road of up to 350 vph on the busiest day will still allow cyclists to cross the road safely. However, this does not acknowledge the impact that the significant increase in the number of heavy vehicles will have on the perceived safety of the facility and the actual safety implication of a high number of large (wide) vehicles passing within close proximity to cyclists in a central refuge. As a minimum, I consider it essential that the central median is sufficiently wide to accommodate cyclists safely with a sufficient buffer not to compromise cyclist safety, or perception of safety, whilst potentially being located on an island between two streams of very large vehicles. This should be picked up in the safety audit relating to the proposed works.