

## Western Bay of Plenty Plan Change 92– Summary Statement Duncan Tindall – Waka Kotahi – Transport Expert Evidence

- 1 Tēnā koutou katoa, Te whakapaparangi mai ingarangi, Ko Yorkshire te whenua tupu. Kei Tauranga au e noho ana, Ko Duncan Tindall tōku ingoa.
- 2 My Name is Duncan Tindall. I am Technical Director – Transport for GHD, with over 27 years’ experience in Transport Planning and Traffic Engineering. My qualifications and experience are contained in Paras 2.1 to 2.6 of my Evidence dated 25<sup>th</sup> August.
- 3 My evidence was focussed on the effects of Proposed Plan Change 92 on the SH2/Ōmokoroa Road intersection. I have read Mr Clow’s rebuttal evidence in which he responds to some of the statements I made in my evidence.
- 4 In section 8 of my evidence I described the current state of the intersection as a priority ‘T’ intersection. I continued to then describe an interim roundabout that is proposed for implementation prior to the end of June 2025 which would provide additional capacity.
- 5 In paragraphs 8.7 to 8.11 I discuss the potential future grade separated intersection which is currently being considered as part of the Waka Kotahi project known as Takitimu Northern Link Stage 2. However, I note that this is currently unconsented, unfunded and does not appear in any future programme for implementation. As such it is my opinion that this does not have sufficient certainty to be considered within the assessment of the transport effects of Proposed Plan Change 92.
- 6 In paragraphs 10.8 to 10.14 of my evidence I highlighted a risk with the assessment that was predicated on the higher capacity of a roundabout featuring a ‘double left turn’ from Omokoroa Road.
- 7 In Section 9 of my evidence I discuss the component sources of the vehicles that will pass through the intersection in the future. These include those associated with current land activities such as dwellings, commercial and educational buildings, activities that can occur under the current District Plan, and those that would be enabled through this plan.
- 8 I have created a simplified diagram (Figure 1) which is intended to show the intersection capacity with the scenarios I discussed and the demands on the roundabouts.
- 9 In my evidence I relied on the technical work undertaken by Mr Jeffcoat of Beca on behalf of Western Bay. This included two specific documents, the first provided as Attachment E

to the Section 42A report, and a subsequent document, including errata that provided updated analysis and a proposed trigger which I attached as Attachment A to my Evidence. A key element is that Attachment E analysis reported the overall capacity of the intersection and did not reflect the LOS F predicted for movements on both SH2 southbound (from Omokoroa towards Tauranga) and from Omokoroa Road (towards Tauranga) in the morning peak.

- 10 Mr Jeffcoat has undertaken analysis of the demand and presented this using the term Household Equivalent Units – HEU. This reflects that some dwelling types, specifically retirement housing, generate substantially less trips in the peak periods than an ‘average’ dwelling.
- 11 I note in his rebuttal at Paragraph 39 Mr Clow has questioned the complexity and therefore ability for the Council to understand how to calculate this if there was a rule that related to HEU. I would note that it was their evidence that introduced this, and in my evidence I retained for consistency. I do not consider there is any challenge with using dwellings as Mr Clow proposes in the latter part of paragraph 41, noting that the difference is related to the retirement dwellings
- 12 In this latter document on Page 4 Mr Jeffcoat states that the point at which LOS E is exceeded, the point at which I consider the roundabout is no longer considered to be safe or efficient, would occur at 4,904 Household Equivalent Units. Mr Jeffcoat goes on to state that this is expected to be reached in 2046.
- 13 As such I do not agree with Mr Clow’s assertion in paragraph 41 of his evidence that *“When Plan Change 92 is operative, it is anticipated that growth can occur without restriction until 2048”*. The evidence presented via Western Bay of Plenty District Council shows that the full effects of Plan Change 92 would exceed the capacity of currently proposed infrastructure.
- 14 In regards to if a rule is needed or not given the anticipation that this is far into the future, I would suggest that having a rule at the time of the plan change occurring provides all parties with visibility and clarity. Whilst the plan would be reviewed in 20 years’ time may not give adequate time to respond and provide the required additional infrastructure.
- 15 I am happy to take any questions that may help support your understanding of my evidence.

Figure 1 – Diagrammatic representation of intersection form and development

