

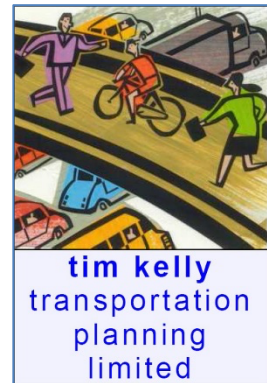
2 September 2022

Manawatū District Council
c/o Evergreen Consulting Ltd

For the attention of: **Daniel Batley**

via email: [daniel@evergreenconsulting.co.nz]

Daniel



Rongotea South Private Plan Change, Manawatū Review of Transportation Assessment

Background

In July 2022, the Property Group lodged an application for a Private Plan Change (**PPC**) to Manawatū District Council (**MDC**) over land located at 14 Banks Road, Rongotea in Manawatū. The PPC proposes to re-zone land on the southern side of Rongotea from Rural 2 to Village Zone, facilitating residential development which is expected to yield 160 – 180 dwellings.

The PPC application has been supported by an assessment of potential transportation effects prepared by East Cape Consulting Ltd (**ECCL**) and dated 14 July 2022.

The purpose of this letter is to provide a review of the ECCL assessment.

Information Available for Review

The following information has been reviewed:

- Private Plan Change Application: Rongotea South Development Area (Property Group, July 2022);
- Rongotea South Structure Plan (Appendix B2 to application);
- Proposed district plan Chapter 17 Rongotea South Development Area (Appendix I to application);
- letter (transportation assessment) prepared by ECCL dated 14 July 2022; and
- aerial and Google Streetview imagery.

Existing Situation

This application site lies on the southern side of Rongotea, a small settlement within a rural environment.

A complete and accurate description is provided of the local road network.

Figures 9 -12 describe existing daily and hourly traffic volumes for roads in the immediate and wider areas. No indication is provided of the years / dates / days to which this information relates (potentially relevant as some counts may have been affected by Covid-19 related effects) and some of the information is likely to be based upon estimates rather than observed

information. However, as a rural area, the existing volumes are well below the capacity limits of the network.

The review of the crash history for the area has appropriately considered a five-year period and the conclusions reached regarding the lack of any systemic issues is reasonable.

Proposed Development

The PPC application document references a likely yield of 160 – 180 dwellings.

The Structure Plan identifies logical external vehicular linkages into the southern end of Trent Street and the western side of Banks Road, together with an internal network. On and off road connections have been identified which would provide for a good standard of pedestrian / cycle connectivity.

As stated, the proposed road typologies (shown by Figures 22 and 23) are consistent with NZS4404:2010. The provision of a shared walk/cycle path for the Type 1 road is supported, although consideration should be given to widening this to 3m (possibly with a corresponding reduction in the berm width). From Trent Street, this would connect to Severn Street, providing a walk/cycle route to/from Douglas Square and beyond this, the primary school. Alternatively, the south-east side of the development area would connect to the existing village area by means of a short section of Banks Road (where a footpath connection is proposed).

The transportation assessment makes reference to a shared off-road path and management of direct property access to minimise interactions with vehicles, although no specific measures appear to be proposed to ensure this outcome will be achieved.

Effects Assessment

The overall estimation of trip generation has been based upon a rate of 10 vehicle movements per lot per day (from the MDC Engineering Standards). Based upon a review of Census 2018 information, the transportation assessment has assumed the 10 trips/day applies to movements by all modes and that 54% would be vehicle trips (since the census data indicated that 54% of people drove a private or company car for the journey to work).

The justification given for this assumption is that facilities are available within a convenient walking / cycling distance of the development. Application to the maximum yield of 180 dwellings results in an estimate of 972 vehicle movements/day, of which 10% is assumed to occur in the weekday peak periods.

It is considered that the 54% of vehicle trips may be low, on the basis that the wider Awahuri area recorded 17% 'work at home' which is likely to reflect the high number of farms and so could not be applied to the proposed development. Also, the census statistics only relate to travel to work / education and not other trip purposes. A higher figure of around 65% is considered more likely and could be applied as a sensitivity test (this could also be checked by reference to meshblock census data which would relate more specifically to Rongotea).

With low levels of background traffic activity, it is agreed that the scale of traffic increases associated with the development will be of little consequence in terms of the efficient operation of the road network.

Good provision is proposed for walking and cycling connectivity between the development area and the adjoining village, especially facilities at Douglas Square and the primary school / recreational facilities. As indicated above, it is recommended that consideration be given to

widening the proposed shared walk/cycle path to 3m (with a corresponding reduction in the berm width).

The grid nature of the main development area largely removes the need for turning facilities – the main Type 1 road includes a turning facility at its north-western end.

The proposed widening of Trent Street to a width of 6m as far as the Thames Street intersection is supported – a footpath is unlikely to be justified for this entire length as Severn Street provides a footpath and walking route to/from the facilities in the village centre.

The provision of a footpath on the western side of Banks Road is also supported, as this will provide a pedestrian connection between the south-east side of the development and the village centre.

It is agreed that a standard priority give-way controlled intersection would be sufficient at Banks Road – the low background volumes in this area would not justify widening to provide for a right-turn bay.

The assessment correctly notes that a relocation of the 50/100 km/hr speed limit boundary further south on Banks Road is desirable but not essential. Nonetheless, MDC should action this change if the PPC is approved.

The assessment makes no mention of existing school bus services for secondary school students, the routes these take and pick-up / set-down points. Consideration should be given to such services, as this could affect the requirement for footpath provision beyond the site (for example, along Trent Street).

Proposed Chapter 17 Provisions

Policy DEV1-P1(a) mentions linkage to Trent Street but not to Banks Road – it is unclear why this was not specifically identified.

The matters of discretion over subdivision provide (MD03) for a consideration of *'the number, location and formation of vehicle crossings'* and (MD04) *'safe and efficient operation of the roading network, including walking and cycling'* make no specific reference to the intended management of direct property access to minimise conflict between vehicles and pedestrians/cyclists. If the intention is that the shared walk/cycle path would not be crossed by individual property accesses, then more specific reference should be made to this, as this will affect the eventual form of subdivision and the need for rear access arrangements.

The provisions include no specific requirement for the off-site works (widening of Trent Street, footpath on Banks Road). While a requirement for compliance with the Rongotea Structure Plan is included, this only identifies the Banks Road footpath and not the widening of Trent Street.

Conclusions & Recommendations

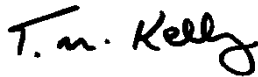
The transportation assessment is technically robust and the overall conclusions regarding the ability for additional traffic activity to be accommodated by the immediate and wider road networks are reasonable, particularly given the rural nature of the area.

A number of recommendations are made below (although none of these are expected to affect the overall conclusions of the assessment):

- traffic counts – clarification be provided in relation to the timing of the counts used, to confirm that they are representative of 'typical' volumes;

- traffic generation – review meshblock census results for Rongotea and/or review conclusions in context of a higher percentage of vehicle trips to/from the development area;
- shared walk/cycle path – consider widening to 3m;
- (secondary) school bus services – consideration should be given to existing routes, stop locations and any resulting need for additional off-site footpath connections;
- construction / staging – provision should be made for initial / construction access from Banks Road, to reduce the effects of construction traffic activity upon the Trent Street and Severn Street residential areas; and
- Chapter 17 provisions – policy DEV-P1(a) should include reference to a linkage to Banks Road, consideration should be given to the mechanisms to ensure minimal vehicular crossing of the shared walk/cycle path and the widening of Trent Street should be included as part of the Structure Plan.

Yours sincerely,

A handwritten signature in black ink that reads "Tim Kelly". The signature is written in a cursive, slightly slanted style.

Tim Kelly
Tim Kelly Transportation Planning Limited
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