

BEFORE THE WAIPĀ DISTRICT COUNCIL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 20 – Airport Northern
Precinct Extension to the Operative Waipā
District Plan

SUMMARY STATEMENT OF EVIDENCE OF CAMERON BESWICK INDER

(TRANSPORT)

14 March 2023

- 1.1 My name is Cameron Beswick Inder. I am the Transportation Engineering manager at Bloxam Burnett and Olliver Ltd. My qualifications and experience are set out in my Primary Statement of Evidence dated 28 February 2023.
- 1.2 I have also provided rebuttal evidence dated 10 March 2023 relating to transportation engineering matters raised in submitters' evidence.
- 1.3 This is a summary of the key matters covered in both sets of my evidence.

EVIDENCE SUMMARY

- 1.4 TPL and RPL seek to change the zoning of approximately 130 ha of land to Airport Business Zone. This includes updates to the current Airport Business Zone ("ABZ") Structure Plan for 41 ha of existing zoned land known as Titanium Park Northern Precinct, together with amendments to the provisions within Section 10 ("Airport Business Zone") of the Operative Waipa District Plan.
- 1.5 The expected peak period trip generation for the completed Northern Precinct development is approximately 2,500 trips per peak hour, with heavy commercial vehicles likely to be in the range of 12% to 15% of all trips.
- 1.6 The following key transport infrastructure components are proposed to facilitate transport amenity for the rezoning proposal:
 - (a) Two new access intersections are proposed for the Site; one to State Highway 3 and one to Raynes Road.
 - (b) The internal public road network consists of different road cross-sections. Speed management, safety, mode neutrality and ensuring appropriate use is at the core of the network layout and cross-section designs.
 - (c) A high level of amenity is provided for walking and cycling with off-road paths internally throughout the site to key connection points to the wider network. Additionally, a strategic walking and cycling path is recommended to connect the future Peacocke residential suburb from Peacocke Road to Northern Precinct and wider Airport Business Zone via Middle Road and the unformed section of Faiping Road.
- 1.7 The overall transportation effects of the proposed rezoning on the adjoining road network are likely to be moderate to significant without any transport mitigation measures, due to the existing road network infrastructure. However, with the following recommended

infrastructure upgrades relating to safety, capacity, connectivity, and accessibility of all anticipated vehicle and active travel modes, I consider that the transportation effects of the rezoning will be sufficiently mitigated to an acceptable level, which is generally no more than minor.

1.8 The following are the recommended infrastructure upgrades. Developable land area triggers have been assessed and proposed in the provisions under Rule 10.4.2.13A to identify the timing of these upgrades as staged implementation of development occurs:

(a) Access to the Site

- i. A new 3 - arm roundabout on State Highway 3 connecting to a new public road through RPL and TPL land holdings, to Raynes Road. The roundabout should be in general accordance with the location and form illustrated in Appendix B of the ITA, and for convenience is included in Attachment 1 of my evidence. Connection of Northern Precinct to SH3 at this new roundabout removes the need for a road connection via Ingram Road to SH3 as shown in the current Structure Plan. Therefore, an upgrade to SH3/Ingram Road intersection is not required in relation to PC20 as the expected significant effects at the intersection are avoided by no longer gaining access to Northern Precinct from Ingram Road.
- ii. Construction of a new Tee intersection access on Raynes Road with banned Left Out and Right In movements in general accordance with the intent illustrated in Appendix B of the ITA and included in Attachment 1 of my evidence. The final intersection form and method of control, that addresses Safe System Design principles will be determined through consultation and agreement with WDC as the road controlling authority and Waka Kotahi as an interested party (due to the potential effects on state highway intersections at either end of Raynes Road).
- iii. A direct road connection from Northern Precinct to the future Southern Links Central interchange is future-proofed along with the internal road network of Northern Precinct for connection to it. The connection will provide efficient access to and from Hamilton CBD via the Major Arterial road through the Peacock residential growth area potentially for all traffic modes, or alternatively it could be a dedicated freight, public transport, and walking, and

cycling connection to the city. This strategic connection will continue to be investigated and planned in consultation with Waka Kotahi once their current “form and function” review of Southern Links arterial network is completed. The ITA includes concept design plan showing how the proposed road connection could be geometrically accommodated at the future western roundabout of the Southern Links central interchange. The design includes a clover-leaf style westbound off-ramp which enables the roundabout to remain with four arms (not five) and therefore remain consistent with the designation layout.

- iv. No vehicle access is proposed between Northern Precinct and Middle Road or Narrows Road. However, walking and cycling access is provided through the road closure point on Middle Road where it meets the boundary of Northern Precinct, and to Narrows Road from Northern Precinct for connectivity to a proposed walking and cycling path along Middle Road which extends through Faiping Road to Peacockes Road.

(b) Intersection Upgrades

- i. It is likely the existing State Highway 21 / Raynes Road priority-controlled intersection needs upgrading to at least a single lane roundabout before any land use activity in Northern Precinct generates traffic. The capacity of the roundabout should also be increased to dual circulating lanes and approaches when the proposed Raynes Road access to Northern Precinct is constructed, or once 80 ha gross (70 ha net) of developable land has been completed and is generating 1520 trips per peak hour accessing State Highway 3.
- ii. No land use activity in Northern Precinct shall generate operational traffic until the upgrade of State Highway 3 / Raynes Road intersection to a roundabout by Waka Kotahi, is under construction. These transport infrastructure triggers provide certainty that potentially increasing safety and capacity effects at the intersections will be mitigated before Northern Precinct generates the volume of traffic where effects at each location become more than minor.

(c) Walking and Cycling Infrastructure

- i. Provide, in staged implementation, the internal network of footpaths, bi-directional cycle paths and shared walking and cycling paths in general accordance with the amended Structure Plan and primary and secondary typical road cross-sections.
 - ii. Provide a shared walking and cycling path on the western side of Raynes Road connecting from Northern Precinct to the new shared walking and cycling path adjacent to the runway near Sharp Road. This then connects Northern Precinct to the eastern and central employment precincts of Titanium Park.
 - iii. Provide a walking and cycling path along the eastern side of State Highway 3 to Ingram Road to connect Northern Precinct with the western employment precinct of Titanium Park.
- (d) Provide a strategic walking and cycling path connection between Peacockes Road and Northern Precinct via Middle Road and the presently unformed section of Faiping Road. This will provide an attractive and convenient walking and cycling connection between the extensive cycling network in the Peacocke residential growth cell to the employment precincts surrounding Hamilton Airport. Delivery of the shared path to Peacocke Road requires a safe and appropriate road crossing facility across Raynes Road for continuity of the proposed path along Middle Road. It is intended that the Faiping Road sections of the path be developed in partnership with WDC, Waka Kotahi as it not only supports the Northern Precinct development but also provides a wider community benefit by integrating the substantial Peacocke residential growth area with the substantial employment area of the Hamilton Airport Growth Node.
- (e) Public Transport Infrastructure
 - i. The Primary Road connecting between State Highway 3 and Raynes Road (referred to as the “spine road”) is designed to accommodate public transport. When complete, this development will enable an efficient public transport service loop around the ABZ precincts and Hamilton Airport. It could potentially be incorporated into the existing Hamilton to Te Awamutu Public Transport (“PT”) service or be part of a new PT service in future between Hamilton CBD and the Airport.

1.9 My rebuttal evidence addresses the transport issues raised in evidence by submitters on PC20. Those issues are summarised as:

- i. The suitability of the proposed Faiping Road path connection for cyclists.

In my opinion, the Faiping Road route for the walking and cycling path is the most suitable, direct and deliverable route available between Peacocke Road and Raynes Road. Contrary to Mr Prakash's opinion, I do not consider that a short section (approximately 150m) with an average gradient of 12.5% makes it unsuitable for cycling to the point that people riding the 4-5 km journey to work between Peacocke and Northern Precinct would be deterred. Particularly given the future is likely to include a large proportion of e-bike and scooter riders.

- ii. Local road effects and the expected effectiveness of the proposed restricted-movement access to Raynes Road.

I consider that the wording of the infrastructure rule 10.4.2.13A is clear that the actual design of the Raynes Road access to Northern Precinct shall *"physically and legally prevent all vehicles leaving the Northern Precinct from turning left onto Raynes Road, and right turn into Northern Precinct from Raynes Road"*. I am satisfied that these specific words mean the access design approved by WDC at the time of subdivision will not enable left turns out or right turns in to Northern Precinct with ease. Accordingly, I do not expect any material traffic effects to occur on Raynes Road between the Northern Precinct access and SH3.

- iii. The lack of proposed walking and cycling connectivity to Rukuhia given the proposed path connection to Peacocke growth area.

My response is that the future population of the Peacocke growth area is significantly greater than Rukuhia. A walking and cycling path between Rukuhia and the site would be a significant cost while the potential emission-reduction benefits would be almost negligible.

- iv. Traffic congestion at Tamahere Interchange

My rebuttal evidence identifies that the northbound congestion on SH21 discussed by Mr Cuff in his evidence is resolved now following completion of safety and capacity upgrades at Tamahere Interchange by Waka Kotahi.

- v. Inclusion of a provision for future-proofing the design of SH21 / Raynes Road roundabout for a 4th leg.
- 1.10 The JWS of 15 February 2023 records that Mr Grala, Mr Tindall and I consider *“that the ability to establish a fourth arm in the future should not prevent the construction of a three-arm roundabout in the short-term”*.
- 1.11 Mr Grala and I, in agreement from Ms Makinson and Mr Chrisp noted *“that landowners to the east would need to contribute both land and a share of the cost of constructing a four-arm enabled roundabout”*.
- 1.12 On that basis I note in regard to Mr Chrisp’s suggested advice note to rule 10.4.2.13A that, if this advice note was to be accepted, I consider it needs amendment to recognise it is “...subject to the necessary land required for enabling a fourth arm being available to Waka Kotahi at no cost, at the time of design of the intersection upgrade”. Also, as the fourth arm of the roundabout is not required for PC20, the cost of the requirement to ‘enable’ the future upgrade of the roundabout should not fall on any non-benefiting party.
- 1.13 I defer to Mr Grala’s response in paragraph 53 and 54 of his evidence, as to whether an advice note to this effect should be included in a district plan.
- 1.14 My rebuttal evidence also acknowledges the support of Waka Kotahi regarding the transport assessment of PC20 and the proposed infrastructure improvements to mitigate the effects on the state highway network.

Conclusion

- 1.15 Therefore, from the transport modelling and assessments outlined in the ITA, my evidence in chief, the matters addressed by the two Transport and Planning Joint Witness Statements, and my rebuttal evidence, I remain of the opinion that the transport effects have been robustly assessed and the revisions to proposed rule 10.4.2.13A as outlined in the evidence of Mr Nick Grala appropriately address and respond to all traffic and transportation matters raised by submitters. The development area triggers in the rule provisions will ensure that all the required infrastructure upgrades are implemented in a timely manner.
- 1.16 Therefore, it is my conclusion that there are no outstanding traffic or transport reasons why PC20 should not be approved.

Cameron Inder
14 March 2023