

**Before Independent Hearing Commissioners  
In Hamilton**

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Under the Resource Management Act 1991

In the matter of of a submission by NZ Transport Agency (Waka Kotahi)  
(submitter 12) on Proposed Plan Change 7 – Rotokauri  
North Private Plan Change to the Operative Hamilton  
City District Plan

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**Statement of evidence of Duncan Tindall for Waka Kotahi (Transport)**

**8<sup>th</sup> October 2021**

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## **1 Qualifications and experience**

- 1.1 My full name is Duncan Barry Tindall. I am a Technical Director – Traffic Engineering and Transport Planning at GHD New Zealand, based in Tauranga. I am concurrently the acting Market Leader for Transport in GHD across New Zealand.
- 1.2 I hold a Masters Degree in Civil Engineering from Imperial College, London, and a Masters Degree in Transport from the Centre for Transport Studies, London. I am an affiliate of the Engineering New Zealand Transportation Group and a Member of Engineering New Zealand.
- 1.3 My work experience includes 24 years in transport planning and traffic engineering. I have been based in New Zealand since 2010. Prior to moving to New Zealand, I worked as a traffic engineer in the UK and central Europe for 13 years. I worked on a range of road, planning and development-related schemes for national and local government and for private developers.
- 1.4 My experience in New Zealand includes scheme design, assessment and review roles in the transport planning and traffic engineering field, for both local and national government, and for private developers, predominantly in the upper North Island.
- 1.5 My relevant experience includes:
  - a The preparation of the transport assessment for the Genetic Technologies – Pioneer Seeds site, Rukuhia, SH3.
  - b Transport Expert on behalf of Auckland Council, Environment Court Appeal to Auckland Unitary Plan in relation to Redhills Precinct.
  - c Preparation of Transport Assessment for Home of Cycling, Cambridge, and
  - d Preparation of Integrated Transport Assessments for several phases of development at the Redwoods Centre, SH30 Te Ngae Road, Rotorua.
- 1.6 My evidence is given on behalf of Waka Kotahi in relation to the application for Proposed Plan Change 7 (PPC7) to the Hamilton City District Plan, seeking to amend the zoning for the Rotokauri North Area, Hamilton.

- 1.7 I have attended two Expert Conferences in advance of preparing my evidence, as documented in the Joint Witness Statements (JWS) from the 21<sup>st</sup> September and the 5<sup>th</sup> October 2021.
- 1.8 A further Expert Conference has been proposed to occur subsequent to the preparation of this evidence, which is to discuss issues of public transport and walking/cycling, the latter being directly relevant to issues I raise in my evidence.
- 1.9 I have read the Primary statement of evidence of Mr Wood (Waka Kotahi), Mr Hills and the Transport Triggers that were attached to the Planning Evidence of Mr Tollemache and Ms Fraser-Smith.

## **2 Code of conduct**

I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014). I have complied with it in the preparation of this summary statement and during expert witness conferencing. I also confirm that the matters addressed in this statement are within my area of expertise, except where I rely on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

## **3 Scope of evidence**

- 3.1 My evidence addresses the following:
- a The need and timing for the proposed Collector Road to State Highway 39 (SH39), and
  - b Walking and Cycling provision within the Rotokauri North Area.

## **4 Evidence**

### **Collector Road Timing**

- 4.1 Mr Hills states in his evidence that the collector transport corridor to SH39 and the SH39 roundabout are to be provided with the first new lot /dwelling with connection to SH39<sup>1</sup>. This was updated within the Transport Triggers attachment A to the Planning evidence to simply be 'first lot/dwelling' and agreed within the Expert Conference of 5<sup>th</sup> October to be such.

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<sup>1</sup> Primary statement of evidence, L Hills Table 5

4.2 I support the intent and wording of this as agreed in the second JWS as this provides certainty and avoids the situation where there may be construction of the collector and roundabout whilst some dwellings are already occupied using adjacent accesses. I consider that this would contribute to maintaining safety and efficiency of SH39.

### **Cycling**

4.3 Mr Hills Evidence states that the walking and cycling connections from the PPC7 development to the existing walking and cycling network are required prior to the occupation of any dwellings in the Plan Change area<sup>2</sup>; a view that I support. I consider that the provision of infrastructure to provide transport options, in addition to that supporting the use of private vehicles, has many positive benefits.

4.4 This includes reducing the future demand from within the proposed Plan Change area for private vehicle trips, and therefore minimizing the impact on the adjacent State Highway, and wider network for existing and future users.

4.5 I note and support the inclusion in the JWS for the provision of a walking and cycling link between the SH39 Burbush Road Roundabout to the Mangaharakeke Drive (SH1). This shared path is also proposed at the same initial stage of development<sup>3</sup> which I also support in order to provide a consistent connection to the existing wider walking and cycling infrastructure that supports journeys to a range of destinations.

4.6 I am, however, concerned that there is a lack of specificity in relation to the walking and cycling facilities within the PPC7 Area. Specifically, an east-west link running parallel to SH39 and providing a suitable route away from SH39 for walking and cycling connecting to the external networks.

4.7 I consider that the current proposals may lead to an increase in the demand for cycling along SH39 once development connected to Exelby Road occurs. As currently proposed, it is not clear how cyclists from the western extent of PPC7 would connect to the SH39/Burbush Road roundabout.

4.8 In JWS1 it was agreed that "Where there is any facility provided along SH39, it shall comprise a 3.5m wide shared path."<sup>4</sup>. This element of the provisions was

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<sup>2</sup> Primary statement of evidence, L Hills para 2.3

<sup>3</sup> Joint Witness Statement of Experts in Relation to Transport and Planning 5<sup>th</sup> October 2021, Table 1 Item 6

<sup>4</sup> 3,6A,4,2(f)i.d

redrafted and did not explicitly appear in the Transport Triggers as discussed in the second Transport and Planning Expert Conference. It is this omission that I am concerned by, and I consider should be reinstated. In addition, I believe that if there is no facility directly alongside SH39, a comparable equivalent should be provided within the PPC7 area.

- 4.9 I do note the statements in the planning evidence of Mr Tollemache and Ms Fraser-Smith that correctly note that urban residential blocks would allow for walking and cycling on the interconnecting local roads.<sup>5</sup> However, I do not consider this interconnecting local road network would offer the comparable amenity for safe and efficient walking and cycling as a shared path. As such I would not expect the same level of use, and by extension a relative increase in the private car mode share.
- 4.10 I accept that there is the need for greater certainty in the design to enable a specific design or alignment to be confirmed, however, as with the plan that shows an indicative alignments for collector corridors, I consider that it is reasonable and practical to identify a route on Figure 2-8A Rotokauri North Structure Plan.
- 4.11 This would be consistent with the Waka Kotahi Road to Zero road safety strategy<sup>6</sup>. Specifically, I note that the Vision Zero element of the strategy includes examples of how the Strategic Planning process can be used to apply the Safe System principles. For example, in relation to walking and cycling facilities, it is recommended that these should be planned so they are *"separated from heavy vehicles and high-speed traffic environments wherever possible, and especially when traffic volumes are high."*<sup>7</sup>.



Duncan Barry Tindall

8 October 2021

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<sup>5</sup> Planning evidence para 10.44

<sup>6</sup> [Road to Zero – NZ's road safety strategy | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](https://www.nzta.govt.nz/road-to-zero)

<sup>7</sup> [Vision Zero for planners | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](https://www.nzta.govt.nz/vision-zero)