

**BEFORE KAPITI COAST DISTRICT COUNCIL**

**RM170060**

**In the Matter of:** The Resource Management Act 1991

**AND**

**In the Matter of:** A Notice of Requirement [NoR] by KiwiRail Holdings Limited [KiwiRail] to alter an existing designation at the Paekakariki Rail Yard, Tilley Road, Paekakariki

---

**Joint Expert Witness Statement  
(Traffic)**

10 January 2018

---

Conferencing Date: 18 December 2017 on site at the Paekakariki Rail Yard and following at the offices of Kapiti Coast District Council

Present: Mr Mark Georgeson – traffic expert to KiwiRail Holdings Limited

Mr Don Wignall – traffic expert to Kapiti Coast District Council

### **The experts agree:**

#### **Traffic Context**

1. It is relevant to record the existing traffic conditions. We agree there are some existing deficiencies that may be worsened by new activities taking place on the site of the extended designation are. These include:
  - a) Evidence that trucks over-run the edges of the driveway on Tilley Road upon entering and exiting the KiwiRail property, occurring as a result of the width of the driveway and presence of on-road parking;
  - b) In the absence of being able to turn within the wider site, trucks make a long reverse manoeuvre from an area adjacent the park 'n ride carpark, presenting safety risks. This practice has been observed by both experts;
  - c) Occurrences of loading and unloading within the park 'n ride carpark and partially on Tilley Road. This has been observed by Mr Wignall, with his photographs showing the Tilley Road driveway and Tilley Road being obstructed, again presenting a safety hazard; and
  - d) Traffic from the immediately adjacent residential property at 24 Tilley Road sharing the designation with KiwiRail traffic.

#### **Types of Vehicles**

2. We agree there are currently and will continue to be a range of vehicles that need to access activities within the rail yard, including the extended designation area. These include cars, vans, utes, small trucks, medium trucks, truck and trailers, and maximum-sized High Productivity Motor Vehicles (HPMV's).

3. We have observed that most trucks (medium and larger) cannot currently turn within the KiwiRail property and either need to undertake long reverse manoeuvres or load/unload beyond the yard.
4. We agree that the extended designation area will provide the ability for trucks to turn on-site, if the site area is suitably managed, and so be able to enter and exit in a forward direction.
5. We agree that other improvements would facilitate more convenient, safer and efficient access for all vehicles, as set out from Paragraph 11.

### **Traffic Generation**

6. We agree that the extended designation area may be used in a number of different ways. This may include for storage purposes, which will effectively generate nil traffic, to various industrial-type uses.
7. For these reasons, we agree that it is difficult to be precise in estimating traffic movements to and from the extended designation area, but accept they will be small. Mr Wignall has estimated the average number of vehicle movements at 12 two-way movements per day (6 vehicles in and 6 vehicles out). Mr Georgeson accepts this as a fair reflection of the possible uses, involving a range of vehicle types.
8. Mr Wignall has assessed that these actual vehicle movements could translate to 70 equivalent vehicle movements per day, based on the District Plan definition of vehicle movements, where:
  - a) 1 car moving to and from a site comprises two vehicle movements;
  - b) 1 truck moving to and from a site comprises six vehicle movements; and
  - c) 1 truck and trailer moving to and from a site comprises ten vehicle movements.

Mr Georgeson accepts that interpretation.

9. For comparative purposes, the experts agree that the five residential lots could otherwise have a potential combined traffic generation of 55 vehicle movements per day, in the event they were developed and used for residential purposes.

10. We agree that the difference in traffic generation, in terms of the number of equivalent vehicle movements, between the two activity types (70 and 55) is small.

### **Traffic Improvements**

11. As recorded above, vehicle movements associated with activities within the extended designation area could lead to a worsening of existing traffic conditions and safety. For that reason, and as a benefit to both existing operations and the future situation, we agree that two fundamental traffic improvements can be made, involving:
  - a) The form and standard of the Tilley Road driveway. This driveway is currently formed to a width of 6m (at the property boundary), which is too narrow for larger trucks to negotiate without over-running the driveway edges. We suggest that it should be widened to 7.5m, and that Council actively considers restricting on-road parking for a length of at least 6m on Tilley Road itself, either side of the driveway, and for a length of approximately 15m around the bend opposite the driveway, extending east from the existing access to Industrial Optics Ltd;
  - b) The form and condition of the yard access beyond the Tilley Road driveway. Having entered the KiwiRail property from Tilley Road, vehicles need to make a tight left turn towards the yard, where there is evidence of trucks over-running the inside kerb. We suggest that this inside corner be eased, and that the subsequent 50m of site access to the yard gate be re-formed in an all-weather surface, that removes the potholes, dust and material migration issues associated with the existing unsealed gravel surface. The vehicle access should of suitable width and alignment, to provide for the safe entry and exit movements of a standard HPMV 23m Truck and Trailer (as shown by the swept path drawings in Figure 1). When designing and implementing this access improvement, the opportunity should be taken to achieve better delineation of adjacent parking spaces to ensure these are clear of site vehicle access movements.



- 12. The experts suggest that these works be provided for as conditions of consent.

**Traffic Safety Benefits**

- 13. We agree that the extended designation area will present traffic safety benefits, both from the larger area itself, as well as from the improvement works suggested.
- 14. The extended designation area will assist with on-site manoeuvring and loading, and provide an expanded yard that, together with appropriate site management, will allow trucks to enter and exit in a forward direction, removing the current practice of unsafe reverse manoeuvres, in an area that includes pedestrians and residential traffic.
- 15. The improvement works set out above at Paragraph 11 will:
  - a) provide safer and easier access to and from Tilley Road;
  - b) avoid damage occurring at the Tilley Road driveway; and
  - c) give a clean surface and delineated route to and from the yard, with defined areas for carparking, and clear access to 24 Tilley Road.



---

Mr Mark Georgeson

10 January 2018



---

Mr Don Wignall

10 January 2018