

IN THE MATTER
of the Resource Management Act 1991

AND

IN THE MATTER
of Hearing of Submissions and Further
Submissions on Private Plan Change 5 to the
Kapiti Coast District Plan

JOINT STATEMENT OF TRANSPORT

EXPERTS (JWS) 14 September 2026

INTRODUCTION

1. This joint witness statement (JWS) relates to expert conferencing on the following topics, as directed by the Independent Hearing Panel via Direction 4 (dated 9 September 2026) on Plan Change 5 to the Kapiti Coast District Plan (PC5):
 - a. Sidra modelling of Te Moana Road/Expressway Interchange.
 - b. Site access
 - c. Public transport and walking and cycling connections.
2. Participants in the expert conferencing were:
 - Luke Benner (LB)
 - Don Wignall (DW)
 - Colin Shields (CS)
 - Gary Adams (GA) Observer
3. The conferencing was held online (Microsoft Teams) on 14 September 2026.
4. We confirm that we have read the Environment Court's Code of Conduct set out in the Environment Court's Practice Note 2023. We have complied with the Code of Conduct in preparing this JWS. Except where we state that we are relying on the evidence of another person, this evidence is within our area of expertise. We have not omitted to consider material facts known to us that might alter or detract from the opinions expressed in this evidence.

MATTERS COVERED BY THIS STATEMENT

ISSUE 1:	Is the SIDRA modelling as now completed (including as produced through Annexure 2 to Mr Benner's evidence) adequate to account for traffic generated by development on the PC 5 site, alongside existing and consented and likely future traffic from Ngārara Farm, through the Te Moana Interchange?
FACTS / ASSUMPTIONS	1. Infrastructure assumptions - In respect of the most recent SIDRA modelling, CS raised concerns with regard to the infrastructure assumptions: - SIDRA model assumes Ngarara Farm Structure Plan link roads are completed, but there are no known dates or triggers when these will be provided. LB indicated that upon development of northernmost neighbourhood (Homestead Dunes) it is understood that the structure plan requires the extension of Te Ara Kawakahia to be made to Ngarara Road hence why the trip distribution patterns of KTM4 have been applied. - SIDRA model assumes Rutherford Drive link is provided but there is no guarantee of delivery of this notional road. LB agreed no certainty re the Rutherford Drive Link. 2. Scenario modelling - Existing plus PC5 – CS considers that this is not a relevant scenario since there is committed development (eg Ngarara Farm) that needs to be included. LB stated this was undertaken to assist with determining where and when effects were likely to arise (i.e. through the substantive future development of Ngarara Farm). 3. CS queried the committed developments at Ngarara Farm that have been assumed - LB explained the assumptions made and all agreed to assumptions. 4. All agreed trip rate used at 1.3 per household is conservative. 5. DW explained the recent Sidra models. 6. CS indicated that his review of the SIDRA models indicate there are links with a LoS F in the PM peak which isn't reported in Table 3 of LB evidence Attachment 2. DW agreed to check after the conferencing and subsequently noted that the link based LOS specified in Tables 2 and 3 are based on degree of saturation (RFC) ratios, as opposed to LOS based on delay values. Based on this information CS considers that delay LOS is a more reliable measure of LOS than that based on RFC as reported in Table 1 of Mr Shields evidence. DW noted that SIDRA recommend that degree of saturation should also be considered (when establishing lane based LOS) rather than relying solely on delay.
AGREED POSITION	The experts agree that the form and timing of any mitigations associated with the Te Moana Road Interchange can be determined and conditioned at the relevant consent stage. Therefore, there is sufficient information to support rezoning assuming subclause 3 (see below), of GRZ-P29 is included and applied to all land rezoned through PC5 requiring subdivision, use and development: <i>3. Manage the effects of trip generation on the safety and efficiency of the transport network including, but not limited to, the Te Moana Road/Kāpiti Expressway Interchange.</i>

ISSUE 2	Is there sufficient information for PC5 to be approved in relating to Te Moana interchange performance, subject to further assessment of safety and efficiency at the resource consent stage?
FACTS / ASSUMPTIONS	Discussed and all agreed that any future SIDRA assessment that identifies mitigation is required as a result of the future development of the PC5 site, then any design work would be subject to a safe system assessment
AGREED POSITION	The experts agree that the form and timing of any mitigations can be determined and conditioned at the relevant consent stage. Therefore, there is sufficient information to support rezoning assuming subclause 3 (see below), of GRZ-P29 is included and applied to all land rezoned through PC5 requiring subdivision, use and development: <i>3. Manage the effects of trip generation on the safety and efficiency of the transport network including, but not limited to, the Te Moana Road/Kāpiti Expressway Interchange.</i>
ISSUE 3:	What measures regarding site access, public transport and walking/ cycling connections should be considered at the resource consent stage?
FACTS / ASSUMPTIONS	All agreed that the design of the PC5 site access with a right turn bay will need to be coordinated with the active mode improvements identified in the ITA, as well as retaining the existing two eastbound traffic lanes at the interchange and the existing eastbound and westbound on road cycle lanes. The right turn bay design will also need to address the concerns raised by NZTA in their submission regarding closely spaced right turn bays that could potentially confuse drivers.
AGREED POSITION	The experts agree that the site access and public transport/walking/cycling connections can be determined and conditioned at the relevant consent stage. Therefore, there is sufficient information to support rezoning assuming subclauses 4 and 5 (see below), of GRZ-P29 are included and applied to all land rezoned through PC5 requiring subdivision, use and development: <i>4. Provide safe and legible vehicular access from Te Moana Road into the development.</i> <i>5. Provide safe and direct access to public transport and active transport facilities on Te Moana Road.</i>

PARTICIPANTS TO JOINT WITNESS STATEMENT

We confirm that we agree that the outcome(s) of the expert conferencing are as recorded in this statement.

15 September 2026



Colin Shields
For Kāpiti Coast
District Council



Luke Benner
For the Applicant



Don Wignall
For the Applicant