

**BEFORE the Kapiti Coast District Council Plan Change 84 Hearings
Panel**

**Proposed Plan Change 84 – Airport Zone; Kapiti Coast District
Council**

Under: of the Resource Management Act 1991

In the matter of a submission by the **NZ Transport Agency** on Proposed
Plan Change 84 – Airport Zone

**Primary Statement of Evidence of Alan Peter Kerr for the NZ
Transport Agency regarding Proposed Plan Change 84 – Airport
Zone**

Dated 3 February 2017

Introduction

1. My name is Alan Peter Kerr. I am a transportation planner with 16 years professional experience. I am employed by Beca Limited (Beca) as a Technical Director.
2. I hold the qualifications of a Master of Arts in Geography from the University of Oxford and a Master of Science in Transport Planning and Business Management from Imperial College London. I am a member of the Institute of Professional Engineers New Zealand Transport Group and the Chartered Institute of Highways and Transportation. I have been providing transport modelling services in New Zealand since 2009 and internationally since 2001.
3. Over the last seven years I have provided extensive transport planning and transport modelling advice to the NZ Transport Agency ('Transport Agency') on a range of highway construction projects around the country. Additionally, I regularly provide advice on transport assessments of specific development proposals throughout New Zealand, including expert evidence to Council Hearings.
4. I have advised the Transport Agency on transportation matters in relation to the Kapiti Coast District since 2014.

Code of Conduct

5. I confirm that I have read and agree to comply with the Code of Conduct for Expert Witnesses (October 2014). This evidence is within my area of expertise, except where I state where I am relying on what I have been told by another person. I have not omitted to consider material facts known to me that might alter or detract from opinions that I express.

Scope of Evidence

6. My evidence will deal with the following:
 - a. The Strategic Network; and
 - b. Review of transport evidence.

7. I confirm that I have read all of the evidence filed on behalf of Council on this topic.

Strategic Network

8. The transport network in Kapiti Coast District is currently undergoing a significant amount of change. A new Expressway is being constructed between Mackays Crossing and Peka Peka Road and this will provide a marked increase in transport capacity and resilience through the District. This is part of the wider Roads of National Significance programme expected to provide a variety of outcomes including improved connectivity along Wellington Region's west coast.
9. Kapiti Road provides a key east-west link between Paraparaumu Town Centre and Paraparaumu Beach with connections onto the existing State Highway and the new Expressway. The performance of Kapiti Road is critical to Paraparaumu unlocking the transport benefits expected from the Expressway.
10. Over the last few years, Kapiti Road intersections with Arawhata Road, Milne Drive and Te Roto Drive have been redesigned and are now signal controlled. These intersections lie either side of the new Expressway interchange and a significant volume of work has been undertaken to understand the interaction between these intersections. The Kapiti Landings access is in close proximity to these intersections and it is commonly understood that the area needs to be treated as a system, with changes at one location having a ripple effect on all others.
11. It has been agreed between the Transport Agency and Kapiti Coast District Council that the Kapiti transport model will need to be upgraded following commencement of operation of the expressway to confirm the new operating environment. This exercise will provide a more detailed understanding of this part of the network and should be used as a basis for future network and land use change assessments.

Review of Transport Evidence

12. My review of Mr Wignall's memo dated 19 December 2016 finds that there is significant traffic growth forecast to load onto Kapiti Road, with limited alternative routes and a number of constrained intersections. The network could therefore lack resilience and be prone to variability and sensitivity to incidents, or poor performance, at key intersections
13. In 2031, if the maximum threshold level of 339k sq.m has been achieved by the Airport, Mr Wignall's memo indicated a significant increase in delays and congestion from the significant network growth (some 20% higher than 2021). In the critical PM peak period, this was to a level that full convergence of the model could not be achieved, with vehicles constantly switching routes between iterations. This is indicative of a network that cannot accommodate the demands being loaded, without additional capacity being added. A key capacity constraint appears to be at the intersection of Kapiti Road and Hurley Road, which is the main access to the airport development.
14. It is worth noting that Mr Kelly's evidence sets out lower trip generation rates than Mr Wignall's memo. However, my reading of their statements finds that both agree that additional high traffic generating activities, such as supermarkets and department stores, have potential to impact on the operation of Kapiti Road. While Mr Wignall uses higher trip generation assumptions, in my opinion, even the lower trip generations assumed by Mr Kelly are likely to significantly impact on the safe and efficient operation of Kapiti Road and the wider transport network, potentially including access to the Mackays to Peka Peka Expressway.

General Outcomes Sought

15. Because of the high level of sensitivity of Kapiti Road to additional development in this location, and the importance of Kapiti Road in the Kapiti Coast transport network, it is critical that any subsequent resource consent is able to be fully scrutinized and that developments with significant transport impacts can be restricted, or the effects mitigated.

Alan Kerr

3 February 2017