



Mr Bernie Chote
 Fletcher Residential
 Level 3, Fletcher House
 Private Bag 92-114
Auckland 1142

TDG Ref: 8823.015
 03 October 2014

Copy via email: BernieC@fcc.co.nz

Dear Bernie,

Response to Auckland Council Comments on Three Kings Renewal Private Plan Change 15H2

We have prepared the following response to comments provided by Auckland Council with regard to the Three Kings Renewal Private Plan Change, option 15H2. Our comments respond to the traffic and transportation related matters raised by the Council. For ease of reference we have copied the relevant Council comment along-side our response in the following table.

1. Council Comments and TDG Response

Reference	Council Comment	TDG Response
4.1 (15H1 & 15H2)	The traffic modelling outputs show existing vehicle turning movements. Please confirm if these are vehicles counted during a survey or are actual outputs from the model.	The traffic volume diagrams in Appendix D of the TDG report show the existing turning volumes as derived from an on-site survey. The traffic modelling outputs in Appendix E show queue lengths and Level of Service.
4.2 (15H1 & 15H2)	The level of accuracy of the base case model, that is, how well the existing vehicle movements are replicated, should be set out in the ITA. Please provide a corresponding level of confidence in the future year models.	The base mode has been calibrated against queue lengths recorded during the on-site survey. We are confident the future year models are robust.
4.3 (15H1 & 15H2)	Please clarify the vehicle trip generation numbers and distribution of traffic. These figures should relate to the number of residences proposed. The methodology/process could be set out in an appendix to provide a clearer description of how the final generation and distribution figures (traffic movement volumes) were derived.	The predicted vehicle trip generation and distribution is described in chapter 4 of the TDG report. Trip generation rates for apartments and for terrace housing were derived from surveys of existing developments. These rates were applied to the number of residences proposed. The trip distribution is set out in section 4.3 of the TDG report and is based on distribution from existing developments, Census journey to work data and traffic volumes on Mt Eden Road.



77	It would be useful to provide further clarity with regard to the traffic generation and distribution figures. There is only one key vehicle access to and from the proposed development and the traffic volumes at this access seem to be only slightly higher.	Option 15H2 has fewer dwellings accessed from the lower part of the site than Option 15H1. Therefore whilst there is only one access the total number of trips using the access is not equal to the total number of trips generated by the lower part of the site in Option 15H1.
78	All the vehicular traffic is concentrated at one access. This could cause congestion and queues within the development that would not enhance the residential environment that is being sought.	We agree. From a traffic engineering perspective Option 15H1 distributes traffic more effectively. However road networks under Option 15H2 have been found to operate with an acceptable Level of Service and therefore the option is feasible from a traffic engineering perspective.
79	For this option, the travel demand management issue would be more important.	We agree. Implementing a sustainable travel demand management programme such as a travel plan in a residential development is difficult and we do not know of any local examples where this has been achieved successfully. However we would be happy to work with Auckland Council to identify any soft measures that could potentially be put in place. This may be more achievable within the apartment buildings than for the terrace housing component of the development. Appropriate assessment criteria have been added into the transport section of the requested private plan change.

We trust that the response provided in the table above adequately responds to the Council comments at this stage. We would be happy to provide any clarification or further information as necessary going forward with the Plan Change process.

Yours faithfully
Traffic Design Group Ltd

Craig Richards
Principal Transportation Engineer

craig.richards@tdg.co.nz

Daryl Hughes
Director

daryl.hughes@tdg.co.nz