

Urban Perspectives Ltd
PO Box 9042
Marion Square
Wellington 6141

TDG Ref: 12834.001
13 March 2015

Issued via email: alistair@urbanp.co.nz

Attention: Alistair Aburn

Dear Alistair

**North Kumutoto Precinct Project
Response to Traffic Matters Raised by Soon Kong**

Mr O'Leary's email of 4 March includes nine additional traffic matters raised by Mr Soon Kong, as set out below. I took the opportunity to meet with Soon on 6 March, and the responses below have been informed by our discussions.

- *Item 10. Details in Drawing Number 1.045 need clarification - Red line (scope of work?), Property boundary (Public legal access), Proposed future legal road boundary, incorrect existing features and proposed pedestrian crossing.*
- *Item 10. Potential safety risk for Whitmore St approach due to the proposed Site 10 approach.*
- *Item 11. Drawing Number 1.044: Use of public road for planting and diverting pedestrians onto private land. Maintenance responsibility and Public legal access rights need to be discussed and agreed with the Council prior to consent.*
- *Item 14. The traffic modelling in Appendices D1 and D2 for the existing situations exAM, exPM and exSat do not reflect the current situation such as phasing sequence and cycle lengths.*
- *Item 16. The parking layout and dimensions are substandard in Drawing Number 1.046.*
- *Item 17. The single mobility carpark on the northwest corner is too far from the lift.*
- *Item 21. Where is the dedicated kerbside servicing zone for larger vehicles to use for loading and unloading? The proposed loading bay within the building will only accommodate smaller service vehicles.*
- *Item 21. The proposed cycle entry gate is to be designed in order not to compromise the visibility splay in Drawing SK_06_C.*
- *Item 22. With a one-way lane, a reversing service vehicle will track over a large area of footpath. This needs to be addressed to ensure that truck manoeuvring is restricted to the vehicle crossing e.g. bollards along the kerbedge.*



I respond to each in turn below.

Item 10. Scope of Work

The red line shown on Drawing Number 1.045 defines the general extent of works. Some new and replacement kerbing along Waterloo Quay - Customhouse Quay is intended with the full extent of new kerbing and end tie-ins to be confirmed during detailed design.

There are a number of instances where public footpaths and access currently lie within the site, and will continue to do so in the context of the proposal. The appropriate means of continued public access will be addressed by Council in parallel to the consent.

As suggested by Soon, the proposed (realigned) pedestrian crossing has been widened to 5m. A revised version of Drawing Number 1.045 is attached.

Item 10. Whitmore Street Approach

Soon has raised a concern that the realigned and narrowed entrance to the waterfront opposite Whitmore Street may present a potential for drivers in the right turn lane on Whitmore Street to proceed straight ahead.

I don't believe such a risk will eventuate in practice, since:

- the lane markings from Whitmore Street will not be changed, with the dedicated right turn lane remaining; and
- the travel edge of the right turn lane is marked with a white continuity line, defining the turn.

That said, and in the manner suggested by Soon, the Applicant is prepared to mark a series of repeater right turn arrows in the length of the right turn lane between Featherston Street and Waterloo Quay.

Item 11. Public Access

As above, there are a number of instances where public footpaths and access currently lie within the site, and will continue to do so in the context of the proposal. The appropriate means of continued public access will be addressed by Council in parallel to the consent.

Item 14. Intersection Modelling

The intersection traffic modelling included in the September 2014 Transportation Assessment Report was based on signal information provided by Council at the time.

Soon has since provided new information relating to the current phasing and timing of the Waterloo Quay / Whitmore Street signals, by way of two emails on 5 March.

The previous SIDRA models have since been re-coded with the new data, so that the performance summary presented in Tables 5 and 6 of the September 2014 Transportation Assessment Report can be updated as shown in Tables 5a and 6a below, for the one-way and two-way lane options respectively.



Time Period	Performance criteria	Existing Configuration	Future Configuration
AM PEAK	Intersection V/C (worst approach)	0.665	0.665
	Intersection LOS	B	B
	Waterfront 95%ile Queue	0.7	1.4
PM PEAK	Intersection V/C (worst approach)	1.137	1.137
	Intersection LOS	C	C
	Waterfront 95%ile Queue	2.5	4.2
SAT PEAK	Intersection V/C (worst approach)	0.653	0.653
	Intersection LOS	B	B
	Waterfront 95%ile Queue	1.1	2.2

Table 5a: Updated Performance of Whitmore Street Intersection (two way traffic laneway option)

Time Period	Performance criteria	Existing Configuration	Future Configuration
AM PEAK	Intersection V/C (worst approach)	0.665	0.656
	Intersection LOS	B	B
	Waterfront 95% Queue	0.7	1.2
PM PEAK	Intersection V/C (worst approach)	1.137	1.131
	Intersection LOS	C	C
	Waterfront 95% Queue	2.5	3.6
SAT PEAK	Intersection V/C (worst approach)	0.653	0.653
	Intersection LOS	B	B
	Waterfront 95% Queue	1.1	1.4

Table 6a: Updated Performance of Whitmore Street Intersection (one way traffic laneway option)

In the same manner as reported previously, the reduction in lane capacity at the Whitmore Street gates results in no appreciable difference to the overall intersection performance (comparing the 'existing' and 'future' configuration statistics). Again, as reported previously, queue lengths on the Whitmore Street approach will increase, but will remain within the capacity of the two exit lanes as proposed, with all queued vehicles able to exit during a single green signal phase. The results here, based on the changed signal timings provided by Council, are not surprising since the volumes associated with the waterfront are small.

Some comment is appropriate in relation to the $V/C > 1$ measure for the worst intersection approach during the PM peak. This relates to the Whitmore Street approach, which is saturated during this period. That is, the short lanes between Waterloo Quay and Featherston Street are full and there is no ability for these lanes to receive more traffic until the green phase allows. As shown in the tables, this existing situation is not exacerbated by the proposed access changes at the Whitmore Street gates.

It is relevant to again observe that the analysis of the 'existing' and 'future' configurations has used the same intersection and waterfront volumes in both instances, to provide a 'like – for – like' comparison of the impact of design changes at the Whitmore Street gates. That is, the 'future' case



has not allowed for reduced waterfront volumes, in the manner expected in practice from the reduced level of parking. To this end then, the approach taken for this modelling presents a margin of confidence.

Item 16. Parking Layout and Dimensions

The parking layout shown on Drawing Number 1.046 shows spaces with a stall depth of 4.4m, a front overhang of 0.65m and an aisle width of 6.2m. Spaces are 2.6m wide.

These dimensions have been further discussed with Soon, and he accepts them as appropriate.

Item 17. Mobility Carpark

In line with NZS4121, the 62-space basement carpark includes three accessible spaces.

As confirmed by discussions with a building compliance advisor (Building and Housing Group) of MBIE, the Building Code points to NZS4121 and D1/AS1 as acceptable solutions for the number of accessible spaces. In this regard, D1/AS1 requires:

- 1 accessible space for up to 10 total spaces provided;
- 2 accessible spaces for up to 100 total spaces provided; and
- 1 more accessible space for every additional 50 spaces.

As such, two accessible spaces can be regarded as acceptable in this instance, as proposed adjacent the lifts. An updated basement plan (RC1.01 – B prepared by Athfield Architects) is attached.

In relation to the initial comment of proximity of the northern mobility carpark to the lifts, I have confirmed with the same contact at MBIE that there is no standard requirement for a maximum distance from a mobility carpark to a lift. Rather, best practice suggests that spaces should be 'reasonably close' with access along a flat and smooth surface and undercover, each of which would have been met in the event the third (northern) mobility space remained but, as above, it is now proposed to revert to a standard carpark.

Item 21. Kerbside Loading Zone

Drawing Number 1.047 prepared by Isthmus, as attached, shows the proposed kerbside loading zone, for the two-way and one-way lane designs.

Item 21. Cycle Gate Entry

It is confirmed that the cycle gate entry adjacent the carpark ramp will be a grille type, offering full transparency and visibility. It will not be a solid gate.

Item 22. Loading Bay Access from One-Way Lane

In conjunction with further consideration of the location and design of the kerbside loading zone, access to and from the internal loading bay has been reviewed, and a revised Figure 7b prepared to illustrate the revised truck access and turning, as attached, again for the two-way and on-way lane options.



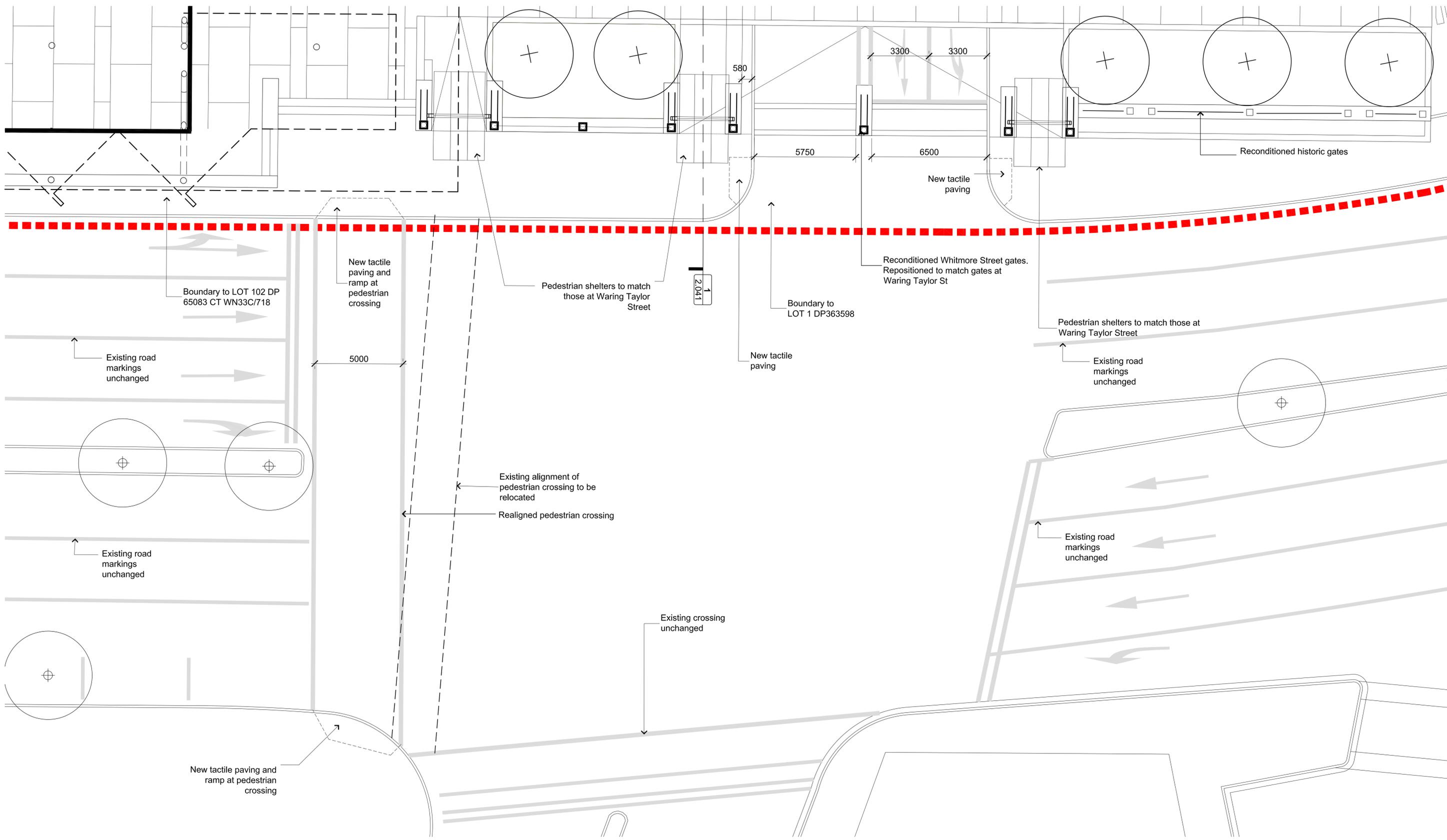
We believe these further clarifications and new information fully respond to the remaining traffic queries raised by Soon.

Yours sincerely

Traffic Design Group Ltd

Mark Georgeson
Director

mark.georgeson@tdg.co.nz



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Architect

Client
Wellington City Council

Engineer

Scale
1:100 @A1
1:200 @A3

Job No.
3158

North

Drawing Title
Whitmore Plaza Intersection

Drawing Number
1.045

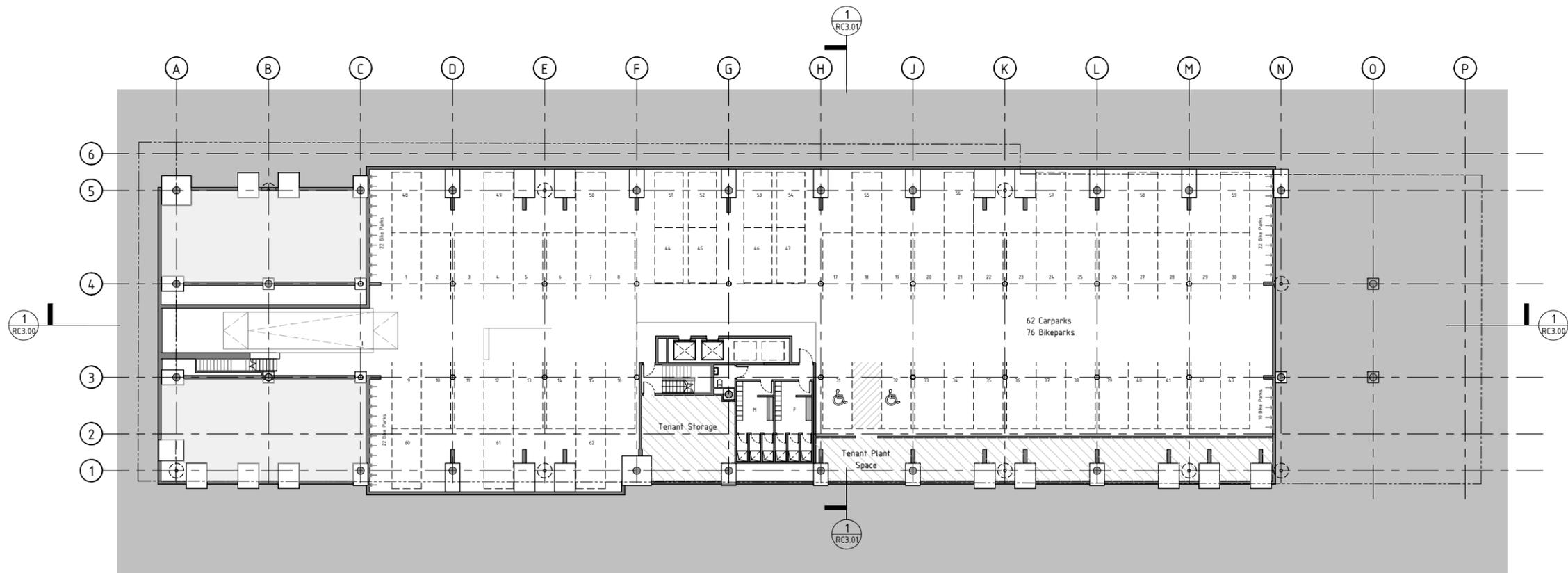
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D

No.	Revision
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C	Text Updates
B	Text updates
A	For Resource Consent

By	Chk	Date
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JP	DM	26.02.15
JP	DM	24.02.15
JP	DM	20.02.15

Job Name
North Kumutoto

Issued For
Resource Consent



RC Basement Level
 1: 200 @ A1; 1: 400 @ A3

KEY:



No.
A
B

Description
Resource Consent
Revision B

Date
25.09.2014
12.03.2015

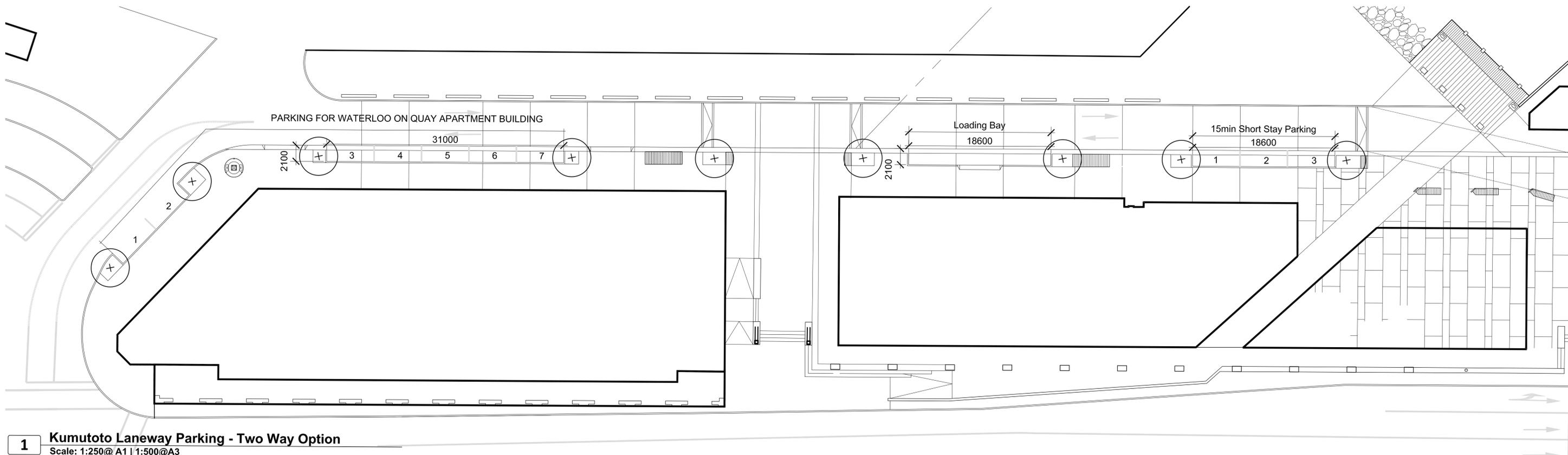
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CHRISTCHURCH 8015
PO BOX 3724
CHRISTCHURCH 8140
NEW ZEALAND
TEL 64 3 377 2007
FAX 64 3 377 2009

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WELLINGTON 6055
PO BOX 5364
WELLINGTON 6140
NEW ZEALAND
TEL 64 4 499 1727
FAX 64 4 499 1960

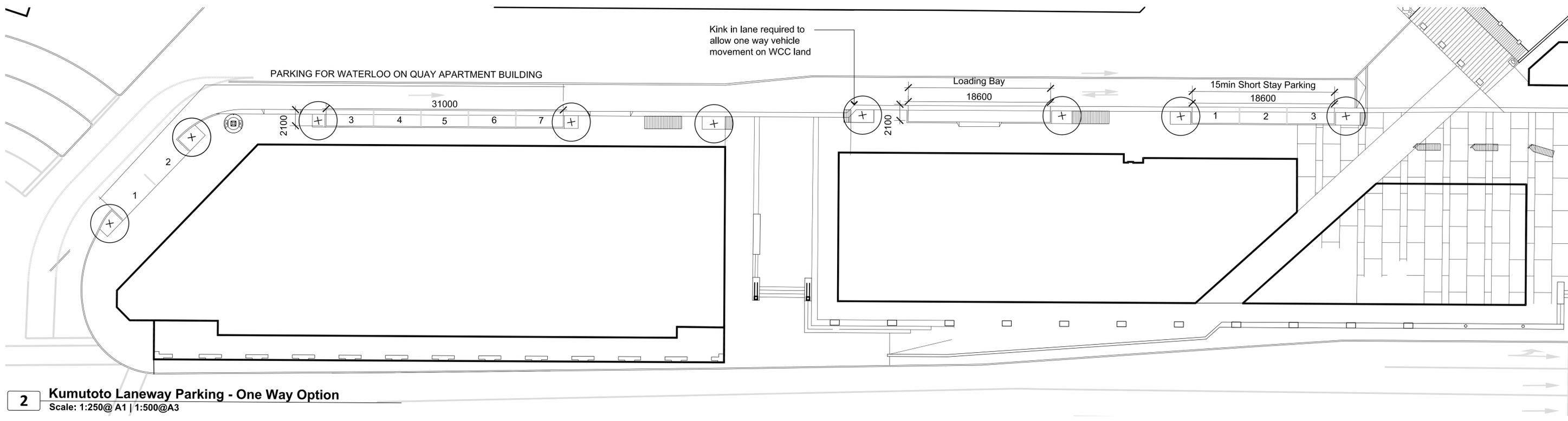
a t h f i e l d
a r c h i t e c t s
l i m i t e d

Kumutoto - Site 10

Basement Plan
 1: 200 @ A1; 1: 400 @ A3



1 Kumutoto Laneway Parking - Two Way Option
 Scale: 1:250@A1 | 1:500@A3



2 Kumutoto Laneway Parking - One Way Option
 Scale: 1:250@A1 | 1:500@A3

isthmus

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Architect

Client
Wellington City Council

Engineer

Scale
 1:250
 @A1
 1:500
 @A3

Job No.
3158

North

Drawing Title
Laneway Parking and Loading

Drawing Number
1.047

Revision
A

Issued For
Resource Consent

A For Resource Consent
 No. Revision

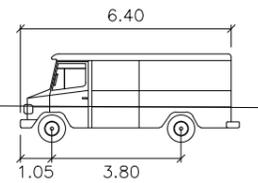
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Job Name
North Kumutoto

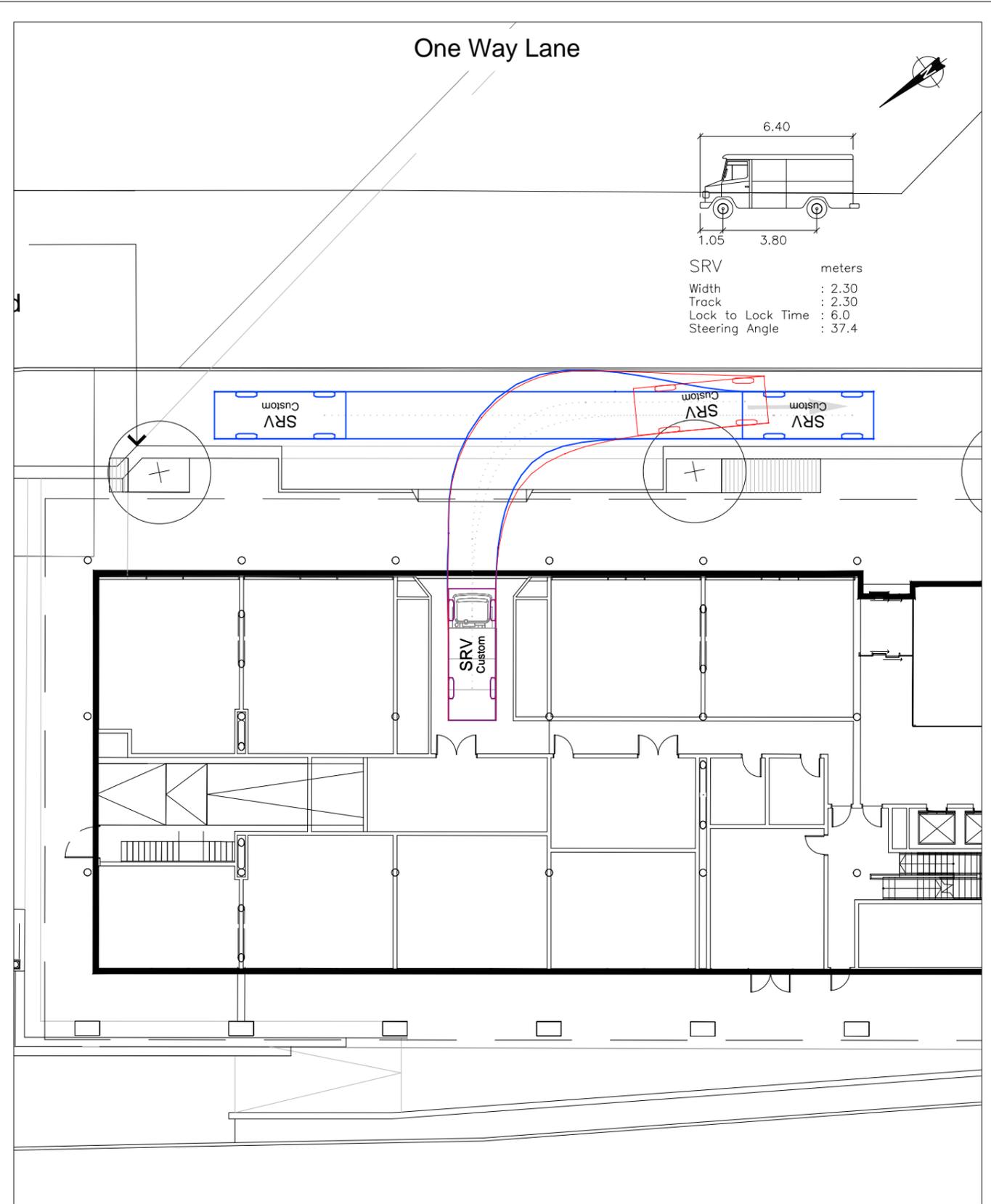
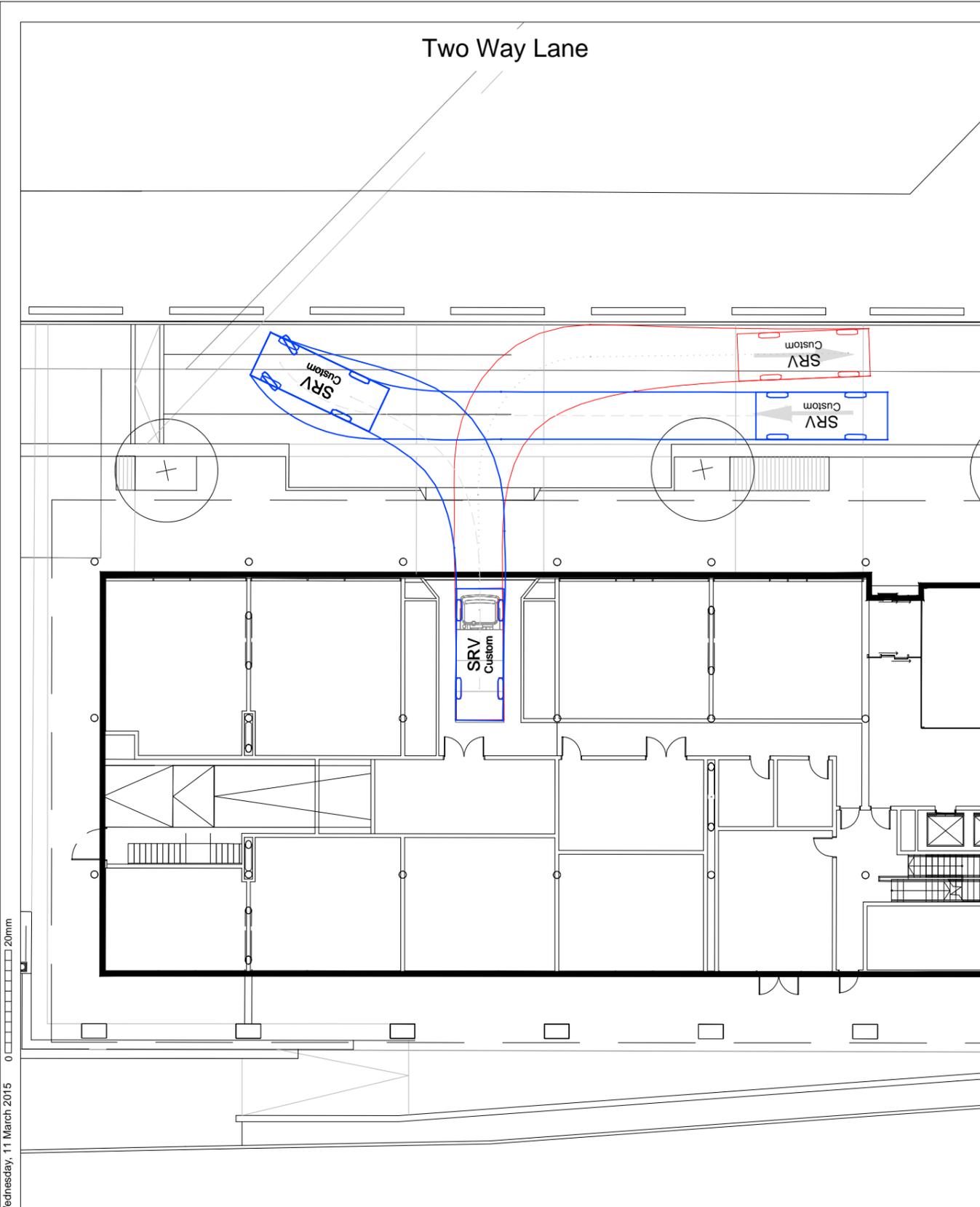
Do not scale. Verify dimensions on site before commencing any work. COPYRIGHT ISTHMUS GROUP LIMITED©

Two Way Lane

One Way Lane



SRV meters
 Width : 2.30
 Track : 2.30
 Lock to Lock Time : 6.0
 Steering Angle : 37.4



Wednesday, 11 March 2015 0 20mm

REVISION	DATE	DESCRIPTION

Kumutoto Precinct: Site 10 and Open Space Development
 Loading Bay Manoeuvres

DRAWN: Quentin O'S
 DATE: 18/02/2015
 SCALE: 1:250 @ A3
 DWG NO:12834W1A

