

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

**AND**

**IN THE MATTER** of a Board of Inquiry appointed under s149J of the Resource Management Act 1991 to consider Notice of Requirements and applications for Resource Consent made by the New Zealand Transport Agency in relation to the East West Link roading proposal in Auckland.

**SUMMARY OF EVIDENCE OF DAVID JOHN ROBERT SMITH ON BEHALF OF  
AUCKLAND COUNCIL  
TRAFFIC AND TRANSPORT**

## Corrections to Evidence

1. I am an Associate Transportation Planner at Abley Transportation Consultants engaged by Panuku Development Auckland Limited (Panuku) to provide traffic and transport advice on how the proposed East West Link (Proposal) would impact on the Transform Onehunga Project. My Evidence-In-Chief supports the Auckland Council's submission as it relates to these impacts.
2. I have attended Expert Witness conferencing and signed the Joint Witness Statement at the Neilson Street and Traffic and Transport conferencing sessions.
3. I have prepared Evidence-In-Chief but not prepared rebuttal evidence for the hearing. I note the following corrections to my Evidence in Chief:
  - (a) Paragraph 6.7 reads "...four aspects outlined in 5.1...". This should read "...four aspects outlined in 6.1...".
  - (b) Paragraph 7.2 reads "...Applicant drawings AEE-AL-101 – AEE-AL-103 and...". This should read "...Applicant drawings AEE-AL-102, AEE-AL-103 and AEE-AL-114, and...".
  - (c) Paragraph 7.17 reads "...standard so that is does not...". This should read "...standard so that it does not...".
  - (d) Paragraph 8.1 reads "...the Proposal does not cater for the likely...". This should read "...the Proposal does not consider the impact of the likely...".
  - (e) Paragraph 8.9 reads "...as outlined in 7.5 of..." should read "...as outlined in 8.5 of...".

## Overview of Key Conclusions of Evidence

4. My evidence outlines areas where in my view the Proposal could more fully or better meet the project objectives, relating to the Onehunga area. These are summarised as follows:
  - (a) I was of the view that the EWL should not preclude the future inclusion of a vehicular connection at Alfred Street to futureproof possible land use changes in the area between Onehunga town centre and Waikaraka Park.
  - (b) I was concerned that with the inclusion of likely traffic generation associated with the proposed redevelopment of Onehunga Wharf, traffic

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queues from the Galway Street / Galway Link signals would impede the operation of the adjacent Onehunga Mall roundabout. The design at this location should allow for redevelopment traffic generation.

- (c) The intersection configurations at each end of the Galway Link does not, follow best practice design and further detailed traffic modelling is required.
- (d) I recommended that the Galway Street / EWL intersection be relocated further to the east to provide more separation between these intersections.
- (e) I proposed an additional access directly from the land bridge be provided when the Onehunga Wharf is developed under the Transform Onehunga Project to access a central point on the Onehunga Wharf.
- (f) I proposed a crossing facility for active modes between Gloucester Park Road north and destinations to the south of Neilson Street to replace the existing signalised pedestrian facility at this location which has not been retained in the Proposal.
- (g) The design for the land bridge and adjacent road connections, must be appropriate to accommodate the current and future movement of heavy vehicles in the Wharf area.
- (h) A 4.0m wide shared path should be provided to ensure consistency for active users throughout the Proposal area.
- (i) I supported the following amendments to the Proposal noted within the Applicant's evidence since lodgement:
  - (i) The proposed bus only exit ramp from SH20 off ramp into Onehunga Harbour Road.
  - (ii) The improvement of pedestrian and cycle facilities along Onehunga Mall.
  - (iii) The increase in width of the 'land bridge' over the EWL

### **Summary of Issues Resolved and Unresolved**

- 5. Many of the issues noted above have been resolved through conferencing and are reflected in the Joint Witness Statements. I remain in disagreement with the Applicant regarding the need to retain the existing pedestrian crossing at Gloucester Park Road.
- 6. It is my understanding that the detailed design of the Proposal to consider future traffic associated with Onehunga Wharf in the vicinity of Galway Link will be addressed by Auckland Transport during the detailed design stage.