

Te Panuku Tu

Traffic Impact Assessment

16 September 2021





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| 2 | Expand everyday activities and effects |
| | |



Contents

| | |
|--|----|
| Disclaimers and Limitations..... | 1 |
| 1 Introduction | 2 |
| 2 Existing Site and Current Environment..... | 2 |
| 2.1 Existing Site..... | 2 |
| 2.2 Current Road Infrastructure..... | 3 |
| 2.3 Non-vehicle infrastructure | 3 |
| 2.4 Crash Data..... | 5 |
| 3 Proposal | 6 |
| 4 Traffic Effects | 7 |
| 4.1 Traffic Generation | 7 |
| 4.2 Traffic Impact (Vehicle Movements)..... | 8 |
| 4.3 Safety Impact (Crash Risk)..... | 8 |
| 5 Intersections Affected..... | 9 |
| 6 Parking Requirements | 10 |
| 6.1 Everyday Activities..... | 11 |
| 6.2 Events..... | 11 |
| 7 Conclusions..... | 13 |
| 7.1 Everyday Activities..... | 13 |
| 7.2 Events..... | 13 |

Disclaimers and Limitations

This report ('**Report**') has been prepared by WSP exclusively for Isthmus Architects ('**Client**') in relation to the proposed Te Panuku Tu development ('**Purpose**') and in accordance with the Short form Agreement with the Client dated 3/6/2021. The findings in this Report are based on and are subject to the assumptions specified in the Report. WSP accepts no liability whatsoever for any reliance on or use of this Report, in whole or in part, for any use or purpose other than the Purpose or any use or reliance on the Report by any third party.

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1 Introduction

Gisborne District Council (GDC) wishes to establish an event venue at the summit of Titirangi - Kaiti Hill.

WSP have been commissioned to carry out a traffic impact assessment for the proposed event venue. The purpose of this assessment is to determine the impact of the proposed activity on the existing road infrastructure in the vicinity and any other transport effects of the proposal.

2 Existing Site and Current Environment

2.1 Existing Site

The proposed site is located at the summit of Titirangi - Kaiti Hill on Titirangi Drive adjacent to the existing summit carpark and gun emplacement.



Figure 1: Location of proposed event venue on Titirangi Summit.

2.2 Current Road Infrastructure

The site of the proposed event venue is alongside Titirangi Drive, which is classified as an access road in the One Network Road Classification. Access to the site is from Ranfurly Road via Queen's Drive and Titirangi Drive. These roads are now one-way roads with a 30 km/h posted speed limit. Egress from the site is via Titirangi Drive to Endcliffe Road.

The width of Queen's Drive and Titirangi Drive on the ascent to the site is between 6.0-6.5 m. This is divided into a traffic lane and a shared lane for pedestrians and cyclists. There is minimal sealed shoulder on each side of the road. Road markings include double yellow centre lines, white edge lines and coloured information panels such as 'One Way', 'No Entry' and shared path symbols. Speed humps are installed on the approaches to each carpark / lookout. Sections of the ascent are steep with sharp corners.

On the departure (descent) side of the proposed venue, Titirangi Drive is much narrower with tight curves and minimal traffic services. (GDC proposes to develop this section to a similar standard to the recently completed ascent section. This work is programmed for Summer 2021-22).

There are various lookouts and parking areas that provide for recreational use of the hill: foot, cycle and vehicle traffic flows which are distributed throughout the day, with night traffic as well. Camper vans and buses also use the hill road, but overnight camping is prohibited.

From Titirangi Drive, all traffic joins Endcliffe Road and may continue to SH35 Wainui Road or return along Ranfurly Road to the start of Queen's Drive, and via Crawford Road - Hirini Street to SH35.

2.3 Non-vehicle infrastructure

Titirangi has a wide spread network of interlinked off-road paths that provide links between the summit and surrounding roads. Most of the paths are to the north side of the summit.

The newly developed shared path on Queen's Drive and Titirangi Drive is a popular route for walkers and cyclists of all ages and abilities.



Figure 2: Looking up Titirangi towards the summit and Events Venue.



Figure 3: Location of lookouts and carparks on Queen's Drive and Titirangi Drive

Table 1: Carparking on Titirangi

| Distance from Ranfurly Road | Location | Carpark spaces |
|-----------------------------|----------------|----------------|
| 0m | Queens Drive | 28 |
| 535m | Lower Carpark | 15 |
| 810m | City Lookout | 6 |
| 1010m | Cooks Plaza | 3 |
| 1635m | Summit Carpark | 15 |
| 2080m | Kaiti lookout | 3 |

Table 2: Existing vehicle traffic volumes for affected roads.

| Road Name | From | To | Traffic Count |
|-----------------|-----------------|-----------------|----------------|
| Queen's Drive | Ranfurly Road | Turnaround | 405 vpd |
| Queen's Drive | Turnaround | Titirangi Drive | 200 vpd |
| Titirangi Drive | Queen's Drive | Endcliffe Road | 200 vpd |
| Endcliffe Road | Titirangi Drive | Ranfurly Road | 850 - 2000 vpd |
| Ranfurly Road | Endcliffe Road | Queen's Drive | 1200 vpd |

The traffic count on Titirangi Drive at the summit is estimated to be approximately 200 vpd. This traffic volume includes approximately 3% heavy commercial vehicles (HCV's). The recent change to a one-way system has changed trip behaviour as all traffic must now exit the hill via Endcliffe Road. Traffic may complete the loop via Ranfurly Road back to Queen's Drive.

2.4 Crash Data

A review of the NZ Transport Agency Crash Analysis System (CAS) for a 10-year period (2011 to 2021) was carried out. During this period there have been 8 reported crashes on the one-way system.

One of these crashes resulted in a serious injury with the remaining 7 being non-injury.

(There have been three recent non-injury crashes not yet included in the statistics).

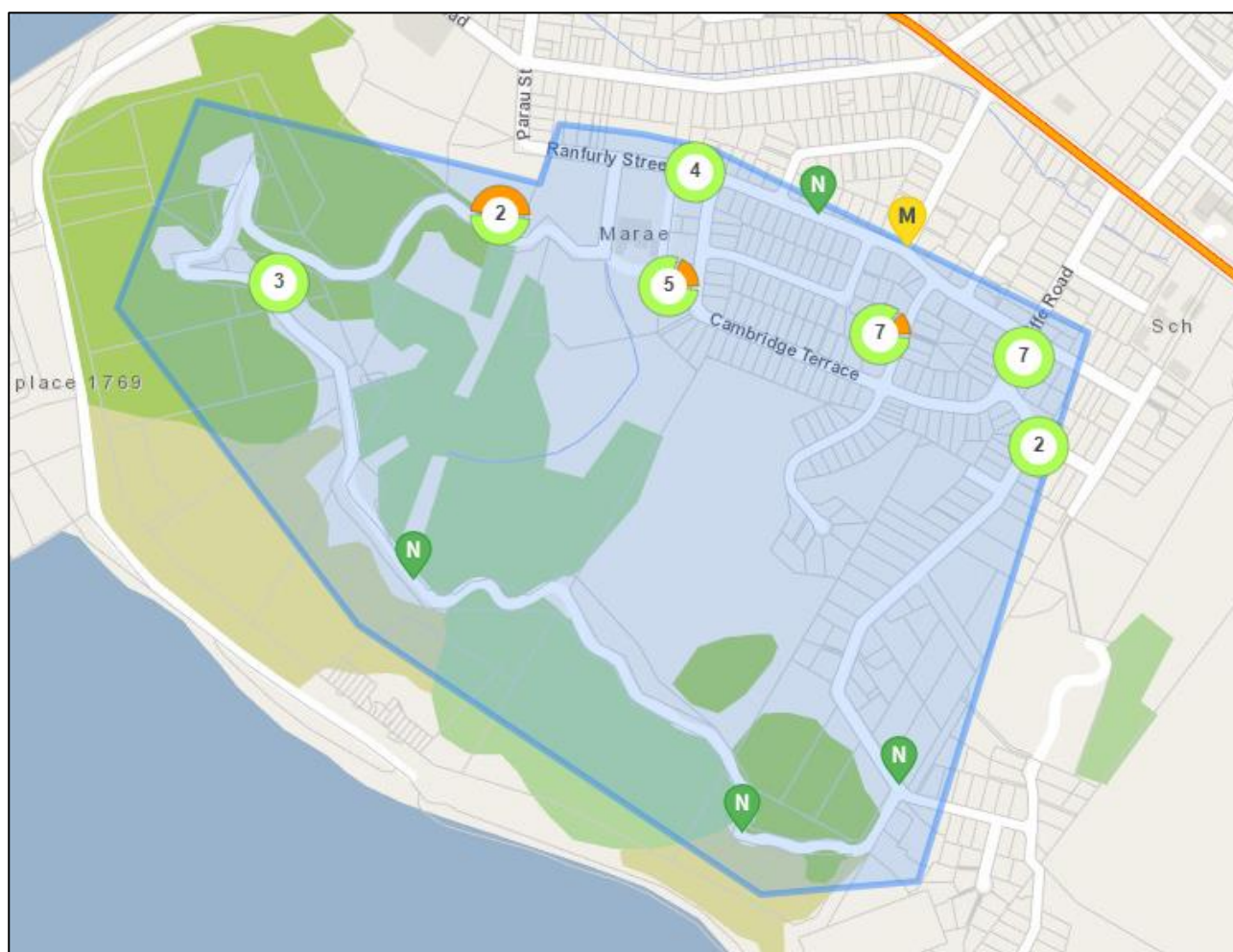


Figure 4: Location of reported crashes

The summary of details of these crashes is attached in Appendix A.

3 Proposal

Gisborne District Council proposes to set up an event venue on the summit of Titirangi - Kaiti Hill. The venue, which includes a taonga display room and a refreshment kiosk, will be open year-round for casual visitors. The venue is also expected to hold events of up to 140 patrons (150 people in total), but events of 60 to 90 patrons will be the usual.

The layout of the proposed event venue is shown in the Landscape Plan below.

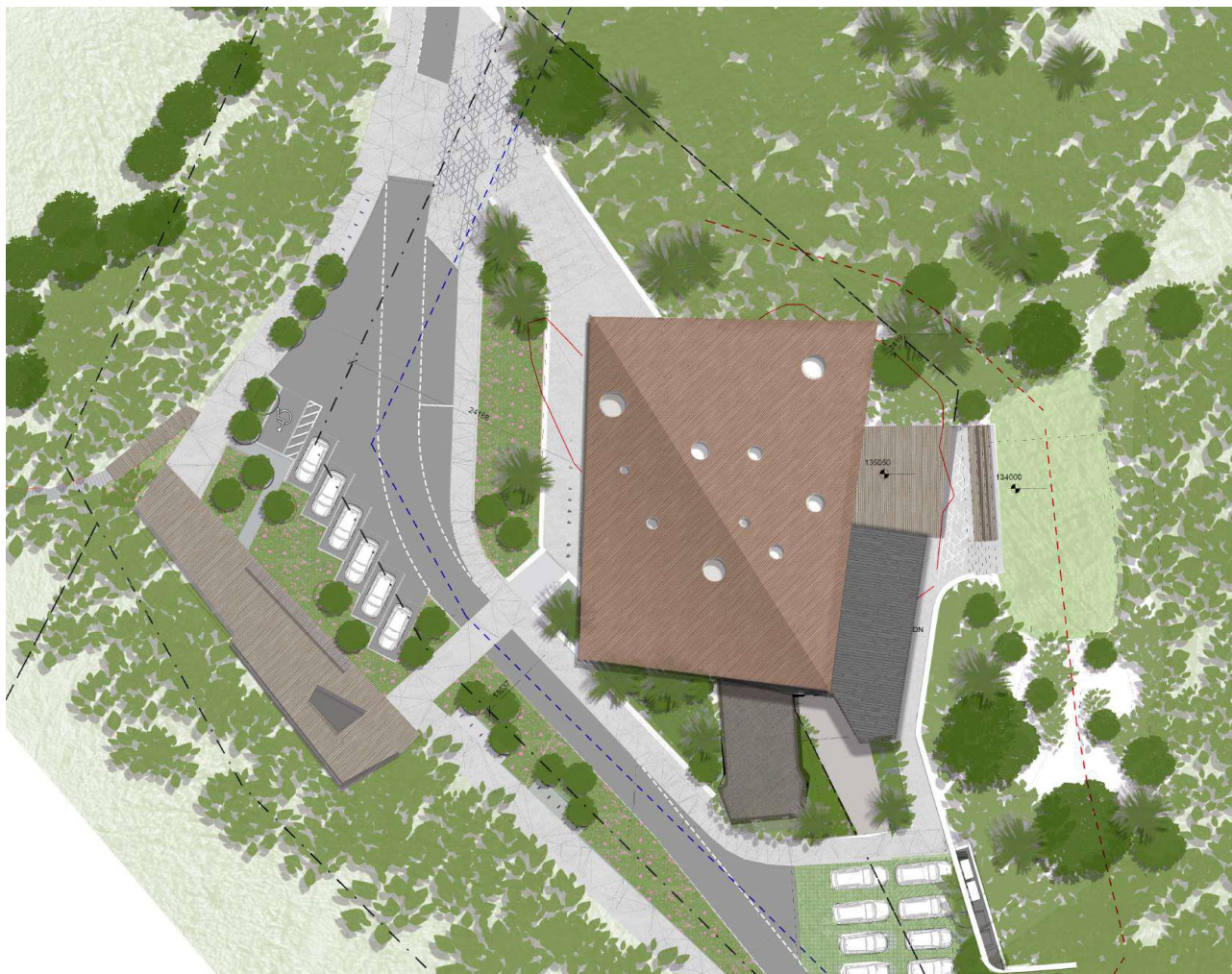


Figure 5: Proposed Event Venue alongside Titirangi Drive and the Summit car park.

Proposals for pedestrians link the shared lanes each side with a new path around the seaward perimeter of the summit area, including a boardwalk section. Two formed raised pedestrian crossing places over the through traffic lane will link to the building entrances, and a footpath by the road.

Cycle stands for 18 cycles are proposed in 3 locations. Cyclists need to dismount to pass over the board walk or share the traffic lane past the venue to re-join the shared lane.

The proposal formalises car parking at the summit with six angle parks and one accessible park, all facing seaward.

Four new carparks are proposed on the south side of the building near the gun emplacement, for use by event staff, caterers and delivery vehicles. On a day to day basis, two spaces will be for staff and two spaces will be available for public use. (Stacking of cars here during events will provide 4 additional spaces for event staff).

For events a shuttle service is proposed where patrons park at Te Poho O Rawiri Marae and ride to and from the venue. A loading zone for the shuttle vehicles is proposed at the venue.

4 Traffic Effects

4.1 Traffic Generation

4.1.1 Everyday Activities

The expected peak demand for ongoing everyday activities at the venue is 40 persons.

Titirangi summit is popular for tourists and locals including many walkers and cyclists, and it is noted that patronage will likely include passers-by who decide to drop in for a coffee or to view the building and taonga, while some patrons may choose to walk or cycle up the hill.

4.1.2 Events

The number of trips that the development is expected to generate is based on *NZTA Research Report No. 453: Trips and parking related to land use, November 2011*.

There is no specific category in this report that exactly matches an event venue. Given the intended use of the venue for organised events, we have determined the land use category that closest matches the expected usage of the event venue is that of a church or hall.

The figures used for calculating the design trip generation is shown in Table 3.

Table 3: Excerpt from table 7.4: Summary of design trip rates and parking demand in NZ in 2010

| Land Use Categories | | Design parking demand | Design peak trips | Design daily trips |
|---------------------|--------|-------------------------|-------------------------|--------------------|
| Assembly | Church | 0.5 x congregation nos. | 1.1 x congregation nos. | N/A |

Using these traffic generation values the expected traffic generation from the event venue for various sized events is shown in Table 4.

Table 4: Calculation of design trip rates and parking demand of proposed Event Venue.

| Unit Type | Number of People | Calculated Design parking demand | Calculated Design peak trips |
|---|------------------|----------------------------------|------------------------------|
| Patrons | 140 | 70 parking spaces | 154 trips |
| Caterers | 6 | 3 parking spaces | 7 trips |
| Other (music, master of ceremonies etc) | 4 | 4 parking spaces | 8 trips |
| Totals | 150 | 77 parking spaces | 169 trips |
| Patrons | 90 | 45 parking spaces | 99 trips |
| Caterers | 4 | 2 parking spaces | 4 trips |
| Other (music, master of ceremonies etc) | 3 | 3 parking spaces | 2 trips |
| Totals | 97 | 50 parking spaces | 105 trips |
| Patrons | 30 | 15 parking spaces | 33 trips |
| Caterers / other | 2 | 2 parking spaces | 2 trips |
| Totals | 32 | 17 parking spaces | 35 trips |

Table 4 shows that when a large event of 140 patrons is being held, the expected traffic generation of the event venue is 169 vehicle trips. This traffic generation would be split with approximately 85 vehicle trips arriving pre-event and the remaining 85 vehicle trips leaving as the event winds down.

It is expected that all arrivals would generally be within the hour preceding an event, and departures within the hour following an event.

Not all events would be this size, and an event of 90 patrons has an expected traffic generation of 105 vehicle trips, split by 50% between the start and the end of an event. A smaller event of 30 patrons will still exceed the parking available on site, immediately adjacent to the event centre.

4.2 Traffic Impact (Vehicle Movements)

Queen's Drive and Titirangi Drive are classified as access roads with a 30km/h posted speed limit and carry approximately 150 - 200 vpd. Several walking tracks join with these roads, and lookouts are located at intervals, but there are no intersections. Aside from the marae and church at the beginning of Queen's Drive, and a telecommunications tower and service building on the approach to the summit, there are no other buildings or developments on this scenic drive.

Adjacent streets of Crawford Road, Ranfurly Road and Endcliffe Road are also classified as access streets, with 50km/h posted speed limits, and residential development along most of their length.

Endcliffe Road has existing traffic calming measures in place including chicanes, splitter islands, a roundabout, and a raised speed table crossing which together have all controlled traffic speeds.

4.2.1 Everyday Activities

Proposed day-to-day activities at the venue have the potential to increase the peak traffic volume by up to 20 vehicles per hour. There is sufficient capacity on the roading network to provide for the proposed day-to-day activities and the associated increased traffic effect is considered to be acceptable. The increase of traffic on the streets surrounding the marae is considered to be minor and it is within the capacity of the existing road infrastructure.

4.2.2 Events

The development of the event venue has the potential to increase the traffic volume in the area over short periods at the event start and finish times by up to 90 vehicles per hour.

This estimated traffic increase due to event patrons on Titirangi Drive and Queen's Drive is considered significant as it is beyond the capacity of the existing parking infrastructure at the summit. As such, the Applicant is proposing to only allow events to be held at the venue if a shuttle service is in place (see section 6.2 below) and event management procedures are implemented to ensure attendees are directed to Te Poho O Rawiri Marae rather than being able to drive to the venue.

The predicted traffic using Te Poho O Rawiri Marae carpark will impact the surrounding streets of Crawford Road and Ranfurly Road, but it is considered that this increase will be no more than the effects of large events currently held at the Marae. The off street car parking available on the Marae forecourt is sufficient to hold the cars of all patrons at the largest event.

4.3 Safety Impact (Crash Risk)

According to the Safer Journeys Risk Assessment Tool, the roads in this area have a low collective crash risk and a medium personal crash risk.

There have been significant safety improvements constructed on Queens Drive and Titirangi Drive ascent to the summit within the last year. This safety project converted the ascent road from two-way traffic to a one-way lane for vehicle traffic and a shared lane for cyclists and pedestrians. Further work is planned for the descent road.

4.3.1 Everyday Activities

The expected traffic due to patrons visiting the site is within the capacity of the one-way road system, and sufficient parking is available for patrons and the general public at the summit.

The safety impact for traffic to the everyday activities is considered less than minor.

4.3.2 Events

If event patrons are permitted to drive directly to the event venue, the number of vehicles will likely cause congestion around the venue on Titirangi, as there is insufficient car parking available at the summit and currently lacks street lighting. The grass berms nearby have steep side slopes and no fences or barriers, - parking on berms is risky, particularly in wet weather and at night.

The proposed shuttle service will eliminate this risk and will have a less than minor effect on traffic numbers on Queen's Drive, Titirangi Drive, Endcliffe Road and Ranfurly Road. The car park at Te Poho O Rawiri marae can easily accommodate the expected number of patrons' vehicles for the largest event and it provides a much safer alternative for patrons and for other users of Titirangi.

Due to the minimal car parking available on site, and the likely congestion this would cause on Titirangi Drive, we recommend that access to the venue for all event patrons be by shuttle service from the marae carpark, and that measures be implemented (such as event signage and traffic control) to discourage patrons from driving to the event venue.

A Traffic Management Plan is recommended for all organised events to ensure the proposed shuttle service will have a less than minor safety impact on the roads around Titirangi.

5 Intersections Affected

There are no intersections located on Titirangi - Kaiti Hill.

The intersection of Ranfurly Road with Queen's Drive is 50 m to the left of the Marae carpark access. Queen's Drive has give-way control and a 30 km/h posted speed limit, and the one-way system begins at 100 m from the intersection. Hence outwards traffic from Queen's Drive is low and it can be reduced further by parking restrictions as part of an event Traffic Management Plan.

The access to the Marae carpark is located on Ranfurly Road. Sight distance from the access at this location is excellent. The Austroads: Guide to Road Design Part 4A: Unsignalised and signalised Intersections requires a safe intersection sight distance of 97 m for a design speed of 50 km/h which is achieved in both directions: 180 m to the left and 120 m to the right.

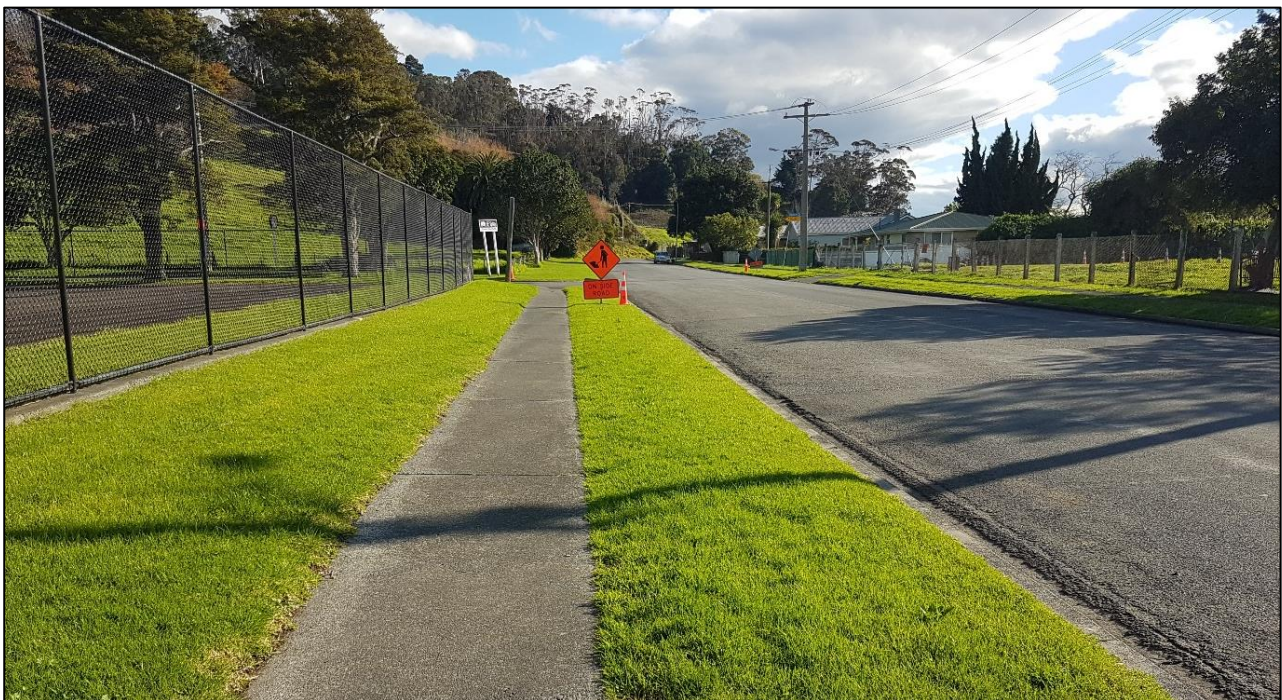


Figure 6: Looking left along Ranfurly Road from the access. Sight distance is 180 m.



Figure 7: Looking right along Ranfurly Road from the access. Sight distance is 120 m.



Figure 8: Looking up Queen's Drive from Ranfurly Road to the start of the one-way system.

6 Parking Requirements

The Tairāwhiti Resource Management Plan - Part C2.1.7 J Parking sets out the requirements for parking provision in Figure C2.11.

- **Restaurant and Café Facilities** require 1 parking space for each 40m² of indoor space, (and one heavy goods vehicle loading bay for more than 500m² gross floor area).
- **Entertainment Facilities and Conference Centres** require 1 parking space per 5-person design capacity, (and one heavy goods vehicle loading bay for more than 500m² gross floor area).

6.1 Everyday Activities

The Operational Management Plan lists the everyday activities planned for the venue. These are a mix of tourism and manaakitanga associated with the taonga display and the refreshment kiosk.

The proposed refreshment kiosk has a floor area of 92m² which requires provision of 3 car park spaces, and the Taonga room requires 1 space per 5 attendees which equals 3 parking spaces, a total requirement of 6 parking spaces.

The proposed redevelopment of the existing Summit carpark will provide a total of 11 carpark spaces including a shared loading space. Six angle carparks and one accessible carpark will be facing seaward, to provide for casual visitors and patrons. Four new parks (including a shared loading space) will be constructed beside the venue.

It is proposed that food will be prepared elsewhere and delivered to the shared loading space.

On a day to day basis, two spaces will be for staff and two spaces will be available for public use.

Titirangi summit is popular for tourists and locals as it provides wide views across the bay as well as an opportunity for physical exercise for walkers and cyclists.

It is noted that patronage of the refreshment kiosk and taonga room will likely include casual passers-by who decide to drop in for a coffee or meal or to view the venue and taonga on display, and it is expected that some patrons will walk or cycle to the venue.

For these reasons, it is considered that the 11 parking spaces provided will meet the needs of the general public as well as the patrons of the refreshment kiosk and venue.



Figure 9: View of proposed service parking for delivery vehicles and event staff vehicles.

6.2 Events

The Operational Management Plan includes events with patronage ranging from 30 - 140 people. These include Art Exhibitions, Kapa Haka, Wananga, and Observation - Sunrise / Stargazing events.

The maximum parking generation for patrons and event staff is 77 spaces, which exceeds the 11 spaces proposed for the summit.

During events the 11 spaces provided at the summit may be supplemented by stacking of staff vehicles to provide 4 additional spaces beside the gun emplacement, controlled by the event venue staff. (At other times this parking will revert back to 4 individual spaces).

It is proposed to address the shortfall of site parking through a requirement that all events (regardless of size) be allowed to occur only if they are supported with a shuttle service that utilises the existing off-street carpark at Te Poho O Rawiri Marae. This car park has a capacity to provide

more than the required number of car parks for patrons at events up to 140 people. This will remove the requirement for onsite parking for patrons.

The time for a round trip for a shuttle is about 10 minutes plus loading / unloading times. Smaller shuttle vehicles will increase flexibility particularly for smaller events - although overall trip numbers will increase, the total will be less than for car traffic. The proposed kerbside loading zone beside the venue will accommodate buses and shuttles.

It is noted that 3-4 coach trips would be sufficient to carry 140 patrons, while allowing caterers and other event staff to utilise the on-site parking at the top of the hill. Additional shuttle trips may be required to provide for late arrivals and early departures.

The shuttle operation from Te Poho o Rawiri marae will be managed by Ngati Oneone.

The carpark is used for large events at the marae, so coordination is required between the two venues. An additional parking area is available behind the marae buildings, with a large grassed area available for overflow parking, should a tangi at the marae coincide with an event.



Figure 10: View of off-street carpark at Te Poho o Rawiri Marae.

The proposed total parking at the summit of 11 carpark spaces including a shared loading space will cater for existing casual visitors to the summit and for event staff as the double length parks will allow stacking of event staff cars.

For these reasons, it is considered that the 11 parking spaces provided will meet the needs of the general public as well as events staff, while the parking area at Te Poho o Rawiri Marae will meet the parking needs for events of up to 140 patrons.

7 Conclusions

7.1 Everyday Activities

Day to day operations at the proposed event venue Refreshment Kiosk and Taonga room will share the parking areas with casual visitors to the summit. Patrons may choose to drive, cycle or walk to the summit and it is expected that some casual visitors will visit the venue in passing.

The 11 carpark spaces proposed are sufficient for the venue operations and will not adversely affect existing visitors to the summit of Titirangi.

We assess the effects on traffic to and from the summit, and on parking as less than minor.

7.2 Events

The proposed event venue site at the top of Titirangi-Kaiti Hill is not suitable for direct vehicle access by event patrons' vehicles due to limited parking space available.

During events the 11 spaces provided at the summit may be supplemented by stacking of staff vehicles to provide 4 additional spaces beside the gun emplacement under the control of the event venue staff.

A shuttle service between the Marae carpark and the summit venue is proposed for all events, and this will provide the required parking away from the site.

- The Te Poho O Rawiri Marae tennis court can accommodate the required parking spaces for a large event, together with appropriate space for turning manoeuvrability for standard vehicles.
- Use of the Marae carpark by patrons of the proposed event venue will generate increased traffic on Ranfurly Road by approximately 180 vpd when a large event is being held. This increase is insignificant as a percentage increase in traffic on Ranfurly Road and is well within the available capacity of the road.
- A formal event traffic management plan will be required with clear signage and traffic control to inform and direct patrons to the marae carpark for the shuttle service operation.

The required sight distance of 97 m is achieved in both directions at the marae carpark access, with 180 m clear sight distance to the left and 120 m clear sight distance to the right.

Therefore, if event patrons park at the Marae at the base of the Titirangi and utilise a shuttle service to the event venue, the impacts of the proposed event venue have been assessed as minor. We consider the increase in traffic is within the existing capacity of the existing road infrastructure.

Appendix A Crash History

English Language Crash Report

| CODED CRASH ID | Crash road | Distance | Direction | Side road | ID | Date | Day of week | Time | Description of events | Crash factors | Surface condition | Natural light | Weather | Junction | Control | Crash count fatal | Crash count severe | Crash count minor | Social Cost \$(m) |
|----------------|-------------------|----------|-----------|-------------------|------------|------------|-------------|-------|---|--|-------------------|---------------|------------|---------------|----------|-------------------|--------------------|-------------------|-------------------|
| 1188847 | BATY STREET | 23 | E | ENDCLIFFE ROAD | 201898903 | 30/10/2018 | Tue | 18:00 | Car/Wagon1 WDB on Baty street lost control; went off road to left, Car/Wagon1 hit fence Car/Wagon1 EDB on BELFAST CRESCENT lost control turning left, Car/Wagon1 hit non specific fence | CAR/WAGON1, too far left | Wet | Overcast | Heavy rain | Nil (Default) | Unknown | 0 | 0 | 0 | 0.02 |
| 995854 | BELFAST CRESCENT | 210 | E | CAMBRIDGE TERRACE | 201350704 | 6/02/2013 | Wed | 0:00 | Car/Wagon1 WDB on Cambridge St lost control turning right; went off road to left, Car/Wagon1 hit tree | CAR/WAGON1, speed entering corner/curve | Dry | Dark | Fine | Nil (Default) | Nil | 0 | 0 | 0 | 0.03 |
| 1188558 | CAMBRIDGE TERRACE | 69 | S | BELFAST CRESCENT | 201898689 | 13/10/2018 | Sat | 11:05 | Car/Wagon1 hit tree | CAR/WAGON1, speed entering corner/curve | Dry | Overcast | Fine | Nil (Default) | Unknown | 0 | 0 | 0 | 0.02 |
| 1152858 | CAMBRIDGE TERRACE | 90 | S | BELFAST CRESCENT | 201818233 | 18/09/2018 | Tue | 6:20 | SUV1 NDB on Cambridge Terrace, Gisborne hit Pedestrian2 (Age 28) Car/Wagon1 WDB on CAMBRIDGE TERRACE hit parked veh , SUV2 hit parked (unattended) vehicle | SUV1, alcohol suspected, PEDESTRIAN2, miscellaneous pedestrian | Dry | Twilight | Fine | Nil (Default) | Unknown | 0 | 1 | 0 | 1.06 |
| 1249646 | CAMBRIDGE TERRACE | 150 | S | BELFAST CRESCENT | 2020161334 | 16/08/2020 | Sun | 1:53 | Car/Wagon1 EDB on Cambridge Terrace sideswiped by Car/Wagon2 EDB on Cambridge Terrace turning left | SUV2, too far left | Dry | Dark | Fine | Nil (Default) | Unknown | 0 | 0 | 0 | |
| 1132036 | CAMBRIDGE TERRACE | 80 | W | OXFORD ST | 201745812 | 5/08/2017 | Sat | 15:40 | Car/Wagon1 EDB on Cambridge Terrace sideswiped by Car/Wagon2 EDB on Cambridge Terrace turning left | CAR/WAGON2, failed to signal in time CAR/WAGON1, misjudged intentions of another party, overtaking on left without due care | Dry | Bright sun | Fine | Driveway | Nil | 0 | 0 | 0 | 0.02 |
| 936120 | CAMBRIDGE TERRACE | | I | RANFURLY ST | 201150123 | 24/01/2011 | Mon | 7:10 | Van1 EDB on CAMBRIDGE TERRACE cutting corner hit Van2 head on | VAN1, cutting corner at intersection | Dry | Bright sun | Fine | T Junction | Nil | 0 | 0 | 0 | 0.02 |
| 1059542 | CAMBRIDGE TERRACE | | I | RANFURLY ST | 201545392 | 2/11/2015 | Mon | 5:35 | Car/Wagon1 EDB on CAMBRIDGE TERRACE cutting corner hit Car/Wagon2 head on | CAR/WAGON1, cutting corner at intersection | Dry | Bright sun | Fine | T Junction | Nil | 0 | 0 | 0 | 0.03 |
| 1162398 | ENDCLIFFE ROAD | 20 | S | BATY ST | 201836653 | 14/03/2018 | Wed | 20:00 | Van2 turning right hit by oncoming Motorcycle1 NDB on Endcliffe Road | VAN2, failed to give way turning to non-turning traffic, other inattentive CAR/WAGON2, alcohol test below limit, failed to give way to traffic crossing from right, new driver/under instruction | Dry | Twilight | Fine | Driveway | Nil | 0 | 0 | 0 | 0.02 |
| 1209734 | ENDCLIFFE ROAD | | I | BATY STREET | 201974512 | 17/07/2019 | Wed | 14:57 | Car/Wagon1 SDB on ENDCLIFFE ROAD hit turning Car/Wagon2 Car/Wagon1 SDB on ENDCLIFFE ROAD lost control turning left, Car/Wagon1 hit non specific traffic island | CAR/WAGON1, sudden illness | Dry | Bright sun | Fine | T Junction | Nil | 0 | 0 | 0 | 0.02 |
| 1019369 | ENDCLIFFE ROAD | | I | CAMBRIDGE TERRACE | 201434388 | 14/02/2014 | Fri | 22:50 | Car/Wagon1 SDB on ENDCLIFFE ROAD lost control; went off road to left, Car/Wagon1 hit non specific traffic island, non specific kerb | UTE1, alcohol test below limit, new driver/under instruction, other inattentive | Dry | Dark | Fine | Roundabout | Give way | 0 | 0 | 0 | 0.03 |
| 1248922 | ENDCLIFFE ROAD | 30 | N | CAMBRIDGE TERRACE | 2020161840 | 12/08/2020 | Wed | 16:30 | Ute1 SDB on ENDCLIFFE ROAD hit Ute2 doing driveway manoeuvre Car/Wagon1 SDB on ENDCLIFFE ROAD lost control; went off road to left, Car/Wagon1 hit non specific traffic island, non specific kerb | CAR/WAGON1, other inattentive, speed on straight | Dry | Bright sun | Fine | Driveway | Nil | 0 | 0 | 0 | |
| 1046685 | ENDCLIFFE ROAD | 5 | N | NORWOOD ROAD | 201531106 | 22/01/2015 | Thu | 16:00 | Car/Wagon1 NDB on ENDCLIFFE ROAD hit parked veh, Car/Wagon1 hit non specific parked Car/Wagon1 SDB on OXFORD ST ran away, Car/Wagon1 hit non specific street furniture, non specific pole | CAR/WAGON1, misjudged own vehicle, too far left | Dry | Overcast | Fine | Nil (Default) | Unknown | 0 | 0 | 0 | 0.02 |
| 1130634 | ENDCLIFFE ROAD | 30 | N | RANFURLY ST | 201744381 | 30/06/2017 | Fri | 19:00 | Car/Wagon1 NDB on ENDCLIFFE ROAD hit parked veh, Car/Wagon1 hit non specific parked Car/Wagon1 EDB on ENDCLIFFE ROAD hit Van2 crossing at right angle from right | CAR/WAGON1, did not check/notice another party from other dirn, failed to give way at priority traffic control, windws/helmet/glsses misted\dirty, CAR/WAGON2, alcohol test below limit, did not check/notice another party from other dirn, failed to give way turning to non-turning traffic | Wet | Overcast | Heavy rain | Crossroads | Give way | 0 | 0 | 0 | 0.03 |
| 1019874 | ENDCLIFFE ROAD | | I | RANFURLY ST | 201434897 | 21/03/2014 | Fri | 15:10 | Car/Wagon1 EDB on ENDCLIFFE ROAD hit Van2 crossing at right angle from right | CAR/WAGON1, alcohol test above limit or test refused, wheelspins/wheelies/doughnuts/drifting | Dry | Overcast | Fine | T Junction | Nil | 0 | 0 | 2 | 0.11 |
| 1180231 | LONDON STREET | | I | RANFURLY STREET | 201952239 | 27/03/2019 | Wed | 17:50 | SUV1 EDB on Ranfurly Street hit Car/Wagon2 turning right onto AXROAD from the left Car/Wagon1 NDB on OXFORD ST lost control turning left, Car/Wagon1 hit non specific parked | CAR/WAGON1, alcohol test above limit or test refused, wheelspins/wheelies/doughnuts/drifting | Dry | Overcast | Fine | Nil (Default) | Nil | 0 | 1 | 0 | 1.5 |
| 918443 | OXFORD ST | 30 | S | CAMBRIDGE TERRACE | 201111061 | 8/01/2011 | Sat | 13:10 | parked | Van1 NDB on Oxford Street hit Car/Wagon2 headon on straight parked Car/Wagon1 SDB on OXFORD ST ran away, Car/Wagon1 hit non specific street furniture, non specific pole | Dry | Bright sun | Fine | Nil (Default) | Unknown | 0 | 0 | 0 | 0.02 |
| 1173837 | OXFORD ST | 80 | N | CAMBRIDGE TERRACE | 201848145 | 16/09/2018 | Sun | 14:30 | Van1 NDB on Oxford Street hit Car/Wagon2 headon on straight parked Car/Wagon1 SDB on OXFORD ST ran away, Car/Wagon1 hit non specific street furniture, non specific pole | CAR/WAGON1, alcohol test below limit, lost control under acceleration, new driver/under instruction, objects dropped/sliding/falling/under drv | Dry | Bright sun | Fine | Nil (Default) | Nil | 0 | 0 | 0 | 0.03 |
| 1018893 | OXFORD ST | 30 | S | RANFURLY ST | 201433911 | 30/03/2014 | Sun | 15:13 | Car/Wagon1 NDB on OXFORD STREET lost control turning right, Car/Wagon1 hit non specific parked | CAR/WAGON1, lost control when turning, speed entering corner/curve | Dry | Bright sun | Fine | Crossroads | Give way | 0 | 0 | 0 | 0.02 |
| 1175935 | OXFORD STREET | | I | CAMBRIDGE ST | 201850249 | 17/10/2018 | Wed | 15:00 | Car/Wagon1 SDB on QUEENS DRIVE lost control turning right, Car/Wagon1 hit non specific pole | CAR/WAGON1, lost control when turning, speed entering corner/curve | Dry | Dark | Fine | Nil (Default) | Unknown | 0 | 0 | 0 | 0.04 |
| 999110 | QUEENS DRIVE | 130 | S | RANFURLY ST | 201353972 | 19/10/2013 | Sat | 6:20 | Car/Wagon1 EDB on QUEENS DRIVE lost control turning right, Car/Wagon1 hit non specific tree | CAR/WAGON1, driver over-reacted, swerved to avoid vehicle | Dry | Dark | Fine | Nil (Default) | Nil | 0 | 0 | 0 | 0.03 |
| 998490 | QUEENS DRIVE | 700 | S | RANFURLY ST | 201353349 | 25/08/2013 | Sun | 1:00 | Car/Wagon1 EDB on QUEENS DRIVE lost control turning right, Car/Wagon1 hit non specific fence | CAR/WAGON1, lost control when turning, speed entering corner/curve, too far left | Wet | Dark | Light rain | Nil (Default) | Unknown | 0 | 0 | 0 | 0.02 |
| 1080143 | QUEENS DRIVE | 230 | S | RANFURLY ST | 201632017 | 6/01/2016 | Wed | 23:10 | Car/Wagon1 EDB on QUEENS DRIVE lost control turning right, Car/Wagon1 hit non specific parked | MOPED1, lost control when turning | Dry | Bright sun | Fine | Nil (Default) | Nil | 0 | 0 | 0 | 0.03 |
| 997144 | QUEENS DRIVE | 120 | S | RANFURLY ST | 201352000 | 21/04/2013 | Sun | 14:30 | Moped1 EDB on QUEENS DRIVE lost control turning left, Moped1 hit non specific parked Car/Wagon1 EDB on QUEENS DRIVE, KAITI, GISBORNE lost control turning right; went off road to left, Car/Wagon1 hit tree | CAR/WAGON1, alcohol suspected, lost control when turning | Dry | Dark | Fine | Nil (Default) | Unknown | 0 | 1 | 1 | 1.06 |
| 1205303 | QUEENS DRIVE | 388 | S | RANFURLY STREET | 201970215 | 3/10/2019 | Thu | 21:58 | Car/Wagon1 EDB on QUEENS DRIVE, KAITI, GISBORNE lost control turning right; went off road to left, Car/Wagon1 hit tree | CAR/WAGON1, alcohol suspected, lost control when turning | Dry | Dark | Fine | Nil (Default) | Unknown | 0 | 1 | 1 | 1.06 |
| 938832 | RANFURLY ST | | I | CAMBRIDGE TERRACE | 201152857 | 6/07/2011 | Wed | 11:58 | SUV1 EDB on RANFURLY ST lost control turning right, SUV1 hit non specific fence | SUV1, lost control when turning | Dry | Bright sun | Fine | T Junction | Nil | 0 | 0 | 0 | 0.02 |
| 995615 | RANFURLY ST | | I | ENDCLIFFE ROAD | 201350461 | 24/02/2013 | Sun | 2:32 | Car/Wagon1 EDB on RANFURLY ST lost control turning right, Car/Wagon1 hit non specific parked | CAR/WAGON1, lost control - vehicle fault, service brake defective, speed entering corner/curve | Dry | Dark | Fine | Crossroads | Give way | 0 | 0 | 0 | 0.03 |
| 1127049 | RANFURLY ST | 60 | E | GLASGOW CRESCENT | 201740758 | 3/06/2017 | Sat | 19:00 | Car/Wagon1 EDB on Ranfurly st sideswiped by Car/Wagon2 EDB on Ranfurly st turning left Car/Wagon1 EDB on RANFURLY STREET missed inters or end of road, Car/Wagon1 hit parked (unattended) vehicle | CAR/WAGON1, failed to notice car slowing, stopping/stationary, new driver/under instruction, overtaking on left without due care | Wet | Dark | Light rain | Driveway | Nil | 0 | 0 | 0 | 0.02 |
| 1188972 | RANFURLY STREET | | E | ENDCLIFFE ROAD | 201898998 | 3/11/2018 | Sat | 23:28 | Car/Wagon1 SDB on London Street lost control turning left; went off road to right, Car/Wagon1 hit parked (unattended) vehicle | CAR/WAGON2, alcohol test below limit CAR/WAGON1, alcohol test above limit or test refused, lost control when turning, speed entering | Dry | Dark | Fine | Crossroads | Give way | 0 | 0 | 0 | 0.02 |
| 1249551 | RANFURLY STREET | | I | LONDON STREET | 2020161350 | 15/08/2020 | Sat | 0:42 | Car/Wagon1 hit parked (unattended) vehicle | CAR/WAGON1, evading enforcement, speed entering corner/curve, swung wide at intersection | Dry | Dark | Fine | T Junction | Give way | 0 | 0 | 0 | |
| 1230720 | RANFURLY STREET | | I | QUEENS DRIVE | 2020148863 | 16/02/2020 | Sun | 14:30 | Motorcycle1 EDB on Ranfurly overtaking hit Ute2 EDB on Ranfurly turning right Car/Wagon1 EDB on Titirangi drive lost control turning left, Car/Wagon1 hit non specific embankment | MOTORCYCLE1, overtaking vehicle signalling right turn | Dry | Bright sun | Fine | T Junction | Give way | 0 | 0 | 0 | |
| 1134378 | TITIRANGI DRIVE | 280 | S | NORWOOD ROAD | 201748195 | 14/07/2017 | Fri | 20:30 | Car/Wagon1 EDB on Ranfurly overtaking hit Ute2 EDB on Ranfurly turning right Car/Wagon1 SDB on TITIRANGI DRIVE lost control turning right, Car/Wagon1 hit non specific embankment, non specific tree | CAR/WAGON1, lost control - road conditions, speed entering corner/curve | Wet | Dark | Light rain | Nil (Default) | Unknown | 0 | 0 | 0 | 0.02 |
| 940723 | TITIRANGI DRIVE | 980 | N | NORWOOD ROAD | 201154771 | 3/11/2011 | Thu | 6:26 | Car/Wagon1 SDB on TITIRANGI DRIVE lost control turning right, Car/Wagon1 hit non specific embankment, non specific tree | CAR/WAGON1, lost control under acceleration | Dry | Dark | Fine | Nil (Default) | Nil | 0 | 0 | 0 | 0.02 |
| 1124320 | TITIRANGI DRIVE | 430 | S | QUEENS DRIVE | 201737969 | 20/04/2017 | Thu | 15:00 | Car/Wagon1 NDB on Titirangi Drive lost control turning left, Car/Wagon1 hit non specific tree | CAR/WAGON1, alcohol test above limit or test refused, inappropriate speed for road conditions, new driver/under instruction, parking brake not | Dry | Bright sun | Fine | Nil (Default) | Unknown | 0 | 0 | 0 | 0.02 |
| 1098535 | TITIRANGI DRIVE | 100 | S | QUEENS DRIVE | 201650650 | 4/09/2016 | Sun | 6:57 | Car/Wagon1 NDB on Titirangi Drive lost control turning left, Car/Wagon1 hit non specific embankment | CAR/WAGON1, alcohol test above limit or test refused, lost control when turning | Dry | Bright sun | Fine | Nil (Default) | Unknown | 0 | 0 | 0 | 0.02 |



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