

**BEFORE THE HEARINGS COMMISSIONER AT CAMBRIDGE**

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** A Private Plan Change to the Waipa District Plan under Schedule 1 of the RMA by Waikato Regional Airport Ltd/Titanium Park Ltd and an associated Notice of Requirement, by the NZ Transport Agency, for an alteration to designation as per section 181 of the RMA

**BETWEEN** Waikato Regional Airport Ltd/Titanium Park

**AND** **WAIPA DISTRICT COUNCIL**

**Territorial Authority**

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**STATEMENT OF EVIDENCE OF BRYAN ROSS HUDSON  
ON BEHALF OF WAIPA DISTRICT COUNCIL  
Dated 7<sup>th</sup> May 2019**

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## **INTRODUCTION**

1. My name is Bryan Ross Hudson. I am Road Corridor Manager at Waipa District Council (“WDC”), based in Te Awamutu. I have held this role since 2016. However, I previously held the same role between 1996 and 2003.
2. I have 37 years’ experience in civil and traffic engineering, the majority of this experience within Local Government. During this time, however, I also spent 14 years with a firm of consulting engineers managing local government and state highway road networks and transport projects. My qualifications are NZ Certificate of Civil Engineering 1985. I am a member of the Engineering New Zealand.
3. I have read and agree to comply with the Code of conduct for expert witnesses in the Environment Court Practice Note 2014.
4. I prepared the Appendix A Waipa Transportation Technical Report contained within the Waipa District Council’s Section 42A Report and I have been authorised by WDC to provide evidence in this matter.

## **SCOPE OF EVIDENCE**

5. As a result of further discussions between the Applicant and Submitter and amendments to draft conditions since my Transportation Technical Report contained within the Waipa District Council’s Section 42A Report, my evidence focuses on the form of the proposed new roundabout on SH21 at the entry to the Airport Terminal and Fieldays Gate 0 and capacity to accommodate NZ National Fieldays large event traffic flows.
6. WDC as the intended road controlling authority for the proposed road into the Airport complex has a role to manage road infrastructure and regulate activities within the road reserve. As Road Corridor Manager it is part of my role to approve works in the road corridor, and to approve

traffic management plans for events which affect Council controlled roads. Where local roads intersect with State highways there is a sharing of these responsibilities with the NZ Transport Agency.

#### **NZ NATIONAL FIELDAYS SOCIETY EVIDENCE AND COMMENT**

7. Evidence prepared by Judith Makinson 1 May 2019 on behalf of NZ National Fieldays states in paragraph 16 and 21.
8. Para.16. "I have also reviewed how a single lane roundabout might be adapted to allow the current level of traffic management required for major events to be implemented. It is my opinion that a single lane roundabout would not allow for the level of traffic management required to support major events. In addition, I consider that a single lane roundabout under major event conditions would have a significant detrimental effect on the operation of the Hamilton Airport and Titanium Park activities as access to these would be seriously compromised through unmanageable traffic congestion."
9. Para 21. However, I also consider that a 2-lane roundabout is the appropriate layout for initial construction and that a 1-lane 'interim' proposal discussed in the Section 42A Report is not an appropriate intersection layout...
10. I concur with Judith Makinson's evidence on the basis that if a typical single lane roundabout without facility to accommodate additional temporary lanes were constructed at the intersection, it would not cope with traffic volumes during large Fieldays events.

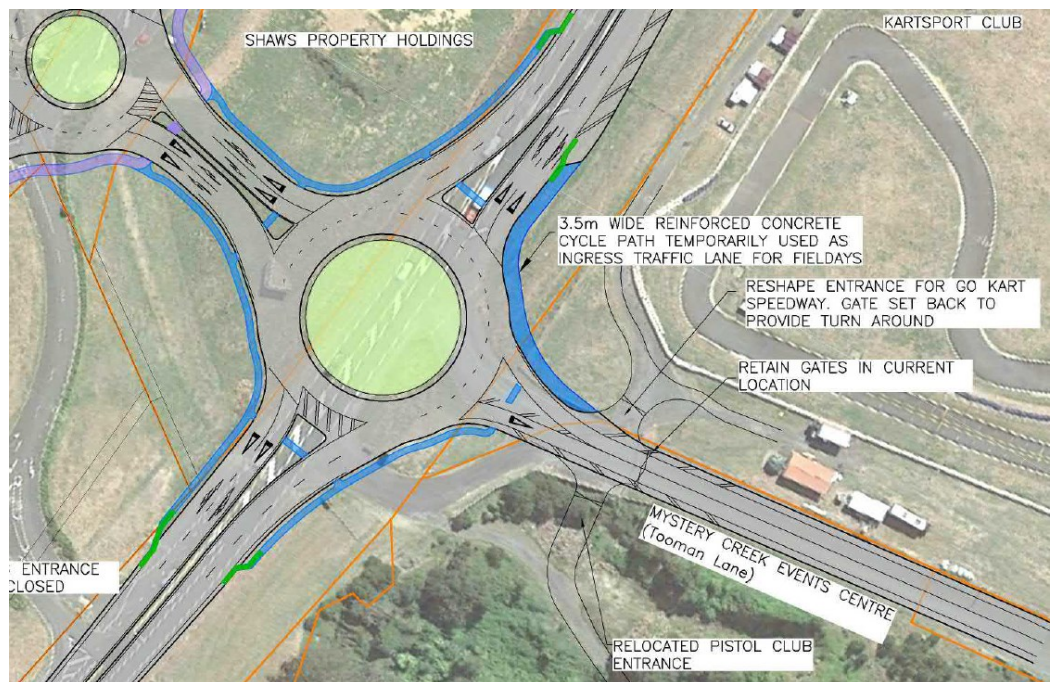
#### **WAIKATO REGIONAL AIRPORT/TITANIUM PARK EVIDENCE AND COMMENT**

11. Evidence prepared by Cameron Inder 1 May 2019 on behalf of Waikato Regional Airport/Titanium Park states in paragraph 7.6 "Amendments were then made to the concept roundabout design to demonstrate that the number of temporary lanes in the existing AM and PM TMPs can be

replicated at the new intersection, and that traffic flow under temporary traffic management conditions would be controlled in much the same manner as the existing TMPs. On that basis I consider that very little, if any difference in traffic capacity will result by having the roundabout.”

12. I concur with Mr Inder’s evidence that an appropriately constructed roundabout able to accommodate two lanes of traffic in and out of the Fieldays Gate 0 is required and that this can be provided for in the designation conditions.

13. The Drawing 144380/01/P/0201 Revision D attached to evidence of Kathryn Drew on behalf of Waikato Regional Airport/Titanium Park shows two regular traffic lanes on all approaches except the Gate 0 approach and indicates one option to create a temporary third lane on the south bound approach through traffic use of the cycle path. An excerpt of this plan is provided below for ease of reference.



14. I am confident that a roundabout built generally in accordance with this plan will be suitable but do have some concern that the proposal to use the cycle path as a temporary traffic lane for events may be a less than optimal solution, in that the cycle path would be at the same level as

the road and may therefore be open to unintended traffic use outside of event controls and it may be unreliable to expect drivers to drive from seal onto what looks like a footpath during events, however it does demonstrate that there is at least one solution and others are likely to become apparent during the detailed design and safety audit processes to provide the necessary temporary lane.

## **CONCLUSION**

15. I believe that to continue to meet the large event traffic access needs of the NZ National Fieldays the proposed roundabout should be constructed to accommodate two lanes on all approaches with exception of Gate 0, which should be designed and constructed to accommodate a temporary additional lane in and out only during large events. One example of how this might be achieved is shown in Drawing 144380/01/P/0201 Revision D, although I would expect that other options are also explored in the design and safety audit process to obtain the best means of providing this temporary lane due to the shortcomings I have identified in my paragraph 14.
16. It is my opinion that a two lane roundabout with provision for additional temporary lanes to Gate 0 will meet the needs of ordinary road users, the Airport and NZ National Fieldays in a safe and sustainable manner.

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**Bryan Ross Hudson**

7 May 2019