

Transport and Traffic Assessment on Resource Consent Application

17 May 2022

Service Request No: 505203

Site Address: 292 Main Road, Tawa

Introduction:

The proposed development is the construction of a new apartment building with 24 residential units.

Zone: Outer Residential

Transportation Assessment:

Legislative Requirements (i.e., District Plan / Standards) and Assessment:

On-site Parking

- The proposal has no on-site carparks for residential units.
- The proposal has loading area and 24 bike parking on the northern side of the property. The dimensions provided for the loading area is suitable to accommodate medium sized trucks.
- Bike parking has been proposed. Council would recommend at least one bike parking per unit as there is no on-site car park.
- The width of the proposed vehicle crossing is 5.02m. This is acceptable as it is within the permitted 6m width for vehicle crossing.
- Trade's servicing/ loading vehicles can use the proposed on-site loading area as it meets NZS2890.1:2004 standards.
- The proposal has moped parking on road reserve. Encroachment license is required for this moped parking, and it will not be supported by transport team as there will be security issues. Also, moped parking is too close to the footpath. This will encourage drivers to use footpath.

Site access & Manoeuvring:

- The proposal is to have once vehicle crossing for the loading area. This proposed crossing will be used for bike parking, rubbish collection servicing and moped parking.
- The proposal will remove two existing vehicle crossings. This is acceptable as one of the existing vehicle crossings is at an intersection.
- The sightlines at the proposed crossing meet the 40m requirement in both directions on Main Road. The proposed structures outside the property must be no more than 1m in height. This is to ensure there is adequate visibility for vehicles leaving McLellan Street.
- The proposal should show the existing bus stop and street infrastructure (Power pole, street light etc.,). **This is not shown on the plan.**

Transport & Traffic:

- Main Road is a Principal Road which has high volume of traffic and cyclist. The width of the carriageway could only accommodate live traffic. It has flush median which can be used by turning traffic.
- Main Road has two traffic lanes i.e., one lane in each direction. They have edge lines on both sides of the road with footpath. Main Road is unsuitable for car parking.
- McLellan Street is a local road with footpath on both sides. Street parking is not restricted now as the demand for parking is low. McLellan Street has 8m wide carriageway. At a minimum, this width allows two metres parking on each side of the road while retaining 4m wide through lane which emergency services have confirmed is the minimum space required for their vehicles to have access. There are few locations along McLellan Street which is unsuitable for parking. Council will investigate further and take appropriate measures to restrict parking at few locations. McLellan Street has a traffic volume of 2910 AADT (taken July 2019).
- Nathan Street is a local road which has moderate demand for parking as not all properties have on-site parking. Nathan Street has 7m wide carriageway. So, this allows parking on both sides of the road. However, residents along Nathan St are parking on the berm as they feel the road is narrow. So, this proposed development will allow more parking on the berm and potential damage to street infrastructure. This is a minor issue as there will be more maintenance work for council. The applicant could consider widening Nathan Street to accommodate future parking demand and ensure that the berm area is free of cars.
- The demand for parking along Nathan Street and McLellan Street will increase due to the proposed development.
- While parked vehicles may reduce the traffic flow to a single lane, these same parked vehicles tend to discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving. As a result, we believe that on street parking serves as an effective tool for maintaining acceptable speeds in the street. However, as there is less vehicle crossings along this section of McLellan Street and Nathan Street, there will be less opportunities where opposing vehicles could pass each other. So, there might be delays but it is still safe.

- The applicant's traffic engineer calculated the demand for car parking from this proposed development. According to census data, the average vehicle ownership from 2-bedroom facility is 1.03. So, $(24 * 1.03 = 24.72)$ 25 car park spaces should be available for this development. There are number of parking spaces along McLellan Street and Nathan Street, but few spaces will be restricted in the future as they are unsuitable for parking. The applicant's traffic engineer stated that there will be some impacts on both the street with the increase in car parking demand for these spaces. He also stated that effects are minor as the increase in parking is likely to be noticeable. I agree with the applicant's traffic engineer and say that the effects are minor regarding parking spaces.
- There will be fewer parking spaces within 50m from the subject site as council is investigating further to install broken yellow lines at unsuitable locations.
- The applicant is restricted to use only other modes of transport (Taxi, etc).
- Linden Train Station is 750m away from this subject site.
- Tawa town centre and super market is 1km away from this site.
- Bus stop is outside this site. There is pedestrian crossing within 50m on main road close to this location for pedestrians to cross road.

Future Bike Network:

McLellan Street (Section beyond Nathan St) will be part of future bike network. So, council will consider cycle lane on McLellan Street as parking will be removed to accommodate separated cycle lane on existing road reserve. This will put more pressure on the existing houses as there will be no short-term parking available for visitors though there is on-site parking for residents.



- Scale: 1:2,000
- Park Services
 - Cemeteries
 - Other District Plan Features
 - Non District Plan Features
 - District Plan Vol. 1-31
 - GWRC Selected Land Use Register (SLU)
 - Transport
 - Bus Shelter
 - Bus Route
 - Cycle Stands
 - Cycle Lane
 - Sign
 - Traffic Count Site
 - Strategic Bike Network

Primary Network	—
Primary Desired Network	—
Secondary Network	—
 - Ecological Sites
 - Archaeological Sites
 - Thomas Ward Survey - 1891
 - Historical Housing Survey - 1937
 - Bastings Subsoil Survey Layers - 1936
 - Bastings Subsoil Survey - 1936

Earthworks:

The proposal is expected to be more than the permitted volume of earthworks. As this exceeds the 200 m³ threshold under rule 30.2.1.1, the Council has discretion regarding the effects of the transportation of earthworks materials. It is recommended that a construction traffic plan is provided as a condition of consent. See the suggested condition.

Possible parking plan:

I have drawn the possible parking plan below considering council will investigate further and always install No Stopping At All Times (Broken yellow lines) along McLellan St and Main Road intersection including the bridge.

Based on the fig 2 below, the distance from the proposed entrance to the available car parks is 178m. All available car parks are within approximately 180m.

Generally, council considers 50m as acceptable distance from car park as sometimes residents may need to carry heavy objects. Also, due to several other factors (stroller, age, rainy weather etc.), residents prefer car park closer to entrance.

Fig 1 – Possible Available Parking

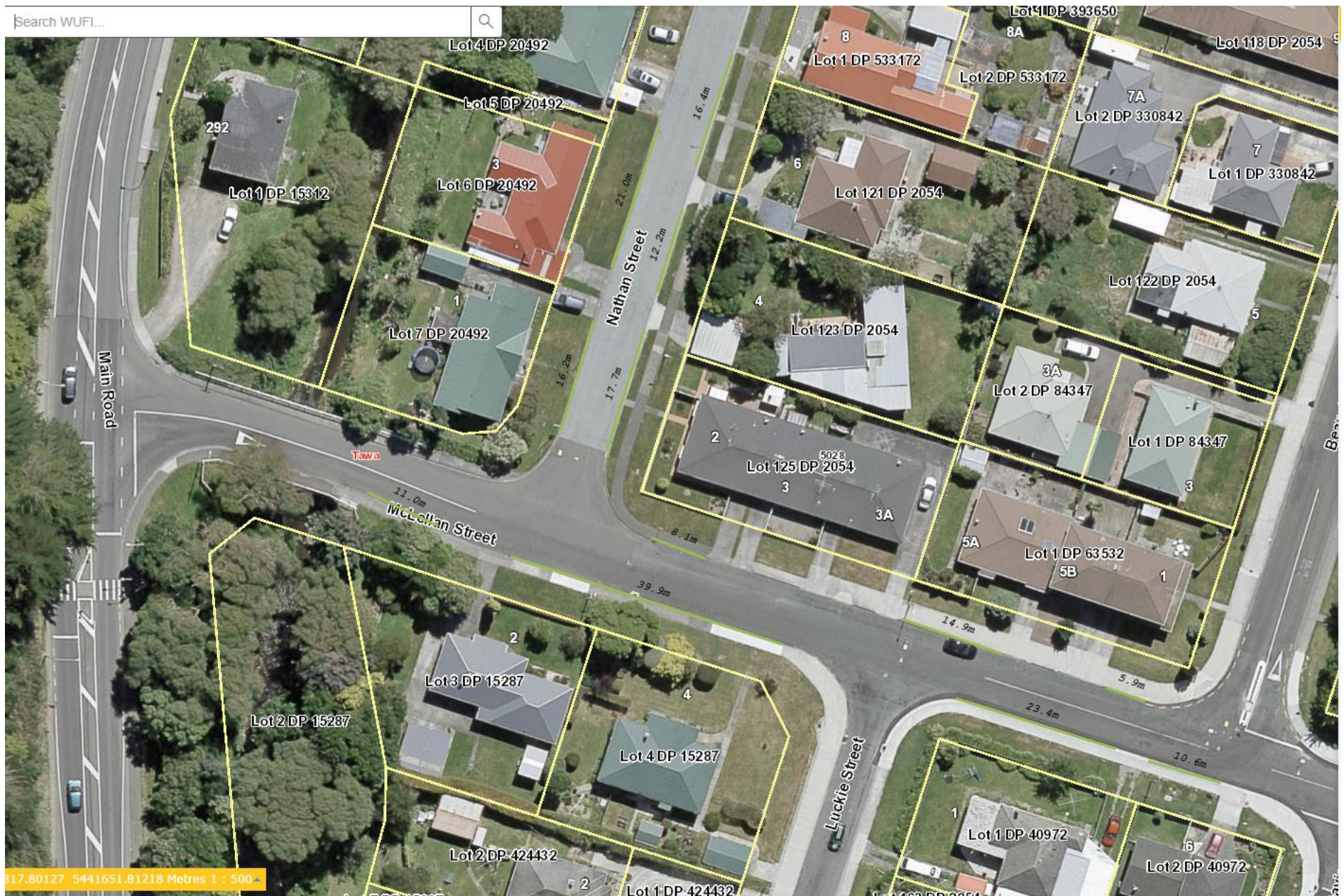


Fig 2 – Distance to available parking



Site visit:

I did few site visits. Based on the site visit photos below, there is less demand for street parking now on McLellan Street and Nathan Street as most houses has on-site parking. Main Road is unsuitable for parking, so I haven't included any photos.

- 24th April 2022 (Sunday – weekend) – 11 AM to 11.30 AM.



- 27th April 2022 (Wednesday – Night time) – 8.30 PM to 8.45 PM.



- 28th April 2022 (Thursday – Day time) – 10 AM to 10.20 AM.



Conclusion:

The proposal is not supported on transport grounds, as it is likely to result in parking pressure on the existing on-site parking areas nearby, or to more vehicles being parked on the street. However, it is accepted that parking for the proposed units cannot be required by the Council due to the changes made by the National Policy Statement – Urban Development (NPS UD August 2020).

Conditions:

- All redundant vehicle crossings along Main Road must be reinstated with standard kerb and channel.
- The proposed structures on legal road and along property boundary must be no more than 1m in height.

Construction Traffic Plan

1. 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.
2. 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.
 - Truck routes for the removal of earthworks materials.
 - 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

Condition Notes:

- ▶ 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.

Suggestions:

- Road widening should be considered on Nathan Street to accommodate perpendicular parking. This will allow more cars to be parked along Nathan Street.
- WCC is investigating further to install NSAAT along Main Road and McLellan Street. The applicant is responsible for cost associated in installing broken yellow lines and other additional restrictions.