

8 July 2019

Jacinta Naicker
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Via email: jacinta.naicker@tattico.co.nz

Dear Jacinta

WAIKATO REGIONAL THEATRE ADDITIONAL SECTION 92 QUERIES: TRANSPORT RESPONSE

As per your recent instruction, Flow Transportation Specialists Ltd (Flow) has reviewed the additional transport related Hamilton City Council (Council) Section 92 requests for further information. For clarity, we have structured our response as per the structure of the Council letter, with the requests for information repeated in italics first, followed by our additional information.

1 TRAFFIC MANAGEMENT TRIGGERS

“As requested, we have reviewed the additional information provided by Flow in response to HCC’s s92 request for further information. In general, there appears to be sufficient information for us to carry out a review of the transport effects.

One area of difference is the approach to traffic management – we favour a more conservative approach with a scale of mitigation given the safety risks with high number of pedestrians combined with drop-off and pickups. For example, we favour something like this (which is similar to the framework applied to Claudelands Arena):

- ◆ *0-??? people = no traffic management*
- ◆ *??? to ??? people = some traffic management, e.g. temporary warning signs, etc*
- ◆ *??? to 1,300 people = some temp traffic management before the show and road closure at end of show”*

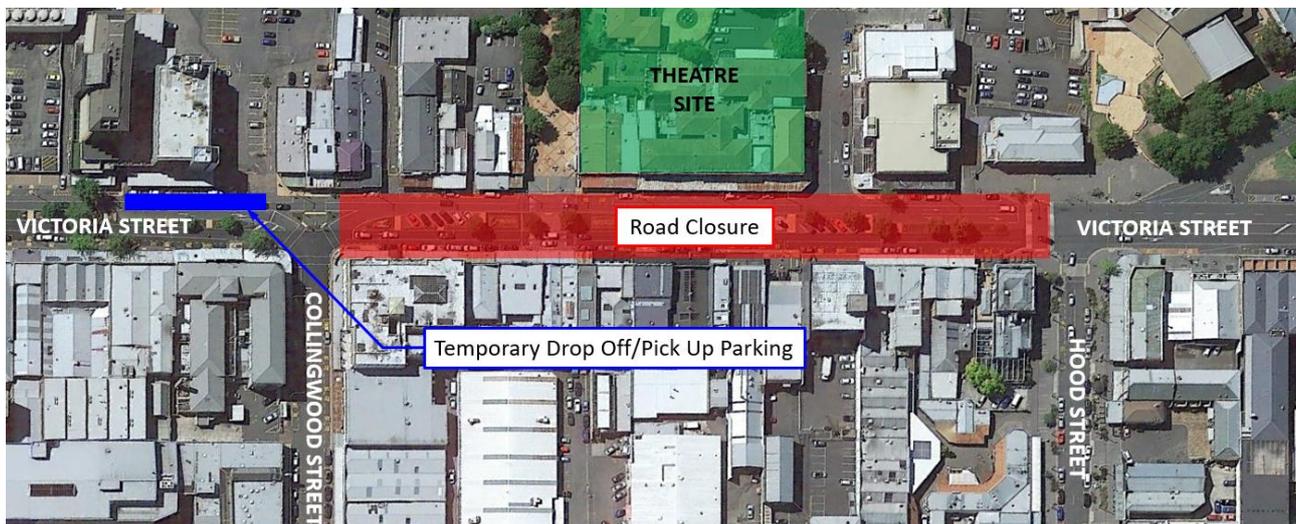
In the Temporary Traffic Management Framework technote attached to our initial Transport Section 92 response, high level traffic management triggers pre and post show were identified based on approximate percentage capacity. We have translated this information to number of people, as follows

- ◆ **0-649 people:** No traffic management

- ◆ **650-974 people**
 - ◆ Three temporary pick up drop off spaces provided on Victoria Street
 - ◆ No post show traffic management
- ◆ **975 1,300 people**
 - ◆ Temporary 'Event' warning signage installed on Victoria Street in advance of the site
 - ◆ Six temporary pick up drop off spaces provided on Victoria Street
 - ◆ Post show traffic management of the pedestrian crossing on Victoria

The above suggested temporary traffic management and associated triggers fall short of closing Victoria Street to vehicular traffic. However if required by Council, the closure of Victoria Street between Collingwood Street and Hood Street could be added to the traffic management required for shows accommodating 975-1,300 people. This could be after, and possibly before and during a show. In such a scenario, the temporary pick up and drop off parking would need to be relocated. As shown in Figure 1, this could be located north of the site, prior to the Collingwood Street intersection.

Figure 1: Possible Temporary Victoria Street Closure



We acknowledge that safety is of the utmost importance. However, as we noted in our initial Section 92 response, Victoria Street is a low speed, highly pedestrianised road in a city centre, and pre and post show traffic will be low speed due to the presence of larger volumes of pedestrians, and congestion around the drop off/pick up areas. This city centre environment is different to the roads that surround Claudelands Arena, and Waikato Stadium, where extensive traffic management is understood to be implemented. As such, we recommend that a monitoring condition is implemented, allowing the traffic management requirements for the theatre to be reviewed and amended in future.

2 SAPPER MOORE-JONES PLACE

“The extent and timing of works within Sapper Moore-Jones Place is still unclear, for example I don’t think we have any drawings requested in Item 42. My understanding is that this project was only going to be doing the regrading etc necessary to enable trucks to use the service area, with the pedestrian and amenity improvements at some later unknown date. The response to Item 23 and 24 implies Sapper Moore-Jones Place will be a shared space.”

What do you understand the scope of work in this area to be? This needs to be confirmed so that the effects of truck manoeuvring on pedestrians are understood.”

It is proposed to upgrade the Sapper Moore-Jones Place streetscape as part of the theatre construction, which would include implementation of a shared space at the lower/eastern end of the street. Truck manoeuvring in the proposed shared space is referred to in the transport Section 92 response where site access, loading and manoeuvring queries are addressed.

Yours sincerely



Russell Brandon
SENIOR TRANSPORTATION ENGINEER

Reference: P:\CHAR\001 Waikato Regional Theatre Concept Design\Section 92\L2A190708 - Further Transport Section 92 Response.docx - RussellBrandon