

As the Oneroa Bowling Club is likely to serve the local community, it is anticipated some members are likely to be able to walk to the Bowling Club, reducing the parking demand during these regular opening times. With regard to the other weekdays, particularly when the Bowling Club is open all year (Monday and Friday), it is anticipated that the majority of service centre staff would be leaving at the end of the working day when the Bowling Club opened around 17:00 to 18:00.

Furthermore, as discussed in **Section 4.3.1**, it was considered that the anticipated service centre staff parking demand during the day (approximately 23 car parks) was a conservative estimate, as these included six Council fleet vehicles which are typically undertaking visits and therefore not permanently parked at the service centre. On this basis, it is considered that service centre staff demand for car parking is not anticipated to have a significant adverse effect on the availability of this car parking for others, including the Oneroa Bowling Club.

Nevertheless, in order to assess the ongoing demand for both on-site and off-site car parking, it is recommended that a designation condition be provided for further monitoring of car parking to across the same area included in the parking surveys detailed in **Section 2.3.4**. It is suggested that the first parking survey is undertaken within six months of the start of operations at the new library/service centre building. Subsequent surveys are suggested every six months up to 24 months after the start of operations. It is recommended that one of the alternate six month parking surveys is undertaken in the 'summer season', December and January, during a period when the library and service centre are operational.

The parking surveys should be undertaken by a suitably qualified traffic engineering specialist to the satisfaction of the Council. The details of the parking survey will be submitted to the Council for approval. It is suggested that each six month parking survey cover two weekdays. Should the car parking surveys identify unanticipated adverse traffic effects associated with the new activities, it will be necessary to provide further mitigation of these adverse effects.

In this regard, it is noted that Council have indicated that should the monitoring identify a shortfall in provision of on-site or off-site parking to meet the demands of the proposed designation, then there is the potential to provide additional on-site car parking. This additional parking could be provided on the eastern part of the property at 4 Korora Road, through an extension to the east of the car parking area already identified in the designation proposals.

It is therefore considered that the car parking strategy and associated monitoring condition can satisfactorily mitigate the anticipated adverse effects associated with the predicted car parking demand of the community activities identified in the proposed designation.

e. District Plan Context

Whilst it is understood that the NoR for the land designation is not required to be assessed against the Rules of the ACDP: HGI Proposed Plan (Proposed - Decision 2009), a comparison of the compliance with the Proposed District Plan Rules is provided, as this is considered to have greater weight given its advanced stage in planning process.

The proposed car parking provision within the site has been assessed against the car parking requirements of section 13.7 of the Proposed District Plan based on the anticipated future activities within the proposed designation site. This comparison is summarised in **Table 4.4** below.

As can be seen from **Table 4.4**, the proposed on-site car parking provision is significantly less than the Proposed District Plan requirements for these activities, based on the separate consideration of the car parking requirements for the different activities on the site.

It is understood that the theatre and restaurant activities do not typically operate during the day, when the art gallery, museum, library and service centre would be open. In addition, it is understood that the cinema typically operates with a lower demand of approximately 25 persons. Adopting more practical assessment of the daytime and evening activities on the site, **Table 4.5** below summarises the comparison of the daytime activity parking requirements, against the proposed parking provision, which would be affected by the new library/service centre parking requirements. The proposed designation is not anticipated to affect the existing operation of the site in the evenings.

As illustrated in **Table 4.5**, the proposed car parking provision is still less than the car parking requirements of the Proposed District Plan for the daytime activities.

Section 13.7.5 of the Proposed District Plan identifies the matters for Council discretion and the assessment matters, when shortfall in car parking provision is proposed. With regard to these matters, the assessment provided previously in this section of the report assessed the potential traffic effects.

Whilst there is still identified to be a shortfall in car parking of the site, it is considered the availability of surrounding off-site car parking can satisfactorily accommodate the anticipated demands of the proposed designation activities, based on the recommended car parking strategy and associated monitoring condition.

Table 4.4: District Plan Car Parking Requirements

Activity	Gross Floor Area (sqm) / Persons / Customers / Staff	District Plan Car Parking Requirements	Required Car Parks
Art Gallery	471sqm	1 per 50sqm	9
Museum	235sqm	1 per 50sqm	5
Library	55 persons	1 per 4 persons	14
Service Centre	750sqm	1 per 50sqm	15
Cinema (Evening)	50 persons	1 per 3 persons	17
Theatre	100 person	1 per 3 persons	33
Restaurant	50 customers & 4 staff	1 per 8 customers & 1 per 2 staff	8
All Activities			101
Proposed On-Site Car Parking Provision			34

Table 4.5: District Plan Daytime Car Parking Requirements

Activity	Gross Floor Area (sqm) / Persons / Customers / Staff	District Plan Car Parking Requirements	Required Car Parks
Art Gallery	471sqm	1 per 50sqm	9
Museum	235sqm	1 per 50sqm	5
Library	55 persons	1 per 4 persons	14
Service Centre	750sqm	1 per 50sqm	15
Cinema (Evening)	50 persons	1 per 3 persons	8
All Activities			51
Proposed On-Site Car Parking Provision			34

The objectives for parking and access are identified in section 13.3.4 of the Proposed District Plan. It is considered that the proposed designation responds to these objectives, as follows:

- Objective 13.3.4.1 – *‘To ensure the impact of activities on the safety and efficiency of the road network is addressed while avoiding adverse effects on the environment’*
 - This report has assessed the anticipated parking demand from the activities proposed on the site to ensure sufficient on-site parking is provided, without providing an oversupply of on-site car parking, which could encourage traffic generation;
 - Car parking on-site and on-street in the surrounding area is considered to adequately cater for the demand by activities on the site;
 - Providing a maximum limit on the total number and number of staff car parks provided on-site for the proposed activities; and
 - Providing a monitoring condition on these maximum numbers of car parks to enable any unanticipated parking demand to be accommodated on-site, if necessary, and enabling additional land to be provided to accommodate any unanticipated parking demand.
- Objective 13.3.4.2 – *‘To ensure access to sites is provided at appropriate locations, while avoiding or mitigating adverse effects’*
 - By controlling vehicle and pedestrian access at specific locations to ensure pedestrian and vehicle safety, as follows:
 - Providing only one access crossover directly off Ocean View Road, identified as a Principal Road on the Proposed district Plan, to a car parking area accommodating only seven car parks; and
 - Provision of two access crossovers of Korora Road, which is a Local Road, with significantly lower traffic and pedestrian movements.
 - Ensuring vehicle access is provided in accordance with the requirement for access identified in section 13.6 of the Proposed District Plan.

4.3.2 Loading Provision

It is intended that the majority of deliveries and servicing for the new library/service centre building would be undertaken from the car park at the end of the accessway off Ocean View Road. A turning area can be provided in this area to satisfactorily accommodate the manoeuvres of the anticipated service and delivery vehicles.

In addition, smaller delivery/service vehicles could also utilise the proposed short-term parking spaces in the existing bus layby on Ocean View Road.

Any servicing and deliveries associated with the existing retained community facilities on the site would be unchanged and could continue to be undertaken in the same manner as currently occurs.

It is considered that these arrangements would provide satisfactory loading provision for the site and would be in compliance with the Proposed District Plan.

4.3.3 Layout of Parking & Loading Areas

The proposed on-site car parking would be designed to comply with the requirements of section 13.7.4 of the Proposed District Plan relating to the layout and formation of car parks, including the design of disabled car parks.

As described above, it is considered that the proposed loading arrangements would be in accordance with the layout and formation of loading areas identified in the Proposed District Plan.

4.4 Pedestrians, Cyclists and Passenger Transport

The development of the site provides the opportunity to improve pedestrian access for staff and visitors to the community activities. Pedestrian accessibility to both the existing and new buildings off Ocean View Road will be improved through the provision of several access routes for pedestrians from both east and west.

In the vicinity of the entrance to the new library/service centre provision it is proposed to provide cycle parks for visitors and staff. In addition, the community facilities will provide shower/changing facilities for staff.

It is not anticipated that the predicted additional traffic generation associated with the proposed designation would have a significant adverse effect on the operation of existing bus services along Ocean View Road or Korora Road. With regard to the proposed provision of four short stay car parks in the existing bus layby on the northern side of Ocean View Road, initial discussions have been undertaken with Stagecoach who have indicated that provided sufficient manoeuvring space is provided for one bus/coach, then it is possible the remainder of the layby could be utilised for car parks.

The objectives for cycling and walking are identified in section 13.3.5 of the Proposed District Plan. It is considered that the proposed designation responds to these objectives, as follows:

- Objective 13.3.5 – *'To improve cycling and pedestrian access to key community focal points such as residential areas, wharves, commercial centres, schools, and other public facilities'* and *'To enhance the opportunities for recreational cycling and walking'*
 - The proposed designation will assist in encouraging cycling associated with community facilities and key focal points, such as the facilities on the site, through the provision of cycle parks for visitors and staff; and
 - The proposed designation provides for safe and efficient pedestrian movement around community facilities and key focal points, such as the facilities on the site.

5 Summary & Conclusion

5.1 Report Summary

Beca, Carter, Hollings & Ferner has been commissioned by Auckland City Council to provide consultancy services in relation to the Notice of Requirement to designate land for community facilities at the corner of Korora Road and Ocean View Road within Oneroa, Waiheke Island. This Transport Report has been prepared by BCHF to inform the Assessment of Environmental Effects to accompany the NoR for the land designation at this site.

5.1.1 Designation Proposals

With the proposed designation, the following activities are currently envisaged to be operating on the site with additional community facilities being developed in the future, as required in the future:

- Musical Museum;
- Art Gallery;
- Artworks Community Theatre;
- Cinema;
- Ajadz Indian Restaurant; and
- New Waiheke Library and Service Centre building.

With the development of the site, pedestrian accessibility to both the existing and new buildings off Ocean View Road will be improved through the provision of several access routes for pedestrians from both east and west. In the vicinity of the entrance to the new library/service centre provision it is proposed to provide cycle parks for visitors and staff. In addition, the community facilities will provide shower/changing facilities for staff.

The objective of the vehicle access strategy for the designation site was to minimise any new access onto Ocean View Road, which is identified as a Primary Road in the District Plan, and the number of vehicles that would be accessing the site from Ocean View Road. On this basis, two vehicle crossovers are proposed off Korora Road and one vehicle crossover is proposed off Ocean View Road.

It is considered that the vehicle accesses off both Korora Road and Ocean View Road can be designed to accord with the vehicle access requirements of section 13.6 of the Proposed District Plan. The proposed vehicle crossovers would be constructed in accordance with the relevant Council design standards.

The proposed vehicle access off Ocean View Road will need to provide a safe intersection sight distance of 80m between vehicles on the site access and in both directions along Ocean View Road. This will require removal of the existing retaining structure at the back of the footway and re-grading of the existing slope within the site.

The proposals include three car parking areas within the site providing a total of 34 car parks, including three disabled car parks, all of which would be sealed and marked. Due to budget restrictions the car parks may initially have to be gravel and later sealed. The two car parks off Korora Road would provide 27 car parks, including one disabled car park, and would be predominantly for visitors. A further seven car parks, including two disabled car parks for visitors, would be provided off Ocean View Road. The five remaining car parks in this area would be shared by service/delivery (e.g. couriers) and staff fleet vehicles.

In addition, the proposals include the provision of four new car parks in the eastern end of the bus layby on Ocean View Road, whilst retaining bus/coach access at the western end. Initial discussions with Stagecoach have indicated that these arrangements could be acceptable.

5.1.2 Assessment of Effects

With regard to the potential traffic generation and parking demand associated with the community facilities identified in the proposed designation, it is considered that there would be no additional traffic generation or parking demand other than those activities associated with the new library/service centre building.

The library is already located on the site and it is understood that the additional demand for this activity will therefore only be related to an increase of approximately 10% in visitor demand. It is understood that no increase in library staff is anticipated, given the retention of the existing library opening hours.

In combination, the additional traffic generation associated with the library and the service centre could potentially generate a total of approximately 50 additional vehicle trips in a one hour period on the road network surrounding the site. However, throughout the majority of the day and during the typical surrounding road network peak periods, it is anticipated that the additional traffic generation would be lower.

It is considered that these trips will not all be 'new' trips on the surrounding road network. Some trips may be extensions of trips already being undertaken to Oneroa, where vehicles park in the town centre, which may now include a visit to the library/service centre. Other trips may be an existing trip associated with the Matiatia ferry terminal, as visitors are passing-by.

On this basis, it is considered that there would be no significant adverse effects associated with the predicted additional traffic generation associated with the site. Furthermore, it is considered that there would be no significant adverse effects on the operation and safety of the proposed vehicle accesses or the existing Korora Road / Ocean View Road intersection associated with the predicted additional traffic generation.

The potential effects of the predicted parking demand associated with the community activities identified in the proposed designation have been assessed in **Section 4.3**. This has been undertaken in the context of the existing availability of on-site and surrounding on-street car parking, as well as the Proposed District Plan car parking requirements. Based on this assessment, it is recommended that the following car parking strategy be provided with the proposed designation:

- Provision of a maximum of 34 car parks on the site, including three disabled car parks;
- Maximum provision of 12 staff car parks within the proposed on-site car parks to provide for staff parking demand associated with all on-site community facilities, as well as delivery/service vehicles. Staff car parks would not be time restricted;
- Remaining on-site car parks to be time restricted. It is suggested that the time restriction be not more than 180 minutes and be applicable on weekdays, potentially 08:00 to 18:00. It is considered that this would prioritise use of these on-site car parks for visitors to the community uses on the site;
- Proposed four new on-street car parks in the existing bus layby on the northern side of Ocean View Road to be subject to a maximum time restriction of 15 minutes to facilitate use for short duration trips by visitors to the community uses; and
- Time restrictions to be implemented on the existing on-street car parks on Korora Road and Ocean View Road (to the west of Korora Road) to prioritise use of these on-site car parks by visitors to the community uses on the site. It is suggested that the time restriction be not more than 120 minutes and be applicable on weekdays, potentially 08:00 to 18:00.

The implementation of these recommended time restrictions is considered to relate to the operational hours of the service centre, when the additional staff parking demand associated with the service centre is predicted to have a significant effect on the availability of on-site and off-site parking in the vicinity of the site.

Furthermore, it is recommended that a designation condition should be provided for future monitoring of parking, which should be undertaken by a suitably qualified traffic engineering specialist to the satisfaction of the Council. The details of the parking survey will be submitted to the Council for approval. It is suggested that each six month parking survey cover two weekdays. Should the car parking surveys identify unanticipated adverse traffic effects associated with the new activities, it will be necessary to provide further mitigation of these adverse effects.

It is suggested that the first parking survey is undertaken within six months of the start of operations at the new library/service centre building. Subsequent surveys are suggested every six months up to 24 months after the start of operations. It is recommended that one of the alternate six month parking surveys is undertaken in the 'summer season', December and January, during a period when the library and service centre are operational.

In this regard, it is noted that Council have indicated that should the monitoring identify a shortfall in provision of on-site or off-site parking to meet the demands of the proposed designation, then there is the potential to provide additional on-site car parking. This additional parking could be provided on the eastern part of the property at 4 Korora Road, through an extension to the east of the car parking area already identified in the designation proposals.

It is therefore considered that the car parking strategy and associated monitoring condition can satisfactorily mitigate the anticipated adverse effects associated with the predicted car parking demand of the community activities identified in the proposed designation.

It is considered that the proposed loading arrangements would provide satisfactory loading provision for the site in compliance with the Proposed District Plan. The layout of the proposed on-site car parking, including disabled car parks, and loading areas would be designed to comply with the requirements of the Proposed District Plan.

5.2 Conclusions

In relation to the above matters, the proposed designation is considered to respond well to both the objectives for parking and access (section 13.3.4), as well as the objectives for cycling and walking (section 13.3.5) identified in the Proposed District Plan.

Consequently, subject to the identified mitigation measures, it is considered that the proposed designation of land for the identified community activities at this site would have no significant adverse effects on the surrounding transport environment.

Appendix A

Car Parking Survey Results

Survey Results

Demand vs. Capacity Graphs

From the information collected, demand vs. capacity graphs have been derived for each of the survey sections, to identify the spare car park capacity in the survey area throughout the day. The graphs were created for each of the sections identified previously. In addition, a summary of the total off-site car parking demand vs. capacity was also provided.

The demand vs. capacity graphs are included in **Annex A**. A summary of the conclusions from these survey results for the different sections are provided in the following paragraphs.

On-site Car Park

The surveys indicate that demand for on-site car parks peaks during the mid-morning (10:00) and during the afternoon (16:30 to 17:30). The demand for car parking did not reach the existing capacity of 17 car parks. Moreover, other than during the mid-morning peak period, there was typically spare capacity for approximately five vehicles within the existing on-site car parks.

Korora Road

Similarly to the on-site car parking demand, the demand for the 25 car parks on Korora Road shows a morning peak demand around 10:00. The capacity of this car parking section was not reached during the survey period. In general, the observed demand represented approximately 67% of total capacity with around 10 spare car parks typically available throughout the day, other than during the mid-morning peak period.

Ocean View Road (East)

This graph does not appear to reveal a particular pattern to the demand for the 11 car parks on Ocean View Road (east of Korora Road) throughout the day. There are several individual peaks throughout the day, which appear to coincide with the weekday morning and evening peak periods, as well as mid-morning, lunchtime and mid-afternoon. This appears to reflect the varied residential, retail and other land uses in the vicinity, which would affect demand for these car parks.

It is noted that the demand for these car parks did not reach the capacity, with there always being at least three car parks available throughout the day.

Ocean View Road (West)

During the survey period, only one car parked in the seven car parks available on Ocean View Road (west of Korora Road). This car was only parked in this location for one 15 minute period. Throughout the remainder of the day these seven car parks were therefore unused.

Mako Street

The graph for Mako Street indicates that there is relatively constant demand throughout the day for the 30 car parks in this section. However, the demand for 10 to 13 car parks within the overall availability accounts for approximately 40% of the overall provision only.

As demonstrated below in the discussion of the survey maps, the consistent demand for car parks in this section throughout the day was generally observed to be a result of a single car parking in each of these occupied car parks for the entire survey period. Whilst the purpose of the drivers parking in this location was not recorded during the survey, it is considered that this may be due to people parking to then walk or catch the bus to the Matiatia ferry terminal. Alternatively, it was noted that this may be due to construction workers associated with the current adjacent street works improvements.

Overall Off-site Car Parks

The graph for the total off-site car parking, 73 car parks, indicates a fairly consistent car parking demand in the survey area throughout the day from around 10:00. Overall the parking demand is generally around 35 car parks and never exceeded 40 car parks throughout the survey period. The observed demand therefore represents around 50% of the available capacity.

However, it is noted that the spare off-site capacity of approximately 30 to 35 car parks for the majority of the survey day was largely influenced by the 15 to 20 car parks which were available on Mako Street. The car parks on Mako Street are located between 200m and 300m walk from the Artworks site and may not be considered to be associated with the site and within a reasonable walking distance for some visitors, although it is considered that these could easily be used by any staff at the site.

Even excluding the available Mako Street car parks from the overall off-site car parking availability, the surveys indicated that between 10 and 15 of the remaining off-site car parks on Korora Road and Ocean View Road were available for the majority of the day

Survey Maps

Utilising the section map illustrated on **Figure 2.2** in the Transport Report, the occupancy of parking spaces was plotted for at each hour from 07:30 to 17:30, based on the 15 minute period at the start of each hour. Colours have been used to represent each occasion the car parked in each of the car parks changed throughout the day. The key coding is illustrated on the maps, which are included in **Annex B**. These section maps provide further information to assess the location and turnover for the car parks during the survey day.

On-site Car Park

The turnover of the on-site car parks was generally low throughout the survey day, with most car parks only being used by up to three cars throughout the day. In general, the car parks in the northern part of the car park, in front of 4 Korora Road (the 'White House') are not utilised.

Four of the on-site car parks were used by a single car throughout the day and the turnover of car parks was observed to be most frequent in the morning. The turnover of car parking on-site appears to reflect these car parks are used by staff at the library and museum on the Artworks site. The peak turnover of car parks coincides with the peak demand for on-site car parking during the mid-morning period.

Korora Road

There is a high turnover of the car parks on Korora Road. In particular, one car park was used a total of 15 times during the survey day, which was located on the eastern side of the road, adjacent to the Artworks site.

The car parks on the eastern side of Korora Road were frequently used for short periods of time. It is therefore considered that this reflects demand for these car parks by visitors to the facilities on the Artworks site.

Of the car parks on the western side of Korora Road, two car parks were used by the same car for the whole survey day and these car parks had a much lower turnover than the eastern side.

Ocean View Road (East)

Generally the car parks in this section also saw a high turnover of car parks throughout the day, with some of these car parks at the eastern end of this section accommodating up to 12 different cars throughout the day. Similarly, those car parks at the western end of this section also experienced relatively high turnover. This is likely to reflect the proximity of the eastern car parks to Oneroa village and the surrounding mix of land uses described previously, which include the Artworks site.

Ocean View Road (West)

As discussed previously, the seven car parks in this section were not used and other than by one vehicle in one 15 minute period, throughout the whole survey day.

Mako Street

The turnover of car parks in this section along Mako Street was very low. As identified previously, the majority of the car parks were used by the same vehicle throughout the survey day, predominantly at the northern end of the parking closer to Ocean View Road. As discussed previously, it is considered that this may be due to people parking to then walk or catch the bus to the Matiatia ferry terminal. Alternatively, it was noted that this may be due to construction workers associated with the current adjacent street works improvements.