

Memo

To: Ruchir Gaur/Anita Manda/Gary Adams - KCDC Job No: 1097366
From: Colin Shields Date: 30 May 2025
cc:
Subject: Private Plan Change request 100/110 Te Moana Road, Waikanae - Transport Review

1 Introduction

The T+T memo dated 20 December 2024 provided comments on the following draft documents provided in support of the 100-110 Te Moana Road, Waikanae Draft Proposed Private Plan Change:

- Transport Assessment (TA) dated 28 November 2024.
- Draft Proposed Plan Change and S32 Assessment dated 2 December 2024.
- Engineering Infrastructure Report dated 26 November 2024.

The T+T comments were used to inform the KCDC response to the draft documents and a meeting was held on 25 February 2025 between KCDC/LBC Ltd/T+T to discuss these transport comments.

A review has subsequently been carried out on the following submitted Plan Change documents:

- S32 Assessment dated 6 May 2025.
- Transport Assessment (TA) dated 18 April 2025.

Comments are provided in section 2 below, using the TA section headers and numbering.

2 Transport Review Comments

2.1 Expressway Interchange

- It is noted that the Figure 3, 4 and 5 queue lengths presented in the April 2025 TA used to calibrate the Sidra model are shorter in length than those presented in Figure 3 and 4 of the November 2024 draft TA. It is requested that this issue is clarified further.
- The results of the existing AM and PM peak Sidra model are provided in attachment 1 (pages 29 and 30) but no details are provided on the calibration of the Sidra model. Details of the Sidra model calibration are requested.

2.2 Traffic generation

- The April 2025 TA uses a different and lower trip generation rate to that used in the November 2024 draft TA - but this is considered an acceptable trip rate to use.
- The TA notes that with the trip generation from the development that would be enabled by the plan change request, traffic volumes on Te Moana Road would increase to 17,142 people being moved by private vehicles which would be in line with its classification as a major community connector road. However, this assessment does not take into account the impact of the Ngarara Development Area, which (as section 5 of the TA report indicates) needs to be considered before applying the vehicle movements that could result from the requested rezoning. Section 5 of the TA indicates that the Ngarara Development Area has a daily traffic generation of 9,017 vehicles (or the equivalent of 13,525 people) which would result in total people in vehicles on Te Moana Road of 28,525 before the Plan Change trip generation. This is a substantially greater number than that indicated in the TA and as evidenced in the Sidra Modelling reported in 7.2 creates operational and potentially resultant safety issues. Therefore, please update the TA to take into account the impact of the Ngarara Development Area.

2.3 Trip distribution and effects

- No details are provided regarding how the traffic generation in section 7.1 has been distributed - is this on the same basis as Table 2 of the November 2024 TA? Further details are requested.
- 1. Existing Interchange + Ngarara Farm AM Peak – KCDC and NZTA should take note and consider future actions wrt to the potential problems and implications that full development of the Ngarara Development Area could have in terms of a LoS D, long queue lengths on Te Moana Road west blocking back past the Plan Change site and a cycle time of 140 seconds (which increases delays for all road users, including for pedestrians waiting to cross). It is noted from the results in Attachment 1 (p 32) these actually indicate a LoS F on the northbound off ramp right turn in the AM peak and LoS E on the northbound off ramp left turn and both of the southbound off ramp turns. The Sidra network model presented in Attachment 1 (page 31) does not include the Te Moana Road/Te Ara Kawakahia intersection which should be included in both the AM and PM peak Sidra to accurately model the interaction of this intersection with the interchange. It is requested that the Sidra model is updated to include this intersection.
- 2. Existing Interchange + Ngarara Farm PM Peak –KCDC and NZTA should take note and consider future actions wrt to the potential problems and implications that full development of the Ngarara Development Area in terms of a LoS D, the left turn from the northbound expressway off ramp being beyond capacity and the westbound mid-block section being close to reaching capacity. Note request above for Sidra model to be updated.
- 3. Existing Interchange + Ngarara Farm + Plan Change site AM Peak – Extensive queueing blocking back past the Plan Change access resulting in long queues within the Plan Change site. It is noted from the results in Attachment 1 (p 35) that these indicate a LoS F on the northbound off ramp right turn and Plan Change site access right turn and LoS E on the Te Moana Road eastbound ahead, the northbound off ramp left turn and both of the southbound off ramp turns. This matter will need to be addressed at the resource consent stage to identify appropriate mitigation. The Sidra network model presented in Attachment 1 (page 34) does not include the Te Moana Road/Te Ara Kawakahia intersection which should be included to accurately model the interaction of this intersection with the Plan Change site access and the interchange. It is requested that the AM and PM peak Sidra model is updated to include this intersection.

- 4. Existing Interchange + Ngarara Farm+ Plan Change site PM Peak – LOS of E, significant queues back east along Te Moana Road and longer queues on the northbound on ramp. It is noted the results in Attachment 1 (p 36) indicate a LoS E on several approaches including the northbound off ramp, on the Te Moana Road eastbound ahead, the northbound off ramp right turn, the southbound off ramp right turn and the Te Moana Road westbound ahead. This matter will need to be addressed at the resource consent stage to identify appropriate mitigation. Note request for Sidra model to be updated.

The TA states that “*the interchange under each of the scenarios does not reach a level of service F*”. As indicated above, the results in the TA do indicate LoS of F in the AM peak.

The results from the Sidra modelling indicate that there are significant capacity issues (and potential resultant safety concerns) that NZTA/KCDC need to consider at the interchange with anticipated future traffic flows from the Ngarara Development Area. It is recommended that NZTA/KCDC consider further the impacts of future Ngarara Development Area developments as they reach resource consent stage and identify appropriate mitigation measures, appropriate funding and triggers for when mitigation is required based on a cumulative assessment and the level of development for which consent is being applied for.

It is recommended that consideration of the Plan Change site is also conditioned at the resource consent stage to identify and agree with NZTA/KCDC appropriate mitigation and funding based on a cumulative assessment at the time the resource consent is lodged.

2.4 Sustainable Transport

- Walking and Cycling - Although not within a reasonable walking distance of the town centre and train station, stage 2 is within reasonable walking distance of bus stops. The site is also within a reasonable cycle distance to the town centre and train station. However, footpaths, cycleways and pedestrian crossing facilities across Te Moana Road adjacent to the site are missing and there appears to be an existing safety issue with cyclists on Te Moana Road. These matters should be addressed at resource consent stage.
- Public Transport - Section 4.2 of the TA notes “*there are two bus stop pairs located within 350 metres of the plan change site which is considered to be within a 5 minutes’ walk of the site*”. However, 350m is the distance to the proposed site access and the distance to the bus stops is actually up to 730 (9 minute walk time) for stage 1 of the site. This is in excess of the 400m/5 minutes which is considered to be within a reasonable walk distance/time to a bus stop. Therefore, for Stage 1, public transport is not considered to be an attractive alternative to car use at this site. Stage 2 of the development is considered to be at the upper limit of a reasonable walking distance to bus stops. This matter should be addressed at resource consent stage.

Site access design - Section 3.3 of the TA indicates that the 85th %tile speed is 55 km/h. No details are provided of the layout of the proposed site access and queueing within the site access is noted as an issue in in section 7.2 of the TA. It is recommended that design work is undertaken at resource consent stage to confirm that a suitable access can be designed at this location to comply with KCDC standards. This should also incorporate improvements to the legibility of the westbound cycleway, as identified in section 7.4 of the TA.

3 Applicability

This memo has been prepared for the exclusive use of our client KCDC with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

Tonkin & Taylor Ltd

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30-May-25

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