

Before: the Kapiti Coast District Council Hearings Panel

District Plan Review: Chapter 6 Working Environments/Working Zones

Under the Resource Management Act 1991 ('RMA' or 'Act')

In the matter of a submission by the New Zealand Transport Agency (submitter number 457) on the Proposed District Plan

and in the matter of Chapter 6 – Working Environments/Working Zones

Primary statement of evidence of Anthony William Brennand is for the New Zealand Transport Agency

Dated 1 September 2016

Introduction

1. My full name is Anthony William Brennand. I am a Principal Transportation Engineer within the Highways and Network Operations Group of the New Zealand Transport Agency (**'Transport Agency'**).
2. My background and qualifications have been presented in an earlier brief of evidence on matters contained in Chapter 11.
3. I confirm that I have the authority to give evidence on behalf of the Transport Agency. My focus today is on Chapter 6, Working Environments of the Proposed District Plan.

Code of Conduct

4. I have read the Environment Court's Code of Conduct for Expert Witnesses and agree to comply with it. My qualifications as an expert are set out above. I confirm that the issues addressed in this brief of evidence are within my areas of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed. I understand the Code of Conduct requires me to assist the Hearings Panel impartially on matters within my expertise, and not to advocate for the Transport Agency.

Scope of evidence

5. My evidence will focus on:
 - a. The interests of the Transport Agency as it relates to the wider network;
 - b. A description of the analysis approach and analytical;
 - c. Broad conclusions.

The Interests of the Transport Agency

6. The Transport Agency is building and soon will open the MacKays to Peka Peka expressway (**'Expressway'** or **'M2PP'**) which is part of a response to its obligations under the Government Policy Statement to build a Road of National Significance from Wellington Airport to north

of Levin. The Government Policy Statement is constituted under the Land Transport Management Act 2003.

7. A key function of the Road of National Significance, and hence the Expressway, is to support economic development and improve productivity. It does this by connecting different parts of the region and Horowhenua together to enable the agglomeration of economic activities and increased competition in markets and the labour force.
8. The local road network, interchanges, and M2PP are designed to connect Paraparaumu with the rest of Wellington and the Horowhenua District. The Transport Agency seeks to protect this connectivity to and from the Expressway to ensure the function of the Expressway is not compromised - contributing to economic development and improved productivity of Wellington, Porirua, Kapiti and Horowhenua Districts.

Analysis Approach

9. The Council has undertaken a modelling exercise where it has used an existing SATURN model for the district and SIDRA to look at the detailed intersection performance. Both software packages are reputable packages and used frequently and reliably in other investigations.
10. As the rate, type and distribution of development in the Paraparaumu area over the next few years are unknown the modelling of the development scenarios is naturally representative and indicative. It can only give high level indications of effects and should not be thought of as a forecast.

Conclusions

11. The Council has released some diagrammatic summaries of their modelling exercise. Using these results and my considerable professional experience in these matters I have drawn the conclusions below. Because the modelling undertaken by the Council is representative these conclusions cannot be detailed.

- a. The opening of M2PP before the end of the year provides considerable relief to north/south traffic movements on the current State highway. This improves levels of service for north-south movements on the current State highway and results in improved levels of service at intersection of the current State highway and Kapiti Road particularly during the weekday morning, afternoon peaks and the Saturday peak.
- b. The expressway induces a significant level of demand on Kapiti Road, itself, at all peak periods, including Saturdays, as road users seek to gain access to the expressway.
- c. Extensive land development scenarios around Paraparaumu will overwhelm the network and lead to poor levels of service in peak periods including Saturdays if no mitigation measures are undertaken.
- d. Ensuring acceptable levels of service on the network will require infrastructure upgrades and new infrastructure to be carefully matched to the quantum, type and distribution of development. This requires trip number based thresholds to be put in place to enable the effects and mitigation of development to be assessed ahead of the full impact on the local network.

Anthony Brennand

1 September 2016