

**BEFORE THE HEARING PANEL
APPOINTED BY KAPITI COAST DISTRICT COUNCIL**

IN THE MATTER OF | I TE TAKE O the Resource Management Act 1991
AND | ME

IN THE MATTER OF | I TE TAKE O Proposed Plan Change 5 (Private):
100 and 110 Te Moana Road,
Waikanae, Kāpiti Coast District

**STATEMENT OF EVIDENCE OF
DONALD RICHARD WIGNALL
ON BEHALF OF ERIC, VINCE AND RAECHEL OSBORNE**

Dated 2 September 2026

Introduction

1. My full name is Donald Richard Wignall.
2. I have prepared this Statement of Evidence regarding Private Plan Change 5 (PC5) to the Kapiti Coast District Plan in relation to Transport Modelling matters.

Qualifications and experience

3. I am a consultant transport planner with a Master of Science (Transportation and Traffic Planning) from the University of Birmingham (UK). I have been engaged in transportation planning in NZ since 2003. I have undertaken transportation modelling work for a range of clients including NZ Transport Agency, the Ministry of Transport, Kāpiti Coast District Council and KiwiRail. I attach as **Appendix A** further details regarding my experience in this field.

Code of Conduct

4. I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and confirm that I have complied with it in preparing this evidence. I confirm that the issues addressed in this evidence are within my area of expertise and I have not omitted material facts known to me that might alter or detract from my evidence.

Summary of work completed

5. I undertook modelling on the KTM4 SATURN model as summarised in the Technical memorandum entitled “Plan Change 5 Modelling Review” and dated 01-09-2026 between myself and Mr Luke Benner, and produced as Attachment 2 to Mr Benner’s evidence.
6. The work undertaken forecasts traffic demands under 6 scenarios, namely:
 - (i) Existing (2026) traffic demand.
 - (ii) Existing plus ‘plan change’ traffic.
 - (iii) Existing plus consented future development at the Ngārara development.
 - (iv) Existing plus Ngārara consented future development plus ‘plan change’ traffic.
 - (v) Existing plus future (hypothetical) Ngārara development of 900 dwellings

- (vi) Existing plus future Ngārara development of 900 dwellings plus 'plan change' traffic.
- 7. Traffic generation was estimated and trip distribution taken from analysis of Ngārara development zones in the KTM4 SATURN am and pm peak models.
- 8. The resultant scenario demands were input to SIDRA network models for the am and pm peak hours and results summarised in terms of network level of service, average speeds and any locations of individual link LOS F.
- 9. Only limited adjustment of the SIDRA models has been undertaken and further testing to adjust signal phasing and timing is recommended.

Don Wignall

2 September 2026