

Memo

To: Lindsay Daysh
From: Harriet Fraser
Date: October 30, 2023
Re: Fresh Choice, Greytown – Response to Minute #5 of Independent Hearing
Commissioner

The written right of reply from the applicant included an amendment to the proposal to remove the right turn in movement to the site from SH2 Main Street in the southbound direction. Commissioner Daysh requested that I comment, on behalf of Council, on the amendment and whether there are remaining concerns from a traffic engineering perspective with the proposal.

The amended arrangement is described in the paragraph 3.6 of the right of reply as:

- (a) an angled vehicle crossing to signal to drivers only left-turns are permitted from Main Street;*
- (b) a new “no right turn” sign installed at the vehicle crossing and facing southbound drivers;
and*
- (c) a separation of the existing combined “supermarket and post shop” sign currently located at the intersection at Main Street and Hastwell Street, to better direct drivers travelling south to turn at Hastwell Street to access the supermarket.*

I comment below on each of these points in turn.

1. Angled Crossing

As shown in the annotated extract of the plan below, I estimate that the access continues to have a width of around 6m perpendicular to Main Street. A 6m wide one-way driveway provides no impediment whatsoever to a vehicle turning right into the site.



2. No Right Turn Sign

I previously commented in my 3 October summary, that for the banning of the right turn in from Main Street to work, such a control would need to be supported by an infrastructure intervention such as a section of solid median and this would be out of context with the rest of Main Street and would introduce a hazard within the carriageway.

Given the width of the driveway as commented on above, the amended arrangement relies solely on the 'no right turn' sign to prevent right turns into the site from Main Street. In the Google Streetview image below, the sign would be located in the vicinity of the closest visible end of the low wall along the site frontage. I do not consider that the sign will be prominent in this location. A southbound driver will first be looking for a gap in oncoming traffic, then checking the footpath for pedestrians and finally might catch sight of the sign.



I remain of a view that an infrastructure intervention is needed to support the signage and consider it very unlikely that there is a solution that could work in this local context.

3. Intersection Sign

The amended arrangement includes changing the combined supermarket and post shop yellow sign at the Main Street/ Hastwell Street intersection into two separate signs. I have included below a Google Streetview image showing the southbound approach to the intersection and through towards the site frontage. As southbound drivers approach the intersection my expectation is that they are primarily focusing on whether there are vehicles turning to or from Hastwell Street and secondly on the upcoming zebra crossing. This sign might be useful for pedestrians but I think that it is very unlikely that drivers are aware of it and it is unlikely that the separating out of the two destinations will have any noticeable effect on the prominence of the sign. With the proposed relocation of the zebra crossing closer to Hastwell Street, the focus for drivers will increasingly be on the crossing rather than any local signage.



4. Summary

I do not consider that the amended arrangement included in the Applicant's right of reply will prevent right turns into the site. As per the final paragraph of my 3 October 2023 summary, included below, I remain concerned about the scale of customer traffic activity entering the Main Street driveway along with the hours of operation of the store and the associated adverse safety and amenity effects for pedestrians walking along the Main Street frontage.

I continue to not support the proposal as lodged, including with consideration of the additional information provided since lodgement, primarily due to the scale of adverse safety effects for pedestrians in the vicinity of the proposed vehicle crossing on Main Street and the lack of available options to mitigate these effects. The part of Greytown where the driveway is proposed has significant pedestrian activity associated with the retail and recreational opportunities, along with children moving to and from the nearby school, and the District Plan objectives and policies recognise and provide for pedestrian safety and amenity. The One Network Framework classification of Activity Street for this part of Main Street also emphasises the place function and the need to consider active modes. I consider that the scale of customer traffic activity and hours of operation of the store will result in significant adverse safety and amenity effects for pedestrians.

Harriet Fraser