

10 July 2018

REQUEST FOR TRANSPORTATION ENGINEER ASSESSMENT

To: Robin Malley/Sera Chambers

From: Processing Planner: **Shane Lambert**

Site Address: 25/35 Ulyatt Road

Resource Consent Ref: RM170155

Zone: Main Rural Zone

Features of note: Ulyatt Road is a Collector Road in the Napier City Roading Hierarchy

Proximity to State Highway 50 (no access proposed, SH noise managed through District Plan conditions) and NCC drain/pathway networks

Overall activity status **Discretionary** Activity (unfettered RMA discretion)

1. DESCRIPTION

- This proposal has previously been before NCC transport. This referral seeks to confirm all the final details.
- Development of a retirement complex

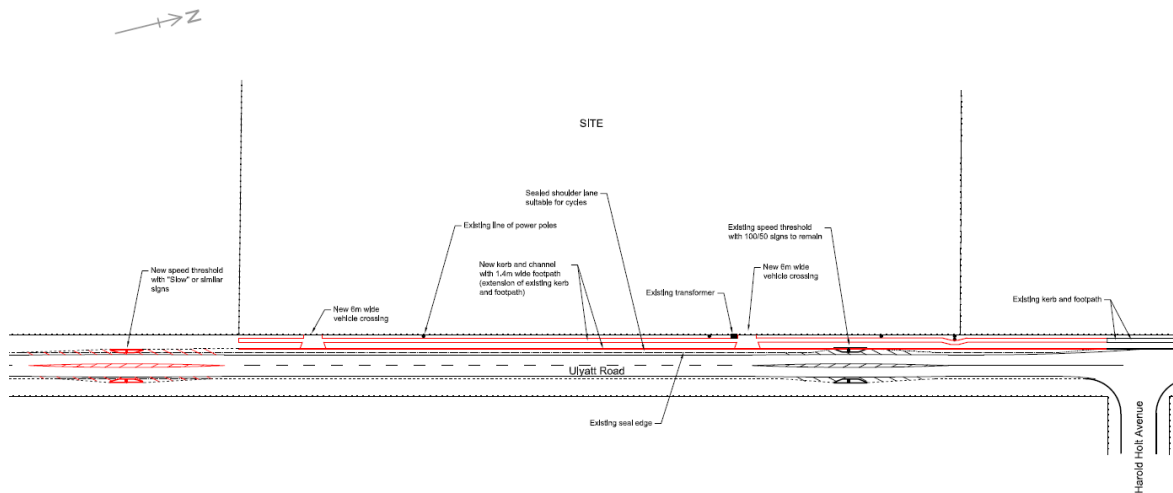
2. REASON FOR TRANSPORTATION INPUT

- a) Please confirm your assessment of the TIA/site plan/application documents for compliance with NCC Code of Practice/assessment in terms of transport safety
 - i. Previously it has been advised that NCC Transport agreed with the findings of the TIA submitted. Please confirm whether this remains the case, and any appropriate conditions. The TIA includes that:

6.1 Modification to Ulyatt Road

Appendix A to this report shows the proposed upgrade of Ulyatt Road adjacent to the site. The upgrade will create a more urbanised road environment, and will include the following:

- Kerb and channel extended southwards from its existing termination point to the southern end of the site, along the west side of the road.
- A sealed shoulder between the existing northbound traffic lane and the kerb, that can be used by cyclists.
- Pedestrian footpath extended southwards from its existing termination point to the southern end of the site, along the west side of the road.
- A speed threshold near the southern end of the site to identify a change of environment from rural to urban at that location, with “Slow” or similar signs. The threshold would be similar in form to the existing threshold at the northern end of the site but the legal speed limit would not change.



BUPA CARE HOME AND RETIREMENT VILLAGE 25 ULYATT ROAD, NAPIER Road Modifications and Site Access		Drawing No: 892/1
A3 Scale 1:400 Traffic Solutions Ltd 82 Hindmarsh Drive, Tingo 3330 Ph (07) 376-5651		Drawn: IPC Date: 20/10/2017

- ii. Please specifically comment on the following submission on the resource consent that raised the following transport based matters:

C Newman submission:

Parts you support/oppose are: * I don't believe the current roading/footpath infrastructure will be fit for purpose with another 150+ people using it

Reasons for submission: *

There is a high level of traffic along Harold Holt Ave considering it is a residential area. Vehicles regularly travel in excess of 50km/hr along the end of Harold Holt Ave where it meets Ulyatt Rd. They then speed in excess of the 100km/hr speed limit on Ulyatt/Tannery Road. This area is victim to high levels of anti-social behavior with cars speeding, burning out tyres and skidding through bends and junctions. Adding more vehicles travelling through this area will not slow people down, simply cause more aggressive driving and obstacles in their line of fire. I feel there is already significant risk to residents, especially families with young children, which will not decrease with increased volumes of traffic.

There are no pathways along Ulyatt/Tannery and the iway alongside the highway only goes part of the distance to Meeanee. The proposal for a pathway only covers the length of the development area, what about the rest of the road? Are the older generations going to be walking along the berms with cars flying pass them?

Street lighting in the area is currently very poor and I can only assume that residents out in the evenings will be a walking target.

I live very close to the roadside and don't want to be witness to someone being harmed in a motor vehicle related incident.

Decision I wish Napier City Council to make is (eg. decline or approve): * Approve - However, I want to see the areas roads made safer. I don't feel that the current infrastructure can accommodate safely the current residents, never mind 150+ pensioners on the roads and footpaths!

- b) Please complete the attached form and return to me attached via email, including with any conditions recommended if the commissioner was to decide to grant consent.

ASSESSMENT – RESPONSE REQUIRED WITHIN 5 DAYS (BY JULY 18 2018 PLEASE)

Description of input required	Please assess AEE, Plans, TIA, submission points raised
Location of Application	INFOSOURCE: Resource Consent File RM170155 – 25 Ulyatt Road
Calculation of working days	Where received by transportation after 9am , the timeframe starts the next full working day. Where received by the transportation team before 9am , the current day is the first working day.

NCC TRANSPORTATION ENGINEERING ASSESSMENT

TO: Shane Lambert
FROM: Dave Curson
DATE: 19/07/2018

1. MATTERS TO BE ADDRESSED

- A. The application is **approved from a transport perspective** and I agree with the Applicant's assessments and recommendations included in the Traffic Impact Assessment prepared by Traffic Solutions Ltd dated 20 October 2017.
 - B. The matters raised in the submission from C Newman. Please see the notes under 3. Recommended Advice Notes.
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2. RECOMMENDED CONDITIONS

It is recommended that the following conditions are included in the consent decision:

Roading and Access

- 1. The proposed modifications to Ulyatt road shall be formed as shown in Appendix A of the TIA (Traffic Solutions Ltd 20 October 2017) and to, NCCs Code of Practice including:
 - a) Kerb and channel as shown
 - b) Sealed shoulder in accordance with the Code
 - c) Pedestrian footpath extending the whole length shown
 - d) Placement of a 'slow' speed sign as shown to signal the change from rural to an urban type interface
- 2. The two 6m wide vehicular access points shall be formed, permanently surfaced and drained in accordance with the TIA (Traffic Solutions Ltd 20 October 2017), and the requirements of the District Plan and the Code of Practice.
- 3. "As Built" drawings shall be provided to the Napier City Council Infrastructure Director. These shall be presented in accordance with the Code.

3. RECOMMENDED ADVICE NOTES

In response to the matters raised in the submission from C. Newman, please see the following points.

- Ulyatt Road has been identified as a section of NCCs road network that requires a review of the existing 100 km/h speed limit between its intersection with Tannery Road / Waverley Road and the 50 km/h section to the south of Harold Holt Avenue. The proposal is to change the speed limit to 80 km/h between the intersection of Tannery Road / Waverley Road and the Southern extent of the BUPA development. Additionally, to extend the existing 50 km/h southwards to the new 80 km/h section. This is expected to assist with controlling the speed environment of the road, particularly in the vicinity of the rural / urban boundary which will be reinforced by BUPAs offer to install a threshold treatment at the 50 km/h / 80 km/h boundary.
- Upgrades to all of the street lights along pedestrian routes within Napier are planned for completion over the next two financial years.
- Harold Holt Avenue and Ulyatt Road both have the capacity and infrastructure in place to easily accommodate current demands and the anticipated increase in demand likely to be generated by the proposed development. The illegal driver behaviour is an issue that the Police are aware of and needs their intervention to resolve.
- BUPA have proposed to construct the footway along their frontage with Ulyatt Road through to the existing footway network at Harold Holt Avenue. This will then provide a continuous link between Harold Holt Avenue and Burness Road in Jervoistown via the pathway alongside The Expressway. This pathway is being considered for extension to Meeanee Road. The anticipated minimal demand for a footway further south alongside Ulyatt Road and Tannery Road does not justify construction at this stage. It is expected that there will be additional pedestrians on the footpath network in the area, generated by the development, particularly to the north alongside Ulyatt Road. However, the number is very unlikely to be 150+ at any one time with the other travel mode choices BUPA residents will have available.

Prepared by: Dave Curson

TRANSPORTATION ENGINEER

Reviewed by: Robin Malley

TEAM LEADER TRANSPORTATION

APPENDIX A DRAFT CONDITIONS/ADVICE NOTES

Roading and Access

1. The proposed modifications to Ulyatt road shall be formed as shown in Appendix A of the TIA (Traffic Solutions Ltd 20 October 2017), including:
 - e) Kerb and channel as shown
 - f) Sealed shoulder in accordance with the Code
 - g) Pedestrian footpath extending the whole length shown
 - h) Placement of a 'slow' speed sign as shown to signal the change from rural to an urban type interface

2. The two 6m wide vehicular access points shall be formed, permanently surfaced and drained in accordance with the TIA (Traffic Solutions Ltd 20 October 2017), and the requirements of the District Plan and the Code of Practice.

General (Implementation of above conditions subject to Engineering approval)

3. No on-road work shall commence until Engineering plans have been approved and consent to commence has been granted by NCC Infrastructure.
4. All work shall conform to the Council's Code or as otherwise approved by NCC.
5. The costs of all transport infrastructure are to be met by the applicant.
6. "As Built" drawings shall be provided to the Napier City Council Infrastructure Director. These shall be presented in accordance with the Code.

ADVICE NOTES:

- A. All enquiries regarding the formation of road improvements and vehicle crossings should be addressed to NCC Infrastructure.

- B. The costs of all transport requirements for the development are to be met by the applicant.

- C. All references to "the Code" in this consent relate to the Napier City Council Code of Practice for Subdivision and Land Development.

- D. Except as otherwise allowed by this consent, the proposal must comply fully in all respects with the provisions of any relevant District Plan. That the proposal shall comply with, all relevant Council By-Laws, the Building Act 2004 and regulations and with the Code of Practice for Subdivision and Land Development. All necessary consents and permits shall be obtained.