

Appendix 6

Expert Memo – Transportation



To:	Dean Moriarity, Cameron Drury (Strategy)		
Cc:			
Date:	16 April 2018	File Ref:	[File Number]
Subject:	PARK ISLAND PLAN CHANGE		

Background

The Napier City Council's Transportation Team has previously provided direct expert input to the Section 32 Evaluation Report on Transport matters. This involved:

1. Providing advice around average (for residential landuses) and peak (for sport park users) vehicular movements at the existing roundabouts under a fully developed scenario of the existing configuration,
2. Providing advice around average (for residential landuses) and peak (for sport park users) vehicular movements at the existing roundabouts under a fully developed scenario of the proposed configuration,
3. Providing responses to specific questions arising from consultation.

The questions and responses referred to in (3) are reproduced below:

1. Will there be enough car parking for the sports hub?

Comment:

The total number of car parks proposed for the Northern Sports Hub is 196 which is considered more than adequate for the proposed layout and calculated demand. There is likely to be an overspill of parking onto Orutu Drive of approximately 100 vehicles at peak times which would extend about 600m along one side or 300m each side. This is acceptable and not considered to be a safety or capacity issue with the existing geometry of Orutu Drive.

The frequency of "peak" sporting activity times is likely to be once or twice a week including on the weekend and is expected to be outside the usual peak commuter and school times on the urban network.

Orutu Drive and the roundabout intersections were originally designed to accommodate the predicted volumes of traffic for the whole development and the proposed internal land use changes are unlikely to exceed the capacity provided. Moving the residential development to the North may increase the vehicle movements on the section of Orutu Drive between Pacific Avenue and Prebensen Drive to a higher level than previously anticipated. This is likely to be the more attractive route for drivers to and from the area with shorter distances and fewer / easier to use intersections and is considered beneficial to the operation of the local area network.

2. Why not access the sports hub from Westminster Avenue?

Comment:

Orotu Drive has greater spare capacity and space for on-street parking which tends to spread out from the primary access to a facility. The provision for the extra approach to the Tasman Drive/Orotu Drive roundabout is already designated. Access from Westminster Drive would also require a new bridge across the drain as the existing one lane bridge is not suitable. Use of the existing roundabout is preferred.

3. Should there be another intersection from the north-west area of the main Residential Zone onto Prebensen Drive?

Comment:

Firstly, a left-in/left-out interaction would result in a number of U-turns or additional trips to/through the Puketitiri Road roundabout. Any new intersection would therefore have to be full access. A new intersection in this regard would compromise the movement function of Prebensen Drive and introduce additional safety issues. The capacity of the Prebensen Drive/Orotu Drive roundabout has capacity to accommodate the relatively minor increase in traffic generation arising from the expanded residential area.

4. Is there any benefit in having an internal access road linking the proposed parking area for the northern sports hub through to Clyde Jeffery Drive?

Comment:

Unlikely as this would make the recreational areas more car dominated, introduce additional conflicts and would save very little in terms of distance. Good walking/cycling paths are appropriate for these internal links.

Finally, we agree with the following conclusions reached and reported on by the Planner in the Section 32 Report:

- There will be a marginal increase in vehicle movements at the Orotu Drive/Kapiti Drive roundabout,
- There will be a reduction in potential vehicle movements at the Orotu Drive/Tasman Drive roundabout,
- The Orotu Drive/Pacific Avenue roundabout has the capacity to accommodate increased vehicle movements,
- The Northern Sports Hub will provide a sufficient level of on-site car parking, while the extent of anticipated overflow is not inappropriate and will not compromise the safety and efficiency of the roading network,
- The proposed access points are the same as would be established with or without the reconfiguration, and taking the nature of the surrounding roading network into account

remain to be the preferred options,

- Peak traffic in relation to the Sport Park is likely to be less due to the change in use patterns that are achievable with artificial turf.
- The additional 527 carparks proposed for the whole of Park Island will more evenly distribute car parking to match demand and overall reduce parking pressure at peak times.

The Proposed Plan Change has been notified with a number of submissions received. We have been asked to provide further expert input on the matters raised in these submissions in relation to transport.

We have reviewed the submissions and identified the following areas which appear to be requesting clarification of points already assessed as part of the Section 32 Evaluation Report on Transport Matters.

From: Ken McKee (Submission No.2)

Transportation Matters:

1. That vehicle access to the proposed Northern Sports Hub be from Clyde Jeffery Drive, and that there is no access from Orotu Drive.
2. That an emergency access to the proposed Northern Sports Hub be provided via the existing adjacent bridge in Westminster Avenue.
3. That adequate parking be provided within Sports Hub areas

Comments

1. *The option of all vehicle access for the Northern Sports Hub being via Clyde Jeffery Drive has been assessed in terms of safety and the level of service that could be achieved. If provided, this would be likely to make the recreational areas more vehicle dominated, introduce additional conflicts and would save very little in terms of distance travelled. Clyde Jeffery Drive and on road car parking in the vicinity is already at full capacity during large sports events.*
2. *Formalised emergency access from Westminster Drive would require a new bridge across the drain as the existing one lane bridge is not suitable. This would also require additional maintenance to ensure the access was available at all times and may need to be gated to prevent misuse by others. Use of the proposed more resilient access off Orotu Drive is preferred to minimise travel time when attending to an emergency call out. There is no intention to disestablish this bridge and it remains under the NCC inspection and maintenance programme. There is no objection to the sports hub operator providing a gated access at this point to provide additional emergency resilience.*
3. *The total number of car parks proposed for the Northern Sports Hub is 196, which is*

considered more than adequate for the proposed layout and calculated demand. There is likely to be an overspill of parking onto Orotu Drive estimated at up to approximately 100 vehicles at peak times that would extend up to 600m along the road. This is acceptable based on the frequency anticipated and not considered to be a safety or capacity issue with the existing geometry of Orotu Drive. The additional 527 carparks proposed for the whole of Park Island will more evenly distribute car parking to match demand and overall reduce parking pressure at peak times.

From: Nigel MacNeil (Submission No.3)

Transportation Matters:

1. Effects of overflow parking on the function of surrounding streets and existing residents.
2. That a further 100 car parks should be provided 'on-site' within the Northern Sports Hub Area.

Comments

1. *There is likely to be an overspill of parking onto Orotu Drive of approximately 100 vehicles at peak times that would extend up to 600m along the road. This is acceptable based on the frequency anticipated and not considered to be a safety or capacity issue with the existing geometry of Orotu Drive with adequate kerbside parking space and central median islands. The frequency of "peak" sporting activity times is likely to be once or twice a week including weekends and is expected to be outside the usual peak commuter and school times on the Parklands urban road network.*
2. *A further 100 constructed car parks provided within the Northern Sports Hub will require additional sealed surfacing to be constructed and maintained with minimal utilisation. The existing on road parking along Orotu Drive is currently under utilised and provides an ideal alternative. The additional 527 carparks proposed for the whole of Park Island will more evenly distribute car parking to match demand and overall reduce parking pressure at peak times.*

Dave Curson