

BEFORE THE HEARING PANEL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of a Notice of Requirement to alter a designation for
the HCC Central City Reservoir – Ruakiwi Road

**STATEMENT OF EVIDENCE OF THATO MONICA MARITI ON BEHALF OF
HAMILTON CITY COUNCIL AS REQUIRING AUTHORITY**

(Transport)

Dated 19 December 2025

LACHLAN MULDOWNEY
BARRISTER

P +64 7 834 4336 **M** +64 21 471 490

Office Panama Square, 14 Garden Place, Hamilton

Postal PO Box 9169, Waikato Mail Centre, Hamilton 3240

www.lachlanmuldowney.co.nz

INTRODUCTION

1. My full name is Thato Monica Mariti. I am a Transportation Engineer at Bloxam Burnett & Olliver (**BBO**), a firm of consulting engineers, planners and surveyors based in Hamilton. I have been employed by BBO since April 2023.
2. I have a Bachelor of Engineering degree in Civil Engineering from the University of Cape Town, South Africa. I am a chartered member of the of the Institution of Professional Engineers New Zealand, its subsidiary the NZ Transportation Group and Engineering Council of South Africa.
3. I have 16 years' experience in the field of transportation and traffic engineering gained through 13 years of employment in South Africa and approximately 3 years employment in New Zealand.
4. I have been based in Hamilton for the past two and half years and I am regularly involved in transportation engineering and traffic modelling projects within Waikato and the Bay of Plenty.
5. I have experience in transportation and traffic engineering matters associated with resource management, including effects assessment for resource consents, subdivisions, plan changes and structure plans. I have been engaged in projects for local authorities and private developers, advising on urban and rural traffic and transportation issues covering safety, management and planning matters.
6. I provide this evidence on behalf of Hamilton City Council (**HCC**) as the Requiring Authority (**RA**) which has issued the Notice of Requirement (**NOR**) for the Central City Reservoir – Ruakiwi Road (**Reservoir Project** or **the Project**).

CODE OF CONDUCT

7. I am familiar with the Code of Conduct for Expert Witnesses (Environment Court Practice Note 2023) and although I note this is a Council hearing, I agree to comply with this code. The evidence I will present is within my area of expertise, except where I state that I am relying on information provided by another party. I have not knowingly omitted facts or information that might alter or detract from opinions I express.

SCOPE OF EVIDENCE

8. My evidence addresses the following matters:
 - a) The transportation effects on Ruakiwi Road as a result of the reservoir construction and operations and mitigation measures to manage these effects.
 - b) Transportation of overweight and over dimensional material to site, its effect on the local road network and necessary mitigation measures.
 - c) Assess and provide comment on submissions insofar as they relate to traffic and transportation matters.

EXECUTIVE SUMMARY

9. I consider that the transportation effects of the reservoir construction are not significant and that the traffic volumes on Ruakiwi Road remain appropriate for a two lane arterial road. I consider that the proposed site accesses will be sufficient to accommodate both the Heavy Commercial Vehicles and staff generated traffic.

10. I consider that the staff site generated traffic and heavy vehicle movements will have less than minor effects on the local road network with the implementation of the Site-Specific Traffic Management Plans (**SSTMPs**).
11. Appropriate pedestrian safety measures will be implemented along the preferred route and at construction accesses through SSTMPs.
12. A key aspect of the Project is the transportation of large wall panels and pipe components, large items of equipment and plant into the site as Over-weight and Over-Dimensioned (**OW-OD**) loads. The preferred timing for these loads to travel along the designated OW-OD routes to the Project site will be determined subject to the local road peak hour periods.
13. The reduction of parking supply on Ruakiwi Road is considered minimal as sufficient on-street parking will remain.

REPORTING

14. I prepared the Construction Traffic Assessment (**CTA**) report which is Appendix F1 to the NOR and the Construction Traffic Management Plan (**CTMP**) draft report which is Appendix F2 to the NOR.
15. The CTA considered:
 - a) Site Access arrangement in relation to the Hamilton City Operative District Plan (**ODP**) and Regional Infrastructure Transport Strategy (**RITS**) requirements, safety thereof from the public road and the internal circulation.

- b) Construction Methodology including the expected number of site staff and site generated trips during the construction period and effects assessment.
- c) Identification of possible transportation routes for OW-OD, effects and mitigation measures.
- d) Effects on vulnerable road users and mitigation measure to ensure their safety around and near the site accesses.

16. The CTMP considered:

- a) SSTMP for the Site Access operations.
- b) Site traffic management procedures including, Travel Management Demand, SSTMP, Driver Education, Site Staff induction.
- c) Mitigation measures for OW-OD transportation, on-site manoeuvring, pedestrians and cyclists, necessary roading upgrades, parking, neighbouring property access.
- d) Monitoring and reporting of traffic incidences including regular auditing, stakeholder surveys, inspection of compliance.
- e) SSTMP for the identified and preferred route, for transportation of OW-OD material to site to address and ensure safety of vehicles and active modes on the identified route, particularly the local road network which have not been identified as OW-OD transportation route.

17. The CTA concludes that the construction transport effects of the Reservoir Project within Hamilton Central will be mitigated by the CTMP

with site specific measures to address and ensure safety of pedestrian and cyclists, the Local Road network near the Project site.

ANALYSIS

Site Access

18. I consider that the proposed two site accesses during the construction period will support the distribution of traffic to and from the site throughout the day. Both accesses can accommodate emergency vehicles as demonstrated by vehicle tracking.
19. Site Access 1, shown in Figure 14 of the CTA,¹ can accommodate a range of vehicles, including light vehicles, mini vans, and 19.45m articulated HPMV delivery trucks. Site Access 2, shown in Figure 15 of the CTA,² will accommodate a range of vehicles, including light vehicles, mini vans, and 11m large rigid delivery trucks.

Traffic Generation

20. I have analysed the effects of anticipated site generated traffic on the existing traffic volumes on Ruakiwi Road and other local roads near the site during the construction period.
21. The site is expected to generate about 32 staff trips per day and approximately 48 truck delivery trips per day during the construction peak period. This will comprise a 0.47% to 0.57% increase in Average Daily Traffic volumes along Ruakiwi Road during Stage 1 construction phase and a 1% increase during Stage 2. This increase will be spread over an 8-hour period and is considered to have a less than minor effect on the surrounding road network.

¹ CTA, p 20.

² CTA, p 21.

22. With regard to the capacity of the local road network, the assessment finds that the combined traffic on Ruakiwi Road and the surrounding road network, during the peak construction traffic hours will still be under the serviceable capacity of 900 passenger cars per hour per lane (pc/h/lane). While road efficiency effects are expected to be less than minor, it is recommended that traffic conditions are monitored throughout the Project construction period and applicable mitigation measures are implemented where necessary.
23. Construction staff are generally expected to arrive between 7:00am - 8:00am and depart between 5:00pm -6:00pm. There will be exceptions, such as reservoir foundation and roofing concrete pours that may start early in the morning or continue into the night (6:00am - 6:00pm). On days when a pour is taking place, it is expected that up to 16 heavy vehicle movements per hour could occur, although this intensity will be only for a day.

Other Modes

24. Pedestrian movements along the western footpath of Ruakiwi Road will require safe and clearly defined crossing points at each site access location. The assessment recommends that appropriate pedestrian safety measures, such as marked crossings, signage, and temporary traffic controls be implemented to ensure continuous and secure pedestrian connectivity throughout the construction period.

On-Street Parking

25. Approximately six parking spaces on the western side of Ruakiwi Road will need to be temporarily removed to accommodate Site Access 2 during Reservoir 1 construction. This reduction in parking supply is considered minimal, as sufficient on-street parking will remain to

accommodate visitors in the surrounding area. Following the completion of Reservoir 1, Site Access 2 will be removed so during the Stage 2 construction phase, access will be limited to Site Access 1 which has no impact on-street parking.

26. I consider that the effects of the Ruakiwi Reservoir construction traffic are not significant and that overall transportation effects of the adjoining road network during the construction of the proposed reservoirs are expected to be minor with the transport mitigation measures implemented.
27. All new vehicle site accesses should be constructed based on detailed vehicle tracking for each location during the construction phase and be surfaced to the ODP standards. The remaining access for operations and maintenance should be formed in line with the ODP access design standards.

RESPONSE TO SUBMISSIONS ON TRANSPORT MATTERS

28. I have read the submissions received that relate to traffic matters, and I address these below.
29. Ernest Ross Needham (Submitter Number 1) raised the following concerns:
 - a) *Traffic – concerned that construction traffic will be excessive and uncontrolled. Heavy vehicles and construction workers will cause significant disruption.*
 - b) *Construction Management Plans – concerned that he will not have an opportunity get involved in drafting the plan and does not have confidence that the plan requirements will be enforced by HCC as*

regulator. Considers that HCC as regulator will be lax in enforcing the plan requirements on HCC as consent holder.

30. In response to a) above, the CTA recommends a CTMP (which will include a travel management plan) be put in place including measures such as driver education to ensure proper traffic management around the site and minimal or no disruption to traffic during the deliveries. These matters will be addressed through the submission of a Construction Management Plan (**CMP**) to HCC for certification prior to commencing construction activity on site.
31. In response to b), the CTMP recommends the appointment of a Communication and Stakeholder Manager who will be responsible for the implementation and reporting of stakeholder survey and road user feedback via the methods outlined in both the CTMP and Construction Earthworks Management Plan as required. Communication associated with traffic management activities will be undertaken on a case-by-case basis depending on the location and impact of the construction and traffic management activities. Therefore, all stakeholders will have the opportunity to provide feedback on the operation of the CTMP through the Project communication manager.
32. These matters will be addressed by Designation Conditions 4 to 7 through the submission of a CMP to HCC, and the CTMP Conditions 20 to 25. Therefore, I do not expect there to be any major traffic effects due to reservoir construction traffic.
33. Glenda Morrissey (Submitter Number 5) raised the following concern:
 - a) *Construction and Traffic Effects: The construction phase will generate noise, vibration and traffic disruption. Concerned about early morning concrete pours and heavy vehicle movements along*

Ruakiwi Road, close to residential dwellings. These effects are likely to be more significant than stated.

34. As stated in the CTA, the construction will occur between 7:30 am and 6:00 pm, with construction staff generally arriving between 7:00am - 8:00am and departing between 5:00pm-6:00pm. There will be exceptions, such as reservoir foundation and roofing concrete pouring that may start early in the morning or continue into the night (6:00 am to 6:00 pm), however, this will be occasional, generally spanning only one day. The CTMP recommends careful planning of OW-OD movements which includes delivery trips to be evenly spread throughout the day to avoid queuing at the site access or offloading locations within the construction site. Therefore, the construction traffic is anticipated to have no more than minor effects on Ruakiwi Road.
35. All of the above submitter concerns will be addressed by the CMP Conditions 4 to 7 and CTMP Conditions 20 to 25 which will be monitored by HCC.

RESPONSE TO SECTION 42A REPORT COMMENTS/RECOMMENDATIONS

36. I have reviewed the transport related matters raised in the s 42A Report by Ms Laura Galt (and supporting Transportation Assessment Peer Review by Ms Yrish Estoce).
37. The matters raised relate to the submissions which have been addressed in this evidence.
38. Ms Estoce considers that the CTA provides a sound analysis of the effects of the works on traffic matters and largely agrees with and adopts the analysis.

39. I agree with Ms Estoce's response to the matters raised in the submissions. She has recommended amendments to the designation conditions to address the concerns raised. I have reviewed the recommended conditions and propose minor adjustments as outlined below.

RECOMMENDED CHANGES TO THE CONDITIONS

40. Ms Estoce has recommended a number of additional matters be addressed in the CTMP, however I disagree that the level of specificity is necessary. In my opinion, the topic headings and direction associated with each matter addressed in the CTMP should be clear but the detail of how the CTMP addresses each of these issues should be left up to the contractor to develop. I note that Ms Galt has made some amendments to the traffic conditions in Appendix A to the s 42A report based on Ms Estoce's recommendations. I support Conditions 22 to 25 as set out in Appendix A which are set out below.

Condition 22

In order to achieve the objectives established in condition 21 above, the CTMP shall, as a minimum, address the following matters:

- a) Hours of operation;
- b) A general outline of the construction programme for each stage;
- c) Details of site access and egress over the entire construction period and any limitation on truck movements;
- d) Plans showing the location of any site office, staff facilities and vehicle parking requirements for site staff, contractors, sub-contractors and visitors, including the Workforce Travel Demand Management Plan (TDMP),
- e) Identification of haul routes and Over Weight Over Dimension (OW-OD) movements to the site, onsite location of stockpile and storage including internal manoeuvring;
- f) Construction truck movements and proposed haul routes shall be planned to comply with the local road network peak hours (Peak hour movement cap) and nearby school drop off and pick up times (School safety window);
- g) Wheel washing facilities (if required to ensure that material is not tracked onto Ruakiwi Road);
- h) Measures to ensure satisfactory vehicular and pedestrian access is maintained to all adjacent properties throughout construction;

- i) Location of the proposed signage (this should include signage that warns the public of turning vehicle movements) at site access;
- j) Ensuring access to neighbouring properties is not compromised;
- k) Temporary parking removal and reinstatement: The CTMP/SSTMPs shall define the extent, signage, and duration of any temporary removal of public parking spaces to enable site access operations; include monitoring of parking conditions; and coordinate reinstatement with Council at completion of the relevant construction phase(s).
- l) Any temporary adjustments to road infrastructure (e.g., removal of belisha beacons) required for OW-OD deliveries shall be managed under SSTMPs; ensuring traffic and vulnerable user safety and reinstatement at the earliest practicable time;
- m) Complaints/incidents register and liaison: The Requiring Authority shall maintain a construction traffic complaints/incidents register, provide summaries to Council on request, and maintain a community liaison contact during working hours to respond to traffic-related enquiries; and
- n) Any other general issues that are applicable as listed within the standard CTMP guidelines.

Condition 23

The CTMP shall be prepared in accordance with the NZ Transport Agency (Waka Kotahi) New Zealand Guide to Temporary Traffic Management (NZGTTM) and shall be complied with at all times throughout construction.

Condition 24

No works within the road reserve shall commence until the CTMP has been certified by Council and approved by the Road Controlling Authority via the Corridor Access Request (CAR) process or TMP portal. CTMPs must be available on site at all times, and an STMS shall be present whenever temporary traffic management is in effect.

Condition 25

Any changes to the CTMP shall be made in accordance with the methodology, and certified procedures outlined in the plan. Amendments shall be confirmed in writing by the Requiring Authority following consultation with the Hamilton City Council's Chief Executive or nominee (before implementation).

41. I note that the recommended conditions in Appendix A to the s 42A report align with my recommendations for the contents of the CTMP in Condition 22 and I agree with this conclusion.

CONCLUSIONS AND RECOMMENDATIONS

42. In my opinion, the RA's proposed designation conditions addressing transport matters, including the proposed mitigation measures, in particular the CTMP, are sufficient to ensure any potential adverse transport effects on the surrounding road network will be appropriately mitigated and therefore minor.

Thato Monica Mariti

19 December 2025