Appendix 3: Transportation Peer Review prepared by BBO

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Memo

To	Emily Patterson, Planner, BBO
From	Thato Mariti
Date	25 June 2024
Job No.	148220
Job name	Matamata Indoor Sports Stadium
Subject	**Matamata Piako District Council – Matamata Indoor Sport Stadium**

1. Introduction and Background.

1.1 Background

MPDC engaged BBO to peer review the Transport Assessment (TA) for the proposed Matamata Indoor Sports Stadium, by Harrison Transportation dated October 2023. The TA focused on the following transportation issues:

- The level of traffic expected to be generated by the proposed sports activities and the effect that this will have on the adjacent road network.
- The adequacy of the proposed on-site car parking.
- The provision of suitable access to the site.

Although this was identified as a TA report, the peer review was conducted based on the Matamata District Plan requirements for a Simple ITA which ensures that all potential transportation issues are reasonable and adequately addressed. These requirements are included in Table 1 in Appendix A for reference.

Initially, this peer review was captured in comments and a request for further information via email to the applicant's agent Matt Allot in November 2023. That request was required to inform a notification decision on the application. A copy of the original email is attached within **Appendix C**.

A summary of the initial peer review comments and questions is also included in Section 2 below. A response to the request for additional information was received in a memo prepared by Harrison Transportation, dated February 2024.

1.2 Purpose of the Report

This memo summarises the initial comments and request for information in November 2023 and provides a response to the further information received in the Memo prepared by Harrison Transportation. Additionally, it provides response to the transport related issues raised in the following submissions on the proposed Indoor Sports Stadium:

- Submission 1: Linda Mary Morris

- Submission 2 & 3: Kerry Lynne Dean and Edward David Dean
- Submission 4 & 5: Hayden Matthew Aiken & Iona Mae Morris
- Submission 10: Lesley Joston.

2. Review of the Transport Assessment

Our initial peer review of the TA report provided in the application identified the following further information requirements. The following summarises the email correspondence, contained in **Appendix C**.

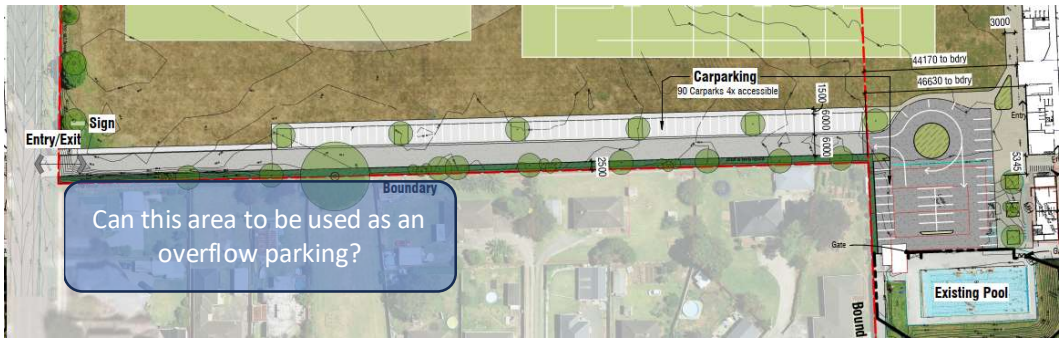
- **Assessment of overflow parking effects**
  - What is the average parking occupancy rate on Station Road? Would sufficient parking spaces be available during large events?
  - Would Station Road carriageway width be sufficient to allow parallel parking on both sides?
  - What will be the effects on safety of cyclists on Station Road and pedestrians crossing Station Road?
  - What mitigating measures will be undertaken to ensure safe and appropriate operating speed along Station Road during large events, is below 30 km/h?
  - What will be the effects on side roads during large events and which roads would likely be affected?
  - Effects of overflow parking on Smith Street - Station Road intersection?
  - Risks if maximum parking demand is greater than 182 spaces?

- **Traffic Generation**
  - What was justification for the average team size of 12 (this includes players, coaching staff, and supporters), given that a higher average team size will increase an average ADT as shown in the table below.

Number of teams	People per team	Attenders	Vehicle occupancy Rate	A daily traffic generation (inward)	A daily traffic generation (inward and outward)
12	12	144	1.2	120	240
12	13	156	1.2	130	260
12	15	180	1.2	150	300

- **Access Layout**
  - Demonstrate that the proposed access will meet the intersection standards required by MPDC and Waka Kotahi NZ Transport Agency (NZTA) to allow safe operation for both general day-to-day use and large events, including a swept path tracking analysis.

- **Parking area capacity**
  - Suggested that the remaining space on-site be used for overflow parking, as highlighted below. This would reduce the number of overflow car park required on Station Road.



- **Simple ITA requirements**
  - Whether large events would be managed by way of an event Traffic Management Plan. If not, then the ADT volume of 400 vpd anticipated during large events would trigger requirements for a Broad ITA[1] and further assessment would be necessary as detailed under Rule 9.1.6 of the District Plan.

I consider that the above further information requests have been satisfactorily addressed by Harrison Transportation in their Request for Information (RFI) response memo, dated 02 February 2024, (refer **Appendix C**). Their response proposes the implementation of a Travel and Parking Management Plan (TPMP) for large events, which BBO supports as a practical solution to manage/mitigate adverse traffic effects during large events.

For clarity, day-to-day activities are defined in the application as those which will have occupancy of less than 200 people and large events will have up to 400 attendees.

3. Submission Response

The following summarises the submitters' concerns on transport matters of the application:

- Safety of cyclists along Station Road and pedestrians crossing Station Road during large events
- Increase in vehicle movements along Station Road and effects on nearby intersections
- Travel (encourage participants to rideshare and the use of alternative transport) and Parking effects on Station Road and adjacent side street during large events.
- Combined transport impacts when Saturday sports and events at the proposed stadium occur concurrently
- Construction nuisance
- TPMP – effects on side roads. Additionally, how often does it need reviewing and updating, to ensure its suitability to manage and mitigate actual effects.

We have addressed these points in Table No: 2, **Appendix B** with additional comments on each submission and recommendations where necessary.

4. Summary and Recommendations

Appendix A compares the content of the Transport Assessment and additional information provided by Harrison Transportation with simple ITA requirements in Matamata District Plan. I agree with the mitigation measures proposed through planning and execution of a Travel and Parking Management Plan for large events held at the proposed stadium.

[1] https://eplan.mpdc.govt.nz/MasterPlanWeb/Modules/EPlan/ePlanViewer.aspx?key=f30b61a3-1e08-430c-9662-11d492c7a610 – Accessed May 2024

I also acknowledge the concerns raised by submitters (noted in section 3 above and addressed in detail in **Appendix B**) and consider that the following recommended conditions of consent will suitably mitigate the transport related effects:

- A Travel and Parking Management Plan (TPMP) shall be prepared and submitted to MPDC's Transportation Manager for approval no less than 10 working days prior to hosting the first event on site with more than 200 attendees (including staff, contractors etc). The TPMP shall then be implemented for all large events (201 to 400 attendees), to the satisfaction of MPDC's Transportation Manager. As a minimum, the TPMP shall:
    - Identify the measures to ensure the safety of pedestrians crossing Station Road and cyclists using Station Road with the expected on-street parking related to the large event.
    - Identify the measures to address any adverse effects of overflow parking on Station Road and connecting side streets
    - Identify the measures to ensure unhindered access and safe operation of accessways for residents of Station Road during all large events.

- The TPMP shall be reviewed after each of the first three large events to identify any appropriate improvements. Each revised TPMP shall be submitted to MPDC's Transportation Manager for approval no less than 10 working days prior to the next large event on site.

- Large events shall not occur concurrently with other sports activities on the sports fields, to avoid unmitigated parking, safety and accessibility effects on Station Road.

- Stadium construction traffic effects shall be mitigated through the planning and implementation of an approved Construction Traffic Management Plan. The CTMP shall be designed and submitted by the contractor for the approval of MPDC's Transportation Manager at least 15 working days prior to the commencement of physical work on site. No physical work shall occur on site without an MPDC approved CTMP.

Yours sincerely
Bloxam Burnett & Olliver

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Appendix A – Assessment Against Matamata District Plan Simple ITA Requirements

Table No: 1 – Assessment of the TA and RFI Memo from Harrison Transportation Against Matamata District Plan Simple ITA Checklist[2]

ASSESSMENT OF THE TRANSPORT ASSESSMENT REPORT AND REQUEST FOR ADDITIONAL INFORMATION MEMO AGAINST TYPICAL SIMPLE ITA REQUIREMENTS			
Item description	**Details to be included**	**BBO Comments on Information provided in Applicant's TA**	**Recommendations**
Background	Description of proposed activity, purpose and intended use of ITA	Included	None
Existing land data	Description of location, site layout, existing use, adjacent and surrounding land use	Included, layout provided.	None
Existing transport data	Description of access arrangements, onsite car parking, surrounding road network (including hierarchy, traffic volumes and crash analysis). Comment on public transport, walking and cycling networks.	Included	None
Committed environmental changes	Consideration of other developments and land use in the immediate vicinity	Included	None
Existing travel characteristics	Trip generation of existing use	Not applicable, existing land use is a sports field associated with the Matamata College.	None
Proposal details	Description of the proposal (site layout, operational hours, vehicle access, on site car parking, internal; vehicle circulation, end of journey facilities)	Included • Proposed site layout provided • Proposed internal road layout and internal circulation details (turnaround facility) included. • Proposed parking layout for the proposal included. • Footpath proposed along the internal access road linking to the footpath on Station Road, will reduce the risk of conflict between people and vehicles. We note that the parking proposal will not be sufficient for larger events and that overflow parking demand will be accommodated along Station Road. Request for further information concerning how the overflow parking will be managed was addressed by proposing a Travel and Parking Management Plan during the larger events.	TPMP should ensure that the available, unpaved space onsite for 20 vehicles is first occupied during the larger events, before directing the overflow parking demand to Station Road.
Predicted travel data	Trip generation of proposal. Consideration of other modes.	Included. Trip generation is provided for vehicular traffic only, however there are sufficient existing facilities for active modes and public transport on Station Road to accommodate other modes. Local people should be encouraged to walk and cycle to the stadium during large events. This will result in reduction of the vehicle trips to site. The proposal has made provision for bicycle parking on site.	None
Appraisal of transportation effects	Assessment of safety, efficiency and environmental effects	Included. • Direct Access is proposed from Station Road. Access is designed according to the Development manual and meets the design requirements for vehicle crossings in the District Plan. • Traffic generation to the stadium will predominantly be during the weekday off-peak periods and weekends. The increase in traffic on Station Road is expected to be minimal as it is outside the critical peak	Effects of overflow parking demand to be addressed by TPMP. TPMP should be reviewed after each of the first 3 large events to ensure that it remains applicable and achieves all the mitigation measures.

[2] https://eplan.mpdc.govt.nz/MasterPlanWeb/Modules/EPlan/ePlanViewer.aspx?key=e5e77c05-64d2-43ce-aec8-367185f11d41 -Access in May 2024

ASSESSMENT OF THE TRANSPORT ASSESSMENT REPORT AND REQUEST FOR ADDITIONAL INFORMATION MEMO AGAINST TYPICAL SIMPLE ITA REQUIREMENTS			
Item description	**Details to be included**	**BBO Comments on Information provided in Applicant's TA**	**Recommendations**
		hours and the likelihood of potential conflicts with the low volume through traffic on Station Road will be minor. • Parking demand during day-to-day events will be provided for on site. Overflow parking will be required for larger events (anticipated to occur up to six times per year). Effects of overflow parking demand on Station Road were addressed by RFI response and will be managed by a Travel and Parking Management Plan to mitigate the effects.	
Avoiding or mitigating actions	Details of any mitigating measures and revised effects	Construction traffic effects relating to the stadium must be identified and mitigated in accordance with a Construction Traffic Management Plan approved by MPDC's Transportation Manager. Traffic effects related to the operation of large events will be managed and mitigated via actions set out in an approved Travel and Parking Management Plan, including monitoring and review of the TPMP after each of the first three large events.	Construction Traffic Management Plan be submitted to MPDC's Transportation Manager prior to construction. Traffic effects related to the operation of large events will be managed and mitigated via an approved TPMP.
Compliance with policy and other frameworks	Matamata-Piako District Plan objectives, policies and rules.	Access to the site meet the requirements for two vehicles passing each other as shown in Drawing 02	Internal road access design should comply with District Plan requirements for an intersection.
Discussion and conclusions	Assessment of effects and conclusion of effects	Included	Effects of overflow parking demand to be addressed by TPMP. TPMP should be reviewed after each of the first 3 large events.
Recommendations	Proposed Conditions (if any)	TPMP required to be implemented for large events at the stadium to mitigate transport effects including overflow parking on Station Road and connecting side streets. CTMP should be developed at construction stage to address the construction traffic effects.	The CTMP be designed and submitted by the contractor for the approval of MPDC's Transportation Manager at least 15 working days prior to the commencement of physical work on site

Appendix B – Summary of Submissions and BBO Response

Table No: 2 – Summary of Issues Raised by Submitters and BBO Response to the submissions

SUMMARY OF TRANSPORTATION CONCERNS RAISED BY SUBMITTERS, BBO's EVALUATION AND RECOMMENDATIONS			
Submitter	**Extract/summary of Submission**	**BBO Response**	**BBO Recommendations**
Linda Mary Morris (Submitter 1)	The submitter supports the project; however, is concerned about speed on Station Road and proposes permanent speed reductions, not just for events. The submitter also requests that permanent pedestrian crossings are established for the proposed facility and outside the existing schools in the locality.	New Zealand Transport Agency Waka Kotahi (NZTA)'s MegaMaps indicate the following speed limits on Station Road: • Posted speed limit - 50km/h and changes to 40km/h near the schools, • Mean operating speed - 42km/h and • Safe and Appropriate Speed limit - 40km/h. Large events which will happen up to six times per year, will be regulated by a Traffic and Parking Management Plan which involves temporary speed limit reductions on Station Road together with temporary pedestrian crossings. TPMP for large events at the stadium proposes a 30km/h speed limit, however the TPMP will not be required for day-to-day events at the stadium. The implementation of permanent speed reductions and pedestrian crossings are not necessary for the day-to-day operation of the stadium and are outside the scope of this consent application. Temporary measures to address transport effects including speed and pedestrian access during large events will be implemented in accordance with a MPDC approved Travel and Parking Management Plan.	A condition of consent requiring Traffic and Parking Management Plan for large events. Condition requiring review of the TPMP after each of the first three large events to identify and include improvements for safety of all users, and efficient accessibility for residents, pedestrians and cyclists.
Kerry Lynne Dean and Edward David Dean (Submitters 2 and 3)	The submitter is questioning the effects on residential properties in relation to traffic increase and associated safety concerns for road users – including pedestrians.	Access to the proposed stadium will be from Station Road. Activities at the sports facility are expected to take place during weekday off-peak periods and weekends. Peer reviewer agrees that the trip generation associated with the sporting events will have minimal impact on safety and capacity of the local road network as the events are expected to occur predominantly during the off-peak periods and weekends. Given the low traffic volumes on Station Road during these periods, there will be less potential for conflicts between traffic turning into the stadium and the through traffic on Station Road or traffic from the residential properties. This is evident from the crash data which indicate no incidents between traffic turning from side roads and through traffic on Station Road. In addition, a TPMP will implement lower speeds, proper parking on Station Road during the larger events and temporary pedestrian crossings for safety of pedestrians.	A condition of consent requiring a Traffic and Parking Management Plan (TPMP) to be implemented for large events. Condition requiring review of the TPMP after each of the first three large events to identify and include improvements for safety of all users, and efficient accessibility for residents, pedestrians and cyclists.
Hayden Mathew Aiken and Iona Mae Morris (Submitters 4 and 5)	The submitter opposes the development due the following reasons: • Location of the carpark relative to the property on 16A Kowhai Street. • 2m boundary fence along driveway/property will block natural sunlight.	The car park is proposed on the western side of the 6.0m wide internal access road and also directly south of the facility. There will be a 2.0m wide landscaped buffer between property boundaries and the internal road. Noise on the internal access road is addressed in detail by the Noise Report which makes recommendations for noise barrier along the length of the internal access road and restriction on traffic movement outside of the stadium operation hours.	Refer to the noise assessment report as noise effects are outside the scope of a transport assessment.
	The submitter is concerned that the car park will attract people loitering.	Parking is mainly for participants attending events at the proposed stadium. It is expected that people who will be at the parking area will either be going into and coming from the sports facility. Anti-social behaviour effects are outside the scope of a transportation effects assessment.	The submitter should raise this concern directly with Council if the issue materialises.
	The submitter is concerned that the parking and access road will also remove private access to the field.	Access to the field from the neighbouring properties will be possible via Kowhai Street reserve and Station Road, this is approximately 270m (maximum) walking distance from their property.	None

SUMMARY OF TRANSPORTATION CONCERNS RAISED BY SUBMITTERS, BBO's EVALUATION AND RECOMMENDATIONS			
Submitter	**Extract/summary of Submission**	**BBO Response**	**BBO Recommendations**
Lesley Jonston	The submitter is concerned that the driveway will bring a large amount of unwanted noise and seeks that the driveway be not adjacent to their property	The noise concern on the access road is addressed by the noise report. Peer review finds that the driveway location is positioned directly to the proposed Stadium and the access location complies with Matamata vehicle crossing requirements in relation to the vehicle crossings requirements.	Refer to the noise assessment report as noise effects are outside the scope of a transport assessment.
	The submitter is concerned with traffic using Sylvan Place for overflow parking. Requests clarification of how this will be restricted.	Parking for day-to-day use of the proposed sports facility will be provided within the school property. A need for overflow parking is only expected during larger events which are limited to six times per year. Larger events are those with 200 to 400 people in attendance. Peer review agrees that overflow parking would be on Station Road which provides direct access to the proposed on-site parking area. So typically, visitors will be directed to Station Road once the on-site parking is fully occupied. Based on parking survey on Station Road by Harrisson Transportation, it was determined that there is sufficient space for 126 parked cars on Station Road. The assessed overflow parking demand for larger events is about 88 spaces. Only 17 parking spaces were occupied on Station Road during the off-peak survey period. Parking on Station Road will sufficiently accommodate the overflow parking demand. However, access to adjacent side roads will be restricted for use by residents only as part of the TPMP provisions for larger events. Access to the school from Mill Crescent is available through a footpath which leads to the tennis courts. There is no throughfare for pedestrians from Sylvan Place. The peer review does not expect that the proposed stadium would cause transport effects on Sylvan Place as the day-to-day events will have sufficient parking onsite. Large events will require overflow parking on Station Road. It is expected that visitors will drive to Station Road seeking on-site parking and only if the parking is full, they will be directed to park on Station Road.	Overflow parking should be monitored on all immediate access roads as part of any implemented TPMP. Access/ parking restriction on Local Access Roads proposed in the TPMP should include Sylvan Place if there is any evidence during monitoring of parking that there is greater demand for overflow parking on side streets.
	Raises concerns with current congestion (parking, traffic) on Saturdays between April-October (i.e. when sports fields and Stadium are both in use at same time).	The TA has not investigated the effects of activities on the sports field or effects of having activities at the sports fields and in the Stadium at the same time. The peer review anticipates that having day-to-day events at the stadium and on the sports fields at the same time will have minimal effects on Station Road parking because the Stadium makes provision for onsite parking and the sports fields are able to continue using Station Road as is existing. It is envisaged that currently events at the sports field attract parking on Station Road. It is also proposed that overflow parking for large events at the stadium be on Station Road. Large events at the stadium and activities on the sports field at the same time will likely have parking effects on Station Road (i.e. there will not be enough parking available within Station Road to accommodate both activities). Large events should not coincide with other sports activities on the existing fields.	A condition of consent that large events at the stadium should not coincide with other sports activities on the existing fields.
	The submitter is concerned with Station Road residents entering and exiting their driveways safely. The submitter is concerned that Station Road is dangerous for cyclists when cars parked on both sides of the road (i.e. opening car doors).	As stated in the TA, the proposed sports facility is anticipated to generate traffic during the off-peak and it is anticipated to have minimal effect on traffic operations on Station Road. During larger events, there will be a TPMP in place to manage traffic and speeds on Station Road and ensure proper parking to mitigate effects on Station Road residents entering and exiting their driveway. The TA has not identified how many cyclists use Station Road during the off-peak periods. However, the TA mentions that the traffic volumes on Station Road are very low. The TPMP proposes that the speeds on Station Road be reduced to 30km/h. Currently when cars are parked on Station Road, cyclists are forced to share the traffic lane with vehicles travelling at 50km/h speeds. The peer review finds speed reduction to 30km/h coupled with parking management during large events will alert drivers to slow down which is safer for cyclists sharing a lane with traffic on Station Road.	A condition of consent requiring Traffic and Parking Management Plan for large events. Condition requiring review of the TPMP after each of the first three large events to identify and include improvements for safety of all users, and efficient accessibility for residents, pedestrians and cyclists.

SUMMARY OF TRANSPORTATION CONCERNS RAISED BY SUBMITTERS, BBO's EVALUATION AND RECOMMENDATIONS			
Submitter	**Extract/summary of Submission**	**BBO Response**	**BBO Recommendations**
	The submitter is concerned that one and a half years of construction is not considered to be less than minor. Concerns with school field access while construction underway.	Construction traffic will be managed through Construction Traffic Management Plan (CTMP). The CTMP will ensure safety for all road users onsite during the construction period. Temporary traffic related inconveniences are not considered to be anything more than minor in terms of effect when safety and access is appropriately managed for the site conditions under an approved temporary traffic management plan.	The CTMP be designed and submitted by the contractor for the approval of MPDC's Transportation Manager at least 15 working days prior to the commencement of physical work on site.
	The submitter is questioning how regularly the TPMP will be reviewed and updated. The submitter is questioning if residents of side roads will be impacted as a result of restricting parking on side roads (i.e. visitors to dwellings) during events.	Travel and Parking Management Plan proposes access restriction on the side roads for non-residents. The applicant proposes to update the TPMP as required to ensure that it remains applicable and achieves all the mitigation measures. The TPMP proposes no parking on the side roads and that access only be allowed to residents during large events operating under a TPMP.	A condition of consent requiring Traffic and Parking Management Plan for large events. Condition requiring review of the TPMP after each of the first three large events to identify and include improvements for safety of all users, and efficient accessibility for residents, pedestrians and cyclists. Residents along Station Road should be notified of larger events at least two weeks prior, to allow residents to make alternative arrangements with their visitors.
	The submitter is requesting clarification on use of Kowhai Street reserve. Will pedestrian access be provided? The submitter questions why other intersections in the wider network are not assessed.	The TPMP proposes "no parking" on adjacent side streets including Kowhai Street. Pedestrian access will be available on a footpath proposed along the access road which in turn link to footpath on Station Road. Access to the field from the neighbouring properties will be possible via Kowhai Street reserve. The TA proposes access to the Stadium through Station Road, therefore traffic effects of the proposed sports facility at the nearby Firth Street / Station Road were addressed under section 7.3 of the TA. The proposed facility is expected to generate traffic during the off-peak periods and is anticipated to have minimal impact. The peer review agrees that the site generated traffic will have minimal effect on the surrounding transport network. The proposal is expected to generate a maximum of 80 vph (40 vehicles inbound and 40 vehicles outbound). Given the lower traffic volumes on the local road network during the off-peak periods and low site generated trip, the likelihood of effect on both the local and wider road network is expected to be less than minor. Effects of the proposal on the surrounding road network has been adequately addressed.	None
	The submitter states that proposal is not in accordance with: 3.8.2 – Transportation: O5 (To protect residential amenity from the effects of excessive traffic generation.)	The DP[3] suggests that solutions to any effects should ensure that access points and intersections meet safe sightline and spacing standards for the class of road within the hierarchy and are formed to appropriate design standards. Access to the stadium will comply with the minimum recommended sightlines, separation distances and access design requirements by the Distritct Plan. The TA anticipate that the stadium will generate approximately 240 vpd and 80 vph (40 inbound and 40 outbound) if four teams arrive and four teams leave the stadium within the same hour. Traffic to the proposed Stadium will occur during off-peak periods and weekends, which lessen the traffic effects on the local road network during critical peak periods. The likelihood of a conflict between traffic turning into the stadium and through traffic on Station Road will be less due to low traffic volumes on Station Road. The anticipated 240 vpd will be approximately 13% of the current ADT volumes (1725 vpd) on Station Road, which is not considered	A condition of consent requiring Traffic and Parking Management Plan for large events. Condition requiring review of the TPMP after each of the first three large events to identify and include improvements for safety of all users, and efficient accessibility for residents, pedestrians and cyclists.

[3] https://eplan.mpdc.govt.nz/MasterPlanWeb/Modules/EPlan/ePlanViewer.aspx?key=f30b61a3-1e08-430c-9662-11d492c7a610

SUMMARY OF TRANSPORTATION CONCERNS RAISED BY SUBMITTERS, BBO's EVALUATION AND RECOMMENDATIONS			
Submitter	**Extract/summary of Submission**	**BBO Response**	**BBO Recommendations**
		excessive traffic generation. The peer review finds that the increase in traffic will not have adverse effects on the local transport network. Overflow parking on Station Road will only be required during larger events, which will be limited to at least six times in a year. Effects of overflow parking on Station Road will be mitigated by a TPMP. The peer review finds that the above highlighted objectives and policies have been addressed by the TA and the RFI response including the proposed access design as listed above.	

Appendix C – Transport Assessment by Harrison Transportation

- Matamata Indoor Sports Stadium – Traffic Assessment Report
- Email Sent to Matt Allot for Request of further information
- Matamata Indoor Sports Stadium - Memo for RFI Response
- Matamata Indoor Sports Stadium – Travel and Parking Management Plan

Harrison Transportation

Matamata Piako District Council

Matamata Indoor Sports Stadium

Station Road Matamata

Transportation Assessment Report

October 2023

PO Box 11557
Palm Beach
Papamoa 3151

Reference: 578 TA v3

Contents

1. Introduction

Matamata Piako District Council propose to establish an indoor sports stadium at 121 Station Road Matamata. The building will provide a main sports hall with associated changing rooms and facilities. A dedicated car parking area will be provided, with access from Station Road. This report has been prepared, at the request of Frequency, to assess the expected transportation effects of the proposed facility. The key transportation issues associated with the proposed indoor sports stadium are:

- The level of traffic expected to be generated by the proposed sports activities and the effect that this will have on the adjacent road network.
- The adequacy of the proposed on-site car parking.
- The provision of suitable access to the site.

These issues are discussed in this report. By way of a summary it is concluded that, with the recommendations given in this report, the proposed indoor sports stadium can be readily accommodated within the local transportation environment.

2. The Site

The site is located on the northern side of Station Road, approximately 380 m west of Firth Street (SH27). The location of the site is shown on Figure 1.

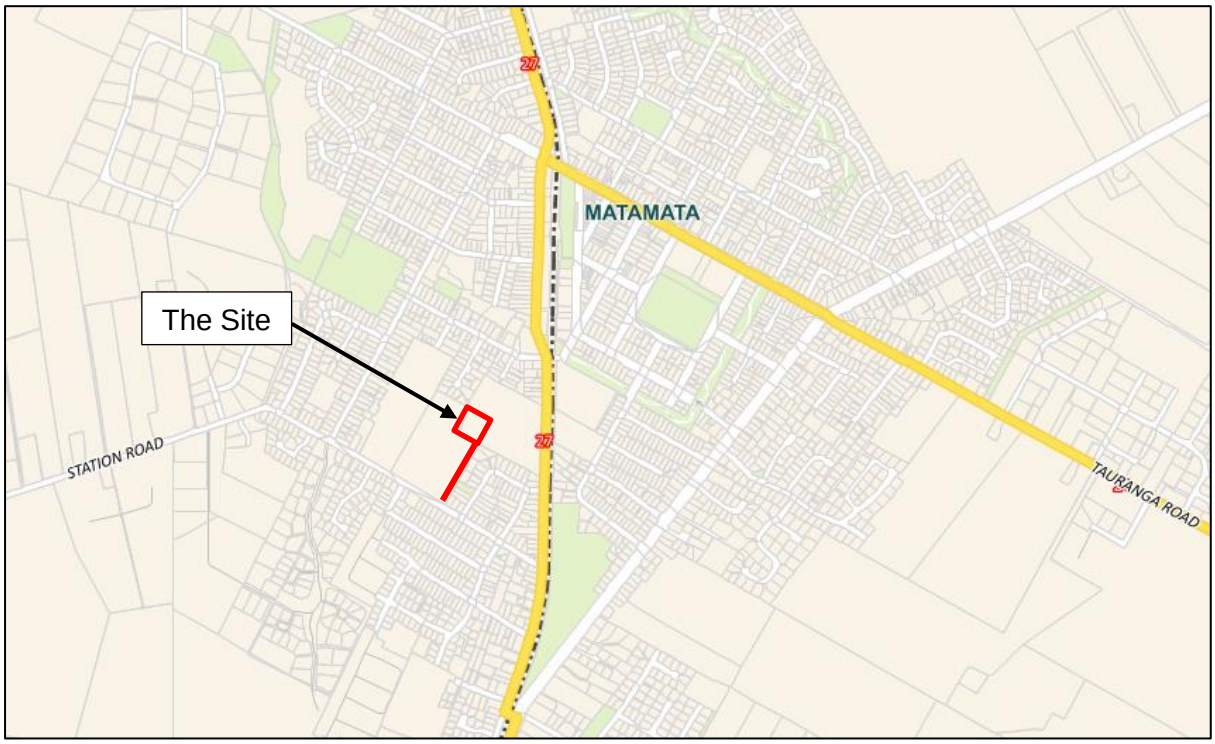


Figure 1: Site Location

The site is located within the Matamata College designated site and is presently used for school sports fields. The Firth Primary School and the Matamata Intermediate School are

located immediately adjacent to the site. Photograph 1 shows the site, viewed from Station Road.

Photograph 1: The Site Viewed From Station Road

Other adjacent activities are predominantly residential.

3. Transportation Environment

Station Road is listed in the Matamata-Piako District Plan as a Collector Road, providing a connection from Firth Street (SH27) to the residential and rural areas to the west. The road has a 10.5 m wide carriageway marked with a centreline and edge lines to provide a 3.25 m wide traffic lane in each direction, with 2.0 m wide kerbside parking on each side of the road.

Footpaths are provided on both sides of the road.

Photograph 2 shows Station Road looking to the east while Photograph 3 shows Station Road looking to the west.

Photograph 2: Station Road Looking East

Photograph 3: Station Road Looking West

Station Road has a 50 km/h speed restriction.

The regional BusIt bus route 22 *"Eastern Connector Matamata Route"* operates along Station Road in an eastbound direction, with three services each day, Monday to Friday only. The closest bus stop is located on Station Road immediately west of the proposed site access.

4. Traffic Data

The latest available traffic count data has been obtained from the Mobile Road website. The average daily traffic (ADT) volume is given in the following table, together with the peak hour volume which has been estimated at 10% of the ADT.

Road	ADT (veh/day)	Peak Hour (veh/h)
Station Road	1,725	173

Table 1: Traffic Count Data

Table 1 shows that Station Road has low traffic volumes.

5. Crash History

A search of the NZTA Crash Analysis System (CAS) has been carried out to identify all reported crashes in the vicinity of the site during the five-year period 2018 to 2022. Available data for 2023 has also been included. The search area consisted of Station Road between Firth Street (SH27) and the 50 / 100 km/h speed limit change near Odlum Drive. The search identified five crashes, as follows:

- Two crashes were recorded at the intersection of Station Road and Firth Street:
  - One involved a vehicle turning right onto Station Road losing control and hitting a street light pole.
  - One involved a vehicle turning right onto Station Road failing to give way to a northbound cyclist. This resulted in a minor injury.
- One crash was recorded at the intersection of Station Road and Hampton Terrace. This involved a south-east bound vehicle on Station Road losing control and hitting a street light pole.
- One crash was recorded at the intersection of Station Road and Smith Street. This involved a southbound vehicle on Smith Street losing control and hitting a block wall. This resulted in a fatality.
- One mid-block crash was recorded on Station Road, which involved a south-east bound vehicle on Station Road hitting a parked car.

The reported crashes are shown on Figure 2.

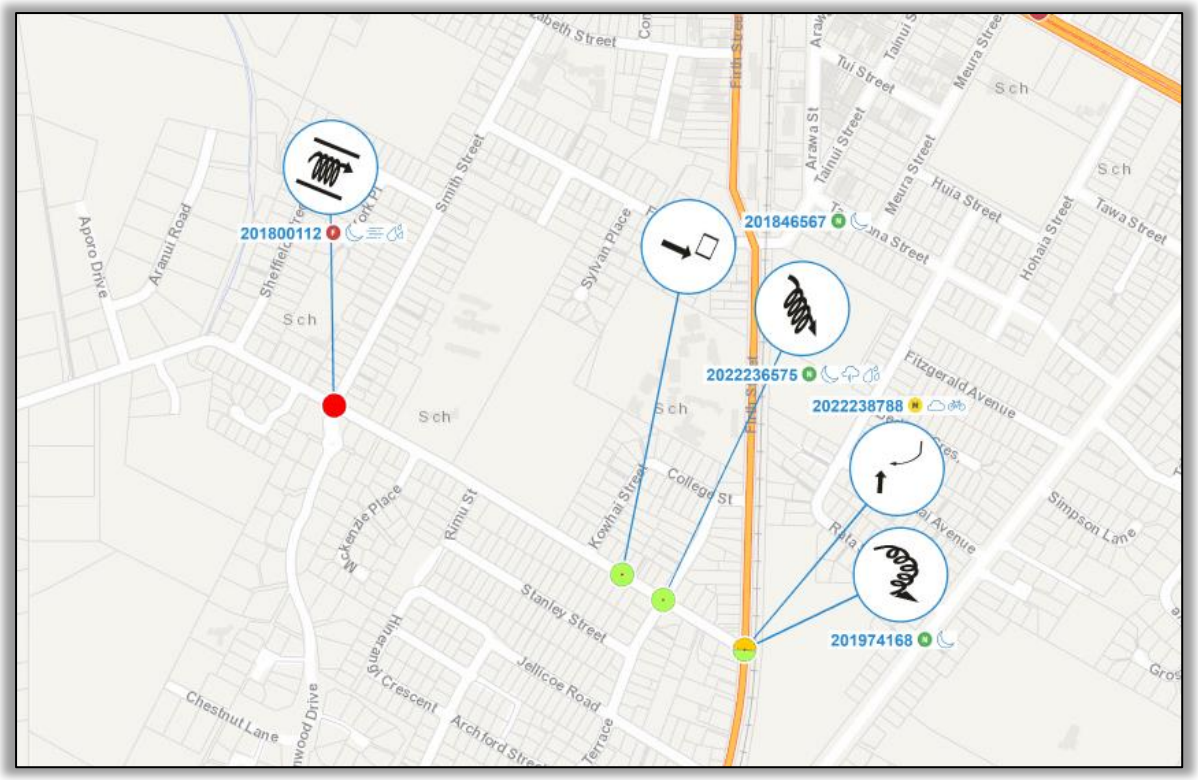


Figure 2: Crash History

The crash history has not identified any specific road safety issues relevant to the proposed sports stadium.

6. The Proposed Development

The Matamata Community and Recreation Hub is a school community partnership facility catering for the needs of the local sport and recreational user groups. The indoor sports and recreation stadium will have a gross floor area (GFA) of approximately 2,320 m², consisting of a main sports hall with associated changing rooms and facilities. A dedicated car parking area will be provided, with 94 car parking spaces inclusive of four accessible spaces. Access will be via a two-way driveway onto Station Road.

The facility will be available for both school and community use, with the primary activity proposed being indoor activities (such as, gymnastics, badminton, volleyball, basketball and netball). There will be occasional performances such as kapa haka/marching and the facility will also be available for community meetings and functions.

The hours of operation will be 6.00am - 10.00pm, seven days a week. The facility will be open until 11.00pm up to five days a year. General day to day use of the facility by the school and community will typically see occupancy levels at less than 200.

Being a two-court facility, the stadium is classified as a sub-regional asset which may cater for infrequent sub-regional/regional events typically of no more than 400 people, of which there would be no more the 6 per annum.

The school will have staff at the facility during school use and Matamata-Piako District Council will have staff available to attend the facility during operating hours.

School pupils are expected to walk to and from the site, while members of the public are expected to use the car park.

7. Traffic Generation and Effects

7.1. Traffic Generation

Traffic generation data is available in the NZ Transport Agency Research Report 453 *"Trips and Parking Related to Land Use"* (RR453). Two similar activities are given, as follows:

- Gymnasium: Facilities for sports and fitness training, either as stand-alone commercial operations or attached to other facilities such as a university or school.
- Stadium: Indoor or outdoor seated venues catering for both sporting and cultural events.

A review of the database used for the RR453 report shows that the data for gymnasiums is principally for private fitness gymnasiums, which is not directly comparable to the proposed sports stadium. The data for stadiums is principally for large outdoor venues, so again is not directly comparable.

As the data given in the RR453 report is assessed as not being comparable to the proposed activities, the expected traffic generation demand has been assessed on the expected typical maximum use of the facility, as follows:

- Two playing courts, accommodating four teams at any one time.
- Six games (12 teams) to be played over the course of a day.
- Up to 12 people per team (inclusive of players, supporters and officials).
- This gives a typical maximum number of people attending the venue during the course of a day of 144 people.
- Some players or supporters will share a vehicle, with a typically vehicle occupancy of 1.2 persons/vehicle.
- Each vehicle will make both an inward and outward trip.

This gives a total daily traffic generation of up to 240 veh/day.

Not all people are expected to arrive or depart at the same time. Using the same information as given above, however with four teams arriving or departing at the same time, then the peak hour traffic generation is assessed at 80 veh/h.

7.2. Traffic Distribution

Given the location of the site on the western side of Matamata, it is expected that the majority of traffic will travel to and from the east. The following distribution has therefore been adopted for this assessment:

- Station Road to and from the east: 90%.
- Station Road to and from the west: 10%.

7.3. Traffic Effects

The expected increase in daily traffic on the adjacent roads is given in the following table.

Road	Location	Existing ADT	Expected Increase	Expected ADT
Station Road	East of the Site	1,725	216	1,941
	West of the Site	1,725	24	1,749

Table 2: Expected Increase in Daily Traffic (veh/day)

Table 2 shows that the ADT on Station Road east of the site is expected to increase to 1,941 veh/day. The Matamata-Piako Development Manual specifies, for residential Collector Roads with an indicative ADT between 1,000 veh/day and 2,500 veh/day, a minimum carriageway width of 12.0 m. This consists of two, 3.5 m wide traffic lanes with 2.5 m wide parking on each side. The existing width of 10.5 m is less than this minimum, providing both narrower traffic lanes and narrower parking. The expected increase in traffic is however small and is expected to be primarily during off-peak times, such as in the evenings and weekends. Any effects of the additional traffic are therefore assessed as minimal.

8. Parking

8.1. District Plan Parking Requirement

The District Plan requires on-site parking for indoor recreation buildings to be provided as given in the following table.

Activity	GFA (m²)	Rate	Spaces Required
Indoor Recreation Buildings	2,320	1 space / 25 m²	93

Table 3: District Plan Parking Requirement

Table 3 shows that the District Plan requires 93 on-site car parking spaces to be provided.

8.2. Expected Parking Demand

Similarly to that noted in Section 7.1 of this report, while parking demand data is available in the NZ Transport Agency Research Report 453 *"Trips and Parking Related to Land Use"* (RR453), the available data is not directly applicable to the proposed indoor sports stadium The expected peak parking demand has been assessed on the expected typical maximum use of the facility, as follows:

- Two playing courts, accommodating four teams at any one time.
- An additional four teams either preparing to play or having just finished playing.
- Up to 12 people per team (inclusive of players, supporters and officials).
- This gives a typical maximum occupancy of 96 people.
- Some players or supporters will share a vehicle, with a typically vehicle occupancy of 1.2 persons/vehicle.

This gives an expected peak parking demand of 80 spaces.

For larger events (up to 400 people) it is expected that there will be an increase in the shared use of vehicles, with an occupancy of around 2.2 persons/vehicle. This gives a maximum parking demand of 182 spaces.

8.3. Proposed Parking Provision

The site plan shows that 94 on-site car parking spaces are proposed, which exceeds both the District Plan parking requirement of 93 spaces and the expected typical peak parking demand of 80 spaces. It is therefore assessed that an appropriate level of parking is proposed to accommodate the expected typical use of the sports stadium.

The maximum parking demand of 182 spaces associated with larger events is expected to lead to an overflow parking demand of up to approximately 88 spaces. It is proposed that this will be accommodated by using the available on-street parking on Station Road. A walking distance of 400 m has been adopted as a typically acceptable walking distance, which extends along Station Road from Firth Street in the east to Smith Street in the west. Along this section of road there are approximately 126 car parking spaces available. Ample on-street parking is therefore available to accommodate the expected overflow parking demand of 88 spaces associated with the maximum 400 person event.

8.4. Accessible Parking

The NZ Standard NZS 4121:2001 "*Design for Access and Mobility – Buildings and Associated Facilities"* requires buildings that are open to the public to provide accessible car parking spaces for people with a disability. For car parks with between 51 and 100 spaces, a minimum of three accessible car parking spaces are required. Four accessible spaces are proposed which exceeds the minimum so complies with this standard.

8.5. Parking Layout

A review of the proposed car park layout has been carried out.

The Matamata-Piako Development Manual specifies the required dimensions of car parking spaces and manoeuvring aisles. The manual specifies a minimum width of 2.5 m, with a stall length of 4.9 m and manoeuvring width of 7.3 m. This gives a combined stall and manoeuvring depth of 12.2 m for one row of parking and 17.1 m for two rows of parking.

The proposed parking layout is shown on the site plan. The parking spaces along the driveway are shown as 2.5 m wide, with a length of 5.5 m, a 0.5m wide dish drain, and a 6.0 m wide driveway. Allowing that the cars may overhang the footpath by 0.2 m, this gives a total depth of 12.2 m for one row of parking, which complies with the Development Manual.

The parking spaces within the main parking area are shown at 2.5 m wide, with a length of 5.0 m, and a 7.3 m wide manoeuvring aisle. This gives a total depth of 17.3 m for two rows of parking which also complies with the Development Manual.

It is noted that the parking dimensions given in the Development Manual differ from those specified in the NZ Standard AS/NZS 2890.1:2004 *"Parking facilities Part 1: Off-street parking"*. This standard specifies 5.4 m deep parking spaces with a 5.8 m manoeuvring aisle, which gives a total depth of 11.2 m for one row of parking and 16.6 m for two rows of parking. The standard allows the parking spaces to be marked at a shorter length of 5.0 m provided that there is no consequential reduction in the combined length of the parking space and width of parking aisle. The dimensions of the parking spaces and manoeuvring aisles also comply with the NZ Standard.

8.6. Loading and Servicing

The District Plan requires new development to provide dedicated on-site loading facilities to accommodate, as a minimum, a courier van or where heavy vehicles service the site more frequently than monthly, on-site loading facilities for a 90-percentile two-axle truck.

The loading requirements of the proposed sports stadium are expected to be minimal and to be outside of the peak times of use. It is therefore assessed that the loading requirements will be able to be readily accommodated within the proposed car park.

8.7. On-Site Manoeuvring

The parking layout has been designed to accommodate the manoeuvring of an 8.0 m long 90-percentile two-axle truck, which is also the size of a standard fire appliance. The on-site manoeuvring is shown on the attached Drawing 1. The drawing shows that the design truck / fire appliance can turn into the site, manoeuvre within the car park, and exit the site in a forward's direction. While the manoeuvring of the truck turning left out of the site will require tracking onto the opposite side of the road, given that trucks and fire appliances are expected to rarely visit the site, this is assessed as appropriate. It is however recommended that the vehicle crossing be widened at the kerb to accommodate the tracking.

8.8. Bicycle Parking

The District Plan does not specify rates for bicycle parking. Guidance is however available in the Austroads *"Guide to Traffic Management Part 11: Parking"*, which recommends bicycle parking as given in the following table.

Activity	Staff	GFA (m^2)	Parking Rate		Number of Spaces
			Staff	Visitors	
Indoor Recreation Facility	2	2,324	1 / 4 staff	1 / 200m^2	12

Table 4: Austroads Recommended Bicycle Parking

Table 4 shows that Austroads recommends the provision of 12 bicycle parking spaces.

The site plan shows the proposed provision of a bike rack for 12 bicycles, which is in accordance with the Austroads recommendation.

9. Access

9.1. Access to Collector Roads

The District Plan specifies performance standards for access in accordance with the classification of the road. For access to a Collector Road, the Plan specifies that there be less than an average of 250 car equivalent movements per day within any one week using the vehicle crossing. The expected daily traffic generation of 240 veh/day, as given in Section 7.1 of this report is less than this threshold.

9.2. Vehicle Crossing Design

The Development Manual requires two-way vehicle crossings for business activities to have a cut-down length of 6.0 m. The proposed vehicle crossing will be 6.0 m wide, which is in accordance with this requirement and is appropriate for the two-way movement of light vehicles.

9.3. Sight Distances

The Development Manual specifies the required minimum sight distances at vehicle crossings. The compliance of the available sight distances with these requirements is given in the following table.

Direction	Operating Speed (km/h)	Sight Distance (m)		Complies?
		Required	Available	
To the East	50	44	>100	Yes
To the West	50	44	>100	Yes

Table 5: Sight Distances at the Site Access

Table 5 shows that the available sight distances at the access exceed the required minimum.

The available sightlines are shown in the following photographs.

Photograph 4: Sightline to the East

Photograph 5: Sightline to the West

The photographs show that clear lines of sight are available.

9.4. Vehicle Crossing Location

The Development Manual specifies the minimum separation distances between vehicle crossings. For access to a Collector road, one vehicle crossing is permitted irrespective of spacing, with a 15 m minimum spacing for second or multiple entrances. One vehicle crossing is proposed, which complies.

The Development Manual also specifies the minimum separation distance between a vehicle crossing and an intersection. For Collector roads, a minimum separation of 20 m is required. The distances are measured centre to centre. The available separation distances are:

- East to Kowhai Street: 76 m.
- West to Rimu Street: 153 m.

The available separation distances exceed the required minimum.

9.5. Bus Stop

A bus stop is located on the northern side of Station Road, immediately west of the proposed site access. While there are presently only three bus services each day, this is expected to increase in time as the use of the bus services increases. A bus stopped in the bus stop may potentially restrict the available sight distances at the access, while passengers getting on and off the bus may also conflict with vehicles using the access. It is therefore recommended that the bus stop be relocated towards the west, clear of the proposed site access.

10. Pedestrian Access

Pedestrian access to the stadium will be available from the car park, from the Matamata College, and via a separate footpath to Station Road. This footpath will link to the existing footpath on the northern side of Station Road. The separate pedestrian access will minimise any potential conflict associated with pedestrians using the main vehicle access.

11. Alternative Transport Modes

The location of the site adjacent to Matamata College will allow pupils to walk to and from the stadium without using alternative transport. This will minimise vehicle trips associated with pupils travelling to after-school activities at the stadium.

Footpaths are provided on both sides of Station Road, with at least one footpath on most of the adjacent streets. These pedestrian facilities provide a suitable level of pedestrian connectivity to the adjacent residential areas.

While there are no cycle lanes provided on either Station Road or the adjacent streets, traffic volumes are low, and the shoulders have sufficient width to accommodate cyclists.

The nearest bus stop is located on Station Road adjacent to the site. While the available bus services are presently limited, as services increase in future, the bus service will be able to provide connectivity to the site.

Additional bus stops are available on Firth Street (SH27) adjacent to the Matamata College. These stops will be able to be used by visiting sports teams using buses, with the team members walking through the school grounds.

12. Conclusion

Matamata Piako District Council propose to establish an indoor sports stadium at 121 Station Road Matamata. The stadium will have a gross floor area (GFA) of approximately 2,320 m^2 and is expected to be used principally for indoor sports, by both the adjacent schools and the community.

The expected daily traffic generation is assessed at up to 240 veh/day, with a peak hour traffic generation of up to 80 veh/h. The majority of traffic to expected to travel along Station Road to and from the east. This is expected to increase the ADT on Station Road east of the site 1,941 veh/day. While the existing width of Station Road is less than the minimum specified in the Development Manual, the expected increase in traffic is small and is expected to be primarily during off-peak times, such as in the evenings and weekends. Any effects of the additional traffic are therefore assessed as minimal.

The District Plan requires 93 on-site car parking spaces to be provided, while the typical peak parking demand is assessed at 80 spaces. 94 on-site car parking spaces are proposed, which exceeds both the District Plan requirement and the expected typical peak parking demand. It is therefore assessed that an appropriate level of parking is proposed to accommodate the expected typical use of the sports stadium.

Larger events are expected to lead to an overflow parking demand of up to approximately 88 spaces. It is proposed that this will be accommodated by using the available on-street parking on Station Road between Firth Street and Smith Street. Approximately 126 car parking spaces available which is ample to accommodate the expected overflow parking demand associated with the maximum 400 person event.

The dimensions of the parking spaces and manoeuvring aisles comply with the requirements of both the Development Manual and the NZ Standard.

The available on-site manoeuvring will accommodate the design 90-percentile truck / fire appliance. While the manoeuvring of the truck turning left out of the site will require tracking onto the opposite side of the road, given that trucks and fire appliances are expected to rarely visit the site, this is assessed as appropriate. It is however recommended that the vehicle crossing be widened at the kerb to accommodate the tracking.

The proposed provision of a bike rack for 12 bicycles is in accordance with the relevant Austroads recommendation.

The proposed access complies with the requirements of the Development Manual.

A bus stop is located on the northern side of Station Road, immediately west of the proposed site access. A bus stopped in the bus stop may potentially restrict the available sight distances at the access, while passengers getting on and off the bus may also conflict with vehicles using the access. It is recommended that the bus stop be relocated towards the west, clear of the proposed site access.

Appropriate pedestrian facilities are proposed.

In summary it is recommended that:

- The vehicle crossing be widened at the kerb to accommodate the tracking of an 8 m long two-axle truck.
- The bus stop on Station Road immediately west of the proposed access be relocated towards the west, clear of the site access.

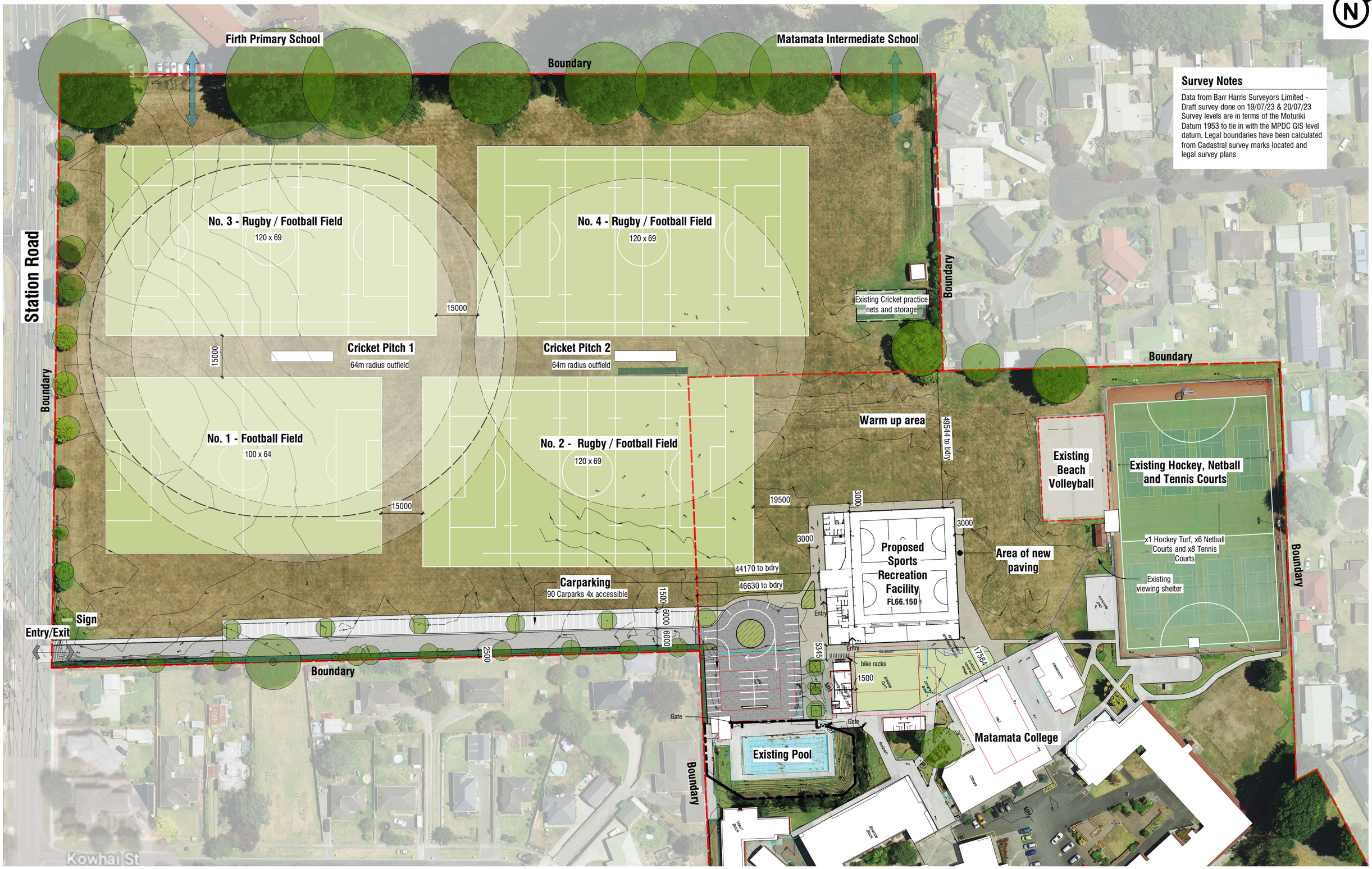
It is concluded that, with the above recommendations, the proposed indoor sports stadium can be readily accommodated within the local transportation environment.

Report Prepared by:

Bruce Harrison
Harrison Transportation

30 October 2023

Reference: 578 TA v3



Survey Notes

Data from Barr Harris Surveyors Limited - Draft survey done on 19/07/23 & 20/07/23 Survey levels are in terms of the Moturiki Datum 1953 to tie in with the MPDC GIS level datum. Legal boundaries have been calculated from Cadastral survey marks located and legal survey plans

Site Plan

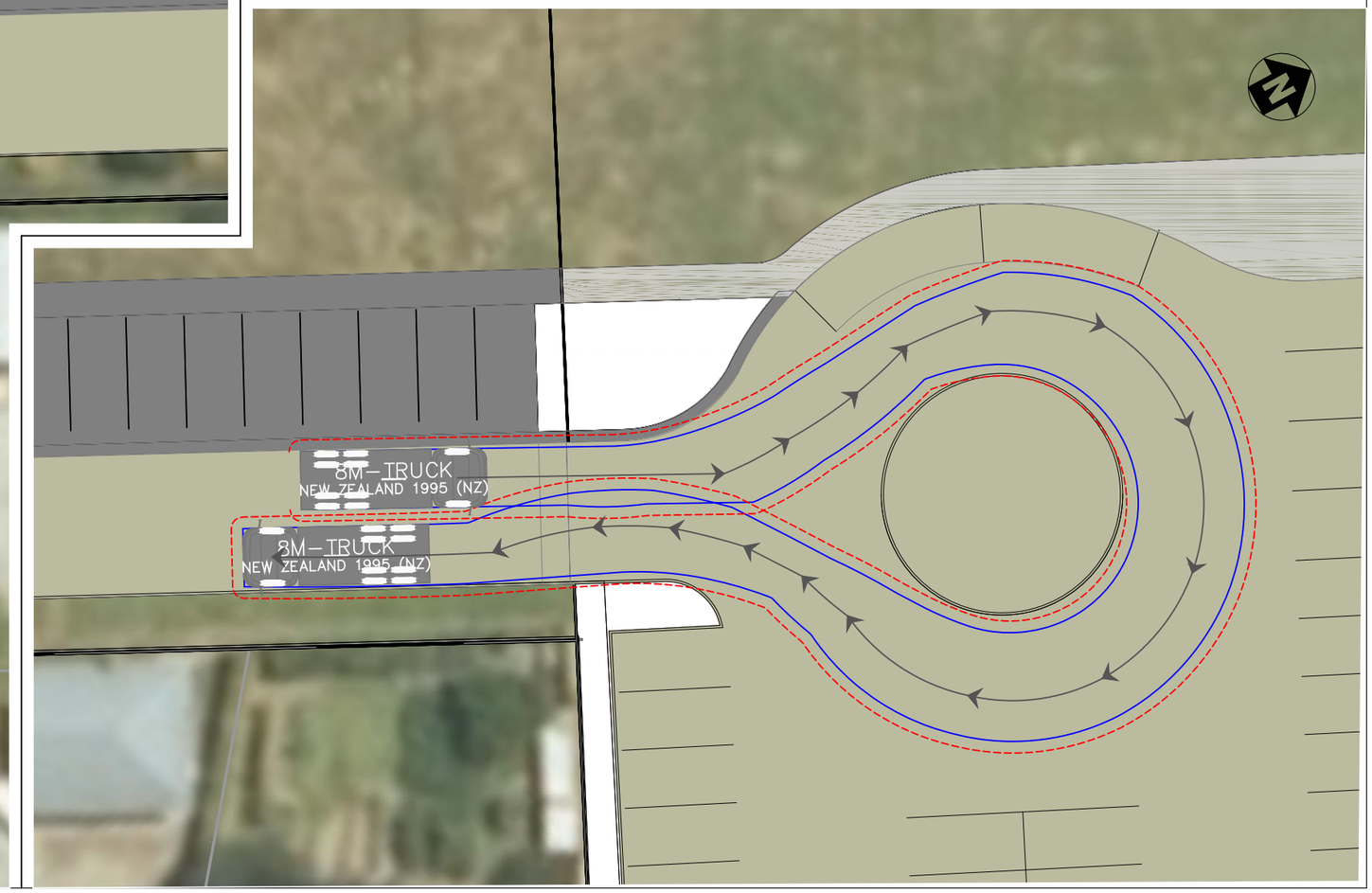
Scale1 : 1250 (A3)

Matamata Indoor Sport & Recreation - Te Whare Whakapakari

Resource Consent

Job No.	Scale [A3/A1]	Drawing No.	Rev	Issue Date	Drawing Title	Print Date
6899	As indicated	RC1.02	A	August 2023	Proposed Site Plan	23/08/2023 4:16:10 pm

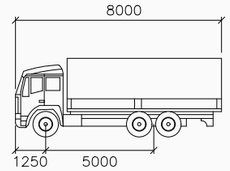
BOON
design thinkers



Tracking Key

- Vehicle body
- 300mm Clearance
- Tracking Path

Vehicle Profile



8m Rigid Truck

mm

Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 37.2

No	DESCRIPTION	DATE	CHK

PIAKO DISTRICT COUNCIL - INDOOR SPORTS STADIUM
121 STATION ROAD MATAMATA
VEHICLE TRACKING - 8m TRUCK

Harrison Transportation
PO Box 11557, Papamoa 3151
Phone: 07 576 6737
Mobile: 027 221 6926
Email: bruce@harrisontransportation.co.nz

Design	BH	Job No.	
Drawn	DEJ	578	CAD File 23-578
Checked	BH		Plot Date 31/08/23
Date	31/08/2023	Drawing No.	Rev.No.
Drawing	1 of 1	578-01	0

DRAWING No 01

SCALE 1:250 @A3

Thato Mariti

From: Kathryn Drew
Sent: Monday, 27 November 2023 11:11 am
To: Matt Allott; Niamh Priest
Cc: Sarah Osborne; Susanne Kampshof; Ally van Kuijk; Victor Devyatov; Trent Lynch
Subject: MPDC - Te Whare Whakapakari - Resource Consent
Attachments: bbologo.png; sigbanner.png; bbologo.png; sigbanner.png; Matamata Stadium Consent - Job Number 148220

Good morning Matt, Niamh

BBO's Transportation Team have done a review of the Transportation Assessment (dated October 2023) submitted in support of the Te Whare Whakapakari resource consent application.

The review of that report has given rise to a number of questions, some of which may have a bearing on the conclusions reached in terms of transportation effects, which we need to round out to complete the s95 assessment.

These questions generally relate to the larger events where off-street parking is proposed to cater for likely demand that could arise and relates to matters such as:

- The Transportation Assessment does not include effects assessment – in BBO's opinion the scale of the proposal would warrant an ITA (being more than a Transportation Assessment) and the detail to be included in an ITA is set out in Rule 9.1.6 of the District Plan and includes "appraisal of transportation effects". The effects assessment to date, is in BBO's opinion, a little light on its effects assessment and could benefit from discussing matters such as:
    - Safety and efficiency of Station Road during the larger events for road users, for pedestrians (crossing to the facility) and for cyclists when overflow parking is expected and what mitigation is required.
    - Justification for the vehicle occupancy rate of 2.2 persons for larger events, and what would be the maximum parking demand/effect should a lower occupancy rate be adopted.
    - Commentary as to whether additional parking spaces could be accommodated on-site to reduce off-site effects i.e. extending the parking along the northern side of the access to Station Road and/or providing for two rows of parking along either side of the site access.
    - Extent of effects – having due consideration to the Potentially Affected Parties map contained in the AEE – with a focus around how and where the required volume of overflow parking spaces may be accommodated and particularly commenting on whether the side roads (such as Rimu Street/Stanley St and Hampton Terrace) will so likely used for overflow parking and whether there is a risk that overflow parking may occur on SH27 with people walking through the school to the facility.

These questions are also set out in detail in the attached email.

We are cognisant of your desire to move forward with the s95 Assessment. As such, we think that there may be benefit in discussing the above questions further for the purpose of confirming what is critical for the s95 Assessment. We would then look to round out a s92 request on that basis.

I also think there is some merit in discussing notification approach nothing that you have currently identified almost 100 parties as being potentially affected and the questions noted above could increase this threshold. I also am of the opinion that given the proximity of the site to the SH27, the fact the school fronts SH27 and because the proposal now includes an overflow parking arrangement that Waka Kotahi are an affected party. We would accordingly recommend some engagement with them.

If you would like to set up a meeting to discuss the above and attached please let me know and I will facilitate.

Many thanks,
Kathryn

Kathryn Drew LAND DEVELOPMENT MANAGER / PRINCIPAL PLANNER
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If you wish to send us a large file, please click the following link: https://www.sendthisfile.com

Thato Mariti

From: Victor Devyatov
Sent: Monday, 27 November 2023 10:38 am
To: Kathryn Drew
Subject: Matamata Stadium Consent - Job Number 148220

Hi Kathryn,

Following our discussion, the questions would be as below:

1. Appraisal of transportation effects
    a. Assessment of the effect from an overflow parking.

- Does 10.5 m width of Station Road is sufficient to allow parallel parking on both sides for an overflow parking (88 spaces)?

- Does 2.0 m wide kerbside parking wide enough to cater moderate or/and high demand for parking during major events? Does additional* road marking required to improve the efficiency of the space use?

* Traffic Control Device Manual recommends additional the inverted 'L' or hockey stick markings moderate/high demand for parking (refer Figure 6.5 and Figure 6.6). It is also desirable to allow 2.5m wide parallel parking spaces.

What will be an effect on safety of:

- on-road cyclists on Station Road (e.g., would it be enough space for vehicles to safely overtake on-road cyclists?)?
- pedestrians crossing Station Road (e.g., what mitigating measures will be undertaken to mitigate the risk to safety of pedestrians crossing Station Road during major event)?.

What mitigating measures will be undertaken to ensure that operating speed on Station Road during major event is below 30 km/h to allow pedestrian to cross Station Road safely?

What is the average parking occupancy rate on Station Road? How many of 126 car parking spaces will be available during events?

What is the expected effect on side roads? Is it expected that event visitors prefer to park on side roads instead of Station Road? How many side roads likely to be affected?

What will be effect from overflow parking on the Smith Street - Station Road intersection? Would it increase the risk of another fatality crash?

2. Traffic Generation

What is justification for the average team size? Why 12 people per team? Why not 13 or 14?

The higher average team size will increase an average ADT as shown in the table below.

Number of teams	People per team	Attenders	Vehicle occupancy Rate	A daily traffic generation (inward)	A daily traffic generation (inward and outward)
12	12	144	1.2	120	**240**

12	13	156	1.2	130	260
12	15	180	1.2	150	300

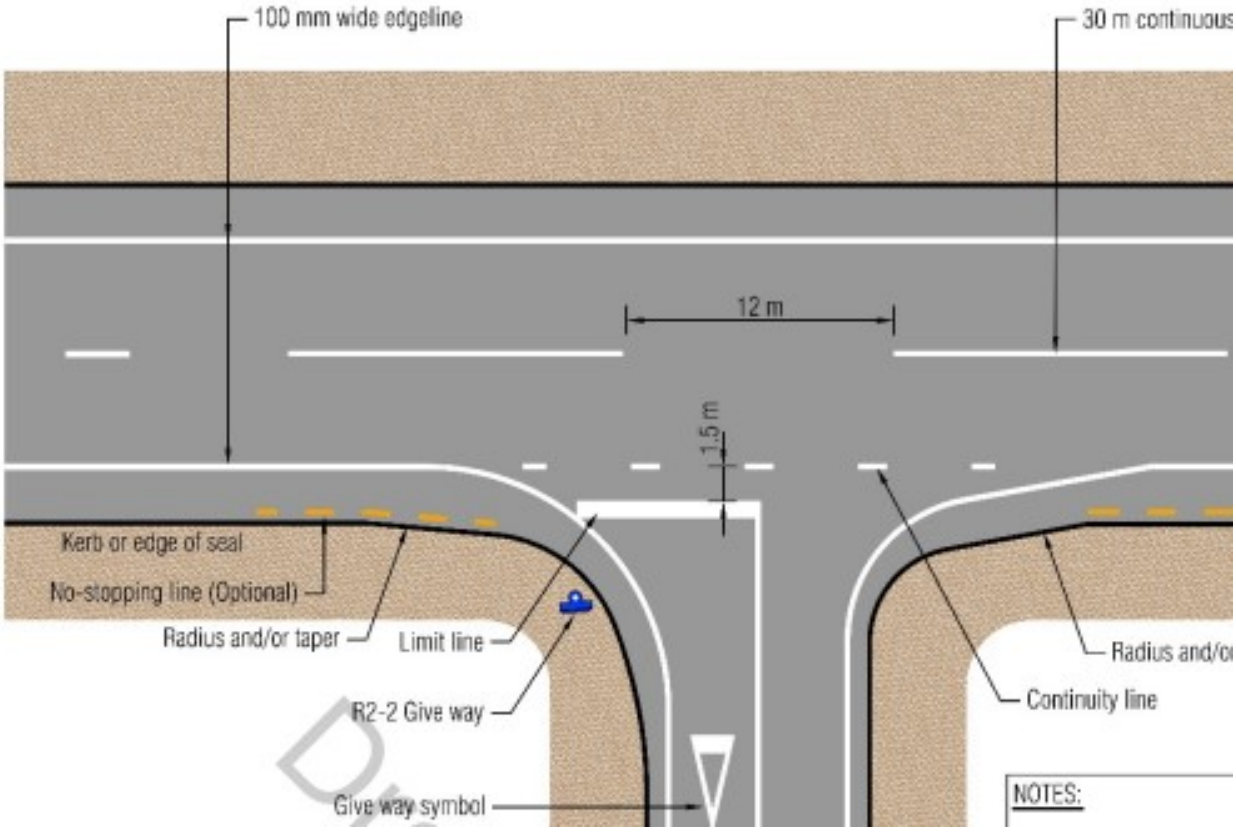
3. Access Layout

What access improvements will be required if the predicted ADT exceeds the threshold of 250 vehicles/day (e.g., the average team size of 13 people per team would increase ADT from 240 to 250 vehicles per day, which is above threshold).

Does access needs to be designed to the intersection standards to allow safe operation for both general day-today use and regional events?

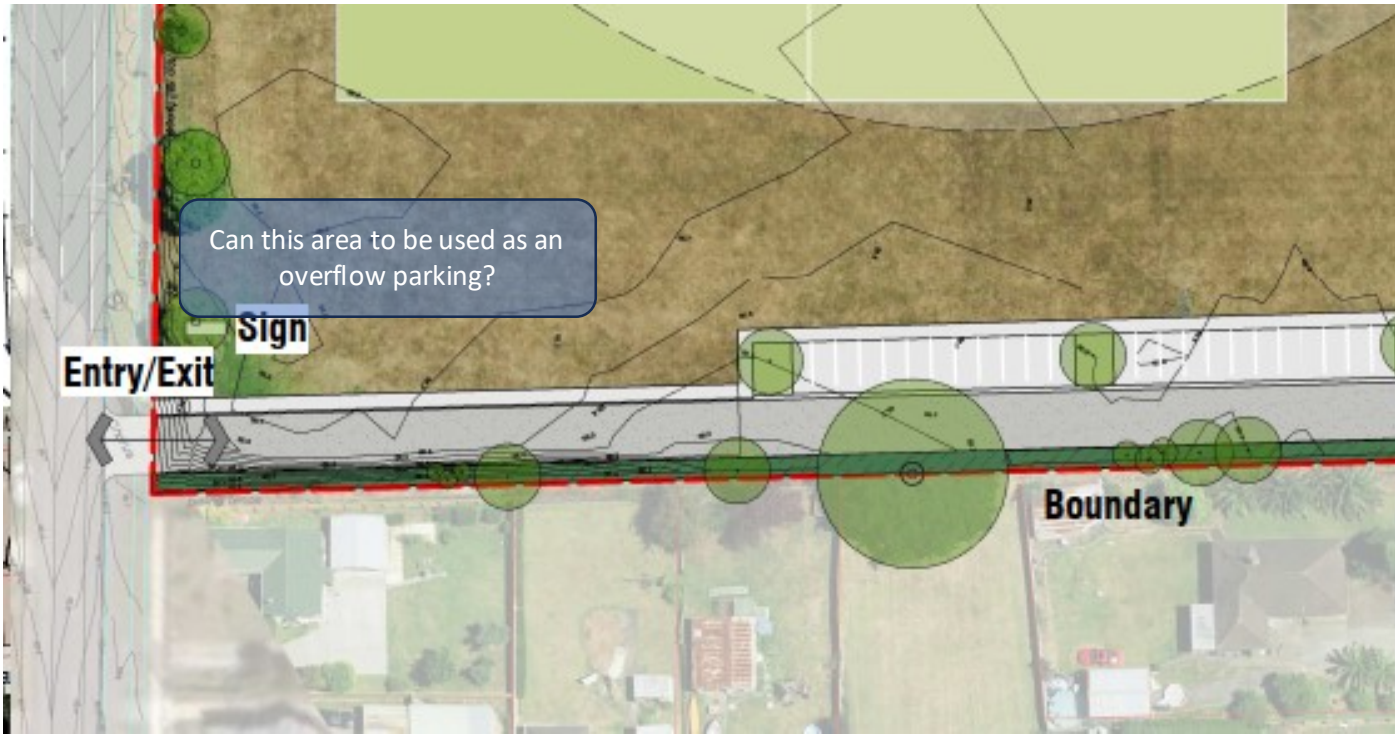
Number of teams	People per team	Attenders	Vehicle occupancy Rate	A daily traffic generation (inward and outward)
Sub-regional/regional events		400	1.93	415

Figure 4-14: Road markings for give way controlled urban intersections – with edge lines (Source: Waka Kotahi Traffic Control Device Manual)



4. Parking area capacity

Is it possible to allow some space on-site for an overflow parking, as highlighted below?



5. Parking demand

How an occupancy rate of 2.2 persons/vehicle is justified**? What is a risk that a maximum parking demand will be greater than 182 spaces?

Note:
** Based on Ministry of Transport NZ Survey (2011-2014), page 16. Mean vehicle occupancy rate in New Zealand is 1.51 people per trip leg or 1.59 people per distance driven.
Based on Research report 399 (NZTA) mean occupancy rate for recreational travel purpose is 1.93 persons per kilometre travelled. This rate gives a maximum parking demand of 207 spaces.

Number of teams	People per team	Attenders	Vehicle occupancy Rate	Parking Demand
Sub-regional/regional events		400	1.93	**207**

6. Basic and Broad ITA requirements

Do regional events be managed using a Traffic Management Plan?

If not, then ADT of 415 vpd during regional events will trigger requirements to provide a Broad ITA.

It would mean that a further assessment is required on the following (refer Broad ITA checklist, rule 9.1.6 of District Plan):

- Consideration of other developments and land use and transport improvements (including public transport, walking and cycling)
- Trip generation of proposal, modal split, trip assignment to the network, trip distribution and trip type proportions. Future traffic volumes and trip generation. Consideration of appropriate assessment year (e.g. **10 year forecast for collector and local roads**: 30 year forecast for arterials.)
- Assessment of safety, efficiency, environmental, **accessibility, integration and economic effects. Sensitivity testing.**
- **Travel planning and travel demand management measures and sensitivity testing mitigations**

- **<u>Confirmation of the suitability of the location of the proposal</u>**

Please let me know if you have any questions.

Regards

Victor Devyatov INTERMEDIATE TRANSPORTATION ENGINEER
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16 February 2024

Kathryn Drew
BBO

Via email: kdrew@bbo.co.nz

Boffa Miskell

Dear Kathryn

RE: MPDC – Te Whare Whakapakari – Resource Consent

We are in receipt of the further information request, which was received via email on 27 November 2023.

The further information request related to transportation issues. We held a conference call with you to discuss the further information request in early December 2023, the purpose of which was to clarify the further information issues raised and to discuss potential solutions for such.

Given the transportation focus of the further information request items, we instructed Bruce Harrison of Harrison Transportation to prepare a response, inclusive of a Travel Parking and Management Plan (TPMP).

The notion of a TPMP was discussed during the conference call in early December 2023 as an appropriate way in which to address some of the potential transportation effects that could result as a consequence of the proposed facility catering for larger events. As described in the resource consent application, large events are those sub-regional/regional events typically of no more than 400 people, of which there will be no more than six per annum. The TPMP has been prepared with this 'scale and frequency' of use criteria.

A copy of the response by Harrison Transportation, inclusive of the TPMP, is **attached**.

Given the recommendations specified in the TPMP, including measures to prevent non-residents from parking on the adjacent side streets, including on Kowhai Street, College Street and Hampton Terrace; the scope of potentially affected parties has been updated. A copy of the latest version of the map, which identifies potentially affected parties, is attached. In addition to the properties identified, we agree that the New Zealand Transport Agency Waka Kotahi should also be considered a potentially affected party; primarily due to the fact that the existing school bus bay is proposed to be used for pick up/drop off purposes during events to be held at the facility.

We trust that the provision of this further information and the updated map, which shows potentially affected parties, will enable now enable you to progress with the Section 95 notification assessment and the subsequent notification of the resource consent application on a limited notification basis.

Please do not hesitate to contact the undersigned should you have any queries or wish to discuss.

Yours sincerely
BOFFA MISKELL LTD

Matt Allott
Planner / Senior Principal

e: matt.allott@boffamiskell.co.nz
m: +64 27 423 3604
ddi: +64 7 571 5623

Attachments: Further information response document, prepared by Harrison Transportation
Travel parking and management plan, prepared by Harrison Transportation
Updated potentially affected parties map, prepared by Boffa Miskell

cc: Chris Lee, MPDC

Harrison Transportation
PO Box 11 557
Palm Beach
Papamoa 3151

Ref: 578

2 February 2024

Matt Allott
Boffa Miskell
35 Grey Street
Tauranga

Dear Matt

Matamata Indoor Sports Stadium – Transportation Assessment

Matamata Piako District Council propose to establish an indoor sports stadium at 121 Station Road, Matamata. A Transportation Assessment Report has previously been prepared, dated 30 October 2023. Council, in their email of 27 November 2023, has requested further information. This report provides the further information on transportation issues.

1. Width of Station Road

Council has requested confirmation that the width of Station Road is sufficient to allow parallel parking on both sides for overflow parking.

The transportation assessment report identified that, for indoor recreation buildings, the District Plan requires 93 on-site car parking spaces to be provided. The expected peak parking demand was assessed at 80 spaces. A total of 94 on-site car parking spaces are proposed, which exceeds both the District Plan parking requirement and the expected typical peak parking demand. It was therefore assessed that an appropriate level of parking is proposed to accommodate the expected typical use of the sports stadium, without an overflow of parking onto the adjacent roads. Larger events are however proposed to be held up to six times per year, which are expected to result in an overflow parking demand of up to approximately 88 spaces. This is proposed to be accommodated on Station Road.

The Matamata-Piako Development Manual specifies, for residential Collector Roads with an indicative ADT between 1,000 veh/day and 2,500 veh/day, a minimum carriageway width of 12.0 m. This consists of two, 3.5 m wide traffic lanes with 2.5 m wide parking on each side. The existing carriageway width of 10.5 m provides two, 3.25 m wide traffic lanes with 2.0 m wide parking on each side, which is less than the required minimum.

The Austroads *"Guide to Road Design Part 3: Geometric Design"* specifies, for urban arterial roads, a general traffic lane width of 3.3 m to 3.5 m, however for low speed roads with low truck volumes, then widths in the range of 3.0 m to 3.3 m are required. Given that Station Road is a Collector rather than an Arterial road, has a 50 km/h speed limit, and has an ADT of approximately 1,725 veh/day with 5% heavy vehicles, the existing traffic lane widths of 3.25 m are assessed as being within the recommended range.

AS 2890.5:1993 *"Parking facilities Part 5: On-street parking"* specifies a minimum width for parallel parking, in normal conditions, of 2.3 m. Where there is restricted roadway width,

parking of wide vehicles is unlikely, and where a continuously marked narrow parking lane will aid traffic flow, then a minimum width of 2.1 m is permitted. The existing width of 2.0 m is therefore less than the permitted minimum. It is assessed that the existing carriageway width is adequate for occasional on-street parking, where there are unlikely to be cars parked on both sides of the road. The width of the parking is however assessed as inadequate for continuous parking on both sides of the road on a regular basis.

As noted above, larger events held up to six times per year are expected to result in an overflow parking demand of up to approximately 88 spaces. Given that the existing carriageway width of Station Road does not provide compliant on-street parking, it is recommended that a travel and parking management plan (TPMP) be used to manage the parking associated with these events. Measures that may be considered to manage the parking include:

- A reduced speed limit to reflect the intrusion of the parking into the traffic lanes.
- The restriction of on-street parking in critical locations such as at intersections and adjacent to driveways.
- The restriction of on-street parking to one side of the road only.

Other measures may also be considered. A draft TPMP is attached to this report.

2. Kerbside Parking During Larger Events

Council has requested confirmation that 2.0 m wide kerbside parking is wide enough to cater for parking during larger events.

As noted above, the existing width of 2.0 m is less than the general minimum of 2.3 m and the minimum for restricted width roads of 2.1 m. While the parking could be remarked to a width of 2.1 m, this would reduce the traffic lane width from 3.25 m to 3.15 m. This is however considered marginal for a Collector road. Given that there are expected to be no more than six events per year, it is considered preferable that the on-street parking be managed with the use of a TPMP, as discussed above.

3. Cyclist and Pedestrian Safety

Council has requested further analysis and commentary in relation to cyclist and pedestrian safety on Station Road.

The existing carriageway does not provide dedicated cycle facilities, cycles presently travel in the parking lane and then move over into the traffic lane to pass parked cars. This is appropriate with the existing low level of on-street parking and, as the parking associated with the regular use of the stadium is expected to be fully contained within the site, this is expected to have no appreciable effect on cycle safety.

Larger events, proposed to be held up to six times per year, are however expected to result in an overflow on-street parking demand of up to approximately 88 spaces. This will increase the frequency at which cycles will need to move over into the traffic lane to pass a parked car. It is proposed that this be managed with the use of a TPMP, as discussed above, which may include a temporarily reduced speed limit that will allow cycles to safely use the traffic lanes with other vehicles.

There are presently no pedestrian crossing facilities on Station Road. Again, as the parking associated with the regular use of the stadium is expected to be fully contained within the site, any increase in demand for pedestrians to cross the road is expected to be minimal. Any

pedestrian safety effects of the regular use of the stadium are therefore expected to be negligible.

As noted above, larger events, proposed to be held up to six times per year, are however expected to result in an overflow on-street parking demand which will result in an increased demand for pedestrians to cross the road. Again, it is proposed that this be managed with the use of a TPMP, which may include the provision of temporary pedestrian crossing facilities such as identified crossing points, with restrictions on adjacent kerbside parking to ensure that appropriate pedestrian sight distances are provided.

4. Parking Occupancy along Station Road

Council has requested commentary in relation to the average parking occupancy on Station Road, and in particular, the number of the available 126 spaces that will be available during large events.

A parking survey was carried out on Tuesday 23 January 2024. The survey included Station Road between Firth Street and Smith Street, as well as Kowhai Street, College Street and Hampton Terrace north of Station Road. The recorded parking occupancy is shown on the following figure.

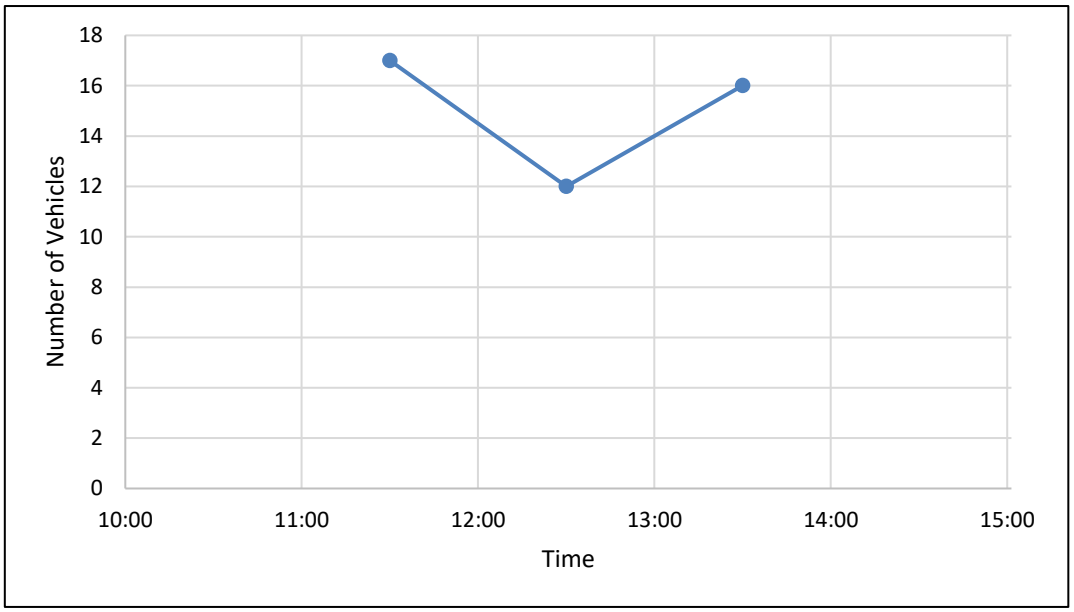

Figure 1: Recorded Parking Occupancy

Figure 1 shows a maximum parking occupancy of 17 vehicles at 11.30am, with all vehicles parked on Station Road. The majority were parked either at the eastern end near the neighbourhood shops, or at the western end immediately east of Smith Street. There were few vehicles parked adjacent to the site.

At 11.30am, the time of maximum occupancy, there were no vehicles parked on Kowhai Street, College Street or Hampton Terrace. At 12.30pm and 1.30pm there was one vehicle parked on Hampton Terrace.

The number of parking spaces available along Station Road, together with the recorded peak occupancy and the resulting number of available spaces is given in the following table.

Road	Location	Total Spaces	Spaces Occupied	Spaces Available
Station Road, South Side	Firth St to Hampton Tce	9	1	8
	Hampton Tce to Kowhai St	15	0	15
	Kowhai St to Rimu St	18	0	18
	Rimu St to McKenzie Pl	8	0	8
	McKenzie Pl to Smith St	16	7	9
Station Road, North Side	Smith St to McKenzie Pl	11	3	8
	McKenzie Pl to Rimu St	9	0	9
	Rimu St to Kowhai St	26	1	25
	Kowhai St to Hampton Tce	9	2	7
	Hampton Tce to Firth St	5	3	2
Total		126	17	109

Table 1: Available On-Street Parking

As noted above, sufficient on-site parking is proposed to accommodate the expected typical use of the sports stadium, without an overflow of parking onto the adjacent roads. Larger events, proposed to be held up to six times per year, are expected to have an overflow parking demand of up to approximately 88 spaces.

Table 1 shows that, on the day of the survey, approximately 109 parking spaces were available along Station Road. It is therefore assessed that ample on-street parking is available on Station Road to accommodate the expected overflow parking demand, without the need to use the available parking on Kowhai Street, College Street, or Hampton Terrace.

5. Parking on Side Roads

Council has requested commentary in relation to expected transportation (parking) effect on side roads during large events, given that visitors to large events will prefer to park on side roads as opposed to Station Road. Council has also queried how many side roads are likely to be affected during large events.

For the overflow parking assessment, a walking distance of 400 m has been adopted as a typically acceptable walking distance. This extends along Station Road from Firth Street in the east to Smith Street in the west. As pedestrian connections are available from the site to both Kowhai Street (using the Kowhai Street Reserve) and College Street (using the Matamata College car park), it is expected that visitors to the large events may wish to park on Kowhai Street, College Street and Hampton Street.

It is however noted that Kowhai Street and College Road have a carriageway width of 8.0 m, which is sufficient for occasional on-street parking on one side, but is insufficient for continuous parking along one side of the road while still maintaining two-way traffic flow. Hampton Terrace has a carriageway width of 9.0 m, which is sufficient for parking on one side of the road, but not parking on both sides of the road.

Given the Local Road classification of these streets, the residential nature, and the available carriageway width, it is assessed that overflow parking onto these streets is not desirable. It is therefore proposed that the TPMP include measures to discourage parking on these side streets. This may include the placement of *"no parking"* traffic cones along these streets and/or the provision of thresholds that allow entry by residents but turn away visitors.

6. Smith Street – Station Road Intersection

Council has requested commentary in relation to the effect (if any) that on street parking associated with large events will have on the Smith Street – Station Road intersection and whether it will increase the risk of another fatality crash.

The crash history, as given in the transportation assessment report, identified one reported crash at the intersection of Smith Street and Station Road. This was a fatality that occurred on a Saturday at 4.40am and involved a southbound vehicle on Smith Street losing control and hitting a block wall. The traffic crash report identifies that the driver was heavily intoxicated with both drugs and alcohol, had an argument with an associate, and drove off. The vehicle drove straight through the intersection with Station Road, hitting a concrete block wall on the opposite side of the road. As well as being dark, the weather was wet with mist or fog, the car had no warrant of fitness, and the tyres were worn. The driver was not wearing a seat belt. The crash is unrelated to the proposed use of the site and the occasional overflow on-street parking demand. It is therefore assessed that the proposed occasional on-street parking will not increase the risk of another fatal crash.

7. Team Size

Council has requested commentary in relation to the justification for the average team size, and why 12 people per team rather than 13 or 14.

The transportation assessment report notes that the available traffic generation data for gymnasiums is not directly comparable to the proposed sports stadium. The expected traffic generation was therefore assessed using the expected typical maximum use of the facility. The proposed activities include badminton, volleyball, basketball and netball. The permitted number of players per team for each of these codes is given in the following table.

Sport	Players on Court per Team	Maximum Players per Team
Badminton	2	-
Volleyball	6	12
Basketball	5	12
Netball	7	12

Table 2: Players per Team

Table 2 shows that, while volleyball, basketball and netball allow between five and seven players per team on the court at any one time, allowing for rotation up to 12 players are permitted per team. Allowing that not all teams will have the maximum permitted number of players, as well as allowing for some additional officials, 12 players per team has been adopted as an expected maximum number of people per team.

8. Access Layout

Council has requested commentary on the proposed access layout and whether the proposed access/egress onto Station Road will adequately provide for the ADT on a day to day basis. Council has also requested whether any mitigating measures should be adopted for the access/egress point during large events.

The Development Manual requires two-way vehicle crossings for business activities to have a cut-down length of 6.0 m. The proposed vehicle crossing will be 6.0 m wide, which is in accordance with this requirement. The tracking path of light vehicles using the access is

shown on the attached Drawing 02. This shows that the vehicle crossing will accommodate the regular, day to day two-way movement of light vehicles.

Given the low volumes on Station Road and that the peak time of the stadium activity is expected to be outside of the peak hours of the road network, it is assessed that the provision of a right turn bay or other additional infrastructure is not warranted.

9. Increasing On-Site Parking

Council has suggested increasing the on-site parking to be provided, as shown of the figure below.

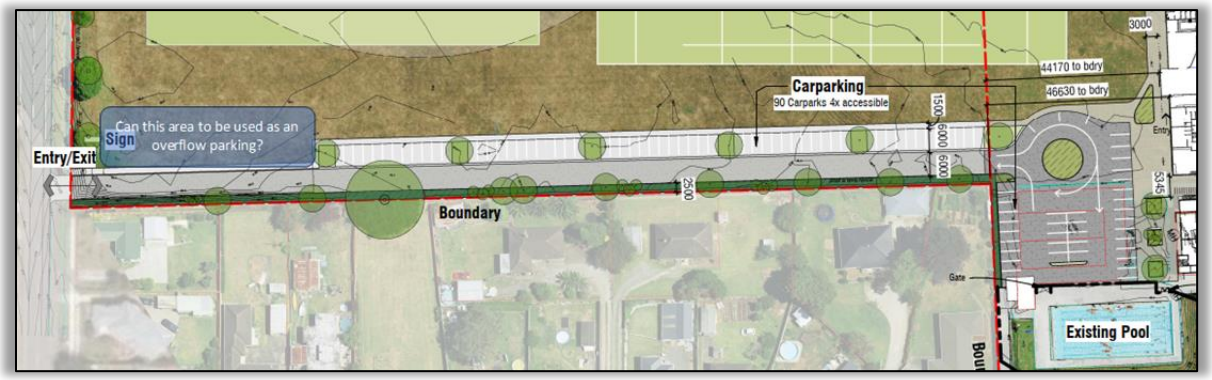

Figure 2: Potential Additional On-Site Parking

Section 1 of this report notes that, for indoor recreation buildings, the District Plan requires 93 on-site car parking spaces to be provided, while the expected peak parking demand was assessed at 80 spaces. A total of 94 on-site car parking spaces are proposed, which exceeds both the District Plan parking requirement and the expected typical peak parking demand. The transportation assessment report assessed that an appropriate level of parking is proposed to accommodate the expected typical day to day use of the stadium, without the need for overflow parking onto the adjacent roads. It is therefore assessed that any additional on-site parking provided within the area identified above will only be used for the larger events, of which, up to six are proposed each year.

It is expected that this area could provide up to approximately 20 spaces, which would reduce the expected overflow parking demand for the large events from 88 spaces to 68 spaces. It is therefore expected that there will still be overflow parking associated with these larger events and that a TPMP will still be required. Given that this area would be used up to six times per year, is insufficient to accommodate the full expected overflow parking demand, and that a travel management plan will still be required for the remaining overflow parking, it is assessed that there is little benefit in providing the additional parking. It is however noted that the TPMP may choose to use this area for additional parking if considered beneficial.

10. Vehicle Occupancy Rate

Council has requested commentary in relation to how a vehicle occupancy rate of 2.2 persons/vehicle is justified and whether there a risk that the maximum parking demand will be greater than 182 spaces.

Information on vehicle occupancies can be obtained from the Ministry of Transport *"New Zealand Travel Household Travel Survey"*. This survey provides travel information based on

region, trip purpose and mode of travel. Data for the Waikato region is provided in the following table.

Mode of Travel	All Trips	To and From Work
Driver	58%	84%
Passenger	26%	8%
Walk	13%	5%
Public Transport	1%	0%
Cycle	1%	3%
Other	1%	0%
Total	**100%**	**100%**
Vehicle Occupancy (persons/vehicle)	**1.4**	**1.1**

Table 3: Mode of Travel

Table 3 above gives a vehicle occupancy of 1.4 persons/vehicle for all trips and an occupancy of 1.1 persons/vehicle for the journey to and from work. It is noted that these occupancy rates are based on drivers and passengers only, and do not allow for people using other modes such as walking. The travel survey does not provide specific data for sport and exercise activities however, based on the data given above, this is expected to be in the range of 1.7 persons/vehicle to 2.0 persons/vehicle.

The above vehicle occupancy rates are similar to those given in NZTA Research Report 399 *"Kilometres Travelled and Vehicle Occupancy in Urban Areas"* (RR399), which identified an average vehicle occupancy of 1.54 persons/vehicle/kilometre driven for all trips and 1.93 persons/vehicle/kilometre driven for recreational trips.

The transportation assessment report used an expected vehicle occupancy rate of 1.2 persons/vehicle for the day to day use of the stadium, which is less than the *"all trips"* rate as given above and so provides a conservative assessment.

For the maximum use of the stadium, it is expected that there will be visiting teams from outside of Matamata, who will travel to and from the stadium using organised transport such as passenger vans and buses. It is expected that the use of these vehicles will significantly increase the average vehicle occupancy when compared to the occupancy of private cars.

At the time of writing, there was no information available on the number of people expected to travel using passenger vans and buses. The transportation assessment report therefore adopted a simplified assessment based on a higher vehicle occupancy rate of 2.2 persons/vehicle, which gave an expected peak parking demand of 182 spaces.

A sensitivity test has been carried out using the RR399 rate for recreational trips together with 300 people traveling by private car and 100 people travelling by bus. This gives an expected parking demand of 155 spaces, excluding buses which are proposed to use the bus stops on Firth Street. The expected parking demand of 155 spaces is less than the expected parking demand of 182 spaces as given in the transportation assessment report. It is therefore assessed that the expected parking demand as given in the transportation assessment report provides a suitably conservative assessment.

11. Travel and Parking Management Plan

It is proposed that a travel and parking management plan (TPMP) will be prepared and used for the larger events, which may occur up to six times per year. It is proposed that the TPMP will address the following:

- Mitigating measures to ensure an operating speed of 30 km/h on Station Road.
- Provision for the safe movement of pedestrians across Station Road.
- Measures to ensure that the on-street parking along Station Road and adjacent side roads is provided in an efficient, effective and safe manner.
- Measures to ensure safe, efficient and effective access and egress onto Station Road.
- The promotion of alternative modes of transport for teams travelling to larger events, including the use of passenger vans and buses, as well as the provision of appropriate drop off and pick up zones for these vehicles.

A draft TPMP is attached to this report. It is proposed that the TPMP will be developed as a "living document"; in short, a document that can be updated to reflect potential future changes to the surrounding transportation environment in years to come, such as any potential upgrade of the Station Road carriageway to provide wider parking lanes and the provision of cycle lanes. To this end, and assuming the grant of resource consent, a review condition will be likely be recommended and imposed pursuant to Section 128 of the RMA. This will require the TPMP to be reviewed by MPDC as the consent authority on a regular basis and updated (as required) to ensure there are no adverse effects on the safety or efficiency of the local transportation environment during large events, which may occur up to six times per year.

We trust that this additional transportation assessment provides sufficient information, however, if you have any queries or require any clarification, please do not hesitate to contact us.

Yours sincerely,

Bruce Harrison
Harrison Transportation

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Email: **bruce@harrisontransportation.co.nz**

No	DESCRIPTION	DATE	CHK

PIAKO DISTRICT COUNCIL - INDOOR SPORTS STADIUM
121 STATION ROAD MATAMATA
VEHICLE TRACKING

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Design	BH	Job No.			DRAWING No
Drawn	JM	578	CAD File	24-106	02
Checked	BH		Plot Date	29/01/24	
Date	29/01/24	Drawing No.		Rev.No.	SCALE
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Matamata Indoor Sports Stadium
Station Road Matamata
Travel and Parking Management Plan

1. Introduction

1.1. Overview

A Travel and Parking Management Plan (TPMP) is a package of measures, initiatives and promotions aimed at developing and encouraging more efficient and sustainable travel choices. It is not a one-off event, but a continuous process of data collection, planning, implementation, and review that will enable better travel choices. Travel plans help organisations to run more efficiently by addressing transport related aspects, while also providing benefits to staff, the environment and the community.

1.2. Application

This TPMP has been prepared for the proposed Matamata Indoor Sports Stadium, located at 121 Station Road, Matamata. The stadium is expected to have a typical maximum occupancy of 96 people, with an expected peak parking demand of 80 spaces. A total of 94 on-site car parking spaces are proposed, which is expected to be sufficient to accommodate the parking associated with the typical maximum occupancy.

Larger events with up to 400 people are proposed to be held up to six times per year. The peak parking demand for these larger events is expected to be 182 spaces. With 94 on-site spaces available, this leaves a potential overflow parking demand of up to 88 spaces, to be accommodated on the adjacent streets. It is proposed that this be managed as follows:

- Travel management measures be implemented to minimise the parking demand.
- Parking management measures be implemented to manage the on-street parking.

It is proposed that the on-street parking be accommodated on Station Road between Firth Street (SH27) and Smith Street, with no parking (other than resident's parking) being permitted on the adjacent side streets.

The purpose of this TPMP is to outline the measures that will be undertaken to both minimise the expected parking demand and to manage the on-street parking on Station Road. The TPMP will be used only for the larger events held up to six times per year, it will not be used for the general day to day use of the stadium.

2. Travel and Parking Management Plan

2.1. Appointment of Travel Plan Coordinator

The manager of the Matamata Indoor Sports Stadium will appoint a Travel Plan Coordinator (TPC) who will be responsible for the management, operation and review of the TPMP. The stadium's TPC will liaise with the relevant travel plan coordinator at Matamata-Piako District Council.

2.2. Travel Management

The TPMP will seek to minimise the use of private vehicles for travel to and from the stadium during large events. This will involve both regular users of the facility and also non-regular users such as visiting sports teams.

It is understood that the participants of the larger events will include both people living in the local Matamata area, and participants from outside of the local area. Travel management information will be provided to all participants, which may include some or all of the following:

- Information about the required travel management measures will be provided to all participants, including individual participants, invited teams, and invited clubs or groups. This information will be provided on all relevant communications including:
  - On the relevant event website.
  - On information documentation provided to the participants.
  - On all entry forms.
- The information provided will:
  - Encourage participants who live within the local Matamata area to walk, bike, or ride share when travelling to and from the site.
  - Advise participants from outside of the local area that the invited clubs and groups will be required to provide shared transport, such as passenger vans and buses. Passenger vans will be provided with dedicated parking spaces within the site, while buses will be required to use the bus stops on Firth Street.

The same requirements as given above will apply to any private hire of the site for a large event.

2.3. Traffic and Parking Management

To ensure that the overflow on-street parking does not adversely affect road safety or the flow of traffic along Station Road, it is proposed that traffic management measures will be implemented along Station Road and the adjacent side streets. The design of the required traffic management, as well as the installation of the required traffic signs, road cones and pedestrian barriers, will be carried out by suitably qualified people for each event. The traffic management measures are expected to include:

- A temporary reduced speed limit, such as 30 km/h, along Station Road.
- The provision of temporary pedestrian crossing points to ensure the safe movement of pedestrians across Station Road.
- Measures to ensure that the on-street parking is provided in an efficient, effective and safe manner, such as the provision of temporary *"no parking"* road cones in critical locations near intersections and at high-use driveways.
- Measures to prevent non-residents from parking on the adjacent side streets, including on Kowhai Street, College Street and Hampton Terrace. This may include the placement of temporary *"no parking"* road cones along these streets and/or the provision of thresholds that allow entry by residents, but turn away visitors. If necessary, these thresholds will be supervised.
- Measures to ensure safe, efficient and effective access and egress to the site from Station Road. These may include:

- The placement of *"no parking"* road cones on each side of the access to ensure that the required sight lines are not restricted.
- The monitoring of the occupancy of the on-site parking, and the placement of barriers to prevent additional vehicles from entering the site when the car park is full.
- The supervision of the entry and exit movements by trained traffic controllers.

2.4. Monitoring of On-Street Parking

Monitoring of the on-street parking will be undertaken for every large event. This may be carried out by either a specialist traffic management firm or other persons appointed for the task. The area to be monitored will include Station Road between Firth Street and Smith Street, the adjacent side streets, and a minimum distance of 100 m beyond this area. The monitoring shall include counts of all vehicles parked within the area before the event, at regular intervals during the event, and after the event.

The above monitoring will be used to determine:

- Whether the travel management measures as given in Section 2.1 above are sufficient to reduce the on-street parking to manageable levels.
- Whether the area allocated for on-street parking is sufficient to accommodate the expected parking demand.
- Whether participants are attempting to park on the adjacent side streets.
- Whether participants are choosing to park outside of the allocated on-street parking area.

This information will be provided to the stadium's TPC.

3. Reporting and Review

The stadium's appointed TPC will be responsible for monitoring the effectiveness of the TPMP. A monitoring report will be prepared at a minimum of every 12 months. The TPMP will then be reviewed to identify any changes that may be required.

Copies of the monitoring report and any proposed changes to the TPMP will be made available to Council upon completion of the review.

Prepared by:

Bruce Harrison
Harrison Transportation
2 February 2024

Reference: 578 TMP v1

File Ref: BM230389.aprx / BM230389_PotentiallyAffectedParties_A3L

Boffa Miskell

www.boffamiskell.co.nz

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Data Sources: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND

- Site
- Proposed Sports Recreation Facility
- Potentially Affected Parties

MATAMATA INDOOR SPORTS AND RECREATION FACILITY

Potentially Affected Parties

Date: 16 February 2024 | Revision: E

Plan prepared for Matamata-Piako District Council by Boffa Miskell Limited

Project Manager: Matt.Allott@boffamiskell.co.nz | Drawn: JWa | Checked: NPr