

Before the Hearings Commissioners  
at Matamata

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*in the matter of:* A Private Plan Change to the Matamata-Piako District Plan under Schedule 1 of the RMA by Rings Scenic Tours Limited to introduce a Development Concept Plan, to enable the ongoing operation and growth of tourism activities at Hobbiton Movie Set within an appropriate planning framework

*to:* **Matamata-Piako District Council**

*applicant:* **Rings Scenic Tours Limited**

Statement of Rebuttal Evidence by **Cameron Beswick Inder** on behalf of Rings Scenic Tours Limited

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Date: 05 April 2019

## 1. INTRODUCTION

- 1.1 My full name is Cameron Beswick Inder. I am employed as a Senior Transportation Engineer with Bloxam Burnett and Olliver Ltd. I have the qualifications and experience set out in my evidence in chief (EIC') in these proceedings. In relation to this hearing I am presenting expert traffic engineering evidence on behalf of Rings Scenic Tours Ltd (the Applicant/ RST).
- 1.2 I have prepared this rebuttal evidence in response to the evidence of Mr Robert Swears on behalf of the NZ Transport Agency, and the evidence of Mr Richard Harkness on behalf of J Swap Contractors Ltd.
- 1.3 I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court, Practice Note (2014). This written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

## 2. NZ Transport Agency's Evidence

### *General*

- 2.1 Mr Swears evidence on behalf of the NZ Transport Agency focuses primarily on why he considers the plan change should:
  - I. Incorporate daily (and desirably hourly) caps on vehicle movements as well as visitor numbers,
  - II. Not permit additional tourist directional signage to Hobbiton Movie Set be installed on the State Highway network,
  - III. "Strongly discourage" access to Hobbiton Movie Set via Buckland Road West and the SH 1 / Karapiro Road intersection.
  - IV. Assess, and monitor the potential for adverse traffic capacity and safety effects at the SH29/Hopkins Road intersection.
- 2.2 In Section 4 of Mr Swears evidence he outlines the existing consent and mentions in paragraph 14 that "Consent is sought for 650,000 visitors per annum." This is not strictly true; a Plan Change (not a consent) is sought with a Performance Standard cap of 3500 movie set tour visitors per day which would mean, from my analysis of 2016 daily visitor records correlated to surveyed traffic volumes, that the tourist attraction was unlikely to exceed 650,000 movie set tour visitors per annum given the seasonal variations of tourists visiting the site. This is outlined in my evidence section 4.9.
- 2.3 In paragraph 54 Mr Swears provides a calculation that results in 3500 visitors to Hobbiton generating 3010 vehicles per day (vpd) as opposed to the approximate figure of 2084 vpd calculated in the ITA. Mr Swears' reasoning is specious, as it relies on a number of assumptions, including that an average vehicle occupancy rate of 3.36 people per vehicle is

“unrealistically high”. Unfortunately it is not made clear why Mr Swears considers this to be unrealistically high.

- 2.4 By comparison however, comprehensive data collection was undertaken as part of the analysis presented in the ITA to determine the actual trip generation rate of the site without there being a need to make assumptions around car occupancy, and bus occupancy. The result in fact was that the average vehicle occupancy rate for movie set tour visitors is 3.36 per vehicle. That is, 1855 movie set tour visitors / 552 exit vehicles = 3.36. (ITA 2016 surveys).
- 2.5 I note Mr Swears’ calculation of 3010 vpd is also based on an assumed 2 people per car and 30 people per bus, which Mr Swears’ references from page 28 of the BBO ITA report (Swears para 51 (iv)). However, these numbers in the ITA were related only to Event vehicle occupancy, specifically events held outside of Movie Set Tour hours. They were not related to Movie Set Tour visitor traffic. Again, the data available for Movie Set Tour visitors was significant so there was no reason to make assumptions about vehicle occupancy in order to extrapolate future Movie Set Tour visitor traffic volumes under the Plan Change.
- 2.6 The only assumption I have made for movie set tour traffic, and I consider it to be reasonable given the significant number of visitors attending the site and the week long surveys we had for correlation, is that the relationship between visitor numbers and number of peak daily and peak hourly vehicle trips per visitor will continue more-or-less the same into the future under the Plan Change. I consider this to be a reasonable assumption simply because I cannot foresee that the many tour operators are going to significantly depart from using buses/coaches to transport 30-50 people and instead use 10 cars or 4-5 mini vans (similar capacity to one 40 seater bus). That would mean higher operations costs, more difficulty with logistics and many more staff required as drivers. While Free Independent Travelling (FIT) by tourists is popular in New Zealand, which is witnessed in the surveys showing approximately 85% of visitors are by car/van to Hobbiton, this is reflected in the surveys used in the ITA to derive my traffic generation predictions.
- 2.7 On this basis I cannot foresee a significant future change in the relationship between movie set tour visitor numbers and daily (or peak hourly) traffic generation to the site. And therefore a scenario where 3500 movie set tour visitors to the site will generate even close to 3010 vehicles per day as hypothesised by Mr Swears is not supported by the data, and is highly unlikely.

#### ***Peak hour traffic effects***

- 2.8 In paragraphs 6.19 and 6.20 of his evidence Mr Swears states that the key matter of interest from a transport effects perspective is the safe and efficient movement of vehicles and that “with regard to the efficiency of vehicle movements... the focus of analysis is ordinarily

based on peak hour movements.” In paragraph 6.22 Mr Swears goes on to say that “the ITA does not appear to include any consideration of the peak hour effects.”

- 2.9 While Mr Swears is correct when he says that efficiency analysis is ordinarily based on peak hour movements, traffic generation patterns at Hobbiton differ significantly from ordinary developments. Most ordinary developments have a distinct peak traffic flow, or two peaks, one each associated with the morning and evening peak hours, with often much lower traffic generation in between. Conversely, Hobbiton tour traffic is associated with tour bookings, which are spread as evenly as possible by the RST bookings team across the day, meaning traffic generation is also a relatively flat profile across the day. This makes analysis of traffic flows, which are associated with visitor numbers, more unique for Hobbiton.
- 2.10 This lack of well-defined hourly peaks for Hobbiton traffic is illustrated in the attached chart of the daily profile of visitor numbers by half hour through the day. The totals per half hour are the average over a 7 day period in each month from January to March 2018, July and August 18 and January 2019. The daily profiles show the number of movie set tour visitors per time slot starting at 8am and finishing at 6:30pm in January 2018 and 2019. The visitor numbers recorded within the normal AM and PM peak hours is representative of the average for the day, while the actual visitor peak is only about 20% higher than the average and typically occurs throughout the middle of the day from 10:30am to 3:30pm. The average number of visitors per half hour slot was over all weeks shown was 145 visitors, while the maximum was 172 in March 2018 and 175 in January 2019. This reinforces that the peak is just 20% more than the average visitor total per tour time slot.
- 2.11 In winter months movie set tours start at 9am and the last tour starts at 3:30pm, with the average tour slot containing 141 visitors and the peak slot 169 visitors (again, a 20% difference). Traffic would typically start arriving from 8:30am for the first tour at 9am, and depart from 4-5pm after the last tour ends. Again at these times the visitor number is aligned with the average for the day rather than the peak.
- 2.12 What this is effectively showing is that there is very little peaking of Hobbiton related traffic during the day, but the peaks that do occur are typically from mid-morning until mid-afternoon, and not during the typical AM and PM commuter peak hours of (7:30-8:30am and 4:30-5:30pm).
- 2.13 Further to this, the surrounding road network near Hobbiton consists of rural roads and highways that have less defined AM and PM peak hour traffic flows compared with that in or near cities and towns. So for this case the assessment of a peak hour for the surrounding rural intersections in my view is not a fundamental factor, but rather the safety effects of the increased traffic flows is the key factor addressed in the ITA. This is further supported when considering that the expected peak hour flow relating to Movie Set tour traffic is 350 vph. My EIC in paragraph 4.25 outlines that approximately 93% of tourist traffic to Hobbiton arrives via Buckland Road east, which is 325vph. The through traffic component on



Buckland Road at Hobbiton was identified in the ITA report from survey data as 260 vpd in 2016, which is approximately 26 vph applying the standard 10% peak hour to daily traffic volume factor. Doubling this allows for traffic generated from dwellings over Buckland Road east that travels to and from the east only. So in total, the two way peak hourly flow of 350 - 375 vph in two directions is the expected maximum on Buckland Road east when Hobbiton operates at or near its daily capacity. It is important to note this is realistically only likely to occur in the first week of January each year (based on the considerable visitor number records available) when visitor numbers are at their highest, which I refer to my EIC paragraph 4.12.

- 2.14 To put this two-way volume into perspective, a rural road with rolling topography such as Buckland Road east has a capacity of approximately 1600-1800 vph (factored down from 2800 vph due to narrow lane widths, few passing opportunities, narrow or no shoulders, numerous access ways and a high percentage of HCVs). Clearly, the peak flow of 350-375 vph on Buckland Road east is well below this capacity of 1600-1800 vph.
- 2.15 In addition, such flows in my experience are typically unlikely to cause a capacity issue at intersections with less than 10,000 vpd on the through road. From the numerous times I have travelled to the site, including in February 2019 it has never been apparent to me that congestion and delays at intersections surround the site are any more than negligible to minor. Furthermore, I note that no Submitters raised specific concerns about excessive queues or delays at any of the intersections on the east side of Hobbiton where the majority of visitor traffic arrives and departs.
- 2.16 In Paragraph 6.22 Mr Swears also states that a comparison should have been made of the queues and delays between the existing consent (300,000 visitors per year) and the DCP. In response to that, under the existing consent there was no daily limit on visitor numbers. Hobbiton could, and already does, have movie set tour visitor numbers near the 3500 daily limit proposed under the DCP. Refer to my EIC paragraph 4.12. Consequently, the peak flow traffic effects that are expected under the DCP are barely different to that which occurs at present.
- 2.17 Consequently, in my opinion capacity at intersections near the Hobbiton site is not an issue and queues and delays are, and will remain, less than minor as I observe to be the case at present.

#### ***Vehicle movement thresholds***

- 2.18 In his Conclusion paragraph 96 (iv) Mr Swears states that "The Plan Change should incorporate daily (and desirably hourly) thresholds on visitor numbers and vehicle movements." The case for a cap on daily visitor numbers has been made in my evidence paragraph 4.9-4.14, and also in 2.1-2.7 above, but I will highlight a few key reasons for this here.

2.19 Hobbiton operates a booking system for tours which ensures that movie set tour visitor numbers will be limited to 3500 per day, and that visitors will be evenly spread across the day. This has been predicted in the ITA to result in approximately 2084 vehicles per day based on extensive data collection correlating existing vehicle movements with visitor numbers. In reality the number of vehicles arriving during the peak days of the year will fluctuate depending on how visitors travel, which affects the average number of people per vehicle on any given day. However, these fluctuations will be within the normal range expected over any given week, as shown in the table below, which is modified from Table 6 of the ITA from which the 2084 vpd number was derived as the average maximum daily volume for the peak visitor day.

Count Day	Daily Movie Set Tour Traffic	Movie Set tour Visitor Numbers	Extrapolated daily traffic for 3500 movie set tour visitors	Difference to the Average
Thursday, 17/2/16	1166	1860	2194	105%
Friday 18/2/16	1232	2110	2044	98%
Saturday 19/2/16	1198	2196	1909	92%
Sunday 20/2/16	1000	1917	1826	88%
Monday 21/2/16	1050	1606	2288	110%
Tuesday 22/2/16	1058	1593	2325	112%
Wednesday 23/2/16	1030	1704	2116	102%
<b>Average</b>	<b>1105</b>	<b>1855</b>	<b>2084</b>	<b>100%</b>

2.20 The table above clearly shows that on the basis of the survey data of vehicle trips and visitor numbers there can be an expected 12% variation either side of the average extrapolated daily traffic volume for the peak 3500 movie set tour visitors. This supports my opinion that placing a cap on movie set tour visitor numbers per day is more appropriate in this case than limiting Hobbiton to an average maximum predicted daily or hourly traffic volume, to allow the peak daily visitor number of 3500 to be achieved with normal daily fluctuations in traffic volumes. Traffic effects on the network are not suddenly going to be significant if the average maximum daily volume of 2084 vpd is exceeded by 12% on one or two days of

the week. However, such a cap of daily or hourly volume included in the Performance Standards would mean an instant non-compliance.

- 2.21 I say that the 3500 daily movie set tour visitor cap is most appropriate also because having a cap on vehicle movements will be impractical to manage and unreasonably onerous on RST when it is clear from the evidence that traffic volumes associated with the Plan Change are highly unlikely to regularly be significantly greater than that which has been predicted. Hobbiton operates a booking system where tourists book months in advance, and tour groups often a year or more in advance. If the site were to exceed its daily or hourly vehicle movement cap on occasion it is not possible to simply stop accepting movie set tour visitors, since they have pre-booked months ago. Even if turning them away on the day was possible, the remote nature of the site and large distances visitors travel would mean the only practical point for turning them away would be when they arrive at the site, which would only increase peak hour traffic since visitors that would have otherwise spent several hours at Hobbiton would now turn around and drive away (quite possibly with anger and frustration affecting their driving).
- 2.22 In contrast, visitor numbers are much easier method to manage, which by the shown relationship will limit traffic generation to an acceptable quantum but not to a precise volume. Limiting the number of bookings that the site takes each day, and by limiting the number of spaces on each tour enables the spreading of visitor numbers across the day, thus avoiding large unexpected and unmitigated traffic generation effects.
- 2.23 Existing consents have no caps on daily or hourly visitor numbers or vehicle movements. As per paragraph 5.4 of my evidence, the crash rate in proportion to the number of vehicles has decreased significantly near Hobbiton. This indicates that the mitigation works that have been carried out by RST since 2011 have been effective and more works have been identified in my EIC. The visitor numbers cap ensures that peak hour and daily traffic volumes will be no worse than they are now while allowing normal daily fluctuations in traffic volumes.
- 2.24 The reasoning above for daily caps on vehicle numbers is equally valid for hourly and yearly caps on vehicle numbers. A yearly cap (such as 387,000) on vehicle numbers in particular does not achieve anything other than creating additional monitoring requirements, as yearly vehicle numbers are not related to daily (and therefore peak) traffic flows at Hobbiton.

### ***Sign Strategy***

- 2.25 In his conclusion (Paragraph 96 (iii)), Mr Swears states that “additional signage directing road users to Hobbiton should not be installed.” He goes on to state that “I consider it desirable that the Applicant is not permitted to install advertising signs on private land in lieu of the tourist signage described in the ITA.” His main opposition to the proposed

signage is that it is not consistent with the Traffic Control Devices Manual (TCDM) and that additional signs may create confusion for drivers.

- 2.26 However, a total of three additional tourist guide signs are proposed in the Sign Strategy on State Highways, to what is already installed. These three signs are at the SH1 / SH29 Pairere Intersection. The original Sign Strategy in a draft version of the ITA had more signs proposed on State Highways, including one prior to the SH 1 / Karapiro Road intersection for southbound traffic to guide Hobbiton-bound tourists to continue ahead on SH 1 (rather than use Karapiro Road and Buckland Road west). BBO reluctantly deleted this sign and four others on SH 27 and SH 29 from the strategy following resistance from the NZ Transport Agency on the basis that there were too many. The three remaining signs in the strategy for SH 1 / SH 29 intersection hardly amounts to “a plethora of signs” that Mr Swears is concerned about in Paragraph 49 of his evidence. The benefit of these signs in my opinion is significant in terms of providing clarity to road users, especially tourist drivers unfamiliar with the road, prior to and at the very busy high speed intersection.
- 2.27 The Sign Strategy also looks to improve the safety of key intersections near the Hobbiton site. Drivers using Google Maps or directions from the Hobbiton website must read these quickly and correctly to ensure they take the correct direction at an intersection. Often this is on unfamiliar roads and at speeds of 100 km/h. There is little room for error and little time for drivers to confirm they are making the correct turn. It is my opinion that having additional signs to indicate the direction to Hobbiton will reduce the probability of confusion resulting in driver error.
- 2.28 I note that the protocol for tourist signs in the TCDM is for any attraction exceeding 10,000 visitors per year. As Hobbiton currently receives in excess of 600,000 visitors per year, it is my view that allowing additional signage for this significant attraction will not create a precedent for other smaller attractions, as visitor numbers to Hobbiton are without precedent in the North Island.
- 2.29 Further to the above however, I note that a precedent already exists for tourist signs being located some distance from a tourist attraction. This is the case for the Rugby Museum in Palmerston North which has a tourist sign located on SH 1 prior to the intersection of SH 1 and SH 56 in Himatangi. This is 28km from the museum itself, which is located in Palmerston North. A photo of this sign taken in 2017 is included below.





- 2.30 The New Zealand Transport Agency (formerly Transit New Zealand) approved an application for a tourist sign for Hobbiton to be installed at the SH1 / SH29 intersection in a letter dated 5 February 2007. This was not installed for reasons unknown, but a photo-montage of the proposed sign looking southbound was made at the time and is shown below. I have included this letter as an attachment as it shows that it once was approved to increase safety despite the visitor numbers to Hobbiton at the time being around only 30,000 per year.



- 2.31 In addition to the three new signs proposed for the SH1 / SH29 Pairere intersection, I remain strongly of the view that a tourist guide sign on SH 1 prior to the SH 1 / Karapiro Road intersection is needed to guide Hobbiton-bound tourists to continue ahead on SH 1 (rather

than use Karapiro Road and Buckland Road west). Such a sign could look something like the following to be a simple encouragement to tourists to continue on SH 1.



2.32 In addition to the measures already employed to discourage tourists from using the intersection and Buckland Road east, including having Google change the recommended route to Hobbiton from Hamilton (as Mr Swears confirms in his evidence) I am of the view that such a sign would significantly help to further discourage tourists from using Karapiro Road and therefore Buckland Road west. It is clear that a small minority (between 5-10%) of visitor trips still use Karapiro Road and Buckland Road west. I am aware that only two weeks ago a tourist driver caused a head-on crash on Buckland Road west near Hobbiton, as a result of being on the wrong side of the road on a blind corner that has a centreline marking. A local resident of Buckland Road was coming the other way and was the innocent party in the crash, which fortunately only resulted in non-life threatening injuries. Both vehicles were destroyed by fire. This tourist is likely to have turned off SH 1 at Karapiro as I understand they had only recently arrived in New Zealand and Hobbiton was their first destination.

2.33 I am pleased to see Mr Swears appears to agree that discouraging traffic from using the SH 1 / Karapiro Road intersection is essential for improved road safety. This view features strongly in his evidence, starting with his key conclusions in Paragraph 8(iii):

*"Access to the Site via Buckland Road west (and the SH1 / Karapiro Road intersection) should be strongly discouraged".*

2.34 In paragraphs 34-38 Mr Swears goes to some length to illustrate that the crash record at the SH1 / Karapiro Road is getting worse, although it is important to note he does not link this increase to Hobbiton related traffic. Notwithstanding that, Mr Swears concludes that it is undesirable to encourage additional visitors to Hobbiton through this route in paragraph 39.

*"Therefore, given the increasing number of crashes at the intersection, the apparent increase in crash severity, and the relatively minor works being considered for the intersection, I consider it undesirable for any changes to be made to the road network and / or signage that may encourage the additional visitors to Hobbiton (that would be realised through the Plan Change) to use the SH1 / Karapiro Road intersection.*

2.35 Again in paragraph 40:

*"...the increase in crashes at the SH1 / Karapiro Road intersection, combined with the constraints associated with the alignment of Buckland Road west, indicate that it would be undesirable to encourage Plan Change traffic to use the SH1 / Karapiro Road intersection".*



2.36 Again in paragraph 79;

*"I agree with Mr Inder's view that it is undesirable for Buckland Road west to be used for access to the Site and, by extension, for the SH1 / Karapiro Road intersection to be used".*

2.37 In paragraph 82 Mr Swears states:

*"I agree with Mr Inder that a comprehensive signs strategy focused on guiding visitors to Hobbiton via the preferable route (Buckland Road east) has the potential to reduce the amount of "[...] tourist traffic using Buckland Road west, or worse, attempting to u-turn on SH1 after going past Karapiro Road and then seeing they could have gone that way on a map." (Inder, 2019b, paragraph 5.22). However, Mr Inder's conclusion is based on one tourist attraction and presupposes that guiding visitors to Hobbiton should take priority over the need to guide road users to a wide range of destinations.*

2.38 I find it difficult to reconcile Mr Swears agreement that a comprehensive sign strategy has the potential to reduce the amount of tourists using Buckland Road west, and consequently improve road safety, with not being willing to support such signs and road safety due to a view that guiding other road users to a wide range of destinations would somehow be put in jeopardy.

2.39 In Paragraph 68 Mr Swears again states:

*"Based on the statement by Gray Matter, I understand they agree with me that it is undesirable for there to be any encouragement for journeys to and from Hobbiton to involve the use of the SH1 / Karapiro Road intersection".*

I note Mr Swears says "to" in that statement referring to Hobbiton related journeys.

2.40 Mr Swears also states in paragraphs 79

*"I agree with Mr Inder's view that it is undesirable for Buckland Road west to be used for access to the Site and, by extension, for the SH1 / Karapiro Road intersection to be used."*

2.41 I note Mr Swear concludes in his evidence paragraph 96 (ii):

*"There appears to be agreement between the transport engineering experts involved with this matter (namely, Mr Black, Mr Inder, and me) that access to the Site via Buckland Road west (and the SH1 / Karapiro Road intersection) should be strongly discouraged".*

2.42 Despite all of these statements strongly supporting the discouragement of traffic from using SH1 / Karapiro Road intersection Mr Swears does not support the addition of a tourist guide sign on SH 1 prior to the intersection that would further help to strongly discourage traffic

from using the intersection, for the reason that it may impact on guiding road users to other destinations. I disagree with that from a traffic safety perspective. In my opinion it is quite likely that some of the tourists that turn into Karapiro Road and travel to Hobbiton via Buckland Road west, also return back to SH 1 via the same route simply because they found it possible on the inbound trip when there were no signs guiding them to the contrary. That is worse than the inbound trip as they then turn right out of Karapiro Road to SH 1, which is much more difficult due to the volume of SH 1 traffic than turning right onto SH29 at Hopkins Road.

### **3. J Swap's Evidence**

- 3.1 In paragraph 3.10 Mr Harkness proposes the insertion of performance standards capping yearly and daily vehicle movements. My argument against this is outlined above in response to Mr Swears evidence. It is important to recognise this is a tourist site that operates with pre-booked ticketing and variable transport modes. It is not a quarry.
- 3.2 It is worth commenting here on the wording of 1.1.7 l which states that "Peak trip generation resulting from all activities undertaken at the DCP site shall not exceed a maximum peak of 2,084 trips within any 24 hour period starting at 6am and finishing at 6am on the following day." Fluctuations in this trip rate has already been covered, but in addition to this the 2,084 was calculated based on movie set tours only. Events outside of movie set tour hours may generate additional traffic. Any performance standards that use the aforementioned trip rate should only apply during movie set tour hours, though limiting daily visitor numbers remains the preferred performance measure.
- 3.3 In paragraph 3.12 Mr Harkness supports the insertion of performance standards around guiding vehicles to use the eastern side of Buckland Road and avoid Rangitanuku Road. Many of the measures included in 1.1.7 o are already in place at Hobbiton and will continue to be undertaken.
- 3.4 Both performance standards 1.1.7 n) and 1.1.7 o) refer to Rangitanuku Road as well as Buckland Road West. It is my opinion that it is unnecessary to try and discourage traffic from using Rangitanuku Road as it is not a logical route to Hobbiton, and has been shown to have negligible Hobbiton traffic as per my evidence paragraph 6.19 and 6.20. Discouraging traffic from using this route could have the affect of highlighting the route to drivers who wouldn't have otherwise known about it. Furthermore, stipulating too many routes to avoid to the site could result in visitors not reading the information at all and then using Buckland Road West, which is of more concern.
- 3.5 Performance standard 1.1.7 n) states that "The Site Operator shall ensure that vehicles under its direct control including Hobbiton staff and tour buses..." It is not possible for RST to prevent individual employees or tour operators travelling on either Buckland Road West or Rangitanuku Road. Employees may even live on these sections of road which would



necessitate their use in travelling to work. RST will do everything practicable to encourage all visitors and staff to avoid Buckland Road West, as is already the case. This has been demonstrated to be effective with very few vehicles choosing to use this route whether staff, tour buses, or visitors.

### ***MOU***

- 3.6 In paragraph's 3.7-3.9 Mr Harkness discusses the MOU between RST and MPDC.
- 3.7 I Agree with Mr Harkness that the MOU is inappropriate for a DCP and that it does no more than deal with how agreed mitigation is to be funded and implemented. Furthermore, it does not contain additional works that need to be recorded in the DCP.

### ***Scope of works***

- 3.8 In paragraph 4.4 b) Mr Harkness proposes that the DCP address upgrades and safety improvements to all local roads and intersections surrounding Hobbiton including: Buckland Road East and West, Puketutu Road, Hopkins Road, SH 29, Toataoroa Road, Todd Road and Karapiro Road.
- 3.9 As part of the ITA, analysis was undertaken of the routes to Hobbiton and appropriate upgrades devised to improve safety where adverse effects, or the potential for increased effects were identified. These works are extensive and cover the main routes on the road network where Hobbiton related traffic is concentrated such that effects are deemed more than minor. It is my opinion that the proposed works address all key routes to Hobbiton and for the most part I note Mr Swears and Mr Black agree with the extent of the mitigation proposed. Areas not included in these works are either: not extensively used by Hobbiton traffic; are currently suitable for the current/expected volume of Hobbiton traffic; or specifically in the case of Buckland Road West not recommended for significant improvements in order to avoid encouraging traffic growth on this route.
- 3.10 It is my opinion that the proposed works address all areas of the road network that are affected by Hobbiton traffic. RST should not be responsible for upgrading the road network in areas that are not affected by Hobbiton traffic, regardless of the state of the network.

## **4. CONCLUSION**

- 4.1 In conclusion, I continue to support the traffic related Performance Standards proposed by the applicant including just the 3500 movie set tour visitors per day cap, excluding events held outside of normal movie set tour hours. Based on my evidence and the extensive assessment and surveying work undertaken I am confident this is the only cap needed to manage the expected traffic volumes and associated effects of the Plan Change while still

allowing growth in tourist visitor numbers through shoulder and off-peak seasons of the year.

- 4.2 My EIC and ITA clearly set out the investigations and assessment that formed the basis for the proposed 3500 daily movie set tour visitor cap. Neither Mr Swears or Mr Harkness evidence demonstrates that traffic effects on the network will be materially worse should the peak daily volume exceed 2100 vpd by 100-200 vpd as could occur with normal daily volume fluctuations.

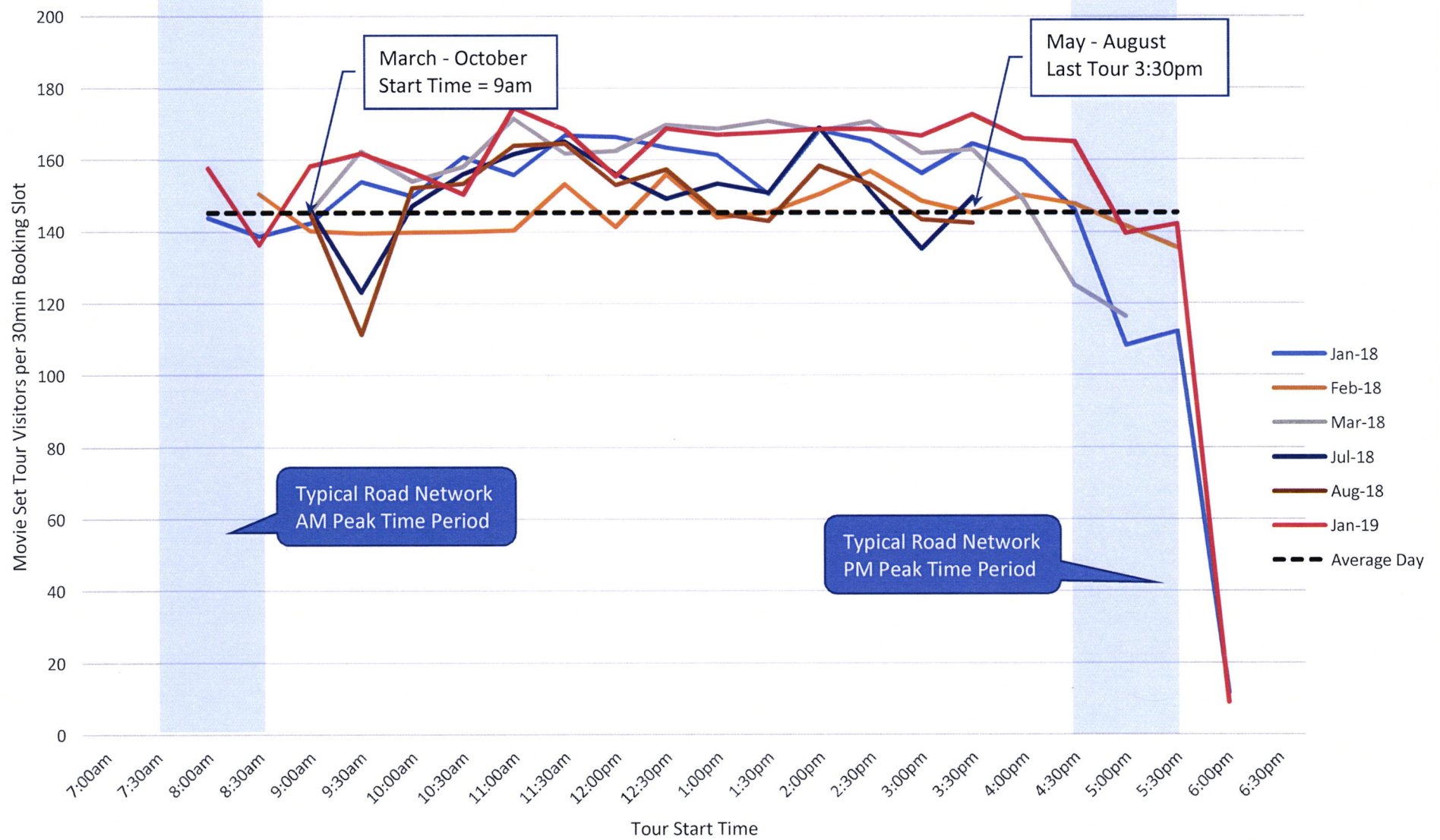
Cameron Inder  
**Transportation Engineering Manager**  
**Bloxam, Burnett & Olliver Limited**

5 April 2019

## Attachment 1

Daily profile of visitor numbers by half hour

2018 Typical Daily Profile of Visitor Numbers - Movie Set Tours



Peak times throughout the day - Each Figure = Number of Visitor Tours averaged over 1 Week per Month

	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19
7:00am														
7:30am														
8:00am	144											60	158	
8:30am	139	151		6							148	155	136	123
9:00am	142	140	145	141	147	136	146	145	150	156	152	159	158	132
9:30am	154	140	162	131	119	115	123	111	124	143	147	156	162	141
10:00am	150	140	154	146	156	134	147	152	143	148	153	144	157	137
10:30am	161	140	158	155	158	139	156	153	152	152	144	158	150	132
11:00am	156	140	172	159	166	149	162	164	148	153	153	166	175	135
11:30am	167	153	162	160	158	156	165	165	146	154	149	166	168	141
12:00pm	166	141	162	158	151	143	156	153	135	150	149	158	155	143
12:30pm	163	156	170	162	141	154	149	157	138	152	159	164	169	138
1:00pm	161	144	169	159	130	138	153	145	120	156	116	163	167	135
1:30pm	151	145	171	162	137	143	151	143	138	162	141	162	168	136
2:00pm	168	150	168	156	139	146	169	158	141	157	150	162	169	140
2:30pm	165	157	171	158	110	133	151	153	112	151	152	169	169	146
3:00pm	156	148	162	143	95	106	135	143	98	141	164	168	167	135
3:30pm	165	145	163	147	142	132	150	142	115	136	165	161	173	139
4:00pm	160	150	149	132					100	106	156	158	166	146
4:30pm	146	148	125							90	163	151	165	147
5:00pm	108	142	116							88	154	135	140	122
5:30pm	112	136										144	142	136
6:00pm	12											6	9	
6:30pm														
Average	145	146	158	142	139	137	151	149	131	141	151	146	153	137
Minimum	12	136	116	6	95	106	123	111	98	88	116	6	9	122
Maximum	168	157	172	162	166	156	169	165	152	162	165	169	175	147

Typical Road Network  
AM Peak Hr

Typical Road Network  
PM Peak Hr

Attachment 2  
Transit New Zealand Sign Approval Letter



**Paul Montague**

**5 February 2007**

Chief Executive  
Matamata-Piako District Council  
PO Box 266  
**TE AROHA**

*Please Quote*  
**06-001-088**

**Attention: Marius Rademeyer**

Dear Marius

### **STATE HIGHWAYS 1 & 29: TOURIST SIGN APPLICATION**

We have considered Mr Russell Alexander's Tourist Sign application for signs to be erected at the intersections of State Highway 1 Karapiro and State Highway (SH) 29, Hinuera.

I am pleased to inform you that Transit New Zealand are prepared to give approval for the erection of a white on brown Tourist sign at the intersection of SH1/29, conditional upon the following:

- That Council gives approval and have erected internal directional signs on Councils road(s), prior to the erection of any Tourist sign at the SH1/29 intersection.
- The wording on any approved tourist sign shall be "Hobbiton Movie Set".
- As the Farm Tours Experience has not yet been approved by Council and accordingly not operating nor do we have any visitor numbers, we are not prepared to have Farm Tours Experience at this given time included on any approved Tourist signs.
- The Shires Rest does not meet the criteria for tourism signage and will not be included on any approved tourist sign at the SH1/29 intersection.
- Any approved tourist signs within the State highway boundary will only be valid for five years. To retain any approved tourist sign at the SH1/29 intersections, the approval must be renewed within one month from its expiration date for a subsequent five-year period.
- Any approved tourist signs erected within the State highway boundary shall comply with the Manual of Traffic Signs and Markings.

**COPY FOR YOUR  
INFORMATION**

**Hamilton Regional Office**

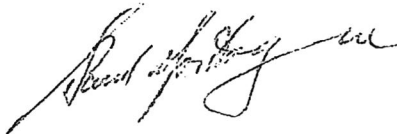
Level 4 • BNZ Building • 354 Victoria Street • PO Box 973 • Hamilton • New Zealand

Telephone 07 903 5100 • Facsimile 07 957 1437

- All costs relating to the supply, manufacture and erection of any approved signs within the State highway boundary shall be the responsibility of the applicant.

Should you have any query, please do not hesitate to contact the writer who will only be too happy to oblige.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Montague', with a stylized flourish at the end.

Paul Montague  
**for REGIONAL MANAGER**  
pmfh050207

cc: Terrena Kelly – Waipa DC  
John Bowers – Opus Paeroa  
Murray Keast – MWH Hamilton  
Russell Alexander – PO Box 366 Matamata



