

8 October 2019

Project:	35 Kenny Road, Napier		
Subject:	Response to Peer Review	Job No	04/012
Prepared By:	Aaron Campion – Technical Director		
Reviewed By:	Tony Harrison – Technical Director		

Urban Connection Limited (UCL) have prepared a response to the peer review carried out by WSP Opus for the Transport Impact Assessment UCL originally prepared for the commercial development at 35 Kenny Road, Napier.

We have responded to each point raised below;

Part 2.5 Public Transport

We confirm that the initial distance reported was the isochrone distance, whereas the actual travelled distance is in fact 970m resulting in a walking distance of approximately 12 minutes. This is marginally outside of the recommended 10 minute walking distance, but is still considered reasonably accessible from the site.

Part 4 Road Safety

The crash analysis was reassessed for the intersection given the disparity in the crash records for the site. The updated assessment confirms 5 crashes occurring at the site, consistent with the WSP Opus assessment.

All 5 crashes are described as 'failing to give way', with 1 non injury, 3 minor and 1 serious injury crash. Given the relatively low traffic volumes using the site and the 10 year assessment period, the previous injury crashes have been used to predict the estimated rate of death and serious injury (DSI) that would occur over the fullness of time to determine the safety performance of the intersection. Using national safety performance statistics, a factor of 0.36 to 0.5 DSIs is applied to all injury crashes of a crossing / turning nature at a rural priority crossroads intersection and 0.17 DSIs at an urban priority crossroads intersection. In this instance, Rural is defined as 100km/h and Urban is 50km/h. For the purposes of this assessment the DSI value has been interpolated to better reflect the 70km/hr environment, with an applied value of 0.3 DSIs.

Based on the recorded traffic volumes and the estimated product of flow at the intersection, the intersection is calculated to have a Collective Risk of 0.6 DSIs every 5 years and a Personal Risk of 382 DSIs per 100 Million Vehicle Kilometres Travelled (VKT). The Intersection is assessed as having a Medium Collective Risk and High Personal Risk. This demonstrates that this intersection is not performing safely and should be considered a safety priority for Council.

When considering the layout of the existing intersection and the approaches along from Eriksen Rod, the visibility splay in either direction along Kenny Road are generous and exceed the minimum visibility requirements. This would suggest that vehicles are failing to recognise the presence of the Intersection,

as opposed to stopping at the intersection but failing to observe an approaching vehicle on the main road (Kenny Road). This is not uncommon, especially when the view of the intersection on the minor road approach (Eriksen Road) gives the impression of a straight through road. There is also the continuation of telegraph poles through the intersection which is likely to reinforce this false impression.

When reviewing the existing layout there is no central splitter island and there is only a single advance intersection warning sign and a single give way sign at the intersection. In summary, there is limited provision to enhance the presence of the intersection.

As previously discussed in Section 4 of the TIA, the intersection also has two slip lanes which provide acute angles of entry and provide limited visibility splays for entering drivers. Given the low volumes at this intersection, these slip lane facilities are not required.

Section 3.4 of the TIA discusses a roundabout upgrade of the Kenny Road and Eriksen Road intersection which is proposed as part of the Te Awa Structure Plan. This infrastructure upgrade would significantly improve the legibility and presence of the intersection for an approaching driver, reducing the likelihood of failure to give way. This upgrade would also remove the existing slip lanes that are present at the intersection. Overall this would provide a significant safety improvement at the site and remove the high conflict angle crash trend that is present at the site.

The timeframes for the proposed roundabout upgrade are unclear, therefore in the interim, it is recommended that Council consider undertaking low cost safety measures to address the existing safety risk until such time as the roundabout is undertaken.

The following recommendations are made;

- Installing an additional advance warning sign adjacent the existing sign to gate the approach in both directions
- Installing an additional give way sign at the hold line to gate the intersection in both directions
- Remove the existing slip lanes
- Install a central splitter island on both approaches and widen the carriageway as necessary.

In addition to the above, Council may wish to consider transverse markings and or consider reducing the speed limit to 50km/h.

Part 7.1 Parking

The overall parking reduction of 24% was considered appropriate based on several factors which are set out below. The District Plan parking assessment for the commercial site resulted in an on-site provision of 89 car parks, with a provision of 68 being provided. A resulting shortfall of 21 car parks.

Non-Motorised Access

Whilst this is typically a commercial development with the commercial District Plan parking provisions being applied, it is a suburban commercial precinct to primarily support the Te Awa residential catchment. A large portion of the community will be based within suitable walking / cycling distance to the site. The structure plan indicates a comprehensive network of both on road cycle ways and off - road pedestrian linkages which will further support the wider area to access the site through non-motorised trips. It is also expected that the existing road network will be upgraded to reflect an urban street context, which will have standard footpaths and cycling provision.

Residential Density

This is further supported by the large retirement village directly opposite the site, which is expected to provide 241 independent residential units and 119 assisted living units. It should be noted that car ownership associated with retirement villages and the older demographic is less than that associated with normal residential living and maintaining physical mobility is often regarded as a high priority for this

age group. Given the proximity of the site, it is expected that the majority of all residents in the retirement village would walk, cycle or use mobility scooters to access the commercial area.

Linked Trips

Section 5.2 of the TIA sets out the reasoning for applying a reduction in the number of motorised trips to the site, recognising that visitors to the site, will often carry out multiple activities at one time. i.e. a person visiting the doctors, may also visit the supermarket during the same visit. This is an industry recognised approach to ensure that the overall expected traffic generation at a site isn't over exaggerated.

The same approach applies equally to car parking, recognising that a person performing a motorised linked trip would use the same car park during their visit.

A 20% linked trip generation reduction factor was agreed as a suitable factor in this instance.

Research

Parking management best practices contained within the Transportation Planning Handbook, from the Institute of Transportation Engineers was referenced when determining an acceptable reduction factor.

Reduction factors were available to reflect the residential density associated with the retirement village, mixed commercial land use, accessibility to public transport and non-motorised accessibility. Each factor had a range of between 5% – 15% reduction. However, in these instances where more than one reduction factor is available, it isn't appropriate to apply the full reduction for each factor and aggregate the total. Applying one factor in full and then a reduced portion of the remaining factors is a more appropriate approach. On this occasion given that the bus route is a commuter express service with limited service this has been excluded from the provision. The overall reduction is set out below:

Reduction Factor = Mixed Commercial Use / Linked Trips (10 - 15%) + Non - Motorised Accessibility (5%) + High Residential Density of retirement village and surrounding area (5%)

This provides a total reduction factor of between 20 – 25%.

Affects

The likelihood of all sites generating their maximum parking provisions simultaneously, resulting in the overall supplied parking provision being exceeded is considered to be a rare event. The nature of the on-site activities results in a typically short parking duration, ranging from 15 – 30 mins for the average stay. This results in relatively high turnover of parking spaces. This improves the overall serviceability and ability to meet parking demand, as opposed to parks remaining unavailable for long periods of time.

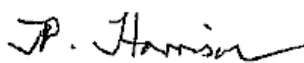
Part 9 – Recommendations

It is agreed that the footpath will extend to the extent of the Kenny Road site access. A pedestrian crossing facility is not currently detailed however this is recommended to form part of the roundabout design in the planned infrastructure upgrade.

A crossing point can be provided across Eriksen Road to connect the retirement village in the interim.



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Ref: 2-S5476.00 – Peer Review Response

Dear Rebecca

S92 Response for Commercial Development at 35 Kenny Road, Te Awa

In September 2019 WSP-Opus undertook a peer review of the Urban Connections Transport Impact Assessment (TIA) for a proposed new commercial development located at 35 Kenny Road, Te Awa. Subsequently, Urban Connections have provided a S92 response addressing various transport related concerns.

WSP-Opus have now reviewed this response and have the following comments which are to be read in conjunction with the Urban Connection S92 letter dated 8 October 2019.

Part 2.5 Public Transport

Accepted and noted.

Part 4 - Road Safety

The revised crash analysis has been provided. It is accepted that the crash types are generally typical of those at priority-controlled intersections. WSP-Opus agree that a roundabout is the preferred treatment. However, in the interim WSP-Opus support Urban Connections safety recommendations to improve visibility of the intersection as far as possible.

WSP-Opus also support the use of transverse markings on the Erikson Road approaches to further raise awareness.

Part 7.1 – Parking

WSP-Opus accept the research references within the ITE handbook, thereby supporting the parking reduction in line with best practice.

WSP-Opus also accept that given the type of commercial activity proposed, parking durations are likely to be short, resulting in a high turnover of parking spaces. This further justifies the parking reduction.

Part 9 – Recommendations

Urban Connection has now confirmed the extent of the footpath, which will extend to the Kenny Road site access.

The provision of an interim crossing point is supported on the basis that a formal crossing point will be included in the roundabout design.

Conclusion

WSP-Opus deem Urban Connection's S92 response to be sufficiently detailed to address the transport concerns previously raised. Based on the evidence provided, WSP-Opus recommend that the TIA and S92 response letter be accepted

Yours sincerely



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Reviewed By: _____



Josh Taylor