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Dear Aaron

**Proposed Wakefield Community Centre – Wakefield, Tasman
Transportation Scoping Report**

Following our discussions, I have now completed my analysis and assessment of the two proposed sites for a new community centre in Wakefield, Tasman.

1. Introduction

This scoping report provides our assessment and risk analysis of the different transportation matters that relate to the proposed community centre.

Tasman District Council have identified two potential sites for a new community centre in Wakefield. One site is at 52 Edward Street in the Wakefield Village and the other is on reserve land to the south of the village next to 50 Clifford Road.

The assessment considers the two sites and evaluates the risk of success against the planning considerations relating to traffic, good engineering practice, and issues that might arise from other parties such as NZTA.

A coloured system is used to identify the different risks. Red highlights a major risk and will either require a redesign or reconsideration of the particular component. Amber coloured elements are likely to be addressed through minor design tweaks with green coloured elements being generally ok subject to appropriate assessments.

2. Site Locations and Descriptions

In general, both sites are located in or close to the village. It is understood that the proposed community centre is expected to be a relatively modest building with its function primarily focused on civic needs, rather than a sporting complex. It is expected to provide for around 200 people with 75 to 100 carparks.

Site 1 – Clifford Road (SH6)

The site is owned by the Council and has a land area of 7.5 hectares. It has legal frontage to State Highway 6 and adjoins the Council reserve to the north. The site is located in a mostly rural area with the village centre around 500 metres to the north.

The posted speed limit along the frontage is 70 km/h with the road being managed by the NZ Transport Agency. The operating speed is close or slightly higher than the posted speed limit

Access to the site will be immediately south of 50 Clifford Road along its southern boundary. There is an existing farm access at this location. The proposed access would be around 90 metres north of the intersection of SH6 and Eighty Eight Valley Road.

The road environment is rural with no kerb and channel and a shared path on the opposite side of the highway. The highway provides two traffic lanes that are separated by a two-metre-wide flush median. There is a narrow road shoulder near the proposed site access with a two-metre-wide sealed shoulder on the opposite side of the road.

Site 2 – 52 Edward Street

The site is privately owned with Council needing to purchase the land to construct a community centre. The total land area is one hectare, noting that there is a lake/pond on the western side of the property. The site is around 110 metres from the village centre with residential homes to the west, east and north of the site.

It has a legal road frontage to Edward Street and is adjacent to the Wakefield Medical Centre and a retirement home. The posted speed limit is 50 km/h with the road being managed by the Tasman District Council. The operating speed is estimated to be around the posted speed limit or less.

Edward Street has kerb and channel along both sides of the road with footpaths on each side of the street. Car parking is available on both sides of the road. The intersection of Arrow Street is directly opposite the proposed site.

3. Traffic Analysis

Table 1 sets out the various elements that have been identified from a high-level review of the site locations, site layout and the adjacent traffic environment.

In the analysis below, we have provided a description of the elements/issues that need to be considered.

It is important to note that the red shading identifies elements that will need special care and are the most likely aspects that will affect the success in getting consent. The remaining elements in orange can usually be dealt with by design changes and/or justification provided in the Transportation Assessment that will accompany the consent application. Green shading notes areas that would comply or have no issues.

It should be noted that most of the traffic requirements sit under a bylaw in a similar way to Gore District and other lower South Island Councils. However, there were very few rules relating to Transportation matters.

Table 1 shows the site assessment.

Element	Description	Site 1	Site 2
Location		The site is located to the south of the village and away from the urban area. This will create issues around accessibility and passive surveillance. There is no footpath along the site frontage and will require pedestrians/cyclists to cross the highway. The highway has a posted speed limit of 70 km/h.	The site is located in the village and is very accessible to the whole community. There are footpaths on both sides of the road. The posted speed limit is 50 km/h. Site is located next to Wakefield School.
		The site has the ability to provide for growth and additional parking.	Potential issue for future growth and accommodating parking on-site. Can be designed to address.
		It is understood that access could come from Pigeon Valley Road. This would remove NZTA issues. There would still be a need for the community to cross the highway.	
Site Access		The site has access to SH6. Access to SH6 is controlled by the NZ Transport Agency. It is likely to be very difficult to get NZTA approval for a new access onto a 70 km/h highway. The access is located on the inside of a curve.	The access can be constructed with relative ease and can meet sight distances.
		Access could be designed to NZTA requirements which could include shoulder widening and a right turn	

Element	Description	Site 1	Site 2
		bay. They may require a footpath or crossing point. This will be an expensive and time-consuming process.	
Parking		There would be ample room to provide all the parking needs, no matter the size of the facility. On-street parking limited.	The size of the site may restrict the number of on-site car parks. There is on-street parking available. Design should address this issue.
Planning Framework		Likely to meet all the TRMP and NTLDM requirements. Will not meet NZTA requirements.	Will meet most of the TRMP and NTLDM requirements. Proximity of Arrow Street the only non-compliance.
Safety		Access would be in a 70 km/h speed zone which generates higher severity crashes. Vulnerable road users would have to cross the highway. These can be designed for but will be expensive.	The access can be constructed safely with relative ease. Vulnerable road users are provided with footpaths and crossing points.
Traffic Generation		The site can accommodate the expected traffic generation, but it is likely to need an upgrade of the highway.	The traffic generation can be accommodated within the surrounding road network with no improvements required.

Table 1: Site Evaluation

As shown in the table above, overall Site 2 – Edward Street presents less challenges, likely to be safer and is better located to the urban area it will serve. Site 1 – Clifford Road has the significant challenge of gaining NZTA approval and is not as well connected to the community.

We are happy to provide any further clarification if required.

Regards



Gary Clark

Director

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