

Client Ref: 310203009

14 March 2019

Boffa Miskell
Level 3
82 Wyndham Street
AUCKLAND 1010
NEW ZEALAND

Attention: Nick Pollard

Dear Nick,

Oranga Tamariki Alterations to Wiri and Weymouth Designations - Transport Response to Section 92 Request

A Section 92 request for further information (**s92**) from Auckland Council (**Council**) dated 8 March 2019 was received. This letter addresses the traffic/parking matters raised in Section 5 of the s92. Stantec prepared a Transportation Assessment report (**TA**) for each of the Oranga Tamariki sites in Wiri and Weymouth, which are referenced in the responses below.

For the purpose of this response, the traffic and parking related queries are directly quoted below in **bold italics** with the same reference as the s92.

(a) The parking assessments for both sites rely on the rate for supported residential care activity (T50) in Chapter E27 of the AUP, as a means to determine the appropriate number of parking spaces for the current activity and that required for the proposed alterations to the designations. The Council's traffic consultants, Flow, note the following matters:

- **The current activities at both sites have a fairly high dependence on private vehicle travel.**
- **The use of T50 in isolation does not represent the full extent of the activities on each site (with administration, kitchen, professionals and visitors associated with activities at the site not being captured in the parking space evaluation). Tables 4 and 5 in each Transport Assessment appear to provide a better indication of parking demand.**
- **During the site visit to Whakatakopokai, the rear parking area was full, with vehicles being parked on the grass verge about the car park. Acknowledging that a number of cars associated with the site visit were parked in the front car park (which required several visitors to park on-street), it appears that while the current parking provision on site just meets current demand, further growth will need to provide for additional parking to manage off site effects.**
- **During the site visit to Korowai Manaaki, it was noted that a number of cars park on-street, with the car park on-site being full. While a staff parking area exists across the road, which was relatively empty, it is noted from the assessment that this parking area is shared with the Auckland South Corrections Facility staff. The Transport Assessment however assumes that Korowai Manaaki has 100% use of the shared car park.**

With the above background, it is requested that the parking provision on each site is calculated based on anticipated staff numbers, visitor numbers and travel mode (rather than an AUP parking rate provision for an activity that does not reflect the full extent of site activities).

Car Parking Analysis for Korowai Manaaki, Wiri:

Parking demand can be determined from the expected number of staff and visitors to the site. It is understood that most staff commute by private car to the site in Wiri. For a conservative analysis, it is assumed this travel mode will be used by all staff and visitors.

Based on Table 4 in the Wiri TA, a total of 70 staff during business hours and 24 floor staff during each shift will contribute to the peak parking demand of 94 parking spaces. Additionally, based on the number of visitation rooms, three spaces will be required for family visitors with an estimated demand of three additional spaces for professional visitors. With six fleet vehicles, the total peak parking demand will be for 106 spaces

A total of 64 parking spaces are currently allocated to staff (inclusive of fleet vehicle spaces and full use of the car park across the road from the main residential building) and 33 spaces for visitors; a total of 97 spaces currently provided on-site. With an expected future peak demand of 106 car park spaces, this equates to a shortfall of nine spaces during the weekday business hours.

This parking demand analysis is considered conservative as it is based on the assumption that all staff are present on-site on any given weekday and all travel individually by private car. Operationally, it is understood that not all staff are present on a daily basis and for the full day, such as medical staff and external school facilitators. Outside of business hours, the main parking demand will be generated by floor staff and visitors only; 30 in total which can be fully provided for.

It was observed that parking demand on Kiwi Tamaki Road is low with no vehicles parked along the majority of its length, and the road only provides access to three other properties. It is therefore expected that any overflow of parking during peak times can be readily accommodated on Kiwi Tamaki Road without adverse effects.

Car Parking Analysis for Weymouth Residence:

For estimation purposes, it is assumed all staff travel by private car to site. Based on Table 5 in the Weymouth TA, the parking demand would be for 40 staff during business hours plus 14 floor staff. In addition, four fleet vehicles are expected to be parking on-site when not in use. Family visitors generate an additional parking demand of two spaces, based on the number of visitation rooms, plus an estimated demand of two additional space for professional visitors. In total, 62 spaces are required for staff and visitors during the business hours to meet the peak parking demand at full occupancy.

Currently, 23 parking spaces are available for use by staff only and fleet vehicles, and 34 spaces are available for visitors and staff, a total provision of 57 spaces. This equates to a shortfall when compared to potential demand of five spaces in total.

This conservative estimate of demand assumes all staff travel individually by private car and all staff are present all day on any given weekday during full occupancy of the Residence. As with the current staffing levels described in Section 5.1.1.1 of the Weymouth TA, not all staff will be present daily and for the full day, and maximum estimates of staff have been adopted in Table 5. As described in the Weymouth TA, this site is well served by public transport with a pair of bus stops outside of the site frontage travelling to major interchanges. The area is predominantly residential and is benefited by the connectivity of the roads to encourage walking and cycling modes also. Consequently, the shortfall of five spaces at potential peak demand is unlikely to occur.

(b) As noted, the number of cars parked on site at both residences suggests a high reliance on private vehicle travel, rather than alternative travel modes. The Transport Assessments do not provide an understanding on how alternative travel modes are encouraged (other than public transport) and what level of bicycle parking and facilities are provided for staff. Please provide further information on what facilities are or can be made available at both sites to staff who walk and cycle to work.

A bicycle rack for four bicycles is currently provided at Korowai Manaaki. The location of this site, in an industrial area with no dedicated cycling facilities and high traffic volumes on the surrounding roads, is unlikely to see cycling as a preferred method of commuting. Therefore, it is expected that the current provision is adequate, and should there be additional demand for bicycle parking, there is ample space on site to provide additional bicycle racks if required.

There is a footpath on the north side of Kiwi Tamaki Road connecting to the wider footpath network on surrounding roads, which allows pedestrians to access the site. However, due to the industrial nature of the surrounding land uses, walking is not expected to be a preferred method of commuting. While there is no specific footpath connection into the Korowai Manaaki site from Kiwi Tamaki Road, the provision is considered suitable for able-bodied staff members, who will be familiar with the site operation and can therefore safely cross the road and enter the site via the driveway and car park. Disabled staff members and all visitors can park on-site where pedestrian access to the building is provided from the car park.

No bicycle racks were located at the Residence in Weymouth during the site visit. The surrounding transport environment of the site, being in a residential area and located on a main road, would see cycling as a viable method of commute. The Auckland Unitary Plan – Operative in Part (**AUP**) Table E27.6.2.5 sets out minimum requirements for providing bicycle parking. Although this is not a new development and therefore the AUP requirement is not applicable, it is a useful guideline for the demand for bicycle parking spaces. It is considered that T83 – Residential Care is the most appropriate activity for the assessment, with rates of one visitor bicycle space plus one per 30 units and one secure bicycle parking space per 10 FTE employees required. With 30 residents and assuming all 80 staff (Table 5 of the Weymouth TA) are FTE, this equates to a demand for two visitor and eight secure bicycle parking spaces.

Two visitor bicycle parking spaces are proposed through the provision of one double-sided bicycle stand near the building entrance, to meet the expected demand based on AUP requirements. Given that a maximum of 54 staff are expected to be on-site at any one time, excluding the shift overlap, it is considered that five secure bicycle parking spaces will be sufficient to meet demand and will therefore be provided on-site.

Footpaths are provided on both sides of the surrounding roads allowing for staff and visitors to walk to the site, and pedestrian access is shared at the driveway.

(c) Please confirm whether 100% of the staff parking area across the road is available to Korowai Manaaki.

It is confirmed that 100% of the staff car park on Kiwi Tamaki Road, across the road from the main residential building, is for use by Korowai Manaaki staff.

Yours sincerely



Elisa Hardijanto
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Stantec New Zealand

Reviewed By: Samantha McCarthy, Associate