
Invercargill Central Further Information

Prepared for: HWCP Management Limited
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This note provides our (Abley Limited) responses to the comments made by Invercargill City Council (ICC) on RM190017.

ICC Comment

5. Undertake further analysis to see if visibility splays can be incorporated into the main Tay St carpark entrance. If such splays cannot be incorporated then provide a detailed assessment setting out the design rationale as to why this is not possible and provide further analysis of the pedestrian safety implications of not providing the splays.

Abley Response

The building to the east of the main Tay Street car park access will be modified to make way to a 5m x 2m visibility splay which will ensure safe pedestrian sight lines.

ICC Comment

6. Undertake further analysis to confirm that 11.5m rigid trucks can safely access the proposed Tay St loading bay, with particular reference to pedestrian safety

Abley Response

The swept path of a 11.5m truck accessing both service areas are shown in Appendix 2 of the ITA, which shows that these trucks can access the loading areas with sufficient clearance. A vehicle body clearance of 500mm has been used in the swept path analysis. No delivery vehicle would need to reverse in or out of Tay Street.

We believe an audio device to notify pedestrians of exiting vehicle movements would suffice given the low number of delivery vehicles expected to use the access. A delivery traffic management plan will be implemented to control delivery vehicle arrival and departures. Exiting vehicles would always give way to any incoming vehicles to ensure no vehicles queue on Tay Street.

Furthermore, we do not see any safety concerns with the east service lane along the Tay Street frontage. Vehicles would enter in forward gear and turn right out on the Esk Street. Esk Street is a one-way street with a low speed environment (30km/h). Adequate sight lines are provided at the Esk Street egress.

As mentioned in the ITA, vehicle crossings/ accesses will be designed to safeguard a high level of pedestrian safety. The accesses will be designed with a surface that will stand out from the footpath surface. The change in surface/ environment will raise pedestrian awareness of vehicles using the car park/ access. Tactile paving will be used at the footpath edges to cater to visibility impaired pedestrians. The car park/ loading access will be marked with give-way line marking to define the priority at the access. Signage will be used to inform motorists to be aware of pedestrians and vice-versa.