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Dear Evita/Rebecca

TRAFFIC ASSESSMENT REPORT – GEORGE STREET PRECINCT PLAN CHANGE

Further to your recent instructions, we have reviewed the request for further information and have responded to the traffic matters raised. These include those raised by Auckland Council and Auckland Transport

1 REQUEST FOR FURTHER INFORMATION - AUCKLAND COUNCIL

1.1 ITEM 1

Request:

“photograph 4/Show” Typo. (Required) – Amend Report

Commute response:

Amended in ITA as dated 1 April 2020.

1.2 ITEM 2

Request:

Consistency of diagrams showing location of precinct. The ‘star’ is not in the correct location. (Required) – Correct the diagrams to ensure consistency of precinct location.

Commute response:

Amended in ITA as dated 1 April 2020.

1.3 ITEM 3

Request:

Floor area of 324 units. (Required) - Provide GFA of residential units.

Commute response:

An indicative number of residential units (324) was utilised within the ITA to assess the potential traffic generation of the site. Subsequent resource consents will provide greater detail in terms of floor area and specific development proposals for the site. It is considered that the GFA of the proposed apartments will not modify the assumptions related to traffic matters.

1.4 ITEM 4

Request:

Traffic Modelling – it is understood that the site, proposed for the plan change, is subject to Centre Fringe Office Control and a detailed assessment of the traffic generation is not required.

However, modelling of the intersections (in relation to traffic) that would be affected by the plan change should be carried out. This will enable Council to understand the effects of the proposed changes on the surrounding intersections and if any improvement work needs to be carried out at these intersections.

Traffic modelling to be carried out is based on the precinct scenarios described in the ITA. In addition, all assumptions must be clearly stated, and sensitivity tested should be undertaken on all scenarios based on a range of the key variables. For example, variables could include a mix of residential, commercial and retail activities, residential and commercial parking etc.

(Required) - Provide Traffic modelling based on the precinct scenarios described in the ITA.

All assumptions must be clearly stated, and sensitivity testing should be undertaken on all scenarios based on a range of the key variables.

Commute response:

Based on email correspondence received from Auckland Council (dated 3 February 2020, from Bruce Young), it is understood that this item is no longer required. Feedback from Auckland Transport is addressed later in this report.

1.5 ITEM 5

Request:

Pedestrians – The ITA does not capture the expected number of pedestrians that are likely to be generated by the activities in the precinct. This, including likely desire lines, needs to be included in the ITA in order to determine if pedestrians' facilities need to be improved in the surrounding road network and intersections.

The analysis should clearly define the origin and destination of the various types of pedestrian's movements (that is commuting, shopping, recreational, etc)

(Required) - Provide an analysis on:

- i. The expected number of pedestrians that are likely to be generated by the activities in the precinct including desire lines*
- ii. The origin and destination of the various types of pedestrian movements (that is commuting, shopping, recreational etc)*

Commute response:

Additional information provided in amended ITA dated 1 April 2020.

1.6 ITEM 6

Request:

Parking – The provision of car parking spaces seems to be in excess of what would be considered appropriate for high density development. It would be useful to set out limits of permitted parking, the limit above which the provision of parking is a Restricted Discretionary activity and the limit above which the provision of parking is a Discretionary activity.

(Merits Based) – Provide limits of permitted parking, the limit above which the provision of parking is a higher level of activity status (Restricted Discretionary, Discretionary, Non- Complying).

Commute response:

It is noted that the proposed maximum parking provision is lower than what could theoretically be provided under the current maximum provisions in the Unitary Plan. From a transport planning perspective, the ITA has provided an assessment of traffic effects based on the overall parking provision as the overall traffic effect are considered to be the most relevant. Further assessment of the merits of the above recommendation from a planning perspective is provided in Section 32 Section 9.3.3 pages 59 -61.

1.7 ITEM 7

Request:

P23 – last sentence on the first paragraph requires a grammatical correction. (Required) – Amend Report

Commute response: Amended in ITA as dated 1 April 2020.

1.8 ITEM 8

Request:

500 parking spaces. Has allocation of parking spaces been considered in the precinct provisions? (Standard IX.6.9) (Merits Based) – Reconsider

Commute response:

It is considered that until such time that there is greater certainty around the final landuse activities an overall parking maximum is an appropriate measure. Additional information is provided in Section 32 Section 9.3.3 pages 59 -61

1.9 ITEM 9

Request:

7am - 11pm. Reconsider to 24 hours.

(Merits Based) – Reconsider

Further comment provided in the urban design report. Refer Section 6.2.2.2.

The use of the term ‘network of laneways’. The term ‘pedestrian links’ should be used as per the precinct plan diagrams

(Required) – Amend Report

Commute response: Amended in ITA as dated 1 April 2020.

1.10 ITEM 10

Request:

Clayton Street. Vehicular access should be limited. Confirm if vehicular access from the precinct is exiting from this entrance.

Need to state the ROW for 47 George Street can use this entrance for vehicles

(Required) – Add sentence about ROW for 47 George Street.

Commute response:

If required, the access from Clayton Street is proposed to be an exit only access. The precinct policies identify that the primary vehicle access to the Precinct will be from Morgan Street, including for service vehicles. The access on Clayton Street and George Street are identified within specific assessment criteria in the Precinct Plan provisions. These assessment criteria specifically identify that access at these locations will need to consider vehicle speeds and assess the design in the context of the pedestrian environment.

No change is proposed to any existing Right of Way agreements for adjacent properties such as 47 George Street.

1.11 ITEM 11

Request:

P31 – Precinct Provisions:

- *Objectives and policies*
- *Activity table*
- *Standards*
- *Matters of discretion /Assessment criteria*

(Merits based) – reconsider a higher activity status for Parking and allocation to ensure a pedestrian orientated precinct.

Commute response

Matter addressed in Item 6 and Item 8.

2 REQUEST FOR FURTHER INFORMATION - AUCKLAND TRANSPORT

2.1 ITEM 1

Request:

The precinct seeks to enable greater heights and restricts parking to promote overall pedestrian connectivity. By developing the site, a pedestrian connection and plaza through the development is proposed. Here pedestrians will come out from the development onto Clayton Street and head towards Newmarket. Clayton Street, Alma Street and the laneway between the development site and Broadway are currently not pedestrian friendly and upgrading as part of the proposed precinct should be considered by the applicant (i.e. pavement, street parking, lighting treatments etc). This would better achieve the pedestrian aspirations of the precinct.

Commute response

Please refer to Amended ITA as dated 1 April 2020.

2.2 ITEM 2

Request:

The application is required to provide better consideration of:

1. *Pedestrian crossing facilities along the street surrounding the development, to enable safe pedestrian connections from the Domain into the development and through to Newmarket.*
2. *Appropriate traffic calming measures to achieve a safe and appropriate speed for the area.*
3. *Options for safety improvement work at the intersections of:*
 - a. *Morgan / Carlton Gore (1S and 1 Minor)*
 - b. *Carlton Gore / Clayton (1S)*
4. *A supermarket delivery truck is longer than 10.3 metres (as described in the ITA), can you demonstrate that a larger truck can be accommodated to ensure this will not become an issue in future when the site is developed.*
5. *As the precinct will enable greater density/height then there may be greater demand for loading and rubbish removal both for the supermarket and future residents, please describe how this can be accommodated.*

Commute response

1. Please refer to Amended ITA as dated 1 April 2020.
2. Please refer to Amended ITA as dated 1 April 2020.
3. Please refer to Amended ITA as dated 1 April 2020.
4. The specific design matters related to service movements will be addressed at resource consent stage.
5. The specific design matters related to service movements will be addressed at resource consent stage.

2.3 ITEM 3

Request:

The ITA has clearly set out the nature of each of the vehicle access points. I.e. Morgan St is to be the main vehicle access point with the others being primarily pedestrian focused.

Can more direction be provided in the objectives and policies to ensure these outcomes for the various accessways are achieved.

Commute response

Please refer to updated Plan Change.

2.4 ITEM 4

Request:

Clarify in Policy 6 and 7 what 'publicly accessible spaces' are in the context of the precinct. It is assumed this includes the pedestrian plaza but is also applicable to the key access points (particularly George and Clayton Street) and the active edges.

Commute response

Please refer to updated Plan Change

2.5 ITEM 5

Request:

AT does not support that infringing the number of parking spaces is a non-notified restricted discretionary activity. Limiting parking is a key premise that the precinct is based, and this provision does not reflect what the objectives and policies are trying to achieve.

Commute response

The precedent within the AUP for carpark infringements is an RDA Activity Status. The matters for discretion are consistent with the Auckland-wide provisions.

2.6 ITEM 6

Request:

The pedestrian connection through the development should be open to the public 24 hours a day. An appropriate legal easement to ensure should be signalled as required in the precinct that would then apply upon development.

Commute response

Further comment provided in the urban design report. Refer Section 6.2.2.2.

2.7 ITEM 7

Request:

What provisions are included in the precinct to ensure an active frontage (preferably like A in the perspectives) is achieved at the pedestrian access points. Again, the sort of activity coming out of the building and accessing onto Clayton Street, as shown on these perspectives should necessitate an upgrade of the connecting roads in order to achieve the objective and policies in the precinct.

Commute response

The upgrades of the surrounding streets site outside the precinct boundaries. Therefore, the precinct provisions cannot require these streetscape upgrades.

2.8 ITEM 8

Request:

The ITA should include an assessment of the existing pedestrian/cycling amenities and connectivity to/from the site and Newmarket and how these fit the purpose for the precinct.

Commute response

Please refer to Amended ITA as dated 1 April 2020.

2.9 ITEM 9

Request:

The cycle parking requirements should be able to be met upon future development. These should be provided – justification required where this is not the case i.e. Office: 23 spaces minimum for short stay and 117 for long stay. Retail (all other not food and beverage): 4 short stay minimum and 6 long stay.

Commute response

The provision of cycle parking will be assessed at subsequent Resource Consent stages when there is greater certainty in proposed land use activities. It is expected that there will be compliance with standards as required by Auckland Unitary Plan: Operative in Part. Should this not be practicable, appropriate justification would need to be provided.

2.10 ITEM 10, ITEM 11, ITEM 12

Request:

Section 1.4 – Crash History – the section summary notes, “Given the speed environment is low, the crashes observed are general minor or no injury in nature.” However, there have been 2 serious injury crashes recorded at the intersection of Carlton Gore Rd with Morgan St and Clayton Street. We are under Vision Zero where no serious injury or death is acceptable. See: <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/>

The section does not further assess or describe the nature of these incidents which should be included as part of the safety assessment. Further information is required on these incidents and whether these would be exacerbated with the additional trips the development would generate on the affected intersections.

At Carlton Gore / George Street – while there has been 1 minor injury crash recorded there have been 4 cyclist crashes and 1 pedestrian crash. While there has been some improvement work completed at this intersection recently as part of the cycle project, further investigation is required to simplify the layout of this intersection with Football Road.

Commute response

Please refer to Amended ITA as dated 1 April 2020.

2.11 ITEM 13

Request:

Vehicle access 6.2 of the ITA. This section notes that further detail on the access design will be taken at resource consent stage however, further assessment/analysis on the locations on George St, Morgan St and Clayton St would be good. There have been two serious incidents recorded affecting these intersections. It would also mean further review of the additional trips generated by the development on the affected intersections/access points and effect on LOS/queue lengths. No modelling has been provided to understand existing and potential demand.

Commute response

Please refer to Amended ITA as dated 1 April 2020.

In regard to traffic modelling, it is not intended that traffic modelling be undertaken for the intersections surrounding the Precinct. The Precinct Plan is currently subject to a Centre Fringe Office Control. This provides that proposals subject to this control are exempt from traffic generation assessments as required under E27.6.1 (2).

It is considered that additional density with the metropolitan centre of Newmarket is an appropriate land use which is consistent with the wider aspirations within the Auckland Unitary Plan.

2.12 ITEM 14

Request:

The main vehicle movements are proposed to be off Morgan Street where there is an existing zebra crossing in proximity to the intersection and cycle lanes. Safety here is vital. This movement will need further assessment considering the below factors. The main two access for the basement would be off George St – if this is where access to 500 parking spaces would be then an assessment on whether this location is appropriate in relation to the adjacent pedestrian demand for the domain.

Commute response

The main vehicle access will be located on Morgan Street. All vehicle accesses have been identified as a restricted discretionary activity. As a matter of discretion, the assessment criteria identifies effects on pedestrian safety on Morgan Street, and pedestrian safety and amenity on Clayton Street and George Street.

Further assessment of safety and pedestrian related matters have been included in the Amended ITA as dated 1 April 2020.

2.13 ITEM 15

Request:

When assessing proposed vehicle access locations; the following would also be considered;

- *ASD and CSD (visibility) for all directions and whether these would meet Austroads*
- *Design of the vehicle access including minimum and maximum widths etc. in relation to AT standards*
- *Tracking on all proposed accesses and how this would affect the design of the access as well as effect on pedestrian/cyclist safety and amenity*
- *Assessment into inter visibility of pedestrians/cyclists at each entry/exit*
- *Proximity to intersections and other vehicle accessways*
- *Conflict points with turning vehicles, cyclists, pedestrians and parked vehicles*
- *Whether there is sufficient room for a vehicle to pass when a vehicle is waiting to turn (assessment into lane widths)*
- *Whether the vehicle volumes on the major road result in increased waiting times, resulting in a potential queue on the minor road*
- *Whether NSAAT is required*
- *Assessment into reverse manoeuvring and on-site turning*
- *Demand on each access and predicted turning movements; whether left in/out would be appropriate etc.*
- *Assessment into VAR on access on an Arterial*
- *Where loading is required, access appropriate to loading vehicle size etc.*

Commute response

The matters above are considered to be relevant to subsequent resource consent applications, once greater detail is available in terms of design.

2.14 ITEM 16

Request:

Once the landuse is confirmed, further analysis and traffic network modelling are likely to be required to understand how the increased in traffic (including vehicles and people on foot & cycle) would affect Parnell Road / George Street and Carlton Gore and to determine if re-configuration of some of the side streets are required.

- *Demand on each access and predicted turning movements; whether left in/out would be appropriate etc.*
- *Assessment into VAR on access on an Arterial*
- *Where loading is required, access appropriate to loading vehicle size etc.*

Commute response

- The Precinct Plan is currently subject to a Centre Fringe Office Control. This provides that proposals subject to this control are exempt from traffic generation assessments as required under E27.6.1 (2). In terms of people on foot and cycle, further assessment has been completed and is provided the Amended ITA dated 1 April 2020.
- Reconfiguration of the existing street network for vehicles is not recommended. The current proposal identifies that vehicle access will be predominantly on Morgan Street and George. The current one-way arrangement on Clayton Street will support reduced vehicle movements in this corridor.
- It is noted that there is no direct vehicle access proposed to be provided onto the Arterial Network.

2.15 ITEM 17

Request:

There's no assessment of the existing activity for the site and current level of trips generated for the existing activities – this information would be helpful to compare existing to future demand, and increase in GFA, for the area.

Commute response

It is considered that the current activities within the Precinct do not provide an accurate representation of a baseline scenario. A baseline scenario provided in the ITA assumed a permitted development scenario to demonstrate the difference in transport effects between a permitted scenario and the changes proposed in the Plan Change.

2.16 ITEM 18

Request:

The ITA uses RTA guidelines for the predicted trip generation which is good – based on the approximate rates used, the rates used are generally accepted. The ITA however does not provide modal split analysis or comments on the predicted percentage of demand on each route/intersection. This would assist with reviewing the potential effects on the immediate network and each affected intersection. SIDRA modelling is also usually used to predict change in LOS for the affected intersections and network. This would be required as part of the review at consent stage.

Commute response

The Precinct Plan is currently subject to a Centre Fringe Office Control. This provides that proposals subject to this control are exempt from traffic generation assessments as required under E27.6.1 (2). In terms of people on foot and cycle, further assessment has been completed and is provided in the Amended ITA dated 1 April 2020.

2.17 ITEM 17

Request:

Whilst predicted trip generation is mainly focused around vehicular traffic, due to the size of the proposed activity, it would also be appropriate to assess the level of demand for pedestrians and cyclists (all modes). This is part of the AT guidelines which states that an ITA should consider the person trips generated by the proposal and not just those trips generated by private vehicles. By reducing the maximum parking rate to 500 more people will walk/use PT/cycle so further assessment on these amenities for the affected routes should be provided.

Commute response

Please refer to Amended ITA as dated 1 April 2020.

2.18 ITEM

Request:

It's noted in section 2.1 of the ITA that the purpose of the precinct is to provide for a comprehensively designed and integrated mixed-use development with high quality, publicly accessible spaces that hence connectivity; however, does not assess the available amenities/crossing points in the area to accommodate the additional pedestrians/cyclists to the area i.e. comment on the existing amenities and whether these would still be appropriate. Figure 9 shows the indicative pedestrian plaza but how do pedestrians cross to this plaza, there currently isn't crossing points for the pedestrian desire line (apart from existing zebra on George St). This would form part of the assessment of effects we review at consent stage.

Commute response

Please refer to Amended ITA as dated 1 April 2020.

Yours sincerely



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