
To:

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From: Alastair Black

Date: 17 October 2019

Job Number: 14_233



SUBJECT: Waikato Regional Theatre – Transportation Review

INTRODUCTION

1. My name is Alastair James Black. My qualifications and experience are provided at Appendix 3 of my Transportation Assessment (Issue 2, 9 September 2019).
2. I have been asked to respond to transport matters relating to the proposed Waikato Regional Theatre.

BUS MANOEUVERING

3. I have never supported bus/coach parking or turning in Sapper Moore Jones Place as implied at paragraph 9.7 of Mr Brandon's evidence.
4. The three-point tracking for bus manoeuvring¹ provided by Mr Brandon reinforces my concerns about the potential for conflict between a reversing bus and pedestrians within the "shared space". The evidence of Mr Pugh (paragraph 8.3 and Figure 4) reinforces that Sapper Moore-Jones Place is one of two pedestrian approaches to the auditorium.
5. I do not consider that bus manoeuvring within Sapper Moore-Jones Place is appropriate due to the risk of conflict with pedestrians. I prefer that bus/coach parking is provided at other locations as required in Condition 138(b).

CONDITION 135(a)(vi)

6. I am concerned that allowing semi-trailer vehicles to depart the theatre during peak pedestrian periods of 10pm-4am on Friday and Saturday nights increases the risk of conflict with pedestrians leaving the theatre and visiting the neighbouring bars and restaurants.

Pedestrian Crashes 2014-2019

7. Mr Brandon (paragraph 5.21) identifies the trend of pedestrians being struck in the early hours of the morning.
8. In the period 2014-2019, there has been 54 reported crashes within a 250m radius of the theatre. Six crashes involved pedestrians receiving minor injuries. This includes one crash at the Victoria Street/ Sapper Moore-Jones Place intersection. Three of these pedestrian crashes occurred between midnight and 1am.

¹ SOE of Russel Brandon, Figure 1

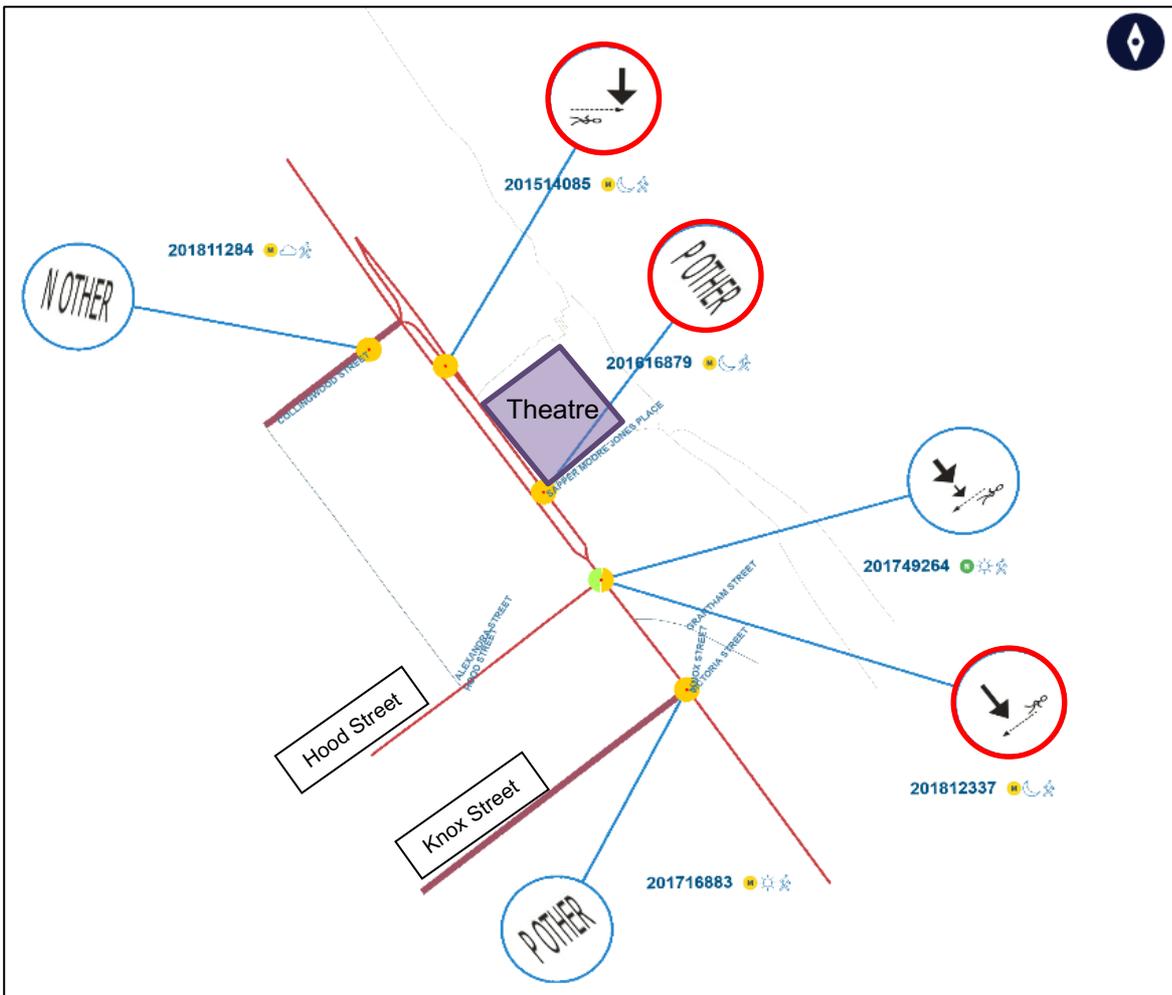


Figure 1: Pedestrian Crash Diagram (red circles indicate crashes occurring between 12midnight-1am)

Pedestrian Volumes

9. HCC has provided pedestrian volumes from a counter located on eastern (river) side Victoria Street, approximately 40m north of Sapper Moore-Jones Place. These counts show:
 - a) A 17% reduction in pedestrians between 2018 and 2019. This is likely due to closure of the previous tenants of the site including Bar 101 and Easy Tiger in September 2018.
 - b) The 2018 counts in the period 10pm-4am were approximately double the 2019 counts
 - c) Based on September 2019 counts:
 - a. Hourly average of 92 pedestrians/hour
 - b. Average of 61 pedestrians/hour between 10pm and 4am
 - c. Peak hours occur 12midday-2pm (167 pedestrians/hour) and 6-8pm (184 pedestrians/hour)

10. In summary, the counts show that there are relatively high pedestrian movements in this section of Victoria Street between 10pm and 4am, especially when there has been bar activities operating from the proposed site.

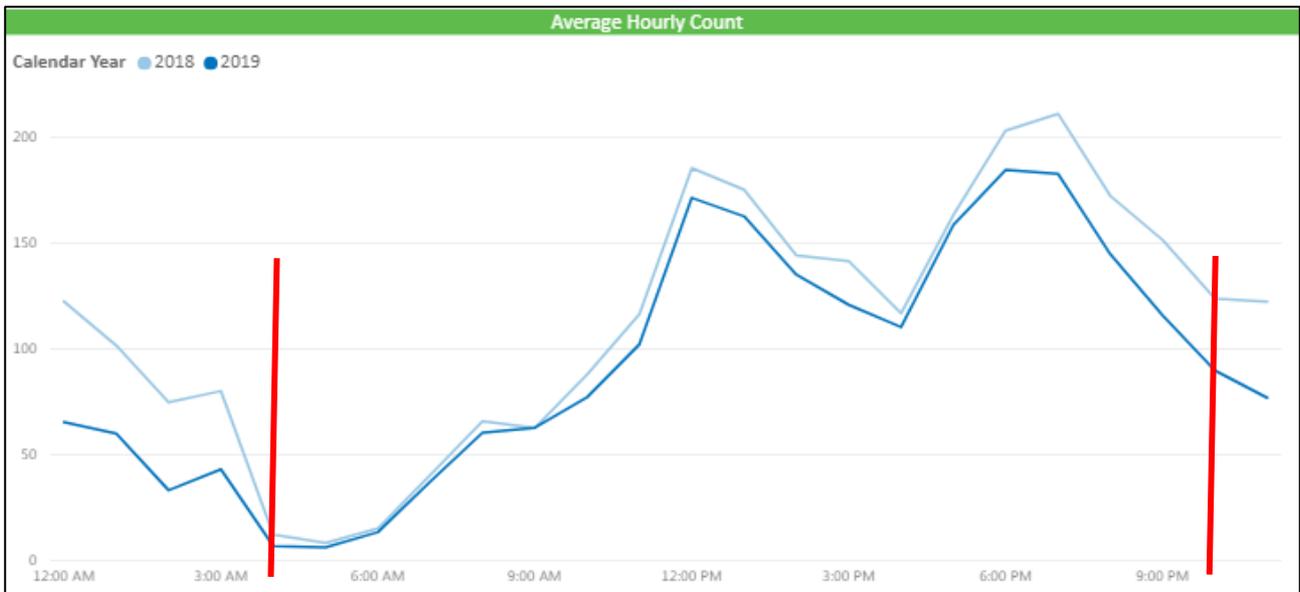


Figure 2: Average Hourly Pedestrian Count

Summary

- 11. I remain concerned that semi-trailer movements during periods of high pedestrian activity at night increases the risk of injury to pedestrians.
- 12. I consider that allowing semi-trailer movements during commuter peak traffic hours (Monday to Friday 7-9am and 4-6pm, may result in short delays to other motorists, but unlikely to result in conflict with pedestrians.
- 13. I recommend that Condition 135(a)(vi) is modified as follows to avoid the risk of pedestrian crashes:

Semi-trailer trucks movements to and from the site shall be avoided during the hours of 10pm-4am between Friday nights and Sunday mornings, unless authorised by the Council’s City Transportation Manager (or nominee) in order to accommodate truck movements that must occur during this time period. The Council’s City Transportation Manager (or nominee) must be given 5 working days notice and where authorised the truck movements shall be undertaken in accordance with an approved TMP.

PARKING CHANGES

- 14. We meet with the applicant on 16 October 2019 and discussed outstanding concerns relating to design and operation of the “shared space”, changes to the on-street parking and layout of the Sapper Moore-Jones Place/ Victoria Street intersection.
- 15. The Applicant has agreed to provide HCC with additional information to allow staff to progress the Local Government Act approvals required by Condition 141.

CONCLUSION

- 16. I confirm the conclusion of my Transport Assessment that with appropriate conditions including design approval and the development and implementation of various traffic related management plans, the transport effects can be managed to an appropriate level.