

From: [Alastair Black](#)
To: [Judith Makinson](#)
Cc: "Richard Falconer"; Michelle Carmine
Subject: Re: [#CKL B18163] LUC0427/19 - Te Kowhai Retail Complex.
Date: Wednesday, April 08, 2020 5:13:58 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.jpg](#)

Hi Judith
Yes, I can confirm I am happy with that arrangement
Cheers
Alastair

From: Judith Makinson
Date: Wednesday, 8 April 2020 at 12:47 PM
To: Alastair Black
Cc: 'Richard Falconer'
Subject: RE: [#CKL B18163] LUC0427/19 - Te Kowhai Retail Complex.
Hi Alastair

Thanks for your time today. From the sounds of things we are now on the same page and have an agreed way forwards as follows:

- Installation of right turn bay/break in the flush median at the main site access (2 way crossing) and continuous flush median along the site frontage to be provided. This will be amendments to road marking so only and no seal widening will be required.
- The above road markings can be subject to a consent condition requiring detailed design, approval by WDC and installation before the site is operational.
- With the continuous flush median in place, and appropriate signage the second exit only crossing for service vehicles can be retained.

If you could confirm by return email that you are happy with that, that would be most helpful.

Thanks and regards

J

Judith Makinson
Transportation Engineering Manager
DDI 07 260 0571 | P 07 849 9921 | M 022 685 5496 | judith.makinson@ckl.co.nz | 58 Church Road, PO Box 171, Hamilton, 3240 | www.ckl.co.nz
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From: Alastair Black [<mailto:Alastair.Black@graymatter.co.nz>]
Sent: Tuesday, 31 March 2020 4:23 PM
To: Judith Makinson
Subject: Re: LUC0427/19 - Te Kowhai Retail Complex.
Hi Judith

WDC have asked us to get in touch with you to discuss this and hopefully come to some agreement. To be honest I thought this got consent ages ago.

Concerns

In brief our concerns are:

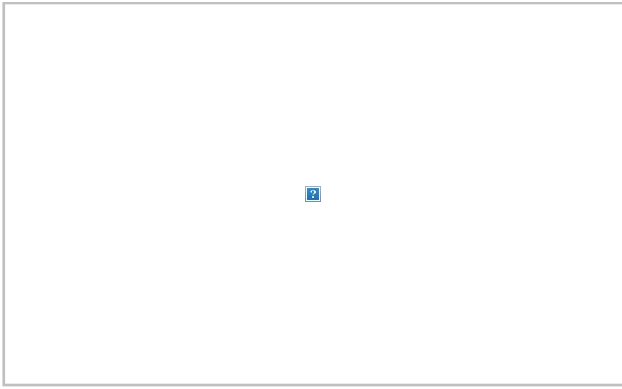
- there are two vehicle crossings to the site and one is preferred, especially as one will be very low volume (20-25veh/week)
 - that signs and marking will not be sufficient to restrict its use to exiting service vehicles. It could be attractive for other movements by customers to/from the south (i.e. left-out and right-in)
 - a right-turn bay/treatment is warranted (see attached)
 - as shown in the attached plans, the main vehicle crossing is located where the northbound right-turn bay starts and the service vehicle crossing is located at the end of the flush median taper
 - the lack of a flush median outside the site is inconsistent with the treatment throughout the rest of the village
- In our view, the increase in vehicle crossings with more turning movements (150-180veh/hr) combined with these movements occurring on a bend where there is only a centreline is a concern that requires mitigation.

Mitigation

Initially we considered a 1m flush median, which would be more consistent with the median to the south, but we were concerned this wouldn't sufficiently shelter a waiting vehicle. So recommended a 2m median which is the minimum to shelter a vehicle.

An arrangement consisting of 2x3.5m traffic lanes, 2x1.5m shoulders and 1m median would (roughly) fit in existing seal width which we measured as 10.9m. This should limit the mitigation to line marking with no widening required. The lane width could possibly be reduced to 3.2m if needed to preserve a 1m flush median and 1.5m shoulders (for cycling). Is this something you could accept?

Happy to discuss on the phone, I am working most of the time, although late afternoon (about now-ish) I get called away for parenting or cooking dinner.
Cheers
Alastair



On 12/03/2020, at 10:13 AM, Michelle Carmine <Michelle.Carmine@waide.govt.nz> wrote:

Hey Vinish/Alastair

The applicant has had Judith Makinson their Traffic Engineer review the recommendations you made in your peer review. Could one of you call her directly to discuss your findings and recommendations? I have copied her comments to the applicants Planning Agent below, for your information:

Thanks Michelle

Hi Richard

I am struggling to see the issue, particularly now the site is within the 50km/h zone and there is no capacity issue – our S92 identified LOS A for the two-way access intersection at x2 the traffic generation identified in the ITA with delays at around 6s and less than 1 vehicle queue so there is nothing to suggest that a vehicle would be sitting in the middle of the road and be at anything other than a less than minor risk of causing a crash or being struck by another vehicle. If we look at the Austroads right turn warrants, I'm fairly sure the right turn doesn't meet the need for anything other than just turning right. I know this isn't directly relevant as WDC is not asking for a right turn bay but this is about identifying risk and I just can't see one.

The crossing to 564 Horotiu Rd is opposite the exit only crossing and 8m to the south. This fails the 15m separation distance requirement for a 50km/h speed environment. If we follow up on the Gray Matter suggestion that this be considered as a two-way crossing in terms of effects, then see above paragraph. We have doubled the traffic gen from the ITA to assess the main site access and nothing happened capacity wise and there is no safety warrant triggered. Having a residential crossing opposite with very low demand that generates is a very low risk also.

We have also recommend in the ITA physically limiting the width and changing surface treatments as well as providing signage and on-site markings to support appropriate use of the crossings. Installing a median would indeed reduce the likelihood of the service exit being used by other vehicles as the right turn in (the only movement likely to benefit) but it also adversely affects 560 Horotiu Road and in my view increases the likelihood that they might start u-turning. Even if I did agree that a median was needed (which I don't), I see no need for something 2m wide when the median for Westvale Lane is approx. 1m wide.

Happy to discuss if you have questions or to talk direct to Gray Matter.

J

Judith Makinson

Transportation Engineering Manager

DDI 07 260 0571 | P 07 849 9921 | M 022 685 5496 | judith.makinson@ckl.co.nz | 58 Church Road, PO Box 171, Hamilton, 3240 | www.ckl.co.nz

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From: Alastair Black [<mailto:Alastair.Black@graymatter.co.nz>]

Sent: Tuesday, 3 March 2020 3:08 p.m.

To: Michelle Carmine; Vinish Prakash

Subject: RE: LUC0427/19 - Te Kowhai Retail Complex.

Hi Michelle

Yes, widening to provide a 2m flush median (along with the 50kmh speed limit) addresses our safety and efficiency concerns.

Looking at the conditions at Appendix B, there should be an extra bullet point in the engineering design condition requiring:

= signs and markings restricting the southern vehicle crossing to exit only movements for service vehicles.

Regards

Alastair

From: Michelle Carmine <Michelle.Carmine@waide.govt.nz>

Sent: Monday, 2 March 2020 11:16 am

To: Vinish Prakash <Vinish.Prakash@graymatter.co.nz>

Cc: Alastair Black <Alastair.Black@graymatter.co.nz>

Subject: LUC0427/19 - Te Kowhai Retail Complex.

Hi Vinish

I have taken over this application from Victoria Majoror. I have just been getting up to speed with all the details. I have read your ITA review and recommended conditions. There is just one question I have regarding the report.

In section 3.4.2 you have stated:

"There are likely to be adverse safety and efficiency effects related to increased movements at the vehicle crossing compared to a layout with a single vehicle crossing and if the vehicle crossing was only used by existing service vehicles. No sign layout has been provided to demonstrate that the crossing will only be used by exiting service vehicles. We consider it very unlikely that signs and markings will be effective in limiting movements to existing service vehicles and consider that the crossing is assessed as an all movements crossing."

You further note these concerns in section 5.1 in the access section.

In terms of your recommendations:

The only recommendation I can see that addresses your concerns is where you state in section 3.6:

"We recommend providing a 2m wide minimum flush median on Horotiu Road at both vehicle crossings as there is a risk that the proposal does not adequately manage the southern vehicle crossing to exit only movements."

Does this recommendation mitigate all your concerns regarding both safety and efficiency with the southern crossing that you have raised throughout the report?

Kind Regards

Michelle Carmine

Consultant Planner

Element Planning Ltd

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