

15 October 2019

Boffa Miskell
Level 4, Huddart Parker Building
1 Post Office Square,
WELLINGTON 6011

Attention: Pauline Whitney

Dear Pauline

**Te Ramanui Hawera
Transport Assessment**

Following your recent request we have assessed the traffic and transport effects that the proposed Te Ramanui development will have on the Hawera town centre.

The site is located on a section of land zoned Commercial - Hawera Town Centre, with frontage onto High Street, Regent Street and Riddiford Street, as shown by the yellow block in **Figure 1-1**. It is proposed for this section of land to be redeveloped as a Town Centre Library and Community Facility. The site is currently occupied by small scale retail type activities. This facility is anticipated to revitalise this part of the town centre by providing a newly designed space for use by the community.



Figure 1-1: Site Location and Extent

The proposed extent of the site includes an existing rear parking area with a capacity of 25 parking spaces. This parking area has direct access via three existing vehicle crossings on Riddiford Street.

Existing Transport Environment

Road Network

The classification of the roads surrounding the development site as well as their average daily traffic (ADT) volumes have been provided by South Taranaki District Council (STDC), as shown in **Table 1**.

Road	Location	Classification	ADT
High Street	Regent Street - Princes Street	Primary Collector	4,764
Regent Street	High Street - Furlong Street	Secondary Collector	1,367
Little Regent Street	Regent Street - School Lane	Secondary Collector	666
Princes Street	Riddiford Street - Furlong Street	Primary Collector	4,813
Riddiford Street	No exit street	Low Volume	182

Table 1: STDC Road Classification and Traffic Volumes

These volumes are typical of the function each road performs in the town centre. Notably, site access is proposed to be achieved from the lower hierarchy roads of Regent Street and Riddiford Street.

The proposed new building has frontages to High Street, Regent Street and Riddiford Street. High Street is the main town centre street through central Hawera, and has existing provision for wide pedestrian footpaths under veranda cover on both sides of the road with a pedestrian crossing platform directly adjacent the development site. It also provides seven angled parking spaces along the frontage of the site. Similar to High Street, Regent Street has generous pedestrian footpaths, two crossing platforms adjacent the site and 11 angled parking spaces along the frontage of the site.

Riddiford Street provides rear access to various properties and off-street carparking serving private businesses.

Road Safety

As is industry practice, the New Zealand Transport Agency Crash Analysis System (CAS) has been referred to in assessing all crash records on the road network adjacent the site between (and inclusive of) 2014 and 2018, being the most recent full five year period usually adopted for such safety reviews. **Figure 1-2** outlines the extent of the area (shaded blue) that has been reviewed relative to the site location (shaded orange) and provides an overview of reported crash types.

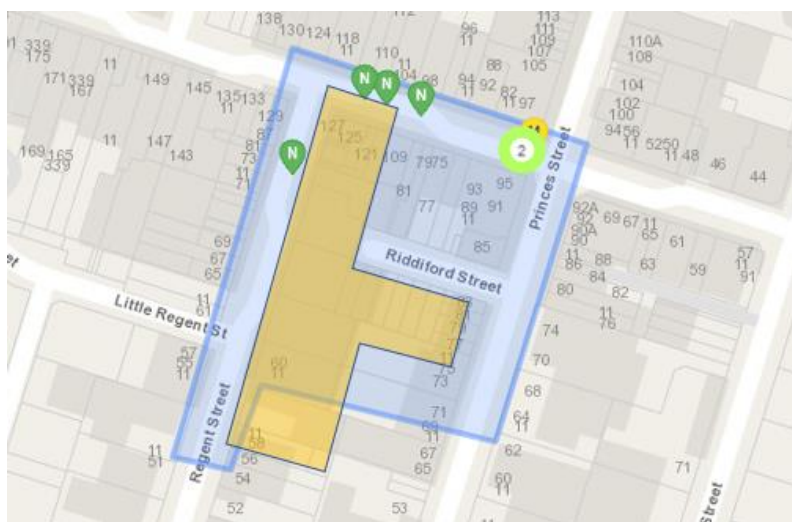


Figure 1-2: Crash Locations

A total of seven crashes were recorded, one of these was a minor injury crash and the remaining six were non-injury crashes. The minor injury crash occurred at the roundabout at the intersection of High Street and Princes Street, and involved a van failing to give way to a moped. All but one of the non-injury crashes occurred on High Street and had a general trend of slow speed and small impact. There was also one instance of a pedestrian being hit, however this did not result in injury.

Despite the minor and non-injury nature of these crashes, this safety record serves to indicate the importance of achieving safe and convenient vehicle and pedestrian connections to the site.

Proposal

The proposed development involves the construction of a new Town Centre Library and Community Centre. It involves reconfiguring the site to provide parking on site, circulating lanes and a new (one-way) movement lane connecting the Riddiford Street carpark with the Regent Street carpark as shown in the application plans and as repeated below in **Figure 1-3**.

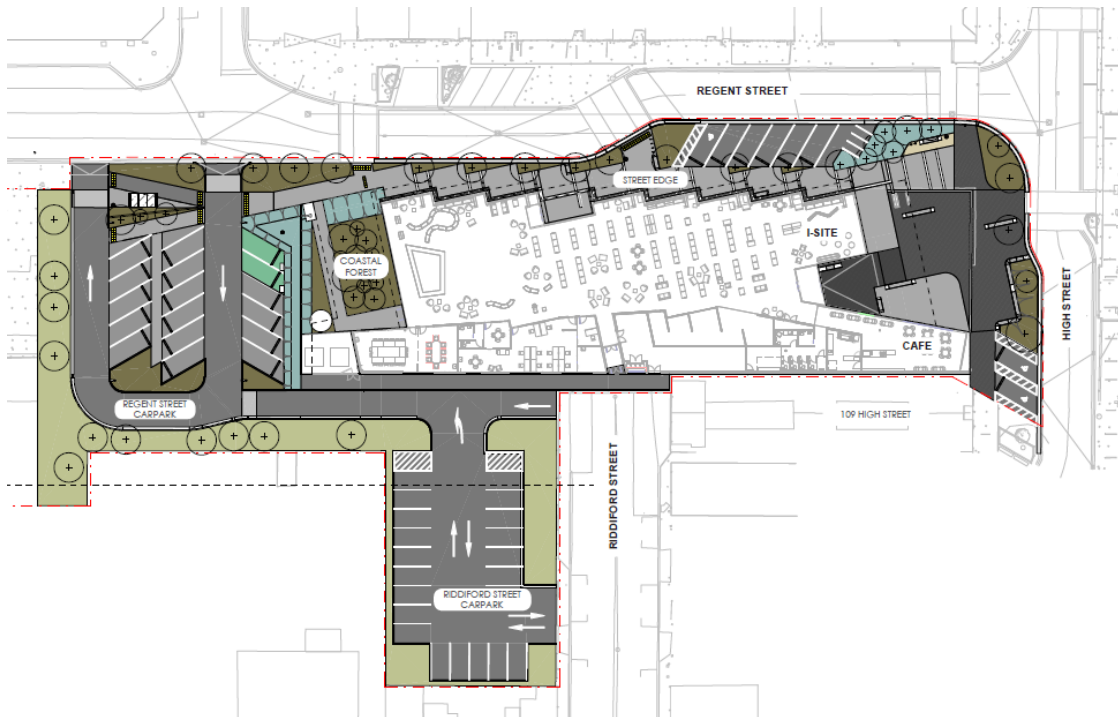


Figure 1-3: Proposed Site Layout

There are two distinct parking areas on-site, one area located adjacent Regent Street ("Regent Carpark") and a second area adjacent Riddiford Street ("Riddiford Carpark"). A total of 37 parking spaces are proposed on-site, one on-street mobility space plus five standard on-street parking spaces on Regent Street and two on-street mobility spaces on High Street (total 45 proposed spaces). There are currently 18 on-street parking spaces and 25 on-site spaces (total 43 existing spaces) so collectively, this proposal will add two parking spaces to the area. The combined parking provision will serve the demands of the site while also providing a public resource for the town centre as a whole.

The site is proposed with a total of four vehicle crossings, two driveways on Regent Street, and two on Riddiford Street. The other existing access on Riddiford Street is to be closed, presenting an improvement in terms of access definition and simplification.

The northern access on Regent Street allows ingress movements and the southern access allows egress movements, with corresponding one-way circulation through the carpark aisles.

The western access on Riddiford Street only allows ingress movements while the eastern access allows two-way movement. The Riddiford Carpark parking aisle also allows for two-way movement. A separate access and lane connects the Riddiford Street Carpark to the Regent Carpark allowing one-way movements only towards Regent Street.

Pedestrian accesses to the new building are proposed via entrances located on High Street and on Regent Street.

The development plan also has provision for 12 cycle parking spaces on Regent Street directly adjacent to the site.

District Plan Compliance

The South Taranaki Proposed District Plan Performance Standard 6.2.7.1.ii exempts this activity from providing vehicle access from a road, and on-site parking, manoeuvring areas and loading facilities in accordance with the permitted activity standards in Section 10: Parking and Transportation. However, for the sake of completeness and given this development is proposed with accesses, parking, and manoeuvring areas, they have been assessed against the appropriate District Plan Standards. The relative compliances are identified and discussed below.

- **Rule 10.3.2.1 Distance of Vehicle Crossings from Intersections.** The rule requires a separation of 20m where a vehicle crossing is on a secondary collector frontage road and the intersecting road is also a secondary collector. The two driveways serving the Regent Carpark are proposed approximately opposite the intersection of Regent Street / Little Regent Street (both of which are secondary collector roads) and are located closer to the intersection than 20m.

The proposed access arrangement allows ingress movements generally opposite Little Regent Street and egress movements via the southern Regent Street driveway, located about 15m south of the intersection. Given the separation between ingress and egress movements, the good sight lines available, the relatively modest levels of traffic on the adjacent roads (as set out in Table 1) and also projected to / from the site, this arrangement is expected to operate without any notable safety concerns.

- **Rule 10.5.1.1 - Cycle Parking.** This rule states that all activities are required to provide on-site cycle parking at a rate of one cycle parking space for every 40 car parking spaces provided. Given 37 car parking spaces are proposed, one cycle park is required.

Although cycle parking is proposed along the Regent Street frontage of the building (and not on-site per se), it is considered the total resource of 12 cycle parks will meet the practical needs of the library and community centre as well as providing an improved amenity for those cycling to the town centre as a whole.

- **Rule 10.5.3.1 Size of Parking Spaces.** This rule states that all required parking spaces be designed to the dimensions of Table 7. The parking layout on-site is proposed as a combination of 60° and 90° angled parking spaces.

All of the spaces proposed have been designed with dimensions that meet the relevant rule.

- **Rule 10.5.4 On-site Manoeuvring.** This rule requires that on-site manoeuvring shall be provided for the 90th percentile motor vehicle to ensure no vehicle is required to reverse either onto or off a site.

All manoeuvring will meet this requirement as the parking has been designed to comply with the Plan standards, as above.

- **Rule 10.6.1.2 Loading Space Dimensions.** Loading spaces are required to have minimum dimensions of 9m long 3.5m wide and 4.5m high. The proposal does not include a loading bay.

Rubbish collection and general servicing would be carried out in the same manner as other existing activities in the Hawera town centre i.e. from the kerbside.

Discussion of Traffic Effects

The proposed new library and community centre involves reconfiguration of parking on-site and on directly adjacent street frontages. The reconfiguration involves the removal of some of the on-street parking spaces and the provision of new parking spaces on-site, so that collectively there will be two additional parking spaces in the same area.

While the District Plan does not require this activity to provide any parking, the provisions largely replace existing parking and do so in a manner that provides a public resource principally serving the library and community centre, and also supporting visitors to the town centre.

The Regent and Riddiford Carparks are expected to operate largely independently, although the on-site one-way drive-thru arrangement from Riddiford Street to Regent Street would favour some parkers from the Riddiford Carpark exiting to Regent Street. With the level of on and off-site traffic volumes involved, the operation and safety of the driveways is not expected to be an issue.

The proposed design incorporates the same existing pedestrian crossing platforms and desire lines already established, providing a high level of connectivity for pedestrians walking through the town centre. The new development will enhance the pedestrian environment by allocating some of the site area on the High Street and Regent Street frontages as public space, with site permeability also improved with the provision of a link between Riddiford Street and Regent Street.

Site servicing and deliveries will occur in the same manner as it does at other existing activities in the town centre. A development of this nature is typically serviced by vans and small trucks which will operate in a similar manner to the cars parked in the adjacent parking spaces, with direct access to the fronting footpath.

Conclusions

For the reasons explained and assessed, the proposed town centre library and community centre is expected to operate with no more than minor traffic impacts. The parking proposed would provide a development-specific resource as well as for the town centre as a whole, providing an overall greater supply of public parking compared with that which currently exists.

Overall, the proposed activity is expected to enhance the town centre by improving the pedestrian environment and adding more parking, with no more than minor traffic effects.

Yours sincerely



Harris, Athul
Transportation Engineer
Stantec New Zealand

Reviewed By: Mark Georgeson