

## Peter Dymock

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**From:** Andy Carr <andy.carr@carriageway.co.nz>  
**Sent:** Friday, 20 September 2024 1:26 pm  
**To:** Peter Dymock; Duncan White  
**Subject:** RE: Plan Change 23 Further Information Request - Clyde Industrial Rezoning Request

Hi both

To respond to the RFI -

The traffic surveys were undertaken at the following times:

- Thursday 15 February 2024, 4pm to 6pm
- Friday 16 February 2024, 7am to 9am

Data was collected in one-minute intervals and the traffic flows reported are for the busiest continuous 60-minute periods within that. These were 4:35pm to 5:34pm, and 7:51am to 8:50am.

In terms of the proportion of heavy vehicles, the NZTA traffic counts show that the state highway carries 7% HGV and so this is what was used for the modelling. The reason for this was traffic volumes in the weekday peak hours are typically dominated by travel to and from work, and this therefore results in a lower proportion of HGVs in the traffic flows. Using the average daily volumes in the peak hours therefore presents a 'worst case'.

The MobileRoad website also says 15% HGV on Springvale Road and 65% on Hazlett Road. 65% is implausibly high, especially given that there's only 7% on the highway, so this data was disregarded. The actual data suggested a volume of 3-5% depending on which turning movement was assessed but this was rounded up to a consistent 5% (which seemed a better fit with the 7% on the highway).

For the assessment of the 'design year', the percentages were kept the same, that is, all types of vehicles were increased by the same proportion.

For the traffic generation of the development of the plan change area, this is again likely be dominated by car-borne travel decrease the percentages of HGVs. If 100% cars are assumed then this indicates that the overall HGVs would drop to around 4% of the total volumes on the minor intersection approaches. Again we took a conservative approach and so only reduced it from 5% to 4.5%.

Ultimately the analysis showed that even making these conservative assumptions the change in delays/queues was supportable. No further assessment was therefore done in terms of trying to optimise the model; in essence the proposal equates to an average of 1 extra vehicle movement exiting Springvale Road every 45 seconds at the busiest times, which is small and usually easily accommodated (unless the intersection is already under pressure – which in this case it is not). So there didn't seem much point in re-doing the modelling at a much finer grain. This can be done if needed, but it won't result in different conclusions being drawn.

Cheers

Andy