

**Before the Independent Hearings Panel  
For Wellington City Council**

**Under** the Resource Management Act 1991

**In the matter** an application for resource consent for an extension to  
the existing car parking area of the Khandallah New  
World supermarket at 26 Ganges Road, 3 Dekka  
Street, 31-33 Nicholson Road, Khandallah

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**Statement of Evidence of Michael Ian Nixon on behalf of Foodstuffs  
North Island Limited – Traffic**

**Date: 15 April 2024**

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## **INTRODUCTION**

- 1 My full name is Michael Ian Nixon. I am a Principal Transport Consultant at Commute Transportation Consultants Ltd (**Commute**).
- 2 I am providing traffic and transportation engineering evidence on behalf of the Applicant, Foodstuffs North Island Limited (**FSNI**).

## **QUALIFICATIONS AND EXPERIENCE**

- 3 I am a Chartered Professional Engineer and hold the degree of Bachelor of Engineering (Civil) from the University of Auckland (2001). I am a Chartered Member of Engineering New Zealand (**CMEngNZ**) and am an International Professional Engineer (**IntPE(NZ)**).
- 4 I have worked at Commute for 9 years. Prior to this, I worked at Flow Transportation Specialists and Traffic Design Group. I have 23 years experience as a specialist traffic and transportation consultant.
- 5 I frequently provide advice to private and public sector clients on a wide range of traffic engineering and transportation planning matters. I am based in Auckland but regularly undertake projects around the country. I am familiar with the subject site, having been to Khandallah two times prior to lodgement of the resource consent, and recently on 12 March 2023 once I had reviewed the submissions for this hearing.

## **CODE OF CONDUCT**

- 6 I have read the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023. I have complied with the Code of Conduct in preparing my evidence and will continue to comply with it while giving evidence before the panel. My qualifications as an expert are set out above. Except where I state I rely on the evidence of another person, I confirm that the

issues addressed in this statement of evidence are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.

## **SCOPE OF EVIDENCE**

- 7 This statement of evidence covers the existing traffic conditions surrounding the New World Khandallah supermarket (**the supermarket**) including crash data, vehicle counts and vehicle speeds. Where possible, I will use the latest data available. I will then cover the existing operation of the supermarket in regards to traffic generation and parking demand.
- 8 Given the wide range of traffic issues (particularly road safety issues) raised in submissions, I have focussed on addressing these and whether any mitigation measures are required. The issues raised in submissions include:
  - 8.1 Safety of the Nicholson Road access, including its location on a bend, visibility of vehicles, and safety of school children crossing the access;
  - 8.2 Parked vehicles on Nicholson Road, especially at school pick-up/drop-off times;
  - 8.3 Safety of the Dekka Street access, including its location near the bus stop, safety of pedestrians, and interaction with activities on the opposite side of the road (e.g., the medical centre);
  - 8.4 Lack of data on the existing parking demand at the supermarket, and whether there is a need for additional parking;
  - 8.5 Lack of data on the existing traffic movements at the supermarket;

- 8.6 Bicycle parking and electric vehicle (**EV**) charging;
- 8.7 Potential for additional parking provisions to generate additional traffic movements;
- 8.8 Effects on nearby intersections, including:
  - The intersection at Dekka Street/Nicholson Street/Clutha Avenue, and
  - The intersection at Nicholson Road/Everest Street;
- 8.9 Pedestrian access through the supermarket car park; and
- 8.10 Construction vehicle movements.

9 In addition, I have also responded to the section 42A notification report (**S42A report**) prepared by Ms Camilleri<sup>1</sup> and the specialist transport review prepared by Mr Arampamoorthy (Appendix 5 to the S42A report)<sup>2</sup>.

## **INVOLVEMENT WITH THE APPLICATION**

10 I have been involved with this project since late 2021 when Foodstuffs sought advice on how many parking spaces could be accommodated within the three residential lots neighbouring the supermarket. I prepared the Traffic Assessment Report (**traffic**

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<sup>1</sup> Amy Camilleri "S42A Notification Report" (8 April 2024) Wellington City Council Public Notification: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark) Council's evidence (**S42A report**).  
<sup>2</sup> Haran Arampamoorthy "Transport Assessment" (8 March 2024) Wellington City Council Public Notification: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark) Council's evidence.

**report**) appended the Assessment of Environmental Effects (AEE)<sup>3</sup> and the subsequent section 92 response<sup>4</sup>.

- 11 As noted, I have visited the site three times. At the most recent 2024 site visit, I was there for much of the day to observe on-site and on-street parking demands and also to observe pick up/drop off times at the nearby St Benedict's School (on Nicholson Road).

## **THE EXISTING TRANSPORT ENVIRONMENT**

- 12 The supermarket is located on the corner of Ganges Road and Dekka Street in Khandallah village. The supermarket has one vehicle access on Ganges Road.
- 13 The roads surrounding the supermarket are two-lane, two-way roads with on-street parking typically provided on both sides of the road. Often, given topography, there is only a footpath on one side of the road. For example, on Dekka Street, there is no footpath on the southern side of the road (between Nicholson Road and 3 Dekka Street) and on Nicholson Road, there is no footpath on the western side of the road (between 32 and 48 Nicholson Road).
- 14 The carriageway widths of the roads surrounding the site vary between 8 m (Nicholson Road) to 10 m (Ganges Road). With on-street parking, two-way traffic can comfortably occur on Ganges Road and Everest Street, however, opposing vehicles do have to yield to one another occasionally on Nicholson Road and Dekka Street. I consider these road widths and road operation to be typical of Wellington urban roads.

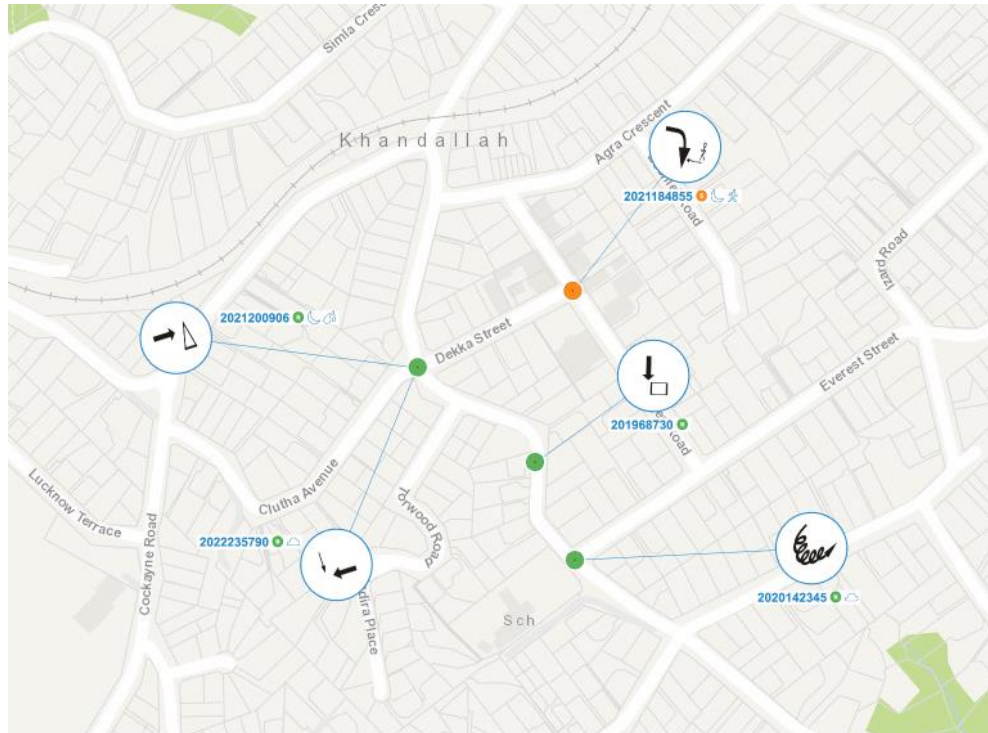
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<sup>3</sup> Commute Transportation Consultants "Traffic Assessment Report" (Appendix 4) Wellington City Council Public Notification: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark) Application Documents.

<sup>4</sup> Commute Transportation Consultants "S92 Response – New World Khandallah" (7 September 2022) Wellington City Council Public Notification: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark) Application Documents.

15 I have analysed the recent crash data<sup>5</sup> for the roads surrounding the supermarket and these are summarised in Figure 1 below:

Figure 1: Recent Crash Data



16 There have been 5 crashes reported of which 4 were non-injury crashes and 1 was a serious injury crash. The serious injury crash involved a vehicle turning right from Ganges Road (one-way section) into Dekka Street and hitting a pedestrian on the zebra crossing (breaking her ankle). I do not consider the crash history to show any crash patterns that identify a major safety concern (there are mixed crash type and differing locations). There have been two crashes at the Clutha Avenue/Dekka Street/Nicholson Road intersection and I address this later in my evidence.

17 I commissioned tube counts on both Dekka Street and Nicholson Road to better understand traffic volumes and traffic speeds near

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<sup>5</sup> NZTA CAS system, 2019-2024 inclusive

the proposed supermarket access locations. The tube count data revealed the following:

- 17.1 Nicholson Road weekday average traffic volume of 1,600 vehicles per day (**vpd**) with a peak hour volume of 234 vehicles per hour (**vph**) from 8am to 9 am;
  - 17.2 Dekka Street weekday average traffic volume of 3,700 vpd with a peak hour volume of 346 vph from 4:30 pm to 5:30 pm;
  - 17.3 Nicholson Road has a northbound 85<sup>th</sup> percentile speed (operating speed) of 35.8 km/hr and a southbound operating speed of 30.4 km/hr, and
  - 17.4 Dekka Street has an eastbound operating speed of 39.4 km/hr and a westbound operating speed of 36.5 km/hr.
- 18 Based on the tube count data, I consider both roads carry low volumes. However, I note both roads are classified as collector roads and serve a collector road function (as links between land use activities and as bus routes) and therefore do not just provide for residential access. In addition, both roads have low operating speeds (30-40 km/hr). I note that Dekka Street has a posted speed limit of 30 km/hr.

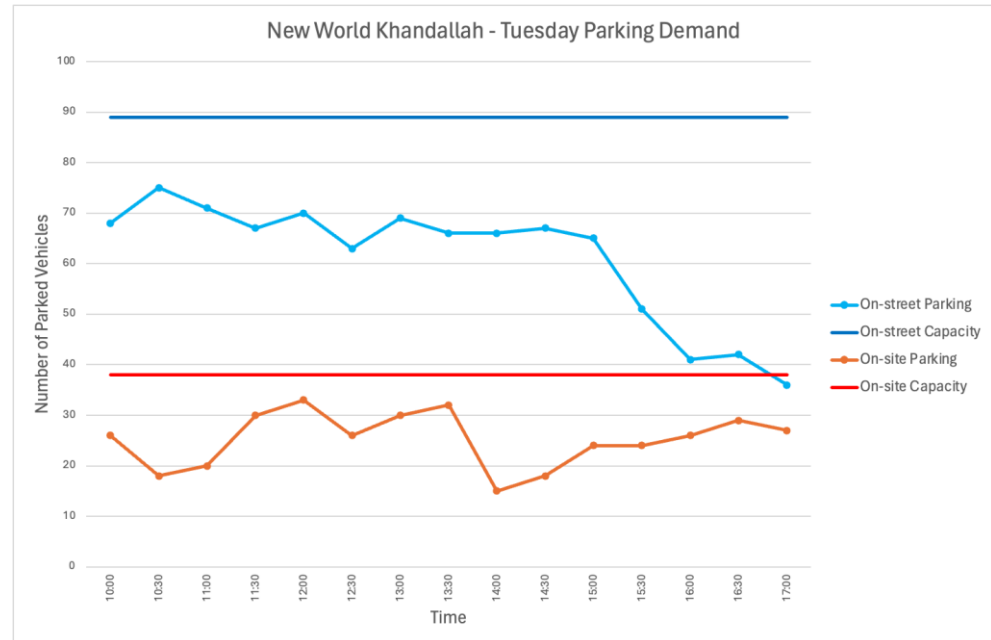
## **THE EXISTING SUPERMARKET**

- 19 The existing supermarket has a gross floor area (**GFA**) of 1,317 m<sup>2</sup>. The existing supermarket car park provides 38 parking spaces including 2 accessible spaces. There are 2 bicycle racks on-site providing parking for 4 bicycles.
- 20 I carried out observations of on-site and on-street parking demand near the supermarket on 12 March 2024. I note that the on-street surveys were undertaken along the perimeter of the block bounding the supermarket (Ganges Road, Everest Street,

Nicholson Road and Dekka Street). The majority of these spaces did not have parking restrictions such as time limits (P120 for example), or parking charges.

- 21 The surveys were undertaken throughout the day from 10 am to 5 pm and are summarised in Figure 2.

Figure 2: Parking Demand Surveys – Tuesday 12 March 2023



- 22 As shown, there are parking spaces available on-street throughout much of the day (although this is predominantly on Everest Street and Nicholson Road which are further from the supermarket). Based on the surveys, there are also parking spaces available on-site. I did observe a number of cars on Ganges Road and Dekka Street that were there for most of the day suggesting these are used by staff at nearby businesses (potentially including the New World staff).

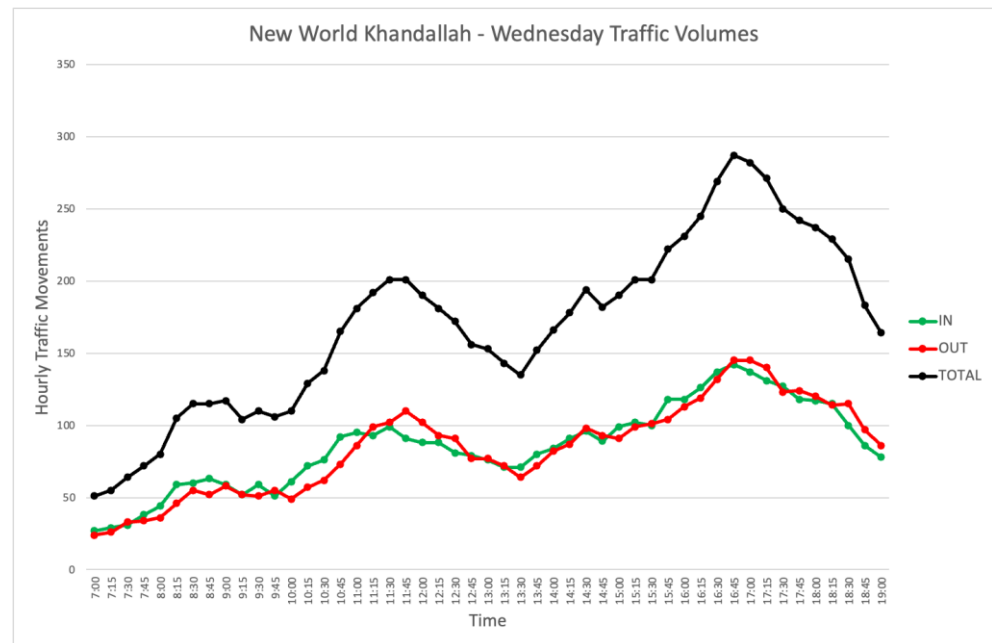
- 23 I consider it is important to understand that parking demand from an activity is not just that which is surveyed on-site but also what is occurring on-street. Based on the surveys for that day, I conclude the existing parking provision is acceptable for customer demands, however, greater provision is required to 'internalise' the staff parking demands.



24 I also surveyed vehicle movements at the existing supermarket access to better understand the supermarket traffic characteristics (noting I referenced New World Island Bay supermarket data in the original traffic report).

25 The vehicle movement surveys were undertaken on Wednesday 20 March 2024 and the results are shown in Figure 3 below.

Figure 3: Traffic Generation Surveys



26 The survey results showed the following:

26.1 A maximum of 287 vehicle movements per hour (occurring at 4:45 pm to 5:45 pm). This occurs within the typical evening commuter peak period (4:00 pm to 6:00 pm);

26.2 A maximum of 80 vehicle movements per hour from 8:00 am to 9:00 am within the typical morning commuter peak period (7:00 am to 9:00 am), and

26.3 A maximum of 201 vehicle movements per hour during the midday retail peak period (11:30 am to 12:30 pm). This occurs during the typical midday retail peak period (11:00 am to 2:00 pm).

- 27 The data shows a distinct evening peak period (generally aligning with returning commuters), a distinct midday peak period (some 70% of the evening peak hour volumes) and comparatively low traffic volumes in the morning (28% of evening peak hour volumes).
- 28 Critically, these surveyed volumes (peak hour volumes of 287 vehicle movements per hour) are lower than those estimated in our original traffic report (noting we estimated 381 vehicle movements based on New World Island Bay data). I am therefore comfortable with the ability of the proposed accesses to operate efficiently.
- 29 Furthermore, I consider it important to note that when assessing the traffic effects of a supermarket, I typically base the assessment on GFA, not the number of parking spaces provided on-site. A number of submitters have inferred that the increase in parking will increase the number of traffic movements. I consider that as the GFA of the supermarket is not changing, the number of traffic movements generated by the supermarket will not increase. What may occur however is that supermarket traffic movements that are currently occurring on roads surrounding the supermarket (e.g., staff vehicle movements associated with parking on-street), may shift on-site.
- 30 There is also no evidence of a shortage of customer parking on-site suppressing vehicle movements (as there was always parking available on-site for customers if needed – see Figure 2 above).

## **THE PROPOSAL**

- 31 The proposal is for an expansion of the existing 38 space car park to a 100 space car park. There are no changes to the supermarket activity on-site, i.e., the supermarket GFA remains the same.

32 The 100 spaces is made of 34 spaces within the existing car park area (noting 4 of the 38 existing spaces are lost due to an internal connection to the new car park area) and 66 spaces within the new parking area. The proposed car park expansion is shown in Figure 4.

Figure 4: Proposed car park



33 A vehicle and pedestrian connection between the existing car park and proposed car park is provided, and two new vehicle accesses are proposed: one on Dekka Street (in roughly the same position as the existing access to 3 Dekka Street), and one on Nicholson Road (to the north of the current shared access for 33 and 35A Nicholson Road).

34 The parking space dimensions and gradients are discussed in Section 6 of the traffic report and there have been no changes since that was prepared. One key change with the car park design however has been the inclusion of a pedestrian path from Nicholson Road to the supermarket entrance. A copy of that plan

is in the application documents on the Wellington City Council website<sup>6</sup>.

- 35 I will discuss the access locations on Dekka Street and Nicholson Road in response to the submissions in the following sections.

## RESPONSE TO SUBMISSIONS

- 36 In order to respond to submissions, I have grouped these into various 'themes' as outlined in paragraphs 8.1 to 8.11. These are discussed below.

### Nicholson Road Access

- 37 Several submitters have raised concerns about the location of the proposed car park access on Nicholson Road, specifically its location on a 'blind corner'. I agree that the access is located on a 'blind corner' with poor visibility between northbound and southbound 'through' vehicles. I also observed a southbound bus having to wait near the proposed access until a northbound car went past due to the narrow carriageway width of Nicholson Road.
- 38 The proposed access, however, is located on the outside of the bend which affords good visibility from exiting vehicles toward oncoming northbound and southbound vehicles on Nicholson Road. This is shown in Photographs 3 and 4 of the traffic report<sup>7</sup>. While I believe there can be sufficient visibility provided from northbound vehicles on Nicholson Road to the back of vehicles turning right into the access, this is reliant on vegetation being appropriately maintained over time. Due to potential uncertainty regarding this maintenance, I **recommend** that a simplified left

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<sup>6</sup> Calibre Group "Updated Engineering Drawings – Khandallah New World" (21 April 2022) Wellington City Council Public Notification: 26 Ganges Road, 3 Dekka Street and 31-33 Nicholson Road, Khandallah (Khandallah New World Carpark) Application Documents.

<sup>7</sup> Traffic Report, at page 15 (Appendix 4).

in/left out access (as suggested in the Moore submission) is now provided.

- 39 Based on my observations, I also **recommend** that No Stopping At All Times (**NSAAT**) markings are extended to the north and south of the access to avoid vehicles crossing the centreline near the access (as shown in **Attachment A**). I consider this should be done regardless of the proposed car park but the applicant has offered to undertake this work should consent be approved.
- 40 Several submitters have raised concerns about the safety of children from nearby St Benedict's School walking across the proposed access on Nicholson Road. As a result of this, I commissioned some pedestrian counts on the footpath over a typical weekday. The results of the survey are shown in **Attachment B**.
- 41 The results show that there are distinct peaks associated with St Benedict's School with peak 15-minute pedestrian volumes of 23 pedestrians in the morning (8:30-8:45 am) and 36 pedestrians in the afternoon (2:45-3:00 pm). Many of these pedestrians are in groups. For the rest of the day (from 7 am to 7 pm), there were no more than 12 pedestrians in any 15-minute period.
- 42 I do not consider this a busy pedestrian route and I consider there will be good visibility between the footpath and approaching vehicles to ensure both vehicles and pedestrians can react appropriately before any conflict occurs. It should also be noted that the access will be a vehicle crossing, therefore pedestrians legally have priority. Notwithstanding this, to address the potential safety concern, I **recommend** traffic calming (in the form of a raised safety platform) is installed at the access to ensure that vehicle speeds across the footpath are low. Again, the applicant has offered to undertake this work should consent be approved.
- 43 Regarding increased traffic movements on Nicholson Road, as noted above in paragraph 29, I consider that overall, the

supermarket will not generate any more traffic than it does now. It may however re-distribute traffic movements, but I consider that will be very minor. As it is now proposed to have a left in/left out access, I consider that:

43.1 Any vehicles from the north and east, will likely continue to enter and exit using the Ganges Road access as they do now (therefore no re-distribution to/from Nicholson Road access);

43.2 Any vehicles from the south will likely continue to enter the Ganges Road access (via Everest Street and Ganges Road) as the Nicholson Road access no longer proposes right turn entry, and therefore the only potential re-distribution would be that some customers choose to exit using the Nicholson Road access (as a consequence however, this would reduce left turn movements out of Everest Street which was raised as a concern in some submissions, e.g. the Berryman submission); and

43.3 Any entering vehicles from the west could re-distribute to Nicholson Road but as the access no longer proposes right turn exit movements, exiting vehicles would likely use the Ganges Road access and Dekka Street access.

44 In conclusion, I consider that the supermarket will not generate any additional traffic overall, and that any proposed re-distribution of traffic to Nicholson Road will be minor. I consider the proposed left in/left out operation with NSAAT markings can appropriately mitigate any adverse effects of this re-distribution.

#### **Parked Vehicles on Nicholson Road**

45 The McPheat and Moore submissions raised concerns about parent parking on Nicholson Road at school pick-up/drop off

times. As noted, I observed on-street parking demands on Nicholson Road between Everest Street and Dekka Street.

- 46 I calculated capacity for approximately 21 parked vehicles on this section of Nicholson Road. The peak parking demand I observed was 13 vehicles at 1:00 pm and 1:30 pm. For comparison, the peak parking demand at school pickup time was 12 vehicles.
- 47 The proposed NSAAT markings shown in **Attachment A** result in the removal of 6 parking spaces on Nicholson Road. I am therefore confident that on-street parking demands can still be accommodated with the removal of on-street parking. I also consider that these parking spaces should be removed regardless of the proposal, given the road essentially operates as a single lane when vehicles are parked, and there is restricted visibility between northbound and southbound vehicles (including buses).

#### **Dekka Street Access**

- 48 Several submitters have raised concerns about the location of the proposed car park access on Dekka Street, and its interaction with the nearby bus stops and medical centre opposite.
- 49 As a result of these concerns, I commissioned a survey of the bus stops to understand how long the stops were occupied by buses, and whether or not they affected available sight distance at the proposed Dekka Street access. In this regard, I considered that any buses in the 'rear stop' (the stop farthest from the proposed access) did not affect sight distance while any buses in the 'front stop' (the stop closest to the proposed access) would affect sight distance. The results of the survey are shown in **Attachment C**.
- 50 The surveys showed that visibility for vehicles exiting the proposed car park at the Dekka Street access would be affected for approximately 30% of the survey period. I consider this a significant period of time. It is primarily due to the stops being used as 'layover' stops used for driver rest breaks, meal breaks, and shift changes, etc.

- 51 While not ideal, even with restricted visibility, I consider the Dekka Street access can work safely given the low approach speeds of vehicles from the east (36.5 km/hr as surveyed). I observed that vehicle speeds are even lower when buses are parked (as passing vehicles generally traverse the centreline). If a bus is parked in the front stop, I expect that vehicles exiting the Dekka Street access will crawl out into the Dekka Street westbound lane until they can see around the parked bus. In combination with my observations of westbound vehicles when buses are parked (i.e. positioned in the centre of the carriageway), I consider the access can operate safely, and if in the rare instance a conflict did occur, I consider it would be at a very low speed.
- 52 It should also be noted that there will be very low demand for right turn movements out of this access (customers heading in this direction would likely use the Ganges Road or Nicholson Road accesses instead i.e. heading south or east).
- 53 Given the potential safety implications however, and on review of Council specialist feedback, I **recommend** that the access is monitored to ensure no adverse safety effects are generated.
- 54 With respect to the interaction with the medical centre opposite, I do not consider that the Dekka Street access will result in any adverse effects to vehicle movements to and from the medical centre. As noted earlier, I do not consider the car park will generate any additional vehicle movements on the wider network, and any re-distribution will be minor. Regardless of whether vehicles enter via Dekka Street or Ganges Road, there is unlikely to be any significant change to vehicle movements past the medical centre. The same conclusion applies to the other land uses opposite the access such as the garage and real estate agent offices.



## **Parking Demand at New World Khandallah and Need for Additional Parking**

- 55 While a number of submitters supported the proposal for increased supermarket parking as their experience was it was often difficult to get a parking space, other submitters held opposing views. These submitters stated there was no need for additional parking and there was no data to justify why additional parking was required. Some made further statements inferring that the car park was a means to enable a larger supermarket.
- 56 Regarding the need for additional parking, this is ultimately the choice of FSNI and the supermarket operator. As noted in my parking surveys, while customer parking demands are likely being met, there is an opportunity to 'internalise' the staff parking demands which currently occur off-site.
- 57 In terms of what happens in the future, I am not privy to that information. I do know that if a larger supermarket was ever proposed (assuming consenting processes stay the same) this would require a resource consent. This would include the need for a very detailed assessment of transport effects. Further changes are accordingly outside of the scope of my consideration on this consent.

## **Traffic Generation at New World Khandallah**

- 58 The O'Brien submission queried why the traffic report used New World Island Bay data. The reason for that was to be deliberately conservative (i.e. using higher volumes) to assess the operation of vehicle accesses, and to inform noise assessments. I consider that the increased traffic movements do not increase on the wider network and the additional parking spaces will simply move vehicle movements already occurring on the road network into the site.
- 59 As noted in paragraph 24, I commissioned traffic surveys of the existing supermarket and the results showed a maximum of

287 vph during the peak hour (4:45 pm to 5:45 pm). This is much lower than what we assessed in the traffic report.

### **Bicycle Parking and EV Charging Spaces**

- 60 Several submitters requested additional bicycle parking and EV charging spaces. Regarding bicycle parking, the parking surveys outlined in paragraph 20 above also included surveying bicycle parking demand at the two cycle stands in front of the supermarket on Ganges Road. The maximum number of bicycles parked was one bicycle.
- 61 Based on the surveys, and given there is no change to supermarket GFA, I do not expect bicycle parking demands to increase. As such, I consider the existing two cycle stands (which provide for 4 bicycles) is acceptable and no further bicycle parking is required. The available bicycle parking also allows for an increase in bicycle use over time as transport mode change occurs.
- 62 Regarding EV charging spaces, four EV spaces are proposed. The exact location has not been confirmed but the applicant has agreed to their inclusion.

### **Additional Parking Generating Additional Traffic Movements**

- 63 Several submitters consider that increased parking will generate additional traffic movements. As per paragraph 29 above, I consider that as the GFA of the supermarket is not changing, the number of traffic movements generated by the supermarket will not increase. What may occur however is that supermarket traffic movements, currently occurring on roads surrounding the supermarket (e.g. staff vehicle movements associated with parking on-street), shift on-site.

## Effect on Surrounding Intersections

64 Several submitters raised concerns with increased traffic movements at the Nicholson Road/Everest Street intersection and Clutha Avenue/Dekka Street/Nicholson Road intersection. Firstly, for the reasons I have already outlined previously, I do not consider that traffic movements will increase (as the supermarket GFA does not change). Even allowing for some internalisation and re-distribution of traffic associated with the car park expansion, I consider this will be minor and well within the traffic volume fluctuations that typically occur throughout day on the surrounding roads.

65 With respect to the Nicholson Road/Everest Street intersection, I turned out of this road several times during my recent site visit. I agree with the submitters that visibility is limited to the north and south along Nicholson Road (as shown in Photograph 1 and Photograph 2 below).

*Photograph 1: Visibility to north along Nicholson Road (from Everest Street)*



*Photograph 2: Visibility to south along Nicholson Road (from Everest Street)*



66 Despite the above, I consider that the intersection can operate safely given the low approach speeds (refer paragraph 17.3 above). I also do not consider this is an issue for the applicant to resolve as I do not consider traffic volumes generated by the supermarket will change. As noted in paragraph 43.2 above, there is potential for movements out of Everest Street to decrease as a result of the proposal.

67 With respect to the Clutha Avenue/Dekka Street/Nicholson Road intersection, I agree that visibility to the west along Clutha Avenue is limited when exiting from Nicholson Road (south approach). The available visibility is shown in Photograph 3 below.

*Photograph 3: Visibility to west along Clutha Avenue (from Nicholson Road south approach)*





68 I consider that the visibility can be improved by removing the vegetation on the inside of the footpath, however again, I do not consider this is an issue for the applicant to resolve as I do not consider traffic volumes generated by the supermarket will change. Nevertheless, the applicant has offered to remove the vegetation in road reserve subject to Council agreement. I note that only two non-injury crashes have occurred at this intersection in the last five years (refer Figure 1 above).

#### **Pedestrian Access through Proposed Car Park**

69 A pedestrian access is now proposed through the car park as shown in the application documents. This was considered appropriate given that pedestrians in the surrounding area may choose this as a safer route to access the supermarket and village given there is no footpath along the southern side of Dekka Street between Nicholson Road and 3 Dekka Street.

#### **Construction Vehicles**

70 Several submitters were concerned about conflict between construction vehicles and children walking to and from St

Benedict's School (in particular, conflict at the Nicholson Road access). In general, Construction Traffic Management Plans (CTMPs) are used to manage construction traffic effects. We **recommend** that a CTMP is required as a condition of consent should the application be approved. Furthermore, we recommend a restriction on any construction vehicles using the Nicholson Road access on weekdays at school drop-off and pick-up times (30 minutes either side of the official school start and finish times). The above restrictions would only apply during school terms and not on school holidays.

## **SECTION 42A REPORT**

### **Wellington City Council Specialist Transport Report**

71 I have reviewed the specialist transport report prepared by Mr Arampamoorthy of Wellington City Council and attached to the S42A report. I do not wish to go over the report in detail but I note the following in response:

71.1 Regarding Section 1, Mr Arampamoorthy is correct that there are no changes to supermarket GFA. The number of spaces on-site has changed slightly however, with 66 spaces now proposed in the new car park area (plus 34 spaces remaining in existing car park area resulting in 100 spaces overall).

71.2 In Section 3.1, Mr Arampamoorthy estimates the peak hours of the supermarket based on google data. This aligns well with the traffic surveys shown in Figure 3 above, i.e., the highest vehicle movements occurring during the evening peak hour with lower movements during the morning and midday peak hours.

71.3 Mr Arampamoorthy obtained similar vehicle count and vehicle speed data to what we obtained for Dekka Street and Nicholson Road. While we did not survey Ganges Road, I obtained traffic data from Wellington

City Council (online) and concur with his findings. While Mr Arampamoorthy did not provide speed count data for Nicholson Road, I think it is important to reiterate the low traffic speeds we surveyed (refer paragraph 17.3 of this statement).

- 71.4 I agree with the crash data provided at Section 3.3, although I note Mr Arampamoorthy has used a 10 year assessment period (I generally use a five year assessment period). There is evidence of 'vehicle versus parked vehicle' crashes near the proposed Nicholson Road access. I do not consider speed to be an issue as operating speeds are in the 30-36 km/hr range. In addition, I note there have been no loss of control crashes near the proposed access (they occur at the Everest Street intersection or north of Dekka Street).
- 71.5 I do not agree with the need for further bicycle parking Mr Arampamoorthy discusses at Section 3.4 . This is based on my surveys (refer paragraph 60). Regardless of my opinion, FSNI does monitor bicycle parking on-site and is not opposed to providing more bicycle parking if it is required, i.e., they are willing to provide it when demands demonstrate the need to provide parking beyond the four spaces currently provided on-site.
- 71.6 I agree with the need for a Construction Traffic Management Plan (**CTMP**). I note Mr Arampamoorthy refers to a CTP but the intention is the same.
- 71.7 Regarding Section 4.1, I agree that the impact of generated trips is less than minor. I also agree with the need to modify the Nicholson Road access to protect pedestrians on Nicholson Road, at Section 4.2. While Mr Arampamoorthy has not seen our latest proposal, we propose to mitigate the safety effects at the Nicholson Road access as follows:

- Designing the access to ensure pedestrian priority at the interface with Nicholson Road i.e. a vehicle crossing design;
- Making the access operate with left in/left out movements only (controlled by signs and markings);
- Extending NSAAT markings on eastern side of Nicholson Road to ensure two-way operation near the blind corner. Note: I do not consider the removal of parking will increase vehicle speeds as I consider the horizontal and vertical geometry of Nicholson Road is the greater contributor to limiting speeds near the access;
- A raised safety platform within the site near the vehicle crossing. Given a T-access arrangement with Nicholson Road, I consider vehicle speeds approaching Nicholson Road from the car park will be very low (as all drivers will anticipate having to give way on Nicholson Road and they simply will not be able to turn onto the road at high speeds);
- Visibility splays on either side of the access to ensure good inter-visibility between exiting vehicles and pedestrians.

71.8 Regarding the bus stop on Dekka Street, I refer to my earlier analysis in paragraph 48 to 53. In order to ensure safe operation of this access, I agree with the need to monitor the safety of the access and determine, based on that, whether mitigation measures are required to improve safety.

71.9 Regarding Section 6, I consider the safety improvements at the Nicholson Road access now match (the raised safety platform) or extend beyond those recommended by Mr Arampamoorthy. I disagree with



the suggestion of additional bicycle parking as discussed above in paragraph 71.5.

71.10 Regarding Section 7, I agree with the suggested conditions.

### **S42A Notification Report**

72 I have also reviewed the S42A report prepared by Ms Camilleri. Regarding positive effects, Ms Camilleri states that she is *“mindful that the provision of additional parking could have the impact of facilitating additional traffic movements”*<sup>8</sup>. As I have noted, the GFA of the supermarket is not changing (the size of the store limits the number of goods that can be stocked, the number of checkouts etc which in turn limits customer throughput). As the GFA does not change, staff numbers are not proposed to change either. In addition, there is no evidence of the current level of parking suppressing customer demands.

73 As such, I do not expect that the supermarket will generate additional traffic movements. Even if volumes did increase however, these increased movements would likely be a result of nearby residents returning to their ‘local’ supermarket (thereby reducing travel distances to alternative supermarkets further afield). Ms Camilleri even acknowledges this when she states *“At the moment, there is considered to be a climate related impact from...customers resorting to driving further afield to purchase goods from another store”*.<sup>9</sup>

74 The ‘Transport Effects’ section of the S42A report<sup>10</sup> largely refers to the findings of the specialist review of Mr Arampamoorthy. I consider the key issues to the safety effects of the proposed Dekka Street and Nicholson Road accesses.

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<sup>8</sup> S42A report, at [56].

<sup>9</sup> S42A report, at [57].

<sup>10</sup> S42A report, from [106] to [120].

- 75 There is more information provided in the S42A report with respect to how safety effects at the Dekka Street access could be managed (given the visual obstruction from buses within the bus stop). In paragraph 112 of the S42A report, Ms Camilleri has stated *“Should there prove to be any issues with this, there is always the option to move the stop onto Ganges Road if needed however this will need further investigating and consultation with Greater Wellington Regional Council”*. This is something I consider would be an ideal solution so it is reassuring that the Council has the same view on how potential safety effects at the Dekka Street access can be addressed.
- 76 The Nicholson Road access is covered in paragraphs 113 and 114 of the S42A report. I agree that a raised safety platform can mitigate the safety effects of the proposed access.

## CONCLUSIONS

- 77 Overall, I consider that the proposal will not generate any additional traffic movements as the supermarket GFA does not change.
- 78 Based on the latest data, and in response to submissions and Council reports, I **recommend** the following:
- 78.1 The proposed Nicholson Road access operates as left in/left out only, a raised safety platform is provided to control vehicle speeds approaching the footpath, and additional NSAAT marking are installed along Nicholson Road (removing some 6 on-street parking spaces);
- 78.2 The proposed Dekka Street access operates as a full movement access but is monitored to ensure it can operate safely (given the nearby bus stops can, at times, adversely affect sight distance for vehicles exiting the access), and

78.3 A CTMP is prepared to manage construction traffic effects. In addition, it is recommended to restrict use of the Nicholson Road access for construction during times when children are travelling to and from St Benedict's School.

79 Overall, with implementation of the above recommendations, I consider the proposal can operate acceptably with minor effects on the surrounding road network.

**Date:** 15 April 2024



.....  
**Michael Ian Nixon**





Revision notes:		
Rev:	Date:	Notes:

**Drawn by:**  
AL  
J002039

**Client:**  
FOODSTUFFS NORTH ISLAND LTD

**Project:**  
NEW WORLD KHANDALLAH  
26 GANGES ROAD, KHANDALLAH, WELLINGTON

**Drawing Title:**  
VEHICLE TRACKING  
NEW CARPARK

**Date:**  
26 APRIL 2022

**Scale @ A3:**  
1:250

**Revision:**  
A





## Nicholson Road Access

	Pedestrians			Total	Cyclists		Pedestrians per hour
	Up	Down	Up		Down		
7:00	7:15	3	1	4	0		19
7:15	7:30	5	3	8	1		26
7:30	7:45	2	3	5	0		26
7:45	8:00	0	2	2	0		44
<b>8:00</b>	8:15	2	9	11	2		<b>48</b>
8:15	8:30	7	1	8	3	School	42
8:30	8:45	15	8	23	1	School	34
8:45	9:00	2	4	6	0		12
9:00	9:15	3	2	5	0		8
9:15	9:30	0	0	0	0		5
9:30	9:45	0	1	1	0		6
9:45	10:00	0	2	2	0		11
10:00	10:15	0	2	2	0		11
10:15	10:30	1	0	1	0	Building site opposite	20
10:30	10:45	1	5	6	0	Building site opposite	28
10:45	11:00	1	1	2	0	Building site opposite	28
11:00	11:15	8	3	11	0	Building site opposite	28
11:15	11:30	2	7	9	0	Building site opposite	21
11:30	11:45	2	4	6	0	Building site opposite	21
11:45	12:00	1	1	2	1	Building site opposite	22
12:00	12:15	2	2	4	0	Building site opposite	30
12:15	12:30	7	2	9	0	Building site opposite	28
12:30	12:45	3	4	7	0	Building site opposite	21
12:45	13:00	6	4	10	1		17
13:00	13:15	0	2	2	0		10
13:15	13:30	2	0	2	0		9
13:30	13:45	3	0	3	0		8
13:45	14:00	1	2	3	0		10
14:00	14:15	1	0	1	0		43
14:15	14:30	1	0	1	0		54
<b>14:30</b>	14:45	5	0	5	0		<b>56</b>
14:45	15:00	8	28	36	0	School	53
15:00	15:15	0	12	12	0	School	21
15:15	15:30	1	2	3	0		18
15:30	15:45	2	0	2	0		18
15:45	16:00	3	1	4	0		19
16:00	16:15	4	5	9	0		20
16:15	16:30	3	0	3	0		14
16:30	16:45	0	3	3	1		23
16:45	17:00	3	2	5	0		26
17:00	17:15	2	1	3	0		29
17:15	17:30	6	6	12	0		29
17:30	17:45	2	4	6	0		17
17:45	18:00	5	3	8	0		16
18:00	18:15	0	3	3	0		14
18:15	18:30	0	0	0	0		
18:30	18:45	2	3	5	0		
18:45	19:00	1	5	6	0		

Dekka Street Bus Stop

Arrive	Depart	Duration		
7:00:00	7:00:25	0:00:25		
7:09:23	7:10:44	0:01:21		
7:13:58	7:15:37	0:01:39		
7:24:54	7:24:54	0:00:00	Drive past	
7:25:44	7:25:44	0:00:00	Drive past	
7:30:30	7:31:40	0:01:10		
7:31:29	7:37:27	0:05:58	Second stop (does not affect sight distance)	
7:35:57	7:35:57	0:00:00	Drive past	
7:37:02	7:41:16	0:04:14	Tranzit bus	
7:39:51	7:40:20	0:00:29		
7:40:56	7:40:56	0:00:00	Tranzit bus	
7:41:32	7:45:35	0:04:03		
7:49:25	7:49:49	0:00:24		
7:56:38	7:57:08	0:00:30		
7:59:36	8:00:00	0:00:24		
8:00:00	8:00:33	0:00:33		
8:00:22	8:05:42	0:05:20		
8:03:29	8:15:26	0:11:57	Second stop (does not affect sight distance)	
8:09:16	8:11:42	0:02:26		
8:19:33	8:20:32	0:00:59		
8:26:24	8:30:43	0:04:19		
8:27:58	8:43:26	0:15:28	Second stop (does not affect sight distance)	
8:35:53	8:40:25	0:04:32		
8:36:00	8:36:21	0:00:21	Parked in middle of road	
8:43:26	8:44:59	0:01:33		
8:47:10	8:47:54	0:00:44		
8:58:49	8:58:49	0:00:00	Drive past	
9:03:56	9:04:08	0:00:12		
9:08:48	9:10:21	0:01:33		
9:18:24	9:18:53	0:00:29		
9:21:00	9:21:38	0:00:38	Not in Service	
9:23:02	9:23:02	0:00:00	Drive past	
9:23:58	9:24:13	0:00:15		
9:25:47	9:25:58	0:00:11		
9:30:44	9:40:27	0:09:43		
9:31:08	9:40:28	0:09:20	Second stop (does not affect sight distance)	
9:35:00	9:35:05	0:00:05	Parked in middle of road	
9:42:09	9:42:09	0:00:00	Drive past	
10:00:26	10:00:34	0:00:08		
10:08:17	10:10:09	0:01:52		
10:10:56	10:11:05	0:00:09		
10:20:42	10:20:47	0:00:05		
10:43:03	10:43:25	0:00:22		
10:44:10	11:01:15	0:17:05	Second stop (does not affect sight distance)	
10:50:09	10:50:09	0:00:00	Drive past	
11:02:38	11:11:02	0:08:24	Not in Service	DD
11:03:39	11:04:04	0:00:25	Second stop (does not affect sight distance)	DD
11:20:54	11:21:19	0:00:25		
11:39:36	11:40:23	0:00:47		
11:40:57	11:41:13	0:00:16		
11:51:50	12:00:00	0:08:10	Second stop (does not affect sight distance)	
11:59:20	12:00:00	0:00:40	Not in Service	
12:00:00	12:28:31	0:28:31	Second stop (does not affect sight distance)	
12:00:00	12:40:22	0:40:22	Not In Service	
12:09:32	12:09:32	0:00:00	Drive past	
12:16:23	12:16:30	0:00:07	Parked in middle of road	DD
12:19:48	12:19:48	0:00:00	Drive past	
12:21:58	12:22:17	0:00:19	Parked in middle of road	
12:26:08	12:26:15	0:00:07	Parked in middle of road	
12:30:06	12:30:08	0:00:02	Second stop (does not affect sight distance)	
12:58:37	12:59:01	0:00:24	Second stop (does not affect sight distance)	DD
13:03:37	13:41:08	0:37:31		
13:11:33	13:12:09	0:00:36	Second stop (does not affect sight distance)	
13:20:22	13:20:22	0:00:00	Drive past	
13:27:00	13:27:23	0:00:23	Second stop (does not affect sight distance)	DD
13:31:31	13:32:27	0:00:56	Second stop (does not affect sight distance)	
14:05:49	14:10:30	0:04:41		
14:13:09	14:13:26	0:00:17		
14:20:55	14:20:55	0:00:00	Drive past	DD
14:26:49	14:27:07	0:00:18		
14:28:17	14:40:25	0:12:08	Second stop (does not affect sight distance)	DD
15:05:46	15:06:07	0:00:21		
15:06:32	15:19:16	0:12:44		
15:11:34	15:51:12	0:39:38	Second stop (does not affect sight distance)	

<b>7:00-8:00</b>	
<b>0:20:37</b>	Total time in bus stops
<b>0:14:39</b>	Total time affecting sight distance
<b>8:00-9:00</b>	
<b>0:48:12</b>	Total time in bus stops
<b>0:20:14</b>	Total time affecting sight distance
<b>9:00-10:00</b>	
<b>0:22:26</b>	Total time in bus stops
<b>0:13:06</b>	Total time affecting sight distance
<b>10:00-11:00</b>	
<b>0:19:41</b>	Total time in bus stops
<b>0:02:36</b>	Total time affecting sight distance
<b>11:00-12:00</b>	
<b>0:19:07</b>	Total time in bus stops
<b>0:10:32</b>	Total time affecting sight distance
<b>12:00-13:00</b>	
<b>1:09:52</b>	Total time in bus stops
<b>0:40:55</b>	Total time affecting sight distance
<b>13:00-14:00</b>	
<b>0:39:26</b>	Total time in bus stops
<b>0:37:31</b>	Total time affecting sight distance
<b>14:00-15:00</b>	
<b>0:17:24</b>	Total time in bus stops
<b>0:05:16</b>	Total time affecting sight distance
<b>15:00-16:00</b>	
<b>0:55:11</b>	Total time in bus stops
<b>0:15:33</b>	Total time affecting sight distance

15:17:37	15:18:05	0:00:28	<b>Parked in middle of road</b>	
15:22:50	15:23:02	0:00:12		
15:31:18	15:32:21	0:01:03		
15:40:03	15:40:24	0:00:21		
15:45:40	15:46:04	0:00:24		
16:09:59	16:10:22	0:00:23		<b>16:00-17:00</b>
16:13:00	16:15:04	0:02:04		<b>0:34:23 Total time in bus stops</b>
16:13:59	16:30:54	0:16:55	Second stop (does not affect sight distance)	<b>0:05:33 Total time affecting sight distance</b>
16:19:21	16:21:01	0:01:40		
16:20:54	16:21:25	0:00:31	<b>Parked in middle of road</b>	
16:35:55	16:36:21	0:00:26		
16:39:03	16:50:58	0:11:55	Second stop (does not affect sight distance)	
16:49:51	16:50:20	0:00:29		
17:01:22	17:01:50	0:00:28		<b>DD 17:00-18:00</b>
17:04:39	17:05:19	0:00:40		<b>0:23:56 Total time in bus stops</b>
17:11:17	17:11:55	0:00:38		<b>0:16:12 Total time affecting sight distance</b>
17:20:00	17:31:04	0:11:04		
17:20:17	17:20:50	0:00:33	Second stop (does not affect sight distance)	
17:22:38	17:22:38	0:00:00	Drive past	
17:28:00	17:28:40	0:00:40	Second stop (does not affect sight distance)	<b>DD</b>
17:30:23	17:31:50	0:01:27	Second stop (does not affect sight distance)	
17:37:37	17:37:37	0:00:00	Drive past	
17:38:35	17:38:35	0:00:00	Drive past	
17:47:32	17:52:36	0:05:04	Second stop (does not affect sight distance)	
17:49:17	17:51:48	0:02:31		
17:49:56	17:50:25	0:00:29	<b>Parked in middle of road</b>	
17:53:03	17:53:25	0:00:22		
18:02:59	18:03:22	0:00:23		<b>17:00-18:00</b>
18:04:46	18:10:35	0:05:49		<b>0:36:42 Total time in bus stops</b>
18:11:40	18:16:30	0:04:50	Second stop (does not affect sight distance)	<b>0:13:55 Total time affecting sight distance</b>
18:21:28	18:22:58	0:01:30		
18:26:12	18:26:12	0:00:00	Drive past	<b>DD</b>
18:27:55	18:28:22	0:00:27		<b>DD</b>
18:35:06	18:40:30	0:05:24		
18:42:03	19:00:00	0:17:57	Second stop (does not affect sight distance)	
18:55:48	18:56:10	0:00:22		