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12 October 2012

Dunedin City Council
PO Box 5045
50 The Octagon
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Attention: Evan Matheson
Projects Engineer, Transportation Operations

By email: ematheso@dcc.govt.nz

Dear Evan

Re: STATE HIGHWAY 88 NOTICE OF REQUIREMENT CONSULTATION

State Highway 88 Realignment Redesignation

Background

- 1 Anzide owns 70, 76 and 80 Anzac Avenue ("the Site"). These properties are held in three separate Certificates of Title and leased to various entities including Hall Brothers Transport Limited ("Hall Brothers"), Dunedin Crane Hire Limited ("Crane Hire"), Dunedin Concrete Crushing Limited ("Concrete Crushing"), and Wood Recyclers Limited ("Wood Recyclers") (collectively the "Associated Companies").
- 2 Anzide also leases to A J Allen Limited ("A J Allen"). A J Allen operates a retail coal distribution business.
- 3 The Associated Companies employ approximately 65 employees. The nature of the work being completed from the Site is contracting work which requires the movement of trucks to and from the Site on a daily basis depending on the contracts which have been entered into.
- 4 The Associated Companies operate 45 large trucks semi-trailer and trailer units, 15 small trucks and utes, two cranes and two crane trucks. The dimensions of the heavy vehicles that operate from Site are 2.5 metres in width and between 11 and 22 metres in length. The large crane which operates from Site has a standard heavy vehicle cab with a boom protruding 2 metres in front of the cab.
- 5 It has been estimated that there are around 200 truck movements a day. The number of movements depend on the nature of the work contracted to be completed by the Associated Companies.

Access to 70, 76 and 80 Anzac Avenue Prior to Construction of SH88 Realignment

- 6 Prior to the DCC altering the alignment of SH88 the properties at 70, 76 and 80 Anzac Avenue all had separate access as follows.¹
 - a 80 Anzac Avenue (which is held on one certificate of title in two lots) had accessways onto Parry Street and Anzac Avenue as marked;²
 - b 76 Anzac Avenue had an accessway onto Anzac Avenue as marked;³
 - c 70 Anzac Avenue had an accessway onto Anzac Avenue as marked.⁴
- 7 The configuration of the accessways to the individual properties allowed the Associated Companies to enter 80 Anzac Avenue by either the Parry Street or Anzac Avenue accessway and therefore did not require vehicles to turn within the boundary of 80 Anzac Avenue. The size of the vehicles using 80 Anzac Avenue together with the use of 80 Anzac Avenue prevented the vehicles from completing turning manoeuvres on 80 Anzac Avenue meaning that two ingress and egress points were an operational necessity for the Site.
- 8 Parry Street ended in a cul-de-sac just past the Parry Street accessway and provided access to SH88 adjacent to the Hocken Library. Vehicles could then either turn right after exiting 80 Anzac Avenue onto Parry Street and proceed into the cul-de-sac to turn or exit straight ahead and travel across Parry Street to exit onto Anzac Avenue adjacent to the Hocken Library. Traffic flow on Parry Street was low. Vehicles travelling on Parry Street would usually travel at a low speed.
- 9 Any solution proposed by the DCC must provide separate access to 70, 76 and 80 Anzac Avenue because these properties are all held in separate Certificates of Title. The designation cannot reasonably result in Anzide's properties becoming land locked. Additionally 80 Anzac Avenue requires two accessways to enable entry and exit from Site by heavy motor vehicles.

Previous Notice of Requirement

- 10 The Independent Commissioners recommended the Notice of Requirement DIS-2008-3 : Dunedin City Council Harbourside Arterial Link be granted in a decision dated 8 January 2009.⁵
- 11 At paragraph 50 of this decision an alternate route for the arterial down Parry Street (between the Frederick Street intersection and the Owheo – Water of Leith) was considered rather than the route presented to the Commissioners at the time down the rail corridor. The decision refers to a report from Montgomery Watson Harza Limited (commissioned by the DCC) (the "MWH Report") which concluded that the Parry Street alternative route would present *"serious safety concerns and the capacity and the efficiency of the route could be compromised by access and parking issues"*.
- 12 As the result of this the Parry Street route was discarded.

¹ See attached map marked A.

² See A marked in red by X.

³ See A marked in red by O.

⁴ See A marked in red by □.

⁵ See document B attached.

- 13 After commissioning this report the DCC decided to change the route of the arterial from the rail corridor to down Parry Street.
- 14 Anzide believes that the safety concerns and potential conflicts identified in this report would be similar or the same as the safety concerns and issues raised by Anzide throughout its discussions with the DCC.
- 15 **As part of this consultation process the DCC has not disclosed this report. Anzide would like to view the MWH Report and discuss the safety issues raised with the Parry Street Route with the DCC.**

Court Proceedings

- 16 On 27 April 2011 Anzide applied for an interlocutory injunction applying for an order which, among other things, required the DCC to provide a temporary vehicle accessway to allow safe access to the Site. By Order of the Court dated 3 May 2011 the injunction application was allowed and a temporary vehicle accessway was created. Since this date there have been a number of adjustments to the accessway for safety and operational reasons, however, it remains substantively the same and is currently in place.
- 17 During this Court process numerous proposals have been reviewed by Anzide, the DCC and the New Zealand Transport Authority ("NZTA"). Mediation has occurred, experts have been instructed and caucusing has occurred. Anzide has provided five Affidavits from its expert, Mr Gamble. Mr Hall has provided six Affidavits.
- 18 The Affidavits and Submissions filed by Anzide as part of the Court process detail serious safety and operational concerns. Anzide will refer to and rely on this evidence as part of this consultation process.

Meeting on 6 September 2012

- 19 A meeting took place at the offices of Webb Farry at 10 a.m. on 6 September 2012. Present were Doug Hall, Joann Hobson and Brenda Thom from Webb Farry representing Anzide Properties Limited ("Anzide"), Evan Matheson from the Dunedin City Council ("DCC") and Julie McMinn from Opus. Please see a copy of the record of the meeting which was recorded and transcribed.⁶
- 20 The DCC indicated that:
- a the affected parties who they intended to consult with were Laser Force, Automotive Solutions, Mobil Service Station, Hocken Library, Anzide, A J Allen and NZTA;
 - b some of Anzide's concerns had been addressed as the DCC were no longer seeking to designate any of Anzide's land; and
 - c its design considered traffic engineering matters, as well as the issues expressed in the Court documents previously filed by Anzide.
- 21 The highlights of the changes to the proposal provided by the DCC as at 6 September 2012 included⁷:
- a One two-way access on DCC land to 80 Anzac Avenue;

⁶ See document C attached.

⁷ See document D attached.

- b Provision for semi-trailer movements in all directions at the State Highway 88 ("SH88") end of the access to 80 Anzac Avenue;
 - c Removal of cycle refuge on SH88 allowing heavy vehicle queue lengths of more than two vehicles for the eastbound turn onto the proposed two-way access;
 - d No requirement for Anzide's land at the Ward Street crossing;
 - e No fence or gateway changes;
 - f Traffic signals having a dedicated phase for the Ward Street crossing. This had already been provided for and there was no change to phase time;
 - g Vehicle detectors mounted on road reserve (instead of Anzide's land);
 - h Left turn from SH88 westbound into 80 Anzac Avenue restricted to vehicles under 8 metres in length. All vehicles over 8 metres in length required to use new access to 80 Anzac Avenue or approach from alternate direction (i.e. Frederick Street or Ward Street ramp traffic only);
 - i No restrictions for truck and trailer units making left turn from SH88 into 70 or 76 Anzac Avenue;
 - j Provision of a pedestrian crosswalk added at the end of Ward Street (hand drawn on plan during meeting) to be tied in with current traffic signal phasing (no details provided).
- 22 The DCC confirmed that they would tidy up the drawings, have a talk to other affected parties including the NZTA and then re-issue drawings so everybody had a clear understanding of what they were proposing. The DCC confirmed that NZTA had no objections at this stage with the proposed drawings and that initial discussions had taken place with Roger Bailey and Ian Duncan.
- 23 At the end of the meeting it was confirmed that a scale drawing with the amendments to include the pedestrian crossing at Ward Street, all sweep paths in and out of the properties from both the Ward Street crossing and the new proposed SH88 crossing and the traffic light phasing would be sent to Anzide as soon as possible.

Design Provided by DCC dated 17 September 2012

- 24 On 17 September 2012 we received updated plans from the DCC for the SH88 redesignation.⁸ On 19 September we received the SIDRA file. From that point on we received a number of tracking curves with final documents being provided on Friday 5 October 2012.

The Intersection Blocking Issue - Safety Issue Previously Raised and Not Addressed

- 25 This issue arises where:
- a A semi-trailer westbound from SH88 attempts to turn left onto the Site via the Ward Street crossing while any other vehicle is waiting to exit;⁹
 - b A larger vehicle (smaller than a semi-trailer) westbound from SH88 attempts to turn left onto Site via the Ward Street entranceway while a larger vehicle is waiting to exit;¹⁰

⁸ See document E attached.

⁹ Refer paragraph 15.1 of David Gamble's Third Affidavit dated 13 March 2012 (DG3).

- c There is more than one vehicle waiting to exit the Site (and one of those vehicles is a larger vehicle). Therefore no vehicle (regardless of the direction it is coming from) will be able to enter 70 or 76 Anzac Avenue;¹¹
- 26 The Experts' Joint Statement produced by the three experts engaged by Anzide, the DCC and NZTA records that there are commonly held concerns regarding this issue.¹² Mr Durdin, expert for NZTA, agrees that these situations will occur but describes the occasions on which they will occur as "rare".¹³ Mr Eaton, expert for the DCC, also agrees the conflicts will occur but suggests they will be "limited".¹⁴ The conclusions of these experts are based on annexure B of Mr Eaton's Fourth Affidavit and specifically the analysis undertaken by Opus as to the probability of a large heavy vehicle arriving at Anzide's Site at the same time as a large heavy vehicle exiting the Site. This analysis fails to address the conflicts described in subparagraphs 17(a), (b) and (c) above. This analysis is solely based on the October 2011 DCC survey results which were:
- a obtained over a three day period chosen by the DCC;
 - b not representative of likely movements on and off the Site; and
 - c inaccurate by a margin of 20% to 35.5%.
- 27 The potential for the intersection to block seriously affects the efficiency and operation of the proposed intersection. The experts have all acknowledged that these issues exist, but disagree on the frequency of such blocking occurring. The DCC have not given Anzide any comfort that these issues have been dealt with. Presumably the DCC is relying upon the October 2011 survey. It is concerning that the DCC has effectively ignored this issue when preparing the new Notice of Requirement. No further survey work has been undertaken.
- 28 In summary it is Anzide's position that:
- a The current DCC proposal poses unacceptable safety risks in terms of the possible blockage of the intersection irrespective of frequency; and
 - b The issue is likely to arise more frequently than is understood by the DCC.¹⁵

New Safety Issue – Non-Compliance with Australian Road Research Bureau ("ARRB") Standards

- 29 The ARRB standards have been adopted by New Zealand. They provide accepted safety requirements and best practice in the design of intersections.
- 30 It is accepted best practice, as set out by the ARRB, to provide at least a half metre in additional lane width on either side of vehicle tracking curves when designing intersections. This is to ensure that an intersection does not require precise driving by all users and allows for a margin of error by the person operating the vehicle.
- 31 The tracking curves provided by the DCC for the intersection at the Ward Street accessway do not provide for any error in the operation of the vehicle. This is a significant safety concern. The design of the intersection is inadequate as it does not

¹⁰ Ibid.

¹¹ Refer paragraph 15.2 DG3.

¹² See paragraphs 27 and 28 of the Experts' Joint Statement (EJS).

¹³ Refer paragraph 35 of Second Affidavit of John Paul Durdin dated 30 March 2012 (JPD2).

¹⁴ Refer paragraph 98 of the Third Affidavit of David Eaton dated 21 March 2012 (DE3).

¹⁵ Refer paragraphs 9 to 12 and 25 to 29 of the Fifth Affidavit of Douglas Wayne Hall dated 5 April 2012 (DH5).

work for heavy vehicles turning in and out of the Site. It leaves little room to turn and is not wide enough.

Tracking Curve 1

- 32 The tracking curve provided by the DCC for A Semi-Trailer Frederick Street to Ward Street Ramp requires a very precise turn.¹⁶ As shown in document G it is very close to the flush median. Accepted best practice (ARRB) requires at least 0.5m on either side of the lane to protect pedestrians and provide for operator/driver error. This has not been adopted in the DCC design and will raise safety issues for pedestrians and other road users in the event that a large vehicle travelling quickly through the intersection (due to the signal phasing) does not meeting the precise driving requirements.

Tracking Curve 2

- 33 The tracking curve provided by the DCC for A Semi-Trailer No 70 to Ward Street Ramp requires the vehicle to cross the kerb at almost the same position as the proposed pedestrian facility (P4).¹⁷ This is a significant safety issue. It leaves little protection for pedestrians waiting to cross and places additional strain on any driver attempting to make a very tight curve turn with no room to spare in a short space of time because of the phasing. Opposing vehicles on Ward Street would also be at risk.
- 34 As has been raised by Anzide throughout this process there is a significant difference between sitting at a computer and manoeuvring a tracking curve versus a real life situation in a truck attempting to make a perfect turn under pressure.
- 35 Vehicles parked outside the A J Allen premises would also obstruct the operation of this turn as shown on this tracking curve.

Tracking Curve 3

- 36 The tracking curve for A Semi-Trailer SH88 East to No 70 requires the vehicle to cross the flush median on Ward Street and conflicts with any vehicle waiting to exit 70 or 76.¹⁸ It again requires precise driving with the turning circle not providing for any margin of error by the operator. The vehicle is also at risk of hitting parked cars outside the A J Allen premises.

Tracking Curve 4

- 37 The tracking curve for A Semi-Trailer No 76 to Ward Street ramp again requires a very tight turn.¹⁹ It is close to the pedestrian facility and does not provide any room for error.

Tracking Curve 5

- 38 The tracking curve for A Semi-Trailer SH88 East to No 76 shows a significant proportion of 70 being used by the vehicle exiting 76.²⁰
- 39 The property 76 has no legal right of access over the property at 70 Anzac Avenue and this tracking curve travels over 70 Anzac Avenue.²¹

¹⁶ See document F attached.

¹⁷ See document G attached.

¹⁸ See document H attached.

¹⁹ See document I attached.

²⁰ See document J attached.

²¹ See document J specifically the red highlighted area.

- 40 The turn from SH88 East to No 76 can only be made if there are no vehicles waiting to exit 70, 76 or 80 Anzac Avenue via the Ward Street accessway (i.e. any vehicle waiting to exit Site will block entry and any following vehicles).

Tracking Curve 6

- 41 The tracking curve for A Semi-Trailer No 80 to Ward Street ramp shows that the turn cannot be made without encroachment on 76 Anzac Avenue.²²
- 42 80 Anzac Avenue has no rights over 76 Anzac Avenue.²³
- 43 A small vehicle waiting to exit 80 will block any movement in and out to 70, 76 and 80 by any other vehicle.

Tracking Curve 7

- 44 The tracking curve for A Semi-Trailer No 80 to SH88 East requires the vehicle exiting 80 to encroach on 76.²⁴ The turn required is very precise and very close to a physical separating island (concrete median) which protects a large signal pole. Again the vehicle exiting will block the path for vehicles entering 70, 76 and 80.
- 45 In summary the tracking curves show a number of problems and issues with design. No information has been received by Anzide that helps us understand how these issues have arisen and why they have not been resolved.

Restriction on Semi-Trailers Heading East on SH88 Turning into 80 Anzac Avenue

- 46 This restriction will require all semi-trailers entering 80 Anzac Avenue to approach from the Frederick Street or Ward Street ramps. This means that there will be an increase in semi-trailers accessing 80 Anzac Avenue from the proposed entrance on SH88. This creates a further problem in that the only way for a semi-trailer to exit 80 if it enters through the new proposed accessway at SH88 is that to exit through the Ward Street crossing. There is no room on 80 Anzac Avenue for semi-trailers to manoeuvre or turn so they will have no option but to use the Ward Street crossing. There will be an increase in semi-trailers exiting 80 Anzac Avenue via the Ward Street crossing. This will increase frequency of the blocking issues referred to in paragraphs 25 to 28 above.

Solution

- 47 A possible solution to the safety concerns would be the redesign of the intersection giving more space in accordance with ARRB standards and best safety practice although this will need to also account for the concerns raised by Anzide. Importantly including the operational requirements of the Associated Companies and Lessee and it must be safe.
- 48 The DCC have not looked at the operation of the Site holistically. It seems that the only focus has been the roading network operation. They have not listened or considered Anzide's concerns about how they are to operate the Associated Companies from the Site. The change that the DCC have made to the environment, i.e. the construction of the SH88 realignment, has had a significant effect on the Associated Companies' operations and continues to affect their ability to operate.

²² See document K attached.

²³ See document K specifically the area marked in red.

²⁴ See document L attached.

The Six Second Green Light Time Issue - Safety Issue Previously Raised and Not Addressed

- 49 This issue arises because the signal phasing proposed by the DCC includes only six seconds of green for vehicles exiting the Site at the Ward Street crossing. This is irrespective of what number of vehicles are waiting to exit 70, 76 or 80 Anzac Avenue. There is a possibility of time gained from Phase C – Ward Street, when there is low or no demand for Ward Street.²⁵ However Mr Gamble's evidence is that the Ward Street route will become significantly more popular if traffic signals are installed. He anticipates that the volume of traffic may more than double, resulting in minimal green time gain for the Site.²⁶ In support of this evidence Mr Gamble details his historic knowledge of the intersection as well as traffic movements and predictions in the wider area. Mr Gamble also details his experience specifically with regard to predicting such traffic flow.²⁷
- 50 The DCC itself has anticipated that the Ward Street route will become more popular, having given that phase the second longest green time of 23 seconds.²⁸
- 51 Mr Gamble has sourced traffic modelling data for 2021. This is a prediction of what is likely to occur in that year with regard to the number of vehicles travelling across the Ward Street ramp (prior to the changes made by the DCC to form the Harbourside Arterial). This data demonstrates that the busiest period (in respect of vehicles travelling on Ward Street from the city) is off peak. Mr Gamble says that vehicles are more likely to use that route when Anzac Avenue is less busy as drivers will find it easier to join Anzac Avenue. When signals are installed it will be easier to travel from Ward Street to SH88, resulting in greater volume of traffic.²⁹ What this all means is that we cannot be confident that any more green time will be available for vehicles travelling from the Site.
- 52 Mr Gamble's evidence is that six seconds of green time will be insufficient to allow larger and heavier vehicles to safely proceed through and exit the intersection.³⁰ This will result in heavy vehicles travelling through the intersection on a red light. This will be further complicated by the tight vehicle tracking curves that require very precise driving from the vehicle operators with no margin for error.
- 53 Mr Hall's evidence is that, for example, his crane takes approximately 16 seconds to clear the intersection.³¹ The result is that vehicles may still be within the intersection when the next light phase begins. This problem will be even worse if more than one vehicle seeks to exit the Site.³²
- 54 The end result is an unacceptable safety risk with vehicles attempting to enter the Site on subsequent phases when the intersection is not yet clear of vehicles exiting on a previous phase. This is likely to result in the intersection becoming blocked as vehicles in subsequent phases proceed into the intersection on receiving a green light, but are unable to exit the intersection onto the Site.³³ We will provide an example of this in paragraph 75 below.

²⁵ Refer paragraph 32 of the Second Affidavit of David Gamble dated 20 October 2011 (DG2).

²⁶ Refer paragraph 34 DG2.

²⁷ Refer paragraph 4.3(c) Fourth Affidavit of David Gamble dated 24 April 2012 (DG4).

²⁸ Refer paragraph 34 DE2.

²⁹ Refer paragraph 4.3 DG4.

³⁰ Refer paragraph 35 DG2.

³¹ Refer paragraph 31 DH5.

³² Refer paragraph 36 DG2.

³³ Refer paragraph 37 DG2.

55 Mr Durdin's First Affidavit accepts that this "*concern may be valid*".³⁴ However he is of the view that it might be addressed by having the detector loops detect the type of vehicle and extend the green time or, alternatively, by having longer red light times. Neither of these solutions have been adopted by the DCC. No explanation has been given to us at our meetings or in the documentation.

56 The reality is that the majority of vehicles exiting the Site will be larger, heavier vehicles.³⁵ More than six second green time will be required for such vehicles to enter and exit the Site.

57 In summary, Mr Gamble and Mr Durdin agree that this is an issue. The DCC have been aware of this issue since October 2011. The DCC seeks to have the traffic lights become operational without any attempt to remedy the issue. This is a significant safety issue that has not been addressed.

Solution

58 A possible solution is to amend the signal phasing to recognise the characteristics of the Site and the Associated Companies that operate from it as explained at paragraph 48.

The Queuing Issue (Safety Issue Previously Raised but not Adequately Addressed)

59 Vehicles travelling eastbound on SH88 will need to wait until the westbound lane is clear before turning right into the SH88 accessway. Anzide previously raised that there was not enough room for more than one heavy vehicle to wait in the turning lane to make this turn.

60 The DCC has proposed that the cycle refuge on SH88 be removed to allow for semi-trailers to stack in the turning lane east on SH88 into the new proposed accessway to 80. While this may allow for room for the trucks to make the right hand turn into the new proposed accessway, it does not provide any safe cycle refuge for any cyclists using the cycle lane and creates a further safety issue for arguably more vulnerable road users (cyclists).

61 This is not a satisfactory solution to our safety issues as we believe this will create further serious safety issues for the cyclists using the SH88 realignment.

Solution

62 The list of parties the DCC is consulting with does not include any of the cycle advocacy groups in Dunedin. It is strongly recommended and has been suggested previously, that the DCC consult with these parties and advise Anzide of the outcome of that consultation.

The Pedestrian Issue – Ongoing Safety Issue Previously Raised by Not Adequately Addressed

63 This issue arises because the proposed signal phasing does not include any signals for pedestrians using the footpath that passes in front of the Anzide Ward Street accessway. Pedestrians will be able to cross the entranceway at any time without restriction despite the heavy vehicle traffic movements.

64 This is problematic for vehicles exiting the Site with only six seconds of green light time. This is further exacerbated by the tight design of the intersection and semi-trailer tracking

³⁴ Refer paragraph 32 of the First Affidavit of Joseph Paul Durdin dated 25 October 2011 (JPD1).

³⁵ Refer paragraph 10 DH5.

paths. In the event that exit from the Site is prevented by a pedestrian attempting to cross, the vehicle will be required to wait a further 105 seconds before the next green display.

- 65 Of greater concern is vehicles entering the Site on a green light from other phases (Ward Street, Frederick Street or SH88 westbound). These vehicles may encounter pedestrians, preventing entrance to the Site as they are travelling through the intersection. This concern is supported by Mr Gamble's view that it is not good intersection design.³⁶
- 66 An additional safety concern is the lack of visibility that large heavy vehicles often have when individuals or pedestrians cross immediately in front of their cab. This is a significant safety risk for both the public at large and the operators employed by the Associated Companies. **Our proposed solution to this safety issue was to signalise an existing and future footpath across the Ward Street accessway.**
- 67 The DCC have proposed a solution to the safety concerns raised by adding a pedestrian crossing at the Ward Street ramp. In Anzide's view this raises additional safety issues as set out below.³⁷ This proposal to provide a pedestrian crossing across Ward Street has failed to address the pedestrian safety issues in relation to the Ward Street accessway.
- 68 This intersection is part of a popular route for cyclists and runners. Pedestrians expect to have the right of way against vehicles at an uncontrolled vehicle crossing, i.e. where a footpath meets a crossing. The plan shows tactile pavers at the Ward Street accessway. These pavers are designed to guide pedestrian traffic, particularly pedestrians with mobility or eye sight issues. Normally if there is no right of way the kerb would follow the vehicle path to the property edge or beyond. The current design has nothing to tell a pedestrian proposing to cross the Ward Street accessway that there is no right of way through that intersection.
- 69 An additional safety concern is the length of the crossing which appears to be approximately 20 metres. The standard pedestrian crossing width at a normal Dunedin intersection is 14 metres between footpaths (kerb to kerb). This extra length makes it essential that the pedestrians are provided with adequate protection in order to cross in safety.
- 70 If you combine the length of the crossing, the short phase time, the tight design of the tracking paths and the potential for the intersection to become blocked it becomes evident that a pedestrian crossing on the Ward Street Anzide crossing should be an essential safety component of this intersection.

Solution

- 71 **Pedestrian safety should be a priority especially when heavy vehicles are working. There needs to be a pedestrian crossing phasing at the Anzide Ward Street accessway.**

Additional Issues with Proposed New Phasing and Tracking Circles

- 72 The recent sweep paths provided by the DCC show access to and from the Site which uses the same path for a majority of the vehicle turns. The new proposed phasing of the Signal Group show that the intersection blocking issues previously raised above will become even worse.³⁸

³⁶ Refer paragraph 5 DG4.

³⁷ See paragraphs 68 and 69 below.

³⁸ See Intersection Blocking Example at paragraph 70 below.

Pedestrian Conflict

- 73 The new proposed Signal Group design proposed by the DCC³⁹ shows a late start on Phase A Signal Group 1 for a straight ahead, (westbound on SH88) and left turn. It is not acceptable for safety reasons to run a pedestrian phase P4 (with or without an early start) when it is at right angles to the other flows, i.e. running the pedestrians and vehicles at right angles. For the same reason, safe practice would not accept running Signal Group 1 at the same time as P3.
- 74 Phase E Signal Group 1 provides straight ahead to Anzac Avenue and slight left hand turn to Ward Street. This conflicts with the crossing on P4 across Ward Street. This is a significant and unacceptable safety risk.

Intersection Blocking Example

- 75 If you work through the proposed phasing a number of blocking issues become apparent. For example, one or more of these scenarios is likely to happen several times daily:
- a Phase B starts with Signal Group 7 providing an exit from Ward Street crossing left into Ward Street, straight ahead into Frederick Street, or right into SH88 eastbound. That stage provides for six seconds of green time allowing, at best, one vehicle to exit the Site;
 - b Immediately following is Phase C which allows at Signal Group 5 turns from Ward Street into the Site. In the event that there was more than one vehicle waiting to exit the Site at Phase B Signal Group 7, the vehicle making the right hand turn in Phase C Signal Group 5 will not be able to enter the Site and will have nowhere else to go;
 - c Phase D provides for Signal Group 4 which allows a right hand turn from Frederick Street into Anzac Avenue, Ward Street or the Site. Again, as there has been no allowance for a vehicle movement exiting the Site and there is a vehicle waiting to exit, you are left with a vehicle in Frederick Street attempting to make an entry to the Site with no ability to do so;
 - d Phase E, Signal Group 1 allows straight ahead westbound on SH88 or a slight turn into Ward Street ramp and Anzide Ward Street accessway. Again, if there was more than one vehicle waiting to exit the Site in Phase B the turn into the Site cannot be made;
 - e Phase A, Signal Group 1 again provides for a straight ahead movement (westbound on SH88) and a slight turn onto Ward Street or a left hand into the Site. Again, this movement cannot be made if there is more than one vehicle waiting to exit the Site.
- 76 Essentially in the 106 seconds of cycle time Anzide has had one heavy vehicle exit the Site from the Ward Street accessway. There is potentially a heavy vehicle stuck in Ward Street, Frederick Street and a third on SH88 westbound attempting to turn into Site resulting in a blocked intersection.
- 77 **This phasing needs to be looked at again and fixed as part of the DCC review of the workability of this designation for Anzide.**

³⁹ See document E top left hand corner – Phase Signal Group.

Safety Issues – New Proposed Access to 80 Anzac Avenue

- 78 Diagram 7/583/154/3704 provided by the DCC shows access from SH88 to the south eastern corner of 80 Anzac Avenue.⁴⁰
- 79 The right turn exit has not been plotted. This movement is critical as vehicles making it must find gaps in the eastbound and westbound SH88 traffic. The right turn entry seriously conflicts with all exiting movements as does the left turn entry to a lesser extent. The exit will be controlled by a give way causing any waiting vehicles to block the access of any entering vehicles turning into the Site. Turning on Site is not possible from a safety or operational perspective, there is simply not enough room.
- 80 The provision of one accessway to 80 Anzac Avenue does not allow full use of 80 by heavy vehicles. Vehicles exiting through the Ward Street accessway have no legal right to cross 76. The new design and restriction in relation to vehicles over 8 metres in length will increase the demand on the Ward Street accessway. As we have pointed out above, a semi-trailer waiting to exit from 80 encroaches on 76 and blocks all other movement onto and from Site.
- 81 This accessway will also potentially be a public road which will allow public access. This will require consideration of public safety issues in the event that the public travel onto Site.

Operational Issues (Previously Raised and Not Addressed)

- 82 The alteration to the road adjacent to the Site and the imposition of the accessway currently in place has already reduced the usability of the Site. This has required Anzide and its tenants (whenever possible) to keep vehicles away from the Site because of the constraints imposed.⁴¹
- 83 The DCC proposal significantly constricts the business operations of the Associated Companies and A J Allen operating from Site. The reasons for this are as follows:
- a Six seconds of green light time allows only one larger vehicle to exit the Site every 105 seconds.⁴² As a consequence it will take significantly longer for the companies' vehicles to reach off Site locations. For example, if there were 20 heavy vehicles on Site (wanting to leave during peak time) it would take at least 35 minutes for them to exit. This is presuming that none of the 20 vehicles wish to exit from 80, and that no vehicles attempt to enter the Site during this 35 minute period;
 - b The Associated Companies will have to commission a new traffic management plan and attempt to enforce its application on other third parties accessing the Site. This would result in significant cost and time in terms of implementation. All suppliers seeking to access the Site will need to be identified and advised of the plan. This is very difficult because Anzide does not have control over these third parties because they are from all over the country and the nature of the business does not allow scheduling like, say, at a supermarket. There is no office or permanent personnel on the Site to give each driver directions, even if this was a workable solution. This is another example of how this proposal does not understand or account for what we do and how our business works.

⁴⁰ See document M attached.

⁴¹ Refer paragraph 12 DH5.

⁴² Refer paragraph 38 DG2.

- c The current solution does not propose separate access to the properties on Site being 70, 76 and 80. This is essential given the properties all had separate access prior to the construction of the realignment and all held in separate Certificates of Title.

Conclusion

84 Anzide is concerned that the issues it has raised consistently with the DCC since the beginning of the High Court proceedings remain unaddressed and unresolved. Those issues are:

- a Provision of appropriate separate access to 70, 76 and 80 Anzac Avenue;
- b The intersection blocking issue;
- c The six second green light time issue;
- d The queuing issue; and
- e The pedestrian issue.

85 In addition new issues have arisen with the new proposal we are looking at now:

- a New proposed access to 80 Anzac Ave; and
- b Inaccuracies and problems with the intersection design, the new phasing and traffic signals.

86 Our advice that the proposal does not comply with new, industry-accepted safety standards is especially worrying.

87 Anzide has included possible solutions in this letter as far as it is able, but the DCC needs to stand back and look at where we have got to so far and identify why it has not addressed any of these problems. Most of these concerns relate to the safe operation of the roading network and need to be addressed and resolved by the DCC before the designation process goes any further.

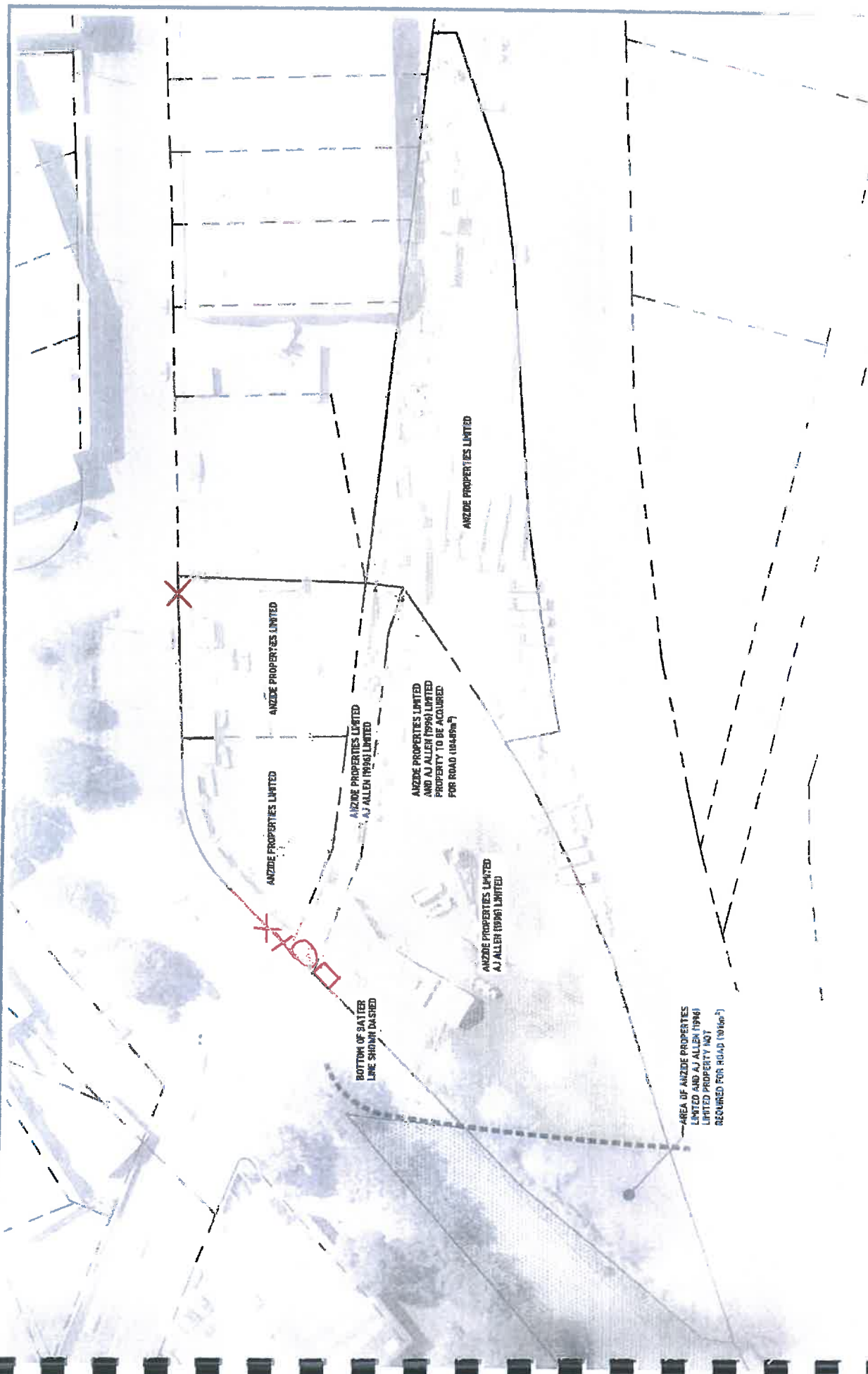
88 It seems likely to us that the DCC has not properly considered the operational requirements of the Associated Companies and Lessee on the Site. This is not simply a piece of land that trucks drive in and out of. It is the location of a large, busy company that cannot continue to use the Site if the surrounding environment is changed without considering how it works. Anzide just wants to keep doing business in Dunedin. We understand that the designation is important, but we do not understand or accept DCC's proposed design.

Yours faithfully
Anzide Properties Limited



D W Hall
Director

"A"



Название: *С. 148, 6. Очерки*

January 2009

Mr Jim Briand
Chief Executive Officer
Dunedin City Council
PO Box 5045
DUNEDIN 9058

Dear Mr. Moriandi

NOTICE OF REQUIREMENT DIS-2008-3; DUFFIELD CITY COUNCIL
HARBOURSIDE ARTERIAL LINK

The above Notice of Requirement ('NOR') for the Harbourside Arterial Link, issued by the Dunedin City Council ('the Requiring Authority'), was processed on a notified basis in accordance with sections 168A and 169 of the Resource Management Act 1991 ('the Act').

We were appointed as independent commissioners to the Hearings Committee to hear the application in public between 10-20 November 2008. We heard the MOR jointly with Proposed Plan Change 8: Stadium. A separate decision is to be issued on this plan change.

At the end of the public part of the hearing, in accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987, we resolved to exclude the public. On 10 November, 14 November and 20 November 2000 we undertook site visits of the area that would be occupied by the Harbourside Arterial Link.

It is our decision that the NOR be confirmed, subject to the modification shown on Revised Designation Plan 4A, which is attached to this decision, and subject to conditions set out on pages 11 to 13 of this decision. The full text of the decision commences below.

The Hearing and Appearances

The Requiring Authority was represented at the hearing by:

- Mr. Michael Garbetti - Counsel
- Mr. Don Hill - Transportation Planning Manager
- Mr. Jeremy Byfield - Traffic Safety Consultant
- Mr. Rob Hay - Acoustic Consultant
- Ms. Janet Reeves - Urban Design Consultant
- Ms. Julie McMinin - Planning Consultant

Submitters attending to speak to their submissions were:

- Mr N M Alchison
Mr I. Weggory
Dunedin Racepayers and Householders Association, represented by Mr Tony Borich
Sport Otago, represented by Mr John Brimble
University of Otago, represented by Mr Barry McKay
Ms J H Bruce

50. Alternative route: Parry Street

The Requiring Authority has also considered the alternative of re-routing part of the Arterial down Parry Street (between the Frederick Street intersection and the Owheo/Water of Leith) rather than along the rail corridor. The Requiring Authority commissioned Montgomery Watson Harza Limited (MWH) to produce a report on both the Parry Street and the rail corridor alternatives. The report, *SH88 Deviation Rail Corridor Alternative* (2006), identified the following disadvantages to the Parry Street option:

- Through traffic and pedestrians would conflict with vehicles turning into the many property accesses along Parry Street, which would present significant safety hazards (in contrast, there would be no accesses onto the rail corridor route).

- It would be necessary to build a ramp up to a new road bridge over the Owheo/Water of Leith, and this ramp would obstruct entrances on Parry Street.

- Vehicles would have to travel more slowly on Parry Street than along the rail corridor.

- Traffic noise would cause more of a disturbance to University of Otago buildings and to Parry Street properties than would be the case if the rail corridor alternative were chosen.

The report concluded that the Parry Street alternative would present "serious safety concerns and the capacity and the efficiency of the route could be compromised by access and parking issues". As a result, the option was discarded.

51. Alternative route: without the new stadium

Finally, the Requiring Authority has considered an alternative route for the Arterial if the proposed stadium at Awatea Street is not built. This route is shown in Sheet A004B in Appendix 1 of the NOR. In this scenario, the Arterial crosses the Owheo/Water of Leith via a bridge to the north of the existing railway bridge. It then crosses Magnet Street and Parry Street, and cuts through 58 and 77 Parry Street, before joining Ravensbourne Road. The route also includes an intersection with Leander and Awatea Streets, and provides a substitute access route to the Boat Harbour via Parry Street. This route is preferred if the stadium does not proceed, as it is shorter and would affect less private property than the route around the stadium site.

52. Overall, we have found that the Requiring Authority has given adequate consideration to a range of alternative means of undertaking the proposed works, and has given reasons why these options were rejected in favour of the preferred option (with the exception of the 'without stadium' option, which remains open).

Necessity of the work and designation for achieving the Requiring Authority's objectives (S 168A(3)(c))

53. The necessity of the work and designation for achieving the Requiring Authority's objectives is set out in the Handling Officer's report, and was discussed at the hearing by both Mr Don Hill and Mr Michael Garbett, representing the Requiring Authority. The Harbourside Arterial Link is identified in Dunedin City Council's Transportation Strategy 2006 as a key means of achieving the Strategy's objective to 'provide for the competitive movement of goods, services and people by investing in key routes that improve transportation flows'. This objective itself has been designed to contribute to the achievement of the 'Economic Well-Being' community outcome, which is identified in Dunedin City Council's Long Term Council Community Plan 2006-2016. In addition, the proposed works would also contribute to the achievement of Objective 20.2.4 of the Transportation section of the Dunedin City District Plan: 'Maintain and enhance a safe, efficient and effective transportation network'.

54. Another possible means of obtaining permission to undertake the proposed works would be to apply for resource consent. However, the Handling Officer's report indicated that it had been necessary to complete the designation process for the following reasons:

FROM: Brenda Thom
DATE: 6 September 2012
CLIENT: Anzide Properties Limited
REF: 438857/17
SUBJECT: TRANSCRIPTION OF MEETING HELD AT WEBB FARRY
6 SEPTEMBER 2012 AT 10.00 A.M.

Present:

- Doug Hall and Joann Hobson (Anzide Properties Limited)
- Evan Matheson (DCC)
- Julie McMinn (Opus)
- Brenda Thom (Webb Farry)

Evan	Thanks for making yourself available at relatively short notice Doug and Jo and Brenda. Julie will obviously point out the planning side of things and I'll talk about probably some of the design elements. We're still at the consultation with affected parties at this stage before we lodge the application.
Doug	Who is list of affected parties?
Evan	There is Laser Force, there is Automotive Solutions, Evan at Mobil Service Station.
Doug	You need to be pretty quick with Bevan because he is away overseas.
Evan	Ok, the Hocken Library which is the University, yourself and Kevin – AJ Allen. I'm catching up with Kevin at 11.30 today. Hopefully we'll get things, we'll explain things best we can between now and 11 or thereabouts. So the intention from my perspective is to, sorry NZTA are obviously an affected party, they have not seen these plans, we've only caught up with Laser Force and Robert ??? Automotive Solutions. So we'd like to show these current plans. You'll need some think time we'd expect and then hopefully you'll give us some feedback and Kevin and the others, and we'll, certainly we're well aware of your previous concerns so you can please yourself whether you need to repeat them or not, and we will consider all the feedback and then lodge the application and it will be publicly notified so you get another chance to comment in a probably more formal manner. That will be about right will it Julie?
Julie	Yes absolutely. We are hoping to get all the consultation done and give you your think time and then lodge because we are conscious that time is ticking on and that we need to keep pushing forward. These plans have actually hopefully included some of your concerns as we are now not seeking to designate any of your land and obviously the traffic engineering consideration

	has gone into that as well for what has been expressed in the affidavits.
Brenda	So how far away from lodging do you think you are, ball park?
Evan	Two to three weeks. We think that if your team has in the order of two weeks NZTA may want something similar to have look at this in detail and given any initial feedback, we may need an extra week after that to consider those comments and make any changes. So it may be a touch longer than that, it's in that sort of order anyway.
Brenda	Obviously we don't know how long it will take us.
Evan	Yes, that's understood yes, we're not setting that in stone, but it's just our thoughts at this stage.
Julie	It's our wish list if you like.
Evan	So maybe what I'll do is give you [paper shuffling] and you can keep these. I suppose in simple terms it's all a two way road, it's all on DCC land, actually I've got a little list which I can quietly go through. It's not exhaustive but it'll give you a feel for today's meeting about what we are proposing. So it's a secondary access on DCC land and its two to three and half metre wide lanes. It does allow for semi-trailer movements in all directions off the highway and exiting back onto the highway. You will see a cycle refuge that has been removed so we get stacking distance really. Do you see that Brenda, there's a wee cycle refuge. And we will obviously tidy up the roadside so cyclists aren't encouraged to cross there.
Brenda	And so the cyclists will cross where? If you're moving that?
Evan	Let's assume that they are coming down here, there is an existing cycle facility all the way down here and they can cross and use the lights or go up Frederick Street or they may wish to get this intersection and cross on the highway.
Brenda	But will there be a refuge here? Or are you just taking it down altogether?
Evan	It's gone altogether.
Brenda	So it's not being moved to somewhere else?
Evan	No. The fourth bullet point there is there is no Anzide land, we don't need to take any land at Ward Street which Julie touched on.
Doug	So we've still got the cycle lane?
Evan	Correct, it's between the straight through lane and that turn lane, yes. And we're not proposing to change any fences or gateways in your property Doug. And the traffic signals just as before, we've got a dedicated phase particularly on exiting your properties so that stays.
Brenda	For how long?
Evan	The phase timing is unchanged from what we had tabled previously. So it's a worst case scenario is a minimum of six seconds of green time, but the signals and the loop detectors have a degree of intelligence and they will detect if they are low demands elsewhere and there is a high demand from Doug's property

	for example that can stay on longer, so worst case scenario is the six seconds.
Brenda	And the crossings?
Doug	How are the phases going to work coming into my yard?
Evan	I can give you the next sheet. Actually we might just come back to the phasing, I might just talk about the rest of the ??? if that's alright.
Brenda	That's a good idea, let's get through that, this description and then get onto ...
Evan	The vehicle detectors which will pick up vehicles exiting your property or AJ Allen yard are on all on road reserve, they are pole mounted detectors and so they are ...
Doug	And cameras ...
Evan	Infrared. They are used elsewhere in the country in carparks for example, as opposed to the ground loop detectors. This next bullet point is quite important. The left turn from State Highway 88 into 80 Anzac Avenue, just 80, is restricted for vehicles over eight metres in length, so a truck trailer unit is clearly longer than that. Because the sweat? path is quite wide and it crosses into the right-of-way area and it doesn't line up to their gates, so we ...
Doug	We can turn State Highway 88
Brenda	Going which way on the State Highway?
Evan	Approaching from Port Chalmers heading south, if you wish to do a 180 turn into no. 80 anything longer than 8 metres is unlikely to do that in a safe ?? They'll cross over the right-of-way or you may even be able to turn around and line up with the gates.
Brenda	Is this just southbound?
Evan	Yes, southbound.
Brenda	So this is restricted to southbound traffic, the 1, 2, 3, 4, 5, 6, 7, 8.
Evan	Correct, yes southbound, yes.
Julie	And it's only restricted to those vehicles that are longer than 8 metres.
Evan	<p>So we know that is a difficult manoeuvre and what we envisage is that those trucks would use this access to get into no. 80 or they for whatever reason they can't do that, they would have to come in from Frederick Street which is drive straight in, or come down Ward Street bridge and drive in. So you need to be aware of that Doug.</p> <p>That restriction, the next bullet points, there are no such restrictions for truck and trailer units making left turn, so that's southbound left turn from State Highway 88 into no. 76 or 70. That's a whole lot cleaner. It's just that turning back on yourself basically that won't work.</p> <p>And Brenda you mentioned about pedestrians, that last bullet point, we are adding pedestrian crosswalk facility and I'll mark on this next plan I'll show you to take pedestrians away from your entranceway, so I will just show you this next. Signals drawing, it's the black and white copy. You mentioned about the</p>

	phasing Doug, it's unchanged from what's been tabled previously. This phasing does not talk about phase times, but that may be something you wish clarification on and we can see if can provide that information.
Brenda	But you're saying the phase times are the same.
Evan	Correct yes. So the phasing Dave Gamble has got from our previous discussions is still largely current apart from, this is, note on there, last bullet point, pedestrian crossing, pedestrian crosswalk added at end of Ward Street hand-drawn on plans at this stage, I'll be able to hand draw it so that we've got these pedestrian crosswalk, and so we would be proposing a pedestrian crosswalk there.
Brenda	And how is that going to go into this phasing?
Evan	Yes, I'm still getting clarification but it will either be
Brenda	It's new isn't it?
Evan	Correct yes. Either B phase or E phase, so it will be clarified and we will tidy up these drawings probably once we've had a chat to Kevin and NZTA in particular, and reissue the drawings so everyone's got a clear understanding.
Brenda	I think given the position of NZTA previously that I would prefer if you would talk to them and get the designs to us ASAP. I don't want to instruct our expert to look at it if NZTA are just going to turn around and say no way.
Evan	At this stage NZTA have no objections, what we call a Cidra?? analysis which works out how efficient the intersection is. That has been remodelled and the intersection and frequency didn't change at all.
Brenda	So, you've gone through this with NZTA and they are have given you preliminary indications that they are happy with it.
Evan	Just preliminary yes, it's not in writing and they haven't signed off on it. We will be approaching them next week in a similar manner to this about tabling the plans. It's sort of a catch 22 about whether we talk to them first and then you, or you first and then them.
Brenda	Well they have the ultimate say don't they.
Evan	They are an affected party but ultimate say? We would want to work with the NZTA clearly.
Brenda	But you're still planning to transfer the road to NZTA?
Evan	Yes.
Brenda	So you know that they have sent a letter previously saying once it's in their possession they will do what they will with the entranceways?
Evan	I'm aware of that letter. They may clarify that, I don't know, I'm not sure what their thinking is on that letter whether it was overstated or true and accurate. I can't answer that.
Brenda	Obviously it's true and accurate that they sent it, but my point is that it is quite costly involving experts to look at plans, so we'd like the plans to be finalised

	and given the NZTA's objections around the phasing and the layout previously, it would be good to know that they are on board with it.
Doug	And not just change it in six months' time.
Brenda	Evan can't force them to do that, but I'm just saying I don't want, it's a costly process to look at this, so it would be good to have the final plans with the crossings, with the phasings, with the times, so we can give it to Dave Gamble to look at and say can you please give us a report. And can you say who has given you preliminary indications that it's ok from NZTA?
Evan	Roger Bailey and Ian Duncan at the Dunedin office who I've been in discussions with.
Doug	So basically here, if this is going here, we're still going to have pedestrians walking across.
Brenda	Well, that's what I was going to ask. Is this still a pedestrian walkway?
Evan	No, it just goes to there Brenda. So yes there is potential for pedestrians to cross your driveway and we are aware of that and the proposal at this stage is to have signage just warning pedestrians that this is a live vehicle crossing and to be aware of vehicles entering and exiting. Such signs have been used throughout the country for similar situations and they appear to work quite well. We would also expect that with the new pedestrian crosswalk on Ward Street, that that would take away quite a large number of pedestrians, most of them seem to walk up Frederick Street. So that's our thinking at this stage is that we would not be looking at putting pedestrian controls at your entrance apart from the sign. But certainly we'll tidy up those plans and Dave Gamble would I'm sure wish to comment on that. So that's the information we wanted to table today.
Doug	What is that going to be?
Evan	As in surface?
Doug	Road, right-of-way, or is going to be just access to our place, or is it access to there or what is it?
Evan	My understanding, and I'll get clarification, is that it will be a DCC road.
Brenda	Like a public road?
Evan	Correct. It's, yes again, yes, probably, but for discussion purposes at this stage a public road, so yes public could drive in there so that may be something you wish to comment on about how we can manage that so that if you think it's a problem. The other thing, again there'll be details later, the road obviously terminates at our common boundary between DCC and no. 80. There's a fence there at the moment. We can't ask you to cut the fence, but Council would certainly pay, with your permission, to put in a gateway of some fashion to allow access in and out of the site.
Doug	Any you'll fence right down here to?
Evan	Correct, yes.

Brenda	What's the hashed, what's that bit?
Evan	That was an old shed and we've just highlighted it's a shed since removed.
Julie	The aerial photos they are quite old.
Evan	Yeah, like 2009?
Julie	And actually you were saying the other day that it being reflown? quite soon so we're just putting up with ...
Doug	But where ??? there's loaded trailers everywhere ???
Julie	Aerial photos like this?
Doug	Yeah
Julie	Well maybe I don't what I'm talking about.
Doug	These here were taken about, wouldn't have been 09, must have been before that.
Evan	06 we covered the whole city and patches were done in 09 as well.
Brenda	Where is the stop sign here? Is that it there?
Doug	Yeah
Evan	Yes, correct. I was a bit loose with my line work, but it's probably to indicate that there will be a ... and a final design we may just tweak it so it's a nice practical alignment.
Doug	Can you give us a plan with these dimensions and stuff on it?
Evan	Yes.
Brenda	Our experts will need that to look at the turning, etc.
Evan	Anything you don't perhaps raise or ask me today, the door's wide open for you whether it's through Brenda to say look can you give us more detail on this, this or this.
Brenda	What we'll propose to do Evan is once you've got the final plan and the dimensions we will sit down with Dave and he'll give us an initial indication of what further information he'll need. He'll obviously need the timing of that crosswalk in there, but I know that Dave, I rang him this morning, he is in Christchurch on holiday, I think he is back next week, so we won't be getting back to you on that until he's back in town.
Evan	Yes, that's ok.
Brenda	So at that stage he'll probably have tonnes of questions and ????
Evan	Yes, that's fine, we're quite happy to make it available to Dave.

Doug	This will be cycleway scenario up Ward Street as well up the footpath?
Evan	No, there's nothing on Ward Street. Actually I think this one shows it, the one that Jo's got. You will see the cycle symbol there on the highway and there is one there, there's actually one there, and there's one approaching on Frederick Street and that's it.
Doug	Comes across to Ward Street
Evan	Cyclists can use Ward Street, but it's not a designated cycleway.
Doug	My understanding, well if it's not a designated cycleway why is this put through here like it is a designated sign, that's what I'm getting at. ??? is actually painted as a cycleway going up to the bridge.
Evan	No, not up to the bridge, no.
Doug	Well no, it turns the corner and comes up aiming towards the bridge.
Brenda	I think we asked last time would the Cycle Association be consulted as an affected party, but you were waiting for them to provide information when you publicly notify?
Julie	That's right, so the people that we were directly talking to as Evan pointed out at the beginning are the people around the intersection because obviously they are affected most by the lights being turned off. And so it's identifying all of those issues.
Brenda	The lights have never been turned on.
Julie	Sorry, to get the lights turned on. And so the public notification is what we are relying on for the larger
Brenda	For the cyclists etc. So can we just be clear, because I know Dave is going to ask me this, where the markings for the cycleway are going to be in the new plan?
Evan	It's what is shown on those plans.
Doug	Straight through to here, this is marked to go across and up there and Evan's saying there is no allowance for cyclists up that way.
Brenda	So this needs to come off?
Doug	No, just the crossing. That's the cycle crossing that dotted one.
Evan	So, it's what they call a cycle stop box. So if the lights are red a cyclist has got somewhere to sit and generally they are at the front of the queue so people see them.
Brenda	So what Doug is saying is if you don't want them to go up there why would you have the stop box?
Evan	We've got no objections to cyclists using the Ward Street bridge just like any other road in the city, they are welcome to use it. However a dedicated cycle lane is not going to be on the bridge. So they are just a normal user of the

	road just like any other vehicle.
Brenda	So I can tell Dave that this is final and this does reflect where the cyclist stop box etc and cycle lanes are going to be.
Evan	Correct yes.
Doug	What's this dark area here? Is that meant to be cycle to is it?
Evan	Same thing Doug. You may have seen it on the, I'm sure you have, the green markings, so it's the same.
Doug	There was a big chunk about three times of the Gardens.
Evan	Only three times?
Doug	I went back through there one day and ??? was sitting there and he says awe, we're back for the third time so far.
Evan	Yeah that was a, far too many fingers in the pie on that one.
Doug	What's wrong with the Orari Street place?
Evan	We are having trouble getting reliable Telecom link. We were going wireless because it's a whole lot cheaper, but we just can't get it to be compatible with our computer controller in the Town Hall.
Doug	So this is no issue at the present time but your traffic lights ???
Brenda	Well obviously they'll be changing them.
Doug	There's no problem at the present time?
Evan	Correct, it's hard wired.
Doug	It's hard wired into AJ Allen's building. Telecom connection to AJ Allen's building.
Evan	Ok, ??? how Telecom do it, that's their call, it's their phone network so.
Doug	??? ??? [0:27:19]
Evan	Ok
Doug	There's no problem, it's not a problem.
Evan	Ultimately all those things will be wireless because its
Brenda	So you're planning that this will be wireless as well?
Evan	Hey, this is the way of the future Brenda.
Doug	What's the problem with getting them wireless?
Brenda	Anyway let's not, sorry but I want to ask the question about do you know the length of this?

Evan	Yes, 45 metres I think, it might be a wee bit, there's a text box there.
Doug	There it is, heavy duty crossing 45 metres wide.
Brenda	Oh I see, there. So this one site distance at entrance, what does, you can see, you're saying to the left you can see 150 and to the right you can see 120. And what kind of speed are we doing along here, is that staying the same?
Evan	Yes it is, the speed limit sign, yes that's it, that bang on Doug.
Brenda	I'm just checking that it's not in terms of what we've looked at previously as opposed to what is being proposed. So the main changes ??? would be.
Doug	He printed it wrong, he's printed it wrong, he's got 70 that side and it should be that side.
Brenda	If I was to give the experts a summary of what's changed to the previous proposal, could you tell me what the significant changes are?
Evan	That the, we're calling it a secondary access to 80 Anzac Avenue is on DCC land, previously we had tried have it straddling DCC and Anzide Properties' land. We've gone away from that, it's all on DCC land.
Julie	It was quite clear from the last meeting that you had some concerns about any of your land being affected so that was, it's not a Dave Gamble kind of thing, it's more a well let's really look at this and make sure that we can actually eliminate what we can in terms of issues and that's what they came up with.
Doug	And I need a breakdown of all the measurements here from centreline to signs?? the whole area.
Evan	We can give Dave Gamble a scale drawing as well as some place dimensions.
Doug	Send them through to Brenda too.
Evan	Yes, and the other critical ... Brenda is at the Ward Street entrance, we're not taking any land, but there is a restriction on left turn movements for southbound vehicles on State Highway 88 into no. 80 Anzac Avenue. Those are probably the two key things really, three.
Brenda	What was the third sorry?
Evan	That we do not require any Anzide Properties' land at the Ward Street end, the Ward Street intersection.
Julie	So not seeking to straddle the access in the DCC and Anzide's land and also the last plan you saw we were trying to designate a small piece behind the lights but that's not going to happen either. So none of that land is being touched. Everything is in road reserve. [Very faint to hear Julie here]
Brenda	And so how do you address the concerns we have raised previously about, so you're saying this driveway will remain exactly the same?
Evan	We are widening it by approximately 5 metres. What you see existing which was always, has been tabled previously, just to allow for sweep paths.

Doug ??	??? [0:31:40] 17 metres.
Evan	No, I wouldn't know off the top of my head either to be honest.
Brenda	So you don't know what this is going to measure?
Evan	I'd be guessing what it is at the moment, it might be in the order of 10 or 12 metres, so it's, we've widened it
Doug	This long thing here, secondary access, it's not secondary access, its primary access.
Evan	Potentially it will be yes.
Doug	It's not a secondary access because you took away all my access. My access here is across my property. I've got no access to this property and that's what you have failed to even register anywhere.
Evan	Certainly it's, this is ...
Doug	Only access to 80. This is the only legal access to 80. There's no such thing as a secondary access because it's across no. 76.
Brenda	What you're saying is you're going to leave this the same so he can access it.
Evan	No I can access, what I'm saying is that it's not ...
Doug,	This is the primary access, because the only access at this end is across my other properties.
Evan	Yes, it is fairly tight.
Doug	No it's impossible, not tight, it's impossible.
Evan	We haven't changed anything at the Ward Street end basically, so yes ...
Brenda	Sorry you have. At the Ward Street end you've put a whole new intersection in here so that he can't access here and he can't access here where he could previously off the cul-de-sac. Just to clarify there has been a change. There's no change from what you've currently put in place since the injunctions been in place, but he did have access there to 80, sorry am I right?
Evan	Yes, you are right ... opposite the Hocken there was an access.
Doug	So if you take that square, if you square that boundary up there and square it to that boundary there it's impossible for me to get in here, to 80.
Brenda	Unless you use the secondary access.
Doug	That is going to be primary access.
Brenda	Yeah
Doug	Not secondary. The only reason this is being used is because I owned this bit of land. If I didn't own this land there wouldn't have been access there at all. And that's what you have failed to address right from day one. You always say

	use that gate, but that gate is across 76 and 70.
Evan	We are aware of where the property boundaries are at that intersection. That's all I can say.
Doug	It's not secondary.
Evan	Look in the future it's, yeah that could be the primary one.
Doug	It could be the only access.
Evan	Potentially. That would be your call I guess.
Brenda	Ok, so have got any other questions?
Julie	Just those dimensions really.
Brenda	We're going to get a scale made.
Julie	And hopefully you have time just to digest it and then come back with questions, that's fine. It's hard to come up with questions on the day, you need to think about it.
Brenda	So when can I get this stuff to get to Dave Gamble, early next week?
Evan	Yes I think that's quite doable, unfortunately I'll be out of the city Monday, Tuesday, Wednesday but it will be Opus staff that will be providing this information and they will box on with it, so yes mid-week.
Julie	We should have all the information, obviously I don't do the plan, the traffic people do, but they have all of the information to draw all of these up so it shouldn't be difficult to get that information.
Brenda	As soon as we can get that then we can get Dave
Evan	Yes that's a reasonable request, I think we can do that.
Brenda	And you confirm that you're so far through your consultation you've spoken with Laser Force, Automotive Solutions, but not the others yet. And you've had a preliminary discussion with NZTA?
Evan	Yes correct. And I'll try and catch up with Bevan today if he's around, but worst case scenario ...
Doug	Have you got his phone number?
Evan	Yes I've got his cell phone thanks.
Evan	Thank you all for your time and coming at short notice, always appreciated.
Brenda	I'm going to stop the tape now.
Julie	The pressures on to get the notice of requirement done which ?? of what we've been talking about today so it's important if you do have questions and it's important for us also to get information back and the consultation will be noted in ??? So if you have any questions that's great, but obviously it's

	publicly notified so the submission process is there. So if you want to submit either for or against, and I assume it will be
Doug	So in other words the way we are heading now it's going to be next year before we get to submissions.
Julie	My understanding is the City is pretty keen to have it lodged in the next month so that's the timeframe, Evan's saying two to three weeks but it's dependent a little bit on consultation process.
Doug	They'll get it lodged but what I'm saying is once it's lodged it's going to be, for the hearings, it's going to be next year.
Julie	Quite possibly.
Evan	Quite possibly, yes.
Julie	Because you'll have the Christmas shutdown.
Brenda	And in the meantime the current access stays the same.
Evan	Stays, yes. Yes, seems to be working.
Julie	You haven't got any concerns with it?
Doug	I'd like it removed.
Evan	No that's that's

End