

Record of Consultation undertaken to date

Affected Parties	Consultation Method	When and Who and Discussion and Summary of Concerns Raised	DCC Response
APL	Meeting	<p>13 April 2012</p> <p>Doug Hall (APL), Brenda Thom (Webb Farry) Evan Matheson (DCC), Julie McMinn (Opus).</p> <p>DCC presented plans at the meeting that showed a two lane access road from the Arterial which was located with one lane on APL land and the other on DCC land. The plans also showed an area in front of APL Ward Street gate and behind the Frederick Street Intersection lights set aside for truck access to the site. Both the proposed new access road and area in front of the Ward Street gate were to be designated.</p> <p>Concerns Raised:</p> <p>Mr Hall feels he has been treated in poor faith by the DCC over the development of the overall project.</p> <p>Also none of the current access options have been agreed to by the traffic experts as part of the High Court process and therefore Mr Hall doesn't see how they could work. The experts have not identified any further alternatives so he feels there is no safe way of addressing his access concerns.</p> <p>Mr Hall's other key concern is that NZTA has indicated to Mr Hall that once they take over the Arterial for SH88 any agreement or access arrangement with the DCC could be overturned. Hence he is concerned whether the negotiations to this point will give him any certainty.</p> <p>Mr Hall also referred DCC to specific concerns on the access options as outlined in the most recent High Court affidavit. These concerns were raised and based on the DCC mitigation option dated 14 February 2012. The suggested mitigation included a one lane access lane being formed from SH88 to the eastern end of 80 Anzac</p>	<p>The DCC has reassessed the plans and mitigation presented to APL on the 13 April 2012 and sought to identify mitigation which did not require designation of APL land.</p> <p>Also before presenting the modified plans to APL the DCC have consulted with NZTA to ensure the plans met with their approval.</p> <p>The DCC has confirmed with their property advisers that the DCC does own the land under the road and the certificates of titles to this land are included in Appendix A.</p> <p>The DCC can confirm there will be no cycle lanes over the Ward Street Overbridge but would like to point out that they cannot restrict cyclists who chose to use the local road network outside dedicated cycle lanes.</p>

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		<p>Avenue.</p> <p>Ward Street Access</p> <ul style="list-style-type: none"> • That if a semi-trailer enters the site through the Ward Street access it cannot turn on site. And must wither drive the wrong way down the SH 88 access or reverse onto Frederick St which is unsafe; • The Ward St intersection will become blocked when vehicles are unable to enter the site due to other vehicles waiting to exit the site; • The six seconds light time is insufficient for larger for larger or heavier vehicles to process through and exit the Site; • There is not enough room on SH88 to pull into the median strip while waiting to make a right turn into the SH88 access way. • The proposed signal phasing does not include any signals for pedestrian using the footpath which passes in front of the Ward St access. Vehicles exiting the site may be held up by pedestrians crossing and miss the opportunity to cross the intersection. Also vehicles entering the site from Ward St, Frederick St and SH 88 may also encounter pedestrians. <p>SH88 Access</p> <ul style="list-style-type: none"> • There is only room for two semi-trailers eastbound on SH88 to pull into the median strip while waiting to make a right turn into the proposed SH88 access way. Opportunities to make the right hand turn are 	
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		<p>further limited by road rule change giving left turning vehicles priority.</p> <p>Other Concerns</p> <ul style="list-style-type: none"> • That the DCC does not own the land under the road adjacent to Mr Hall's property; • That a dedicated cycle lane was intended to come over the Ward St over bridge and past his access which raises a safety concern. • That the plans presented would require APL land for designation both for the access road and the behind the lights at Ward Street. 	
	<p>Meeting and correspondence</p>	<p>6 September 2012</p> <p>Doug Hall (APL), Brenda Thom (Webb Farry), Evan Matheson (DCC), Julie McMinn (Opus)</p> <p>Updated plans presented by DCC showing access road entirely on DCC land and no APL land required for designation. Plans also showed left turn into Ward Street gate as restricted for larger trucks. The proposed new pedestrian crossing across Ward Street was also presented. Updated plans were sent out and received by APL on the 17 September 2012.</p> <p>A letter from APL director DW Hall was received by the DCC on the 12 October addressing issues and concerns with the DCC plans and process to date. For a copy of the letter please refer to the attachments to this table, Appendix F.</p> <p>Summary of Key Issues raised:</p> <ul style="list-style-type: none"> • Provision of appropriate separate access to 70, 76 and 80 Anzide Property Ltd (80 Anzac Avenue requires two 	<p>Refer to AEE section 7.1. DCC providing 2nd access to 80 Anzac Avenue. Access to 70,76</p>

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		<p>accesses as an operational necessity);</p> <ul style="list-style-type: none"> • Intersection blocking issue – not addressed; • Six second Green Light time issues – not addressed; • Queuing issues not adequately addressed. APL concerned about cyclist safety and want refuge retained on SH 88; • Pedestrian issue – not adequately addressed, safety issues and APL would like a signalised pedestrian crossing in front of their access; • New proposed access to 80 Anzac Ave - Restriction on Semi-trailers heading east on SH 88 turning into 80 Anzac Avenue and more use of Ward St access by semi-trailers exiting 80 Anzac Ave; • Inaccuracies and problems with intersection design i.e. additional issues with new phasing new tracking circles make intersection blocking issue worse, new safety issue – noncompliance with ARRB Standards; <p>Other Issues raised:</p> <ul style="list-style-type: none"> • DCC has not disclosed the MWH report and safety issues considered in original designation that discarded the Parry Street option – APL would like to review this report; • Operational issues – not addressed i.e. DCC not considered operational requirements of the site. 	<p>Anzac Avenue remain unchanged.</p> <p>Refer Transport, Appendix D and AEE Section 7.1.</p> <p>Refer Transport, Appendix D and AEE Section 7.1.</p> <p>Refer Transport, Appendix D and AEE Section 7.1.</p> <p>Refer Transport Assessment, Appendix D. See also NZTA comment re: cycle refuge DCC agree to monitor once constructed. DCC have also plotted right turns onto SH88 and the access road intersection adequately caters for this movement.</p> <p>Vehicles coming out of Ward Street – no different from pre-existing arrangement.</p> <p>Some of these have now been resolved – please refer Transport Assessment, Appendix D.</p> <p>Report is available if requested. The original NOR identified Parry St not acceptable mainly because of too many private accesses leading to unacceptably high level of conflict with proposed Arterial.</p> <p>The closure of the north eastern gate will be mitigated by the provision of the access road and proposed second safe and access to 80</p>
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			Anzac Avenue. The location of the access but still allows the site to be used by heavy vehicles and exit on to a quieter street (access road) before turning on to the Arterial.
AJ Allen	Meeting	<p>2 April 2012</p> <p>Kevin Sullivan (AJ Allen), Graeme Hamilton (DCC), Evan Matheson (DCC), Julie McMinn (Opus).</p> <p>Mr Sullivan's access arrangements would be affected by any changes to the Ward Street access.</p> <p>Concerns raised include:</p> <ul style="list-style-type: none"> • Past dealings with the DCC were not consistent and then the DCC refused to pay past project incurred legal fees as the request was filed three days late; • Previously used Ward St extensively. There would be better access to Frederick Street with full signalisation. If an access solution suits the Hall's operation it will also suit AJ Allen. • Loss of two car parks spaces in front of AJ Allen building did not seem to be an issue. 	
	Meeting	<p>6 September 2012</p> <p>Kevin Sullivan (AJ Allen), Evan Matheson (DCC),</p> <p>Updated plans presented by DCC showing access road entirely on DCC land and no APL land required for designation. Plans also showed left turn into Ward Street gate as restricted for larger trucks. The proposed new pedestrian crossing across Ward Street was also presented. Updated plans showing the pedestrian crossing were to</p>	

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		<p>be sent out to APL.</p> <p>Comments Made:</p> <ul style="list-style-type: none"> Understood the plans and did not the plans affected his property; Wanted to know if his gates and car parking were staying, if his business would be affected or what would change. 	<p>AJ Allen gates and car parking would remain. DCC did not propose to change anything on his site so his business and site would remain unchanged.</p>
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Other Stake holders	Consultation Method	When and Who and Discussion and Summary of Concerns Raised	DCC Response
NZTA	<p>Meetings - various</p> <p>Correspondence</p>	<p>DCC met with NZTA on several occasions over the last year.</p> <p>17 October 2012</p> <p>NZTA reviewed the initial traffic assessment prepared for this NOR and their comment as follows: For a copy of the letter please refer to the attachments to this table, Appendix F.</p> <p>Summary of Comments:</p> <ul style="list-style-type: none"> Advise the DCC is generally supportive of the proposal and findings of the traffic assessment; Note traffic signals are likely to operate in isolation at some time in the future there will be benefits and a requirement for these to form part of the coordinated network; Pedestrians crossing APL entrance – additional signing warning pedestrians or stop footpath force pedestrians to cross Ward St and Anzac Ave; Leave cycle refuge on SH 88 as on desire line and determine if there is a need for two trucks to stack. There may be a need to signalise the new access road in the 	<p>Noted. and agreed</p> <p>Agreed. Pedestrian crossing on the northern side of intersection between APL and Mobil removed. Also refer Transport Assessment and AEE.</p> <p>Agreed to leave cycle refuge in place and</p>

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		<p>future and NZTA would expect the DCC to contribute to this cost;</p> <ul style="list-style-type: none"> • Ward St pedestrian phasing - review adequacy and safety of phasing; • Provide a cycle stop box like the other legs of the intersection; • Unclear if heavy vehicles can turn left out of Ward St without crossing centre line – check; • Good practice to include detector loops on side roads so cyclists don't have to wait for other traffic to trigger signals – consider; • Post construction safety audit to confirm safe solution has been achieved. 	<p>monitor.</p> <p>Agreed pedestrian phasing has been amended to remove conflict.</p> <p>Noted but not considered necessary.</p> <p>Agreed left turn will be banned. Appropriate signs will be installed.</p> <p>Noted. Not considered in short term as linked into city wide cycle loop strategy.</p> <p>Agreed.</p>
	Correspondence	<p>14 November 2012</p> <p>Summary of Comments:</p> <ul style="list-style-type: none"> • Concerned that the geometric constraints at the Frederick St intersection are tending towards a LOS of E for some legs at peak times; • Notwithstanding the comment above. There are some unknowns particularly volumes on at peak time Frederick and Ward St. Currently right hand turns out of either are impractical and it can be rightly assumed that the latent volumes on these legs will to some extent self-regulate. It is standard practice to allow any new intersection to settle and then adjust signal phasing if this is required the understanding should be the intersection should operate at a level of service D or better for through traffic on SH88 followed by maximising the LOS for the Frederick St leg. • If the mid-block intersection on SH88 does not operate 	<p>Noted.</p> <p>Noted and Agreed</p>

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		effectively NZTA would expect this intersection to be signalised and coordinated with the Frederick St intersection. The cost to be borne by the DCC.	Noted and Agreed
University of Otago – Hocken Library	Meeting	<p>27 March 2012</p> <p>Mark Hughes (Library Services, (UofO), Katrina Roos (Planner UofO), Evan Matheson (DCC), Julie McMinn (Opus).</p> <p>Concerns raised include:</p> <ul style="list-style-type: none"> • Would like to see the intersection issues resolved. Staff avoid Frederick Street when getting to Hocken Library. Road is very busy and is difficult to cross; • Proposed access mitigation options for APL unlikely to affect the Hocken 	
	Meeting	<p>10 September 2012</p> <p>Mark Hughes (Library Services, (UofO), Katrina Roos (Planner UofO), Julie McMinn (Opus).</p> <p>Concerns Raised</p> <ul style="list-style-type: none"> • Noticed volume of traffic along Anzac Ave and the university has paid for pedestrian crossing to Unipol to get people across road safely; • Lights need to be turned on; • Welcome new pedestrian crossing across Ward Street as pedestrians would avoid APL Ward Street gate – more safe. 	
Mobil Anzac Ave Ltd	Meeting	<p>2 April 2012</p> <p>Bevan O’Callaghan (Mobil), Evan Matheson (DCC), Julie McMinn</p>	

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		<p>(Opus).</p> <p>Updated plans presented showing new access road entirely on DCC land. Plans also showed left turn into Ward Street gate as restricted for larger trucks. The proposed new pedestrian crossing across Ward Street was also presented.</p> <p>Concerns raised include:</p> <ul style="list-style-type: none"> • Concerned about island in front of their Anzac Ave access and acute angle for trucks queuing to get into station; • New light phasing could cause congestion with trucks queuing to get into Mobil ingress; • New Frederick St lights also cause congestion at Frederick Street egress; 	
	Meeting	<p>6 September 2012</p> <p>Bevan O'Callaghan (Mobil), Evan Matheson (DCC).</p> <p>Updated plans presented by DCC showing access road entirely on DCC land. Plans also showed left turn into Ward Street gate as restricted for larger trucks. The proposed new pedestrian crossing across Ward Street was also presented. Concerns raised:</p> <ul style="list-style-type: none"> • Tight turn at entrance to/from Mobil. Truck and trailer units in particular cross centreline; • Concern that vehicles exiting onto Frederick Street will get blocked in by vehicles queuing at traffic signals; • Would DCC consider allowing vehicles to exit on current entrance ramp turning right into Anzac Avenue; 	<p>Once signals are turned on DCC will monitor as part of its functions as road control authority;</p> <p>Once signals are turned on DCC will monitor as part of its functions as road control authority;</p> <p>Request outside this NOR works but agree to monitor as part of its functions as road control authority</p>

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		<ul style="list-style-type: none"> Proposed traffic calming on Anazc Avenue may lead to vehicles using Mobil access as a short cut. 	Council long term vision is to reduce traffic along Anzac Ave. However concern is speculative at this point. DCC will monitor as part of its functions as road control authority;
Automotive Solutions	Meeting	<p>2 April 2012</p> <p>Robert Le Brun (Automotive Solutions), Evan Matheson (DCC), Julie McMinn (Opus)</p> <p>Concerns raised include:</p> <ul style="list-style-type: none"> Concern over egress issues to his business – cars on Frederick Street build up affecting his access; Wants traffic lights turned on asap to get safety issues with the intersection sorted. . 	See DCC response to Mobil same concern above.
	Meeting	<p>3 September 2012</p> <p>Robert Le Brun (Automotive Solutions), Evan Matheson (DCC), Julie McMinn (Opus)</p> <p>Updated plans presented by DCC showing access road entirely on DCC land. Plans also showed left turn into Ward Street gate as restricted for larger trucks. The proposed new pedestrian crossing across Ward Street was also presented.</p> <p>Concerns Raised</p> <ul style="list-style-type: none"> Want the lights turned on asap, plans fine. 	

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Laser Force	Meeting	<p>3 September 2012</p> <p>Craig and Kate Newton (Laser Force), Evan Matheson (DCC), Julie McMinn (Opus)</p> <p>Updated plans presented by DCC showing access road entirely on DCC land. Plans also showed left turn into Ward Street gate as restricted for larger trucks. The proposed new pedestrian crossing across Ward Street was also presented.</p> <p>Concerns Raised</p> <ul style="list-style-type: none"> • The Lights not being turned on has affected their food business traffic finding it difficult to turn and pedestrian gain access into site; • Concerned that if lights are turned on the back up at the lights may also restrict access; • Concerned people may run through the their parking area trying to avoid lights; • Have spoken to various truck drivers who are concerned over the closure of Ward St bridge; • Raised concerns of parking issues further down Frederick Street for DCC consideration. <p>Overall they were happy with the plans presented.</p>	<p>DCC to sent updated plans showing Ward Street pedestrian crossing for their assessment.</p> <p>Backup of lights although can't be guaranteed more likely to occur at morning and evening peaks rather than lunch time.</p> <p>DCC to consider yellow and black speed humps for this area.</p>
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