

Rolleston Pak'nSave Resource Consent Application

2nd Transport RFI Response

Prepared for	Foodstuffs South Island Limited
Job Number	FSIL-J085
Revision	A
Issue Date	30 March 2022
Prepared by	Dave Smith, Technical Director
Reviewed by	Jay Baththana, Principal Transportation Engineer

The purpose of this technical note is to present a response to the 2nd transport RFI for the Rolleston PAK.nSAVE resource consent application.

An email request prepared by Andy Carr dated 3rd March 2022 has been received requesting more information in relation to the operation and layout of the Levi Road frontage and corridor. A concept drawing of the Levi Road frontage is attached to this technical note to illustrate how the site interacts with Levi Road as well as addressing road space allocation along the Levi Road corridor.

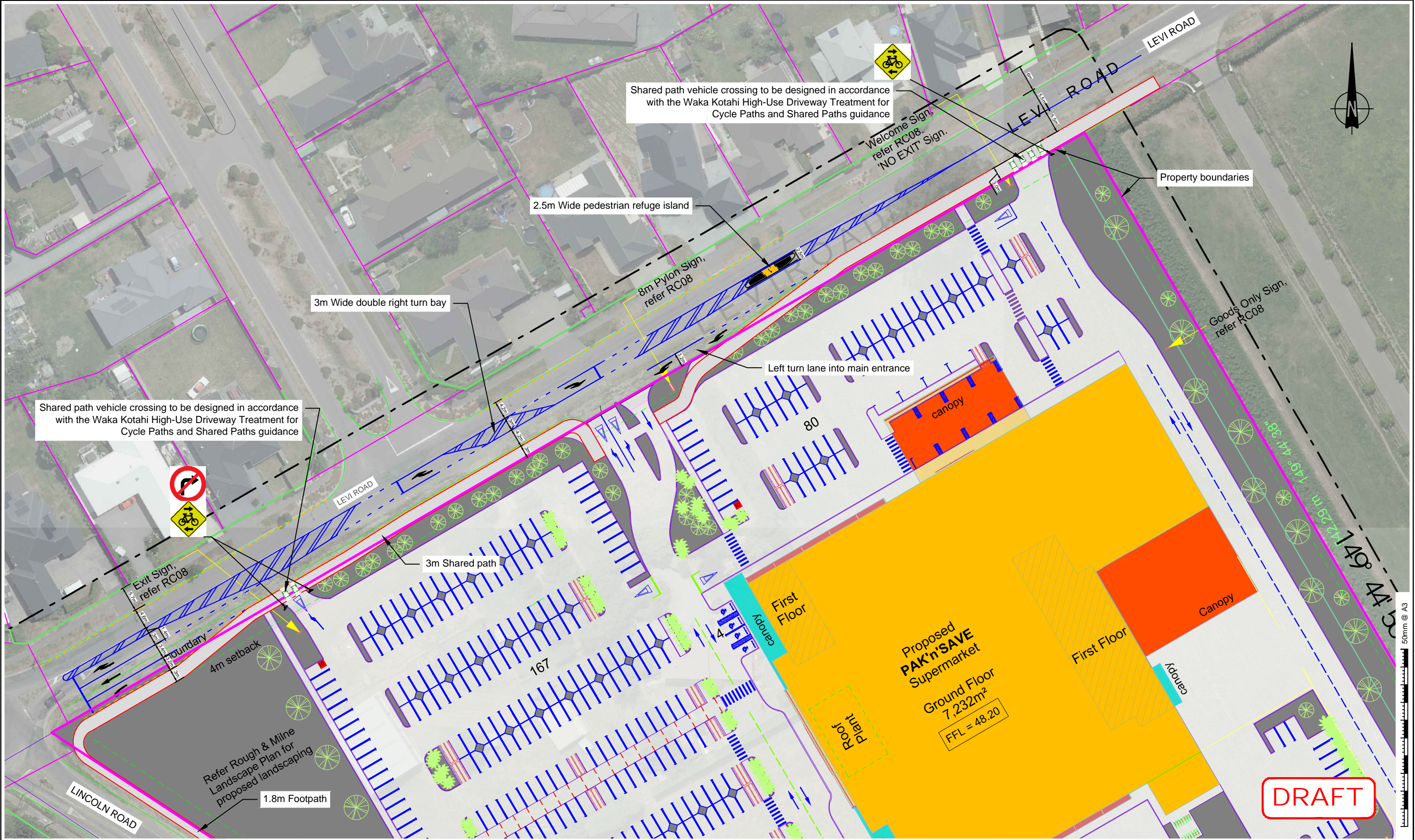
Mr Carr raises the following matters which have been addressed in this drawing:

- **location of footpath on north-western corner of the site and extent of Foodstuffs land required** – The Foodstuffs site boundary is shown by the thick pink line on the drawing and shows the extent to which the left turn lane and footpath (now upgraded to a shared path in accordance with Council's preference) encroaches on the site. It is noted that the pedestrian treatment in the vicinity of the main Levi Road access also requires the shared path to encroach on the Foodstuffs site.
- **location of right turn lane from Levi Road into Masefield Drive** – This is shown in the concept design. The right turn lane length was informed by the transportation modelling to ensure there is sufficient queuing space.
- **the respective locations of the Levi Road and Beaumont Drive right turn lanes** – these are shown in the concept, and it has been demonstrated through transportation modelling that these are sufficient to safely manage the demands for both right turn movements.
- **the left-turn exit-only site access (Access C) including a short, raised median to remove right turning movements** – a short, raised median could be accommodated into the design however it is proposed that a no right turn out sign be installed at the exit and a flush median be retained at this location. Given there is an existing right turn out movement at the main access on Levi Road it is considered unlikely that vehicles will attempt a right turn out at this location. A raised median is not supported as it would potentially restrict the movement of vehicles in and out of existing residential accessways on the north side of Levi Road.
- **the addition of a shared path on the south side of the corridor** – a 3 metre wide shared path has been added along the site frontage on Levi Road with high volume access treatments for shared paths in the form of pavement markings and signage at the vehicle accesses as appropriate. As such we can confirm that the development will integrate well with the shared path and adjacent future transport environment.

A further query was raised that *“if this results in a reduced length for the right-turn lane at the intersection, then confirmation that this does not affect the modelling presented thus far (or alternatively, updated modelling)”*.

It is confirmed that the length of right turn lanes is unchanged from the configuration included in the transportation model, and the modelling confirms these are of satisfactory length to manage demands.

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Rev	Date	By	Chk	Description
A	16/03/2022	RT	----	Updated site boundaries and splitter island
B	30/03/2022	RT	----	3m Shared path on south side of Levi Road
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Design	JW/RT
Drawn	RT
Checked	JB
Issued	15/03/2022
Scale	1:800 @ A3

Rolleston Pak'nSave		Project No. FSIL-J085
Levi Road		Dwg # ATC10822
Draft Scheme Design		Sheet 8
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