

Annexure 6

Transport Advisor Assessment

Patricia Wood

Transport Assessment on Resource Consent Application

13 July, 2022

Service Request No: 514663

File Reference: 1199795

Site Address: 1 MOLESWORTH STREET, Pipitea

Introduction:

The proposal is for changes to the Parliamentary Precinct. The construction of three new buildings is proposed:

- a building off Ballantrae Place known as BAL,
- a new ministerial building in the current location of the existing press gallery known as MIN, located next to the Beehive,
- an office building located in Museum Street located west of the existing Parliament House known as MUS.

Comments on the Further Information Provided:

- The applicant advises that the central island at the end of Ballantrae Place will be lowered in height or removed, to allow for vehicles to track over the area occupied by the traffic island. This is expected to be acceptable. Driveway construction plans for the whole site will need to be provided for approval before construction starts. These must be provided either to the Compliance Monitoring Officer for approval. See the suggested condition.
- The applicant confirms the location of the vehicle barrier arm at the entrance/exit to the basement ramp to the BAL building. The tracking curves now provided indicate that the vehicles can keep clear of this barrier arm. This is acceptable as long as all areas needing to be trafficable will be provided with suitable pavements. See the suggested condition.
- The applicant advises that there will no longer be a Wastewater Heat Recovery building near the BAL building. Therefore, close access and parking for service vehicles to this area will no longer be required.
- It is advised that the heritage gates on Museum Street will generally remain open (unless there is a security event).
- Access to the precinct will mainly be by Ballantrae Place.
- The existing driveway at the eastern end of the upper carpark area, that provides vehicle access to near the western side of the Parliamentary Library, will be retained for the delivery of large items or other occasional use.
- The location of the turning area for a large (99%ile) vehicle at the north end of Museum Street has been further clarified on the plan provided, although a different turning layout is now indicated. This appears to be due to the addition of an area of landscaping generally opposite the driveway between the Parliament House and the Ministerial Building.
- New tracking curves have also been provided for a large rigid truck at the north end of Museum Street. These tracking curves indicate that this type of vehicle would be able to turn around by making use of more of the driveway between the Parliament House and the Ministerial Building. This is expected to be acceptable.

Legislative Requirements (ie District Plan / Standards) and Assessment:

Parking

- Fewer carparks are proposed to be provided within the Parliamentary Precinct under the proposal. This will result in the provision of approx. 172 carparks (reduced from approx. 410 carparks). These include 9 mobility carparks which will be provided in the basement of the MIN and MUS buildings. This is an increase on the 4 approx. mobility carparks currently provided.

- The only new carpark is advised as a mobility carpark in the MIN building and a parking bay in the MUS building. The sizes of these carpark will be assessed at the building consent stage.
- A parking area known as “Western Carpark” will be removed and another parking area known as “Upper Carpark” will be reduced in size from 63 to 34 carpark.
- A two vehicle parking bay adjacent to the end of Ballantrae Place and the BAL building is proposed for courier and taxi use. Details of this will need to be provided for approval before construction starts. See the suggested condition.
- Sixty eight parking spaces at Bowen House will no longer be leased.
- Further details of the proposed changes to the parking provision are detailed in the Integrated Transport Assessment.
- The Integrated Transport Assessment has provided tracking curves for the turning area at the north end of Museum Street. See further comments above regarding these.

Servicing

- The Integrated Transport Assessment indicates that servicing vehicles currently enter the precinct via Museum Street.
- The report advises that the BAL building will be the single point of entry for incoming goods to the precinct and will have access from Ballantrae Place.
- This route will also be used by “non-business” and pre-screened contractors to access the precinct.
- This access will also be used for out-going goods and rubbish/recycling.
- It is intended that access for service vehicles from Museum Street will be restricted.
- The stated dimensions of the loading areas meet District Plan requirements.
- The height of the servicing area is stated as exceeding the 4.6 metre height required in the District Plan and it is proposed to accommodate 8 metre long and allow access for 11.5 metre long vehicles.
- The Integrated Transport Assessment indicates that the service vehicles will turn around using the end of Ballantrae Place as a turning area and has provided tracking curves for a large truck and a medium truck entering the servicing area in the BAL building. See further comments regarding revised tracking curves in this area.

Cycle Storage

New storage areas for bicycles will be provided in the new MIN and MUS buildings, providing 149 spaces for staff and 8 new cycle stands for visitors within the precinct. Existing storage areas for 53 bicycles will be retained, providing for 202 bicycles for staff and 8 cycle stands for visitors.

Site Access

Access to the site is via existing vehicle crossings and driveways. These involve access from Museum Street and Ballantrae Place. Museum Street is a private driveway located off Bowen Street. Ballantrae Place is a short road off Bowen Street, maintained by WCC. Other vehicle access points off Lambton Quay, Molesworth Street and Hill Street will continue to be used as indicated below.

- Ballantrae Place is to be used for access for parliamentary staff and most servicing vehicles and contractor vehicles.
- Use of Museum Street is to be reduced and intended to be used by
 - the Governor General and VIPs
 - approved building and site maintenance contractors
 - vehicles associated with special events

- The Lambton Quay and Molesworth Street vehicle crossings will continue to be used by visitors and taxis as at present. Vehicles enter at Lambton Quay at the south-east of the precinct and exit at Molesworth Street at the north-east of the precinct.
- An access off Hill Street near the front of the Parliamentary Library is to continue to be used.
- No changes to the existing vehicle crossings are proposed.

Driveways

- The existing driveway into the Beehive building from Museum Street will be removed.
- The new access to the site for VIP vehicles will be provided from Museum Street to an existing driveway located between Parliament House and the MIN building
- Apart from the access mentioned above, access to the various buildings will be provided via basement routes.
- The existing heritage gates on Museum Street are to be relocated to closer to Bowen Street. A row of retractable bollards is to be installed in approximately the current position of the heritage gates.
- The heritage gates will generally remain open and that access will be controlled by the row of bollards. While the 20 metre approx. proposed distance between the bollards and the Bowen Street footpath would be less than at present (about 35 metres), there is expected to be sufficient queuing capacity due to the reduced number of vehicles using this route.
- There are also driveways at the eastern end of the upper carpark that provide vehicle access to near the western side of the Parliamentary Library.

Pedestrian Facilities

- Due to the reduced use of Museum Street by cars, pedestrian safety at the Bowen Street / Museum Street is expected to improve. The Integrated Transport Assessment details several difficulties/issues associated with conflicts between pedestrians on the public footpath and vehicles entering the Parliamentary precinct.
- Due to the reduction in carpark spaces within the site and increased pedestrian-only areas, more space will be available for pedestrian use. Interaction between pedestrians and vehicles within the site will be reduced.

Trip Generation

- Due to the reduction in parking spaces, trip generation by vehicles parking / visiting the precinct is expected to reduce overall.
- Due to the proposed greater use of Ballantrae Place for access, the Integrated Transport Assessment expects a 12% increase in vehicles turning right and a 5% of vehicles turning left into Ballantrae Place. This could increase the queue length of vehicles waiting to turn right into Ballantrae Place from 4 vehicles to 5 vehicles in the morning peak.
- The Integrated Transport Assessment advises that there is an existing 40 metre approx. long right turn bay on Bowen Street for vehicles entering Ballantrae Place. The report advises that this would have sufficient capacity for 6 vehicles. The capacity of the right turn bay would therefore be sufficient for the expected increase in vehicles waiting to enter Ballantrae Place in the morning peak and changes to the road layout would not be needed.
- Ballantrae Place also provides access to other sites, including a Wilson Parking area under the motorway, government buildings including those housing the Ministries of Defence and Primary Industries and creche. The proposal could increase the daily traffic volume from an estimated 1670 vehicles to 1872 vehicles,

an increase of 12%. With a usable carriageway width of 6 – 7 metres approx., it is expected that the increase in traffic volume can be accommodated.

- There would be a reduction in vehicles waiting to enter Museum Street, which would be beneficial, particularly in the morning peak hour.

Construction Traffic

The applicant advises that approximately 23,900 m³ of excavated material will need to be removed from the site. Due to the large volume of material and number of vehicle trips that will be required, and the central city location of the site, it is proposed that a Construction Traffic Plan is provided as a condition of the consent. See the suggested condition.

Other Matters

The posted speed limit on Museum Street appears to be 10 km/hr (not 50 km/hr as indicated in the Integrated Transport Assessment).

Conclusion:

The proposal is acceptable in terms of transport aspects subject to compliance with the suggested conditions below.

The following conditions/advice notes should be included on the decision:

Suggested Conditions

Construction Traffic Plan

- The consent holder must submit a Construction Traffic Plan (CTP) to the CMO at least 10 working days before any works commence on the site.
- The CTP must be certified by the CMO in consultation with the Traffic / Vehicle Access Team before any work begins.
- The CTP must include methods to avoid, remedy or mitigate adverse construction traffic effects during the works. The CTP must include but not be limited to the following matters:
 - Timing of specific work phases.
 - Key activities and anticipated traffic levels for each work phase.
 - Expected frequency of vehicle movements specific to the construction phase, with details of the proposed hours and days of week. Vehicle movements into and out of the site should be restricted during peak traffic times (7-9am and 4-6pm weekdays).
 - Locations of where construction related vehicles will park, wait, turn and carry out loading and unloading of materials.
 - Locations where construction materials would be stored.
 - Arrangements for temporary traffic management, including pedestrians, car-parking and servicing.
 - Temporary pedestrian safety measures, including directional signage where applicable.
 - Details of how servicing and access to adjacent site activities will be provided for, specific to each development phase.
 - Methods for the public to contact the site manager for complaints. There should be a 1 m² sign facing the public footpath at all points of entry to the site with the site manager's contact details
- The consent holder must carry out the work in accordance with the certified CTP.

Note:

- The CTP does not constitute an approved Traffic Management Plan (TMP) for any of the works. This approval must be gained separately. The TMP must reflect each different stage of the project including vehicle movements in and out of the site;
- A Corridor Access Request (CAR) must be approved before construction activities within the road corridor starts. This is for mitigating public safety risks associated with the proposed earthworks and construction activities. The application needs to be made through <https://www.submitica.com/>.
- A Road Usage Licence (RUL) is necessary if any temporary structures or sole use of space (scaffolding, hoarding, loading zones, tower crane positioning, gantry etc.) are needed on road reserve during any stage of the development and construction. Please note additional fees can occur and will apply when occupying legal road reserve for private use. A quote will be sent to you for acceptance if this applies.

Driveway Construction and Street Level Matching Plans

Driveway Construction and Street Level Matching Plans showing how the proposed new buildings will match the existing public road (Ballantrae Place) and private road (Museum Street) must be submitted to the Compliance Monitoring Officer for approval (in consultation with the Transport team) before construction starts.

This plan would indicate how building entrances, floor levels and other street-dependent aspects have been designed to match the existing footpath and/or road levels.

The plan must also include full construction details of any changes needed to the existing turning area at the end of Ballantrae Place and for the construction of the proposed adjacent two vehicle parking bay.

The Driveway Construction and Street Level Matching plan must show:

- the location and levels of the vehicle and pedestrian entrances and any other sections of the building that require access to nearby sections of existing footpath and/or road carriageway
- existing levels of the top of the adjacent street kerb and/or back of footpath levels near vehicle and pedestrian access areas
- details of any proposed street layout and level changes
- details of any new features proposed in public road land or other changes to the existing public road layout
- construction details for the turning area at the end of Ballantrae Place
- confirmation that all areas needing to be trafficable will be provided with suitable pavements. Details of the pavement design must be provided for approval.

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