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Ref: 2-Sxxxx.00 – Peer Review

Dear Rebecca

## Peer Review of Commercial development at 35 Kenny Road, Te Awa

WSP-Opus have undertaken a peer review on the Urban Connections Transport Impact Assessment (TIA) for a proposed new commercial development located at 35 Kenny Road, Te Awa.

The applicant is proposing various improvements to the existing site to provide a local supermarket, childcare facility, medical centre and retail shops together with 68 car parks utilising two new vehicle crossings.

The peer review has the following comments:

### Part 2.5 Public Transport

The report suggests that the nearest bus stops are located 750m from the site. The correct distance is 970m measured from the Eriksen Road / Kenny Road intersection. It is assumed that the 750m refers to an isochrone distance rather than actual distance. The report should clarify this.

### Part 4 - Road Safety

WSP-Opus have reviewed the crash analysis provided as well as undertaken their own analysis of the crash history focussing on the portions of Kenny Road and Eriksen Road within the vicinity of the site as well as the Kenny Road / Eriksen Road intersection.

The TIA only reports one crash at the Kenny Road / Eriksen Road intersection. Our investigation shows that 5 crashes have occurred at this location over a 10-year period 2009-2018 and including 2019. All 5 crashes were a result of failing to give way. One crash occurred during heavy rain and suggested visibility was limited. Two crashes involved elderly drivers, one crash involved speeding and an unlicensed driver. One serious crash occurred in May 2019, which was after the TIA report's issue date. The collision diagram is provided below as **Figure 1** for completeness.

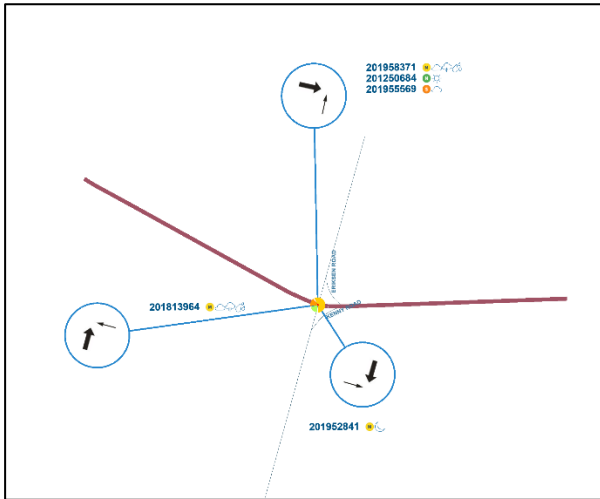


Figure 1: 10-year Collision Diagram from CAS

WSP-Opus recommend that the road safety chapter be revisited to ensure the crash data has been reported accurately.

It is accepted that the crash types are generally typical of those at priority intersections. The number of crashes however, might affect the reports statement that the Eriksen Road / Kenny Road intersection is performing satisfactorily.

## Part 5.2 – Trip Generation

Agree that 20% linked trips are acceptable for the site.

## Part 7.1 – Parking

It is accepted that mixed use developments are able to share parking, resulting in an overall reduction in parking provision. However, the report does not provide any reference to research papers or guidelines as to the typical percentage reduction expected. WSP-Opus that a 10% reduction would appear more typical.

We therefore would recommend that Urban Connections review the 24% reduction or provide some research to support this higher parking reduction. WSP-Opus is supportive of a lower parking provision where it can be justified.

## Part 9 – Recommendations

Agree with the proposal to extend the footpath along the southern side of Kenny Road. However, the exact extent of the footpath is unclear. It is recommended that the footpath terminate at the proposed new Kenny Road site access.

The TIA is silent on whether or not a pedestrian crossing is being proposed to allow pedestrians to cross Eriksen Road safely. It is recommended that a crossing be included as part of the Kenny Road footpath extension.

## Conclusion

Overall, the Urban Connection report is deemed to be accurate, of a high quality and sufficiently detailed to quantify the impact the development will have on the surrounding road network.

It is recommended that the road safety chapter be revisited/updated with a focus on the portions of roads fronting the site as well as the Eriksen Road / Kenny Road intersection.

It is further recommended that the infrastructure improvement be clarified. It is hoped that the footpath extend to the Kenny Road access as well a pedestrian crossing be proposed to allow pedestrians to walk from the site towards Te Awa Avenue safely.

Yours sincerely



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Reviewed By: \_\_\_\_\_



Josh Taylor