

Ms J Parulian
B&A

16 June 2022

Copy via email: JessicaP@barker.co.nz

Dear Jess

S92 RESPONSE – 96 BEACH HAVEN ROAD AND 13 CRESTA AVENUE (BUN60397498)

Further to your instruction, we are pleased to provide this response to the transport matters raised by Auckland Council in the request for further information (RFI) dated 23 May 2022. We have responded to items 1 to 3.

1 TRAFFIC

1.1 ITEM 5 SIDRA MODELLING

Council Request

“Please confirm what alterations, if any, were made to default SIDRA behaviour with respect to vehicle behaviour and gap acceptance?”

Our Response

Beach Haven Road/ Cresta Avenue Intersection

The SIDRA model of the Beach Haven Road/ Cresta Avenue intersection used default parameters however the right turn movement (out of Cresta Avenue) was adjusted to use 5 second critical, and 3 second follow-up, gap acceptance parameters respectively. The TWSC parameter was turned off for this movement. We typically apply this adjustment at priority controlled intersections to reflect real-world behaviour as the default parameters in SIDRA are considered very conservative, and overestimate effects.

In respect of calibration, we considered it did not provide any useful feedback for modelling purposes. Queue lengths (the typical measure used for model calibration) were observed to be very low (at each of the site visits, no queuing was observed on any leg of the intersection) and the modelling results demonstrated this operation. No further adjustments to the model were considered necessary.

Beach Haven Road/ Rangitira Road Roundabout

We generally find modelling of roundabouts is very good in SIDRA using default parameters (we did however adjust the geometry – refer following section). The results of our SIDRA model were considered to align well with the actual performance of the roundabout observed on-site (1-2 vehicle maximum queues). Photograph 1 shows the operation of the roundabout during the morning peak hour.

Photograph 1: Beach Haven Road/ Rangitira Road Roundabout



Given the minimal queuing observed, no in-depth modelling calibration was considered necessary – the SIDRA models reflected operation observed on-site.

1.2 ITEM 6 ROUNDABOUT MODELLING

Council Request

“Regarding the roundabout modelling, please clarify what geometry settings were used in SIDRA?”

Our Response

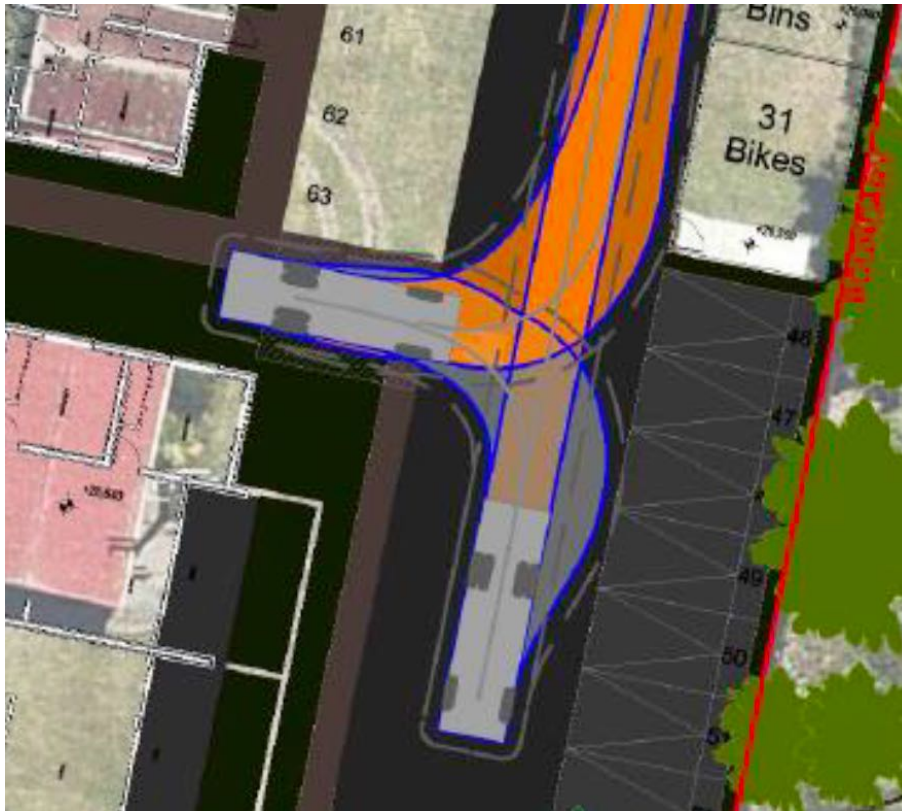
As above, we adjusted the central island to have an 8.0 m diameter, with a 7.0 m wide circulating lane. This geometry was reflected in the SIDRA modelling within the report. We can provide the SIDRA files (.sip9 format) if required.

2 URBAN DESIGN

2.1 ITEM 17 VEHICLE TRACKING

Council Request

“Based on the submitted vehicle tracking diagrams (see image below), it appears that the rubbish truck will require additional space for manoeuvring than shown on the landscape plan, which indicates that the rubbish truck will drive over the landscaped area / footpath. Please clarify / update the plans as necessary to address this.”



Our Response

Agreed. As a result, we have amended the loading position for the truck (now occurs adjacent to bin area). This also improves the pedestrian amenity on the western side of the access. The proposed changes result in a net reduction of one parking space (essentially parking spaces 43 and 44 are removed from the existing plans to accommodate the new loading space, and an additional space is gained to the south of space 63). The proposed changes are shown in **Attachment A**.

3 CONCLUSION

Overall, we consider the development acceptable and trust this addresses the outstanding transport queries from Auckland Council.

Yours sincerely

Commute Transportation Consultants

Mike Nixon

Principal Transport Consultant

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ATTACHMENT A: UPDATED SITE PLAN

DRAFT



Revision notes:		
Rev:	Date:	Notes:
A	21 SEPT 2021	FOR RESOURCE CONSENT
-		

Drawn by: MN J001845	Client: DA SILVA BUILDERS LIMITED
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Project: PROPOSED RESIDENTIAL DEVELOPMENT 13 CRESTA AVE & 96 BEACH HAVEN RD, BEACH HAVEN	Drawing Title: VEHICLE TRACKING 7m GREEN GORILLA WASTE TRUCK
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Date: 16 JUNE 2022	Scale @ A3: 1:500 @ A3
Revision: A - RESOURCE CONSENT	



Figure:
1