

**Before a Board of Inquiry  
Northern Corridor Improvements Project**

---

Under the Resource Management Act 1991 ('the Act')

In the matter of a Board of Inquiry appointed under section 149J of the Act to consider notices of requirement for designation and resource consent applications by the New Zealand Transport Agency for the Northern Corridor Improvements Project

---

**Statement of evidence of Paul Michael Glucina on behalf of the New Zealand Transport Agency (Corporate)**

Dated 20 April 2017

---

---

**KENSINGTON SWAN**

18 Viaduct Harbour Avenue Ph +64 9 379 4196  
Private Bag 92101 Fax +64 9 309 4276  
Auckland 1142 DX CP22001

Solicitor: C M Sheard/N McIndoe  
christina.sheard@kensingtonswan.com/nicky.mcindoe@kensingtonswan.com

## Table of contents

1	Qualifications and experience	2
2	Involvement with the Project	2
3	Scope of evidence	3
4	Executive summary	4
5	Functions and objectives of the Transport Agency	5
6	The strategic context	6
7	Project objectives	9
8	Development of the Project	10
9	Benefits of the Project	11
10	Collaboration with Auckland Transport	12
11	Relocation of North Harbour Hockey Stadium	13
12	Negotiations with other stakeholders	14
13	Construction of the Project	15
14	Components not included in the Project	16
15	Response to submissions	17
16	Response to section 149G(3) key issues report	20
17	Conclusions	21
	Annexure A: Connectivity diagram	22
	Annexure B: Extent of Project Area	23

## **STATEMENT OF EVIDENCE OF PAUL GLUCINA ON BEHALF OF THE NEW ZEALAND TRANSPORT AGENCY**

### **1 Qualifications and experience**

- 1.1 I hold a Bachelor of Planning (Hons) from the University of Auckland, conferred in 2003. Prior to joining the New Zealand Transport Agency ('**Transport Agency**'), I was a senior Transport Planner at Auckland Council ('**AC**'). I am a member of the IPENZ transport group and was a Committee member of the Auckland Branch of the IPENZ transport group from 2012-2014.
- 1.2 I have been employed by the Transport Agency since 2009. I am currently Transport Planning Manager for Auckland and Northland. Prior to that I held responsibilities as Planning and Investment Manager with a focus on State highways investments and consenting in Auckland and Northland.
- 1.3 In my current role, I am responsible for the development of studies, programmes and projects that form part of the National 10 year State Highway Activity Management Plan. I am also responsible for developing initiatives from the strategic case phase, through to programme business cases, indicative business cases and then overseeing the implementation of project consenting and approvals.
- 1.4 My evidence is given on behalf of the Transport Agency in relation to the resource consent applications and notices of requirement lodged with the Environmental Protection Authority ('**EPA**') on 14 December 2016 in relation to the Northern Corridor Improvements Project ('**Project**'). I have authority to give evidence on behalf of the Transport Agency.

### **2 Involvement with the Project**

- 2.1 I have been involved in the Project since September 2016 in the role of Project Sponsor. In this role, I am accountable for the overall direction of the Project. This includes accountability for the development and agreement of the Project scope and the review and endorsement of key decisions made over the Project's lifecycle.

### 3 Scope of evidence

3.1 This evidence addresses the following matters:

- a A summary of my evidence;
- b The Transport Agency's roles and functions;
- c The strategic context;
- d Project objectives;
- e Development of the Project;
- f Benefits of the Project;
- g Collaboration with Auckland Transport;
- h Relocation of North Harbour Hockey Stadium ('**NHHS**');
- i Negotiations with other stakeholders;
- j Construction of the Project;
- k Components not included in the Project;
- l Comments on submissions lodged in relation to the Project;
- m Response to section 149G(3) key issues report; and
- n Conclusions.

3.2 In preparing this evidence, I have reviewed the following evidence:

- a Mr Moore, Project Design;
- b Mr Hale, Construction;
- c Ms Brock, Consultation;
- d Ms Stroger, Social;
- e Mr Rama, Iwi Consultation;

- f Mr Clark, Transportation (general overview);
- g Mr Church, Transportation (design); and
- h Mr Schofield, Alternatives.

#### **4 Executive summary**

- 4.1 My evidence explains how the Project fits with the Transport Agency's statutory role and function. The Project will complete the Western Ring Route ('**WRR**'), a Road of National Significance ('**RoNS**'), which will provide an alternative route from the airport towards the north. As part of the WRR, the Project is critical to improving the movement of freight and people in North Auckland. The Project will deliver many benefits, including greater inter-regional network resilience, improving connectivity for local traffic, improved journey times, and a wider choice of transport for users in the area (including walking, cycling and public transport).
- 4.2 My evidence sets out the Project objectives and explains that the development of the Project has been subject to a comprehensive public consultation process. As described in **Ms Brock's** evidence, the Transport Agency began consultation on the Project with the public, residents, and stakeholders in 2014.<sup>1</sup> Iwi consultation has been undertaken via the Northern Integrated Iwi Group as set out in **Mr Rama's** evidence.<sup>2</sup> The Transport Agency has also been working collaboratively with Auckland Transport ('**AT**') throughout the development of the Project, and this relationship continues. Other key stakeholders involved in the development of the Project have included AC, Watercare, Transpower and Harbour Hockey Charitable Trust ('**HHCT**').
- 4.3 Many of the submissions lodged have been in support of the Project, and many have acknowledged the transport benefits of the Project including walking, cycling, public transport and vehicle transport. Several submissions have requested the future proofing of the Project to ensure that elements such as the south facing ramps, the Rosedale Bus Station and use of the busway for light rail can occur at a later date. As explained

---

<sup>1</sup> Paragraph 4.2 of Ms Brock's evidence in chief.

<sup>2</sup> Paragraph 4.1 of Mr Rama's evidence in chief.

in **Mr Moore's** evidence, the Project has been specifically designed to ensure that these elements can be incorporated in the future.<sup>3</sup>

## 5 Functions and objectives of the Transport Agency

5.1 The Transport Agency is a Crown entity established on 1 August 2008 under the Land Transport Management Act 2003 ('**LTMA**'). The Transport Agency's statutory objective under the LTMA is to "*undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest*".<sup>4</sup>

5.2 The objectives and functions of the Transport Agency are set out in LTMA and in the Government Rounding Powers Act 1989 ('**GRPA**'). Section 95(1) of the LTMA includes the following objectives which are relevant to this Project:<sup>5</sup>

*(a) to contribute to an effective, efficient, and safe land transport system in the public interest; and*

*(c) to manage the State highway system, including planning, funding, design, supervision, construction, and maintenance and operations, in accordance with the LTMA and the Government Rounding Powers Act 1989.*

5.3 The land transport system as referred to in the LTMA includes not only the State highways, but also local roads, pedestrian and cycleways and transport networks. The Transport Agency is contributing to the wider land transport system through this Project, which includes a Shared Use Path ('**SUP**') for cyclists and pedestrians, and the extension of a busway.

5.4 In meeting its objective and undertaking its functions, the Transport Agency is required to exhibit a sense of social and environmental responsibility and use its revenue in a manner that seeks value for money.<sup>6</sup> These statutory obligations require the Transport Agency to work towards providing the most environmental and social responsible outcome for each roading project within the overall funding budget.

<sup>3</sup> Section 7 of Mr Moore's evidence in chief. Also considered in section 9 of Mr Moore's evidence in the response to submissions.

<sup>4</sup> LTMA, section 94.

<sup>5</sup> LTMA, section 95(1)(c).

<sup>6</sup> LTMA, section 96(1).

- 5.5 The GRPA provides the Transport Agency with powers in relation to the construction, operation and maintenance of State highways.<sup>7</sup> In particular, section 61(1) of the GRPA grants the Transport Agency the sole power of control over all State highways for all purposes, including construction and maintenance.
- 5.6 Section 61(4) provides the Transport Agency a number of additional powers necessary to construct and maintain in good repair any State highway, including:
- a The ability to increase or diminish the width of any State highway;<sup>8</sup>
  - b The ability to determine what part of a State highway shall be a carriageway and what part a cycle track or footpath;<sup>9</sup>
  - c The ability to construct devices to control vehicle speeds or protect any part of the State highway;<sup>10</sup> and
  - d The ability to alter the level of any State highway.<sup>11</sup>
- 5.7 The Transport Agency is a Requiring Authority approved under section 167 of the Act. Its requiring authority approvals relate to:
- a The construction and operation of State highways (including the busway)<sup>12</sup> and motorways; and
  - b The construction and operation of cycleways and SUPs.
- 5.8 The Transport Agency therefore has the authority to designate all matters relating to the notice of requirements ('**NoRs**').

## 6 The strategic context

- 6.1 The national State highway network is valued at approximately \$21 billion and is a nationally significant infrastructure asset. The State highway network plays a critical role in facilitating economic development,

---

<sup>7</sup> GRPA, section 61.

<sup>8</sup> GRPA, section 61(4)(b).

<sup>9</sup> Section 61(4)(c) of the GRPA.

<sup>10</sup> Section 61(4)(e) of the GRPA.

<sup>11</sup> Section 61(4)(g) of the GRPA.

<sup>12</sup> The new busway, like the existing busway, will be designated State highway. A bylaw will be passed to restrict the use of the busway to buses. In relation to the existing busway, the Transit New Zealand Bylaw 2007/1 limits the type of traffic that can use the busway and sets out the process for obtaining approval for bus operators to use the busway.

connecting communities and contributing to the health and wellbeing of New Zealanders.

- 6.2 The Transport Agency's *State Highway Strategy 2007* identified SH18 as being part of the four-lane standard network at north Auckland. It further identified that any upgrade to motorway design standard was a matter to be determined at a later date. This document emphasised that any such improvements in Auckland would be developed cooperatively to ensure integration with the local network and to include the provision of public transport and active mode alternatives.
- 6.3 A key concept included in the *State Highway Strategy* was the completion of the 'ladder' for Auckland, a concept which was a precursor to what became the WWR.
- 6.4 In 2009, the Government identified seven RoNS and set priorities for investment in these as New Zealand's most important transport routes. *The Government Policy Statement on Land Transport 2015/16-2024/25* ('GPS') issued by the Minister of Transport pursuant to the requirements of the LTMA outlines the Government's strategic and policy goals for land transport. The GPS enables the Minister of Transport to guide the Transport Agency and the land transport sector on the outcomes, objectives and short to medium term goals that the Government wishes to be achieved through the National Land Transport Programme ('NLTP') and the project funding allocation of the National Land Transport Fund.
- 6.5 The GPS also recognises that RoNS are critical to improving economic productivity and growth.<sup>13</sup> The WRR is a RoNS and traverses the SH20, SH16 and SH18 motorway corridors. Once completed, it will consist of 48km of motorway linking Manukau, Auckland, Waitakere and North Shore. The schematic diagram in **Annexure A** to my evidence indicates the extent of the WRR, and the location of the Project in relation to the WRR.
- 6.6 The strategic importance of the WRR is to provide an alternative route through the region to reduce dependency on SH1, particularly through the

---

<sup>13</sup> Page 45, the Government Policy Statement on Land Transport 2015/16-2024/25.

Auckland Central Business District and over the Auckland Harbour Bridge.<sup>14</sup>

- 6.7 The Project will complete the northernmost link of the WRR, covering SH18 between Albany Highway and Constellation Drive, and SH1 between Upper Harbour Highway interchange to just beyond the Oteha Valley Road Interchange. Once the Waterview project is completed in 2017, the Project area will be the only section of the WRR that is not constructed to motorway standard.
- 6.8 The map in **Annexure B** shows the extent of the Project.
- 6.9 The Project was identified as an ‘accelerated project’ by the Government in 2013 as being necessary to address congestion and capitalise on the benefits of the WRR.<sup>15</sup>
- 6.10 As set out in the *Assessment of Environmental Effects* (‘**AEE**’),<sup>16</sup> the Project aligns with the purpose, objectives and priorities of the Transport Agency’s various planning documents, in particular:
- a The NLTP, for the Auckland region identifies the components of the Project as key routes and investments;
  - b The *State Highway Plan 2016/17*<sup>17</sup> identifies the Project development for the accelerated projects and specifically identifies funding for the pre-implementation design phase of the Project for 2016/17;
  - c The Project is consistent with the *Transport Agency’s Statement of Intent 2015-2019* because it will:
    - i Provide resilience to the State highway network;
    - ii Deliver consistent levels of service to meet current and future expectations; and

<sup>14</sup> The WRR is also included in the National Land Transport Programme 2015-18, the State Highway Activity Management Plan and the Auckland Regional Land Transport Plan.

<sup>15</sup> Accelerated Auckland Transport Projects Package 2013. The *Thirty Year New Zealand Infrastructure Plan 2015* includes within the Transport sector of the Action Plan the delivery of the accelerated projects, refer to page 69: <http://www.infrastructure.govt.nz/plan/2015/nip-aug15.pdf>.

<sup>16</sup> AEE, Section 2.3.

<sup>17</sup> The State Highway Plan sets out how the Highways and Network Operations arm of the Transport Agency will deliver the outcomes sought by the Government.

- iii Shape smart, efficient, safe and responsible transport choices.<sup>18</sup>
  - d The *Auckland Regional Land Transport Plan* identifies the Project as part of the Auckland Accelerated Programme;<sup>19</sup>
  - e Aspects of the Project (the Northern Busway extension and the SH1 and SH18 direct connection ramps) are also identified as major projects in *AT Integrated Transport Programme 2012-2041*;<sup>20</sup> and
  - f The Project is shown as part of the Strategic Network (Tier 1) on the Proposed Future Strategic Road Network in the *AT Alignment Project* ('ATAP'). The ATAP also identifies the Project as a committed project.<sup>21</sup>
- 6.11 At a regional level, the Auckland Plan<sup>22</sup> has emphasised the importance of three key aspects of the Project:
- a The identification of the Constellation Bus Station to Albany Bus Station section of the Northern Busway as a component of the Rapid Transit Network;<sup>23</sup>
  - b The proposed SUP is identified as part of the proposed Regional Cycle Network;<sup>24</sup> and
  - c The upgrade of SH18 as a strategic State highway network.<sup>25</sup>

## 7 Project objectives

- 7.1 The objectives of the Project are:
- a To help facilitate interregional travel between Auckland and Northland by completing the WRR to motorway standard;
  - b To improve connectivity of the SH1 and SH18 interchange;
  - c To improve safety, efficiency, reliability and the capacity of:

<sup>18</sup> Page 26, New Zealand Transport Agency Statement of Intent 2015-2019.

<sup>19</sup> Page 41, Auckland Regional Land Transport Plan 2015-2025.

<sup>20</sup> Pages 74 and 130, Integrated Transport Programme 2012-2041.

<sup>21</sup> Pages 22 and 36, Auckland Transport Alignment Project, Recommended Strategic Approach.

<sup>22</sup> Prepared in accordance with the Local Government (Auckland Council) Act 2009 and adopted by AC in March 2012.

<sup>23</sup> The extension of the Busway to Albany is identified as a major project in Table 13.6 in the Auckland Plan.

<sup>24</sup> The SUP on SH18 and SH1 within the Project area is identified in Map 13.3 – Auckland's regional cycle network, of the Auckland Plan.

<sup>25</sup> SH 18 is identified on Map 13.2 of the Auckland Plan as a strategic route to be upgraded.

- i SH1 between SH18 and Albany; and
  - ii SH18 between SH1 and Albany Highway;
  - d To provide safe walking and cycling facilities adjacent to SH1 and SH18 and connections to local transport networks; and
  - e To extend the Northern Busway from Constellation Bus Station to the Albany Bus Station.
- 7.2 As set out in **Mr Burn's** evidence,<sup>26</sup> the proposed works are necessary to meet the Project objectives because they will:
- a Facilitate interregional travel between Auckland and Northland by completing the WRR to motorway standard;
  - b Provide motorway standard connections between SH1 and SH18;
  - c Improve the safety, efficiency and reliability of the State highways, for the reasons explained in **Mr Clark's** evidence;<sup>27</sup>
  - d Increase the capacity of the State highways through additional State highway lanes;
  - e Result in the construction of new walking and cycling facilities; and
  - f Result in the construction of the Northern Busway extension.

## 8 Development of the Project

- 8.1 The key steps undertaken as part of the Project development process were the Indicative Business Case ('**IBC**') and the Detailed Business Case ('**DBC**'). The IBC and DBC informed the Transport Agency's decision to proceed with the Project and in what form.
- 8.2 Beca and Opus were engaged to produce the IBC, which was undertaken from mid-2014 to late-2015. The purpose of the IBC was to develop the overarching strategic case by assessing key alternatives by way of Multi

---

<sup>26</sup> Section 12 of Mr Burn's evidence in chief.

<sup>27</sup> Sections 9 and 10 of Mr Clark's evidence in chief.

Criteria Assessments.<sup>28</sup> Stakeholder and public consultation was initially undertaken in June and July 2014 to inform this process, and again throughout, upon the identification of both concept and shortlisted options.<sup>29</sup> At the completion of the IBC assessment, recommended concept options were put forward to proceed to the DBC stage. The IBC was approved in August 2015.

- 8.3 Following IBC approval, Beca and Opus undertook a more detailed analysis, namely the DBC, undertaken from late-2015 to 2016. The DBC provided a comprehensive assessment of alternatives, to ultimately deliver a refined concept.
- 8.4 As discussed in **Mr Schofield's** evidence, the IBC and DBC were drawn on for the alternatives assessment which underpins the NoRs.<sup>30</sup>

## 9 Benefits of the Project

- 9.1 The benefits of the Project to the local network and wider region are:
- a *Greater inter-regional network resilience:* As part of the WRR, the Project will improve travel times and reliability through the region, take pressure off local roads and SH1, reduce traffic congestion and enhance network resilience.<sup>31</sup> In addition, the Project will provide an alternative western route for light and heavy freight vehicles moving through or around Auckland, and contribute to better links for business and freight between the key industrial and transport hubs of Manukau (including Auckland Airport), central Auckland, Waitakere and the North Shore.<sup>32</sup>
  - b *Improved journey times across the wider area including for public transport:* The Project will provide quicker and more reliable journeys by bus, through the extension of the busway to Albany Bus Station. In particular, northbound buses will no longer need to travel with general traffic at the Upper Harbour Interchange as they leave the Constellation Bus Station. This will lead to benefits in terms of

<sup>28</sup> Two Multi Criteria Assessments (both a long list, and a short list) were undertaken as part of the IBC stage of the Project.

<sup>29</sup> Concept options were identified in November 2014 followed by shortlisted options in August 2015.

<sup>30</sup> Paragraph 11.1 of Mr Schofield's evidence in chief.

<sup>31</sup> Paragraph 10.9 of Mr Clark's evidence in chief.

<sup>32</sup> Paragraphs 7.14 - 7.16 of Mr Clark's evidence in chief.

reduced travel times for buses and increased patronage on the buses (and in turn less traffic congestion).<sup>33</sup>

- c *Improved connectivity and efficient access for local traffic (including walking and cycling), improving journey times:* The Project will enhance movement and accessibility through the Project area with improved east-west connections at McClymonts Road, Rosedale Road and Constellation Drive. Consequently, access between schools, commercial/retail, employment areas and neighbourhoods will be enhanced. The SH1 SUP is anticipated to provide better connectivity between communities along SH1 for north – south cycle/ pedestrian movements and the SH18 SUP will provide similar benefits for communities along that route.<sup>34</sup>
- d *Greater local travel choice and safety through the provision of the extensive SUP:* The SUP will improve pedestrian and cycling connections across the Project area, enhancing access and improving safety for active modes of transport in and around the State highway corridor.<sup>35</sup>

## 10 Collaboration with Auckland Transport

10.1 Consistent with the ‘One Network’ approach encouraged by the NLTP, the Transport Agency has been working collaboratively with AT to facilitate integration across all transport modes in developing the Project. In particular, the Transport Agency and AT have worked together on the design of the following components:

- a *Provision of SUP’s adjacent to SH1 and SH18 (within the Project area):* AT will ultimately be responsible for the maintenance of this SUP.
- b *The Northern Busway extension from its current terminus at Constellation Bus Station north to Albany Bus Station:* AT operates the public transport network in Auckland, including the Northern

<sup>33</sup> Paragraphs 10.10 - 10.14 of Mr Clark’s evidence in chief.

<sup>34</sup> Paragraphs 5.1(e) and 10.20 of Mr Clark’s evidence in chief and paragraph 8.5 of Ms Strogen’s evidence in chief.

<sup>35</sup> Paragraph 10.24 of Mr Clark’s evidence in chief and paragraphs 8.2 and 8.5 of Ms Strogen’s evidence in chief.

Busway and Bus Stations. However, the Transport Agency will be responsible for the ongoing maintenance of the busway.

- c *Changes to Constellation Station required to accommodate the busway extension:* AT operates the bus stations, and will be responsible for the ongoing maintenance of the upgrade works. The works will ultimately vest in AT.
- d *Provision of a new two-lane busway link across SH1 to provide access to Albany Bus Station and reconfiguration of the Albany Bus Station to accommodate the new link:* AT is the operator of the Albany Bus Station and will be responsible for the ongoing maintenance of these works. The superstructure of the bridge is likely to be maintained by the Transport Agency with the asphalt and other aspects of the works maintained by AT.
- e *Local road connection improvements and integration with the local road network:* AT is responsible for the operation and maintenance of the local road network. The works will ultimately vest in AT.
- f *Extension of the Alexandra Creek underpass under SH18:* AT is responsible for maintaining this underpass as part of the walking and cycling network.
- g *Management of the potential effects of the construction of the Project on the local road network and public transport services:* AT is responsible for the operation of the local road network and bus services.

## **11 Relocation of North Harbour Hockey Stadium**

- 11.1 The Project will involve the re-configuration of SH18 and Paul Matthews Drive over part of the land occupied by the North Harbour Hockey Stadium. As this will significantly compromise the existing stadium, it is proposed that the hockey facilities will be relocated to an alternative location within Rosedale Park North.
- 11.2 The Transport Agency has been working closely with the HHCT, AC and other stakeholders to relocate the facilities, including applying for the

necessary resource consents and approvals for the a new North Harbour Hockey Stadium within Rosedale Reserve West. The general terms of the relocation of the North Harbour Hockey Stadium have been agreed in principle by HHCT and the Transport Agency.

- 11.3 Resource consents required for the new hockey facility have been sought separately from the Project. The applications were lodged with AC on 22 December 2016 and a hearing is scheduled for 15 May 2017.
- 11.4 The relocation of hockey also necessitates the relocation of Rosedale Pony Club and Harbour BMX who currently occupy the site in Rosedale Park identified for the new hockey stadium. Alternative locations have been identified for these facilities. At the time of writing the Transport Agency is continuing to work with HHCT, Rosedale Pony Club, Harbour BMX and AC on the relocation plans.

## 12 Negotiations with other stakeholders

- 12.1 **Ms Brock's** evidence outlines the consultation that has been undertaken with other key stakeholders and **Mr Rama's** evidence sets out the iwi consultation that has occurred.
- 12.2 In terms of negotiations with those parties, I confirm the following:
- a Transpower – discussions are continuing with Transpower regarding the form of an additional condition to be included in the proposed conditions.
  - b Watercare – Watercare has lodged a submission in partial support of the Project, and does not raise any specific concerns about the proposed design (subject to the imposition of some additional conditions and these matters are addressed in **Mr McGahan's** evidence<sup>36</sup>).
  - c AC Parks – extensive consultation has occurred with AC Parks regarding the effects of the Project on reserves. **Mr Greenaway's**<sup>37</sup>

<sup>36</sup> Section 9 of Mr McGahan's evidence in chief. Also referred to in section 14 in the response to Watercare's submission.

<sup>37</sup> Paragraphs 7.1 - 7.38 of Mr Greenaway's evidence in chief.

and **Mr Bray's**<sup>38</sup> evidence outlines the potential impacts on AC's parks.

- d AC Landfill – As set out in **Mr McGahan's** evidence,<sup>39</sup> discussions are continuing between the Transport Agency and AC regarding work within the landfill including a process for varying AC's landfill aftercare consents.

### **13 Construction of the Project**

- 13.1 The Project will be constructed under an alliance agreement. Alliance projects involve the owner and non-owner participants collaborating to deliver a project, with all participants sharing the responsibility for project risks and for achieving project objectives. In an alliance, all participants win or lose commercially depending on their collective performance against the client's objectives. This creates an incentive for the participants to focus on what is 'best for project' from a variety of perspectives including environmental, cultural and social impacts.
- 13.2 The tender process is underway with the preferred tenderer expected to be appointed in July 2017.
- 13.3 The Project construction works are scheduled to commence in June 2018. Construction is expected to take approximately 3.5 years, and be progressed in a staged manner.<sup>40</sup> Funding has been allocated to the Project, and the process for appointing a contractor is underway.
- 13.4 The alliance will submit an Outline Plans of Works on behalf of the Transport Agency once the Project's detailed design has been progressed to an appropriate level of detail and prior to the commencement of work.<sup>41</sup>
- 13.5 The proposed conditions provide for the resource consents and new designations to have a lapse period of 7 years. A slightly longer lapse period (than the default 5 years) will ensure that, should the Project be delayed for any reason, the consents and new designations will not lapse. The complexity of the Project and its strategic importance in completing

<sup>38</sup> Section 11 of Mr Bray's evidence in chief.

<sup>39</sup> Section 9 of Mr McGahan's evidence in chief.

<sup>40</sup> Section 6 of Mr Hale's evidence in chief.

<sup>41</sup> Section 6 of Mr Burn's evidence in chief. Also discussed in section 14 when responding to the Key Issues Report.

the WRR (a RoNS) in my view justifies the extra flexibility provided by a slightly longer lapse period.

#### **14 Components not included in the Project**

- 14.1 The Project does not include south facing ramps for vehicles travelling from SH18 onto SH1 heading south or from SH1 to SH18 heading west.<sup>42</sup> As set out in **Mr Church's** evidence, the SH1/SH18 interchange has been designed to incorporate the south facing ramps in the future if necessary.<sup>43</sup>
- 14.2 The Transport Agency is currently investigating the inclusion of the south facing ramps for the connection from SH1 heading north to SH18 heading west. However, these ramps are not included in the Project for the following reasons:
- a The inclusion of the ramps is not necessary to achieve the Project objectives;
  - b The ramps are not required to mitigate any adverse effects arising from the Project; and
  - c The exclusion of the ramps will not result in any adverse effects on the environment.
- 14.3 Similarly, a new bus station at Rosedale is currently being investigated but is not included as part of this Project. As explained by **Mr Clark**,<sup>44</sup> the busway provides considerable benefits without the addition of a new bus station.
- 14.4 Finally, there has been some confusion amongst submitters about whether the Spencer Road overbridge forms part of the Project. The Spencer Road Bridge project, involving the Transport Agency, Watercare and AT, will involve the construction of an overbridge to accommodate:

---

<sup>42</sup> AEE, Section 7.0 Figures 27 – 30.

<sup>43</sup> Paragraphs 9.11 and 9.14 of Mr Church's evidence in chief.

<sup>44</sup> Paragraphs 10.14 - 10.15 of Mr Clark's evidence in chief.

- a A new pipeline required from Watercare’s Albany Reservoir, across SH1 as an alternative and supplementary supply to the single pipeline currently supplying the Pinehill Reservoir; and
  - b A new SUP to improve the connection between the Albany Mall and the Pinehill area.
- 14.5 The Spencer Road Bridge project does not form part of, and will be constructed in advance of, the Project under the Outline Plan of Works recently approved by AC.

## 15 Response to submissions

- 15.1 33 submissions were received, 22 of which either supported or partially supported the Project. I respond to submissions below that are relevant to my evidence.

### *Support for transport benefits of the Project*

- 15.2 Numerous submissions supported the transport benefits to be delivered by the Project:<sup>45</sup>
- a Paragraph 3.2, of Attachment 1 to AC’s submission (submission 126345) recognises the *“network level benefits to local businesses, residents and the wider region”*.
  - b Page 1 of Bike Auckland’s submission (submission 126313) supports the completion of the WRR *“primarily for resiliency”*.
  - c Page 1 of Infrastructure NZ’s submission (submission 126321) states that *“[t]he SH18 upgrade to motorway standard will increase the capacity and productivity of the corridor, reducing travel times and shifting traffic off local roads”*.
  - d Paragraph 2.11 of the Ministry of Education’s submission (submission 126309) acknowledges once the Project is operational it *“will have significant positive impacts and lead to improvements on pedestrians and cyclists moving through the SH1 and Upper Harbour corridor”*

<sup>45</sup> Submissions by Auckland Council (submission 126345), Auckland Transport (submission 126290), Bike Auckland (submission 126313), Infrastructure NZ (submission 126321), Melanesian Mission Trust Board and St Johns College Trust Board (submission 126339), Ministry of Education (submission 126309), and National Road Carriers (submission 126192).

*(particularly east/west). For school buses, the project is also predicted to have improved travel times for school bus routes and safety benefits.”*

- e Paragraph 26 of National Road Carriers’ submission (submission 126192) recognised the importance of the Project as a freight corridor, and states that they *“see the project as of strategic urgency to Auckland’s (and New Zealand’s) need and ability to achieve improved economic growth and productivity.”*

15.3 These benefits described by submitters reflect those benefits outlined in my evidence above in paragraph 9, as well as the objectives of the Project.

#### *Stakeholder engagement*

- 15.4 DJ Goris’s submission (submission 126086) requests confirmation as to whether the Transport Agency will consult with AT regarding the footpath and cycle lane improvements to Rosedale Road. AT’s own submission acknowledges the collaboration with the Transport Agency on the Project.
- 15.5 As described in paragraph 10 of my evidence above, and as referenced in AT’s submission, the Transport Agency and AT have collaborated on this Project including the design of the walking and cycling facilities. AT will continue to be involved in the development of the Project including detailed design and construction and will ultimately be responsible for the maintenance of the SUP.
- 15.6 Paragraph 2.4 of the Melanesian Mission Trust Board and St Johns College Trust Board’s submission (submission 126339) notes the Transport Agency’s early consultation opportunities and acknowledges that the Transport Agency has taken their concerns into consideration in relation to the SUP and Busway extension. In contrast, the submission of Peter Fogarty (submission 126267), a resident of Unsworth Heights, raises concerns about a perceived “lack of consultation” by the Transport Agency. The consultation undertaken is set out in **Ms Brock’s** evidence and I agree that the consultation has been robust and comprehensive.

- 15.7 Meadowood Community Crèche (submission 126233) requests greater communication between the Transport Agency and the Crèche as the Project proceeds. Paragraph 1.5 of the Ministry of Education's submission (submission 126309) seeks continued discussion and engagement with the Transport Agency to ensure that adequate consideration is given to the environmental effects of the proposal on the on-going operations of the Ministry's education facility network, and that appropriate conditions avoid, remedy or mitigate any potential or actual effects. As set out in **Ms Strogen's** evidence, ongoing stakeholder and community communication is covered by the Stakeholder and Community Plan provided for in the draft conditions of consent.<sup>46</sup>

*Rosedale bus station*

- 15.8 Nadine and Ian Perera (submission 126274) generally support the Project because it will improve the busway for users, but they oppose the Project not specifically providing for a new bus station near Rosedale Road, between the Constellation and Albany bus stations. As described in my evidence above at paragraph 14.3, the bus station is being progressed by AT and the Transport Agency but is not part of the Project and is not necessary to realise the benefits of the busway.

*Future proofing the busway for light rail*

- 15.9 Paragraph 3.1.5, of Attachment 1 to AC's submission (Submission 126345) notes that despite the Transport Agency requesting guidance from AT, "*it is unclear whether suitable future-proofing of the busway for future rail conversion has been undertaken.*" Paragraph 2.11 of AT's submission (submission 126290) acknowledges and supports the future proofing of the busway so that it might be upgraded for a rapid service (such as light rail). As set out in **Mr Moore's** evidence, the busway has been future proofed to allow it to accommodate light rail.<sup>47</sup>

---

<sup>46</sup> Condition SCP.1 of the designation conditions attached as Annexure A of Mr Burn's evidence in chief.

<sup>47</sup> Section 7 of Mr Moore's evidence in chief.

*Build (or future proof) south facing ramps*

15.10 A number of submissions question why the Project does not include south facing ramps connecting SH1 and SH18.<sup>48</sup> AC also requests confirmation from the Transport Agency that the south facing ramps have been future proofed.

15.11 As discussed in my evidence at paragraph 14.1, the Project has been designed to allow for the provision of the south bound ramps in the future.

*Provide a SUP bridge over State Highway 18 to supplement Alexandra Underpass*

15.12 Attachment 1 to AC's submission (Submission 126345) requests that the Project is amended to connect "*Rook Reserve and the upgraded Alexander Stream walkway with an easy and safe pedestrian bridge.*" As set out in **Mr Schofield's** evidence,<sup>49</sup> a multi-criteria analysis has been completed on several bridge options. The result of that analysis is that an underpass is the preferred option in this location.

**16 Response to section 149G(3) key issues report**

16.1 The following key issues were identified the section 149G(3) report:

- a *Extended lapse date of resource consents and new designations:* I have explained in paragraph 13.5 above why the Transport Agency seeks a lapse period 2 years longer than the default lapse period for this Project.
- b *Whether there is sufficient confidence that the associated works, such as the Spencer Road bridge and the resource consents for the relocation of the North Harbour Hockey Stadium, will be implemented:* The status of negotiations with the HHCT, the resource consent applications and the lease arrangement for the relocation of the North Harbour Hockey Stadium are set out in paragraph 11 above. As explained in paragraph 14.5 above, the Spencer Road Bridge does

<sup>48</sup> Centre for Urban and Transport Studies' submission (submission 126516); Bill Molekamp's submission (submission 126084); Stefan Olson' submission (submission 126351).

<sup>49</sup> Section 7 and paragraph 14.12 of Mr Schofield's evidence in chief.

not form part of this Project and is being constructed in advance of the Project under an Outline Plan of Works.

- c *Whether there is an agreed mitigation package that adequately mitigates effects associated with the relocation of active sports:* The arrangements for the relocation of the North Harbour Hockey Stadium, the Rosedale Pony Club and Harbour BMX are set out in paragraph 11 above.

## **17 Conclusions**

- 17.1 The Project is consistent with the role and function of the Transport Agency in managing the State highway system to ensure that it is operating safely, effectively and efficiently.
- 17.2 The Project forms a key component of the WRR, and provides significant benefits for local and wider Auckland, increasing efficiency and improved travel times for those utilising the area. It will also provide greater inter-regional network resilience, improved connectivity, and greater local travel choice.



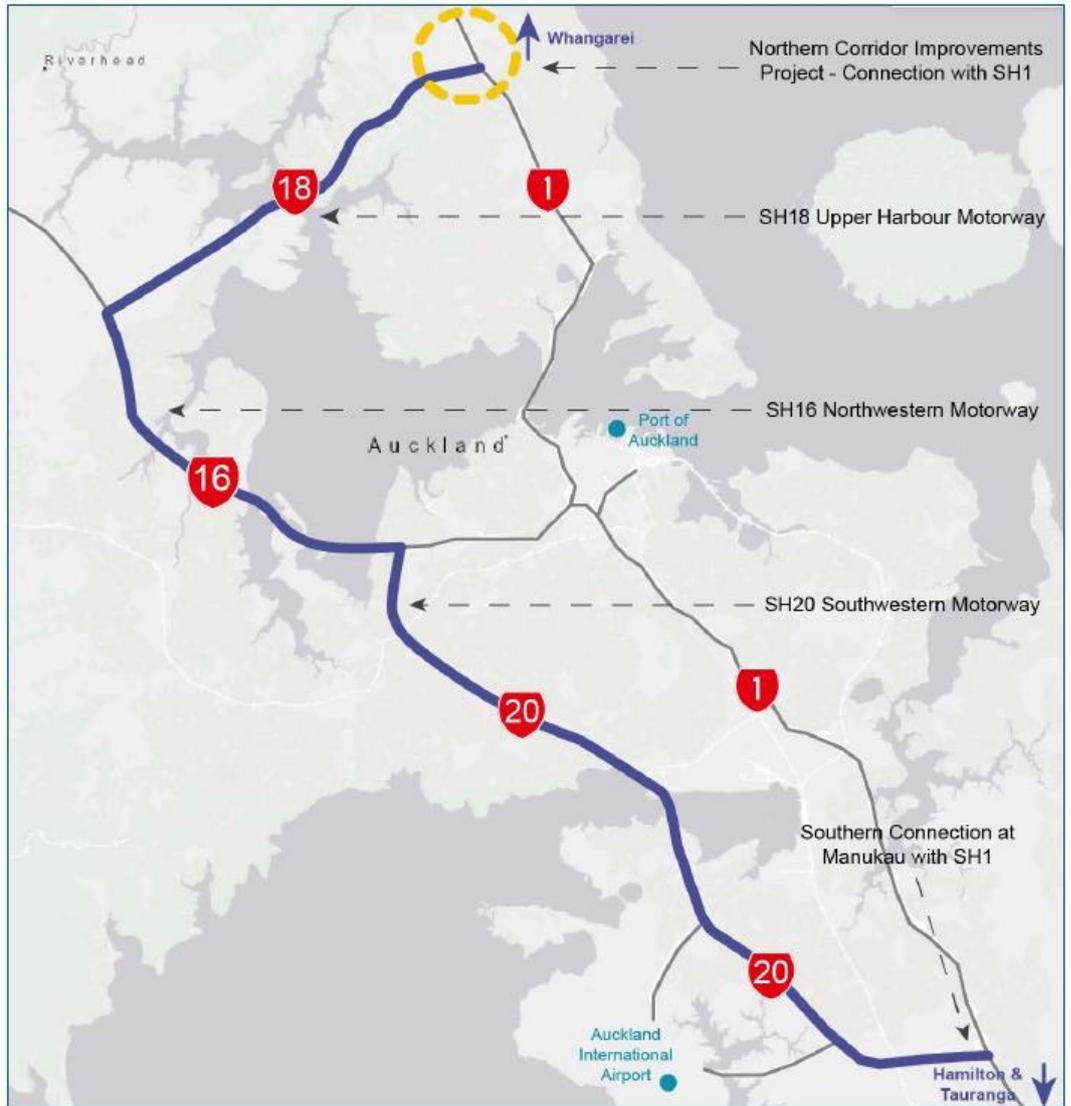
---

**Paul Michael Glucina**

**20 April 2017**

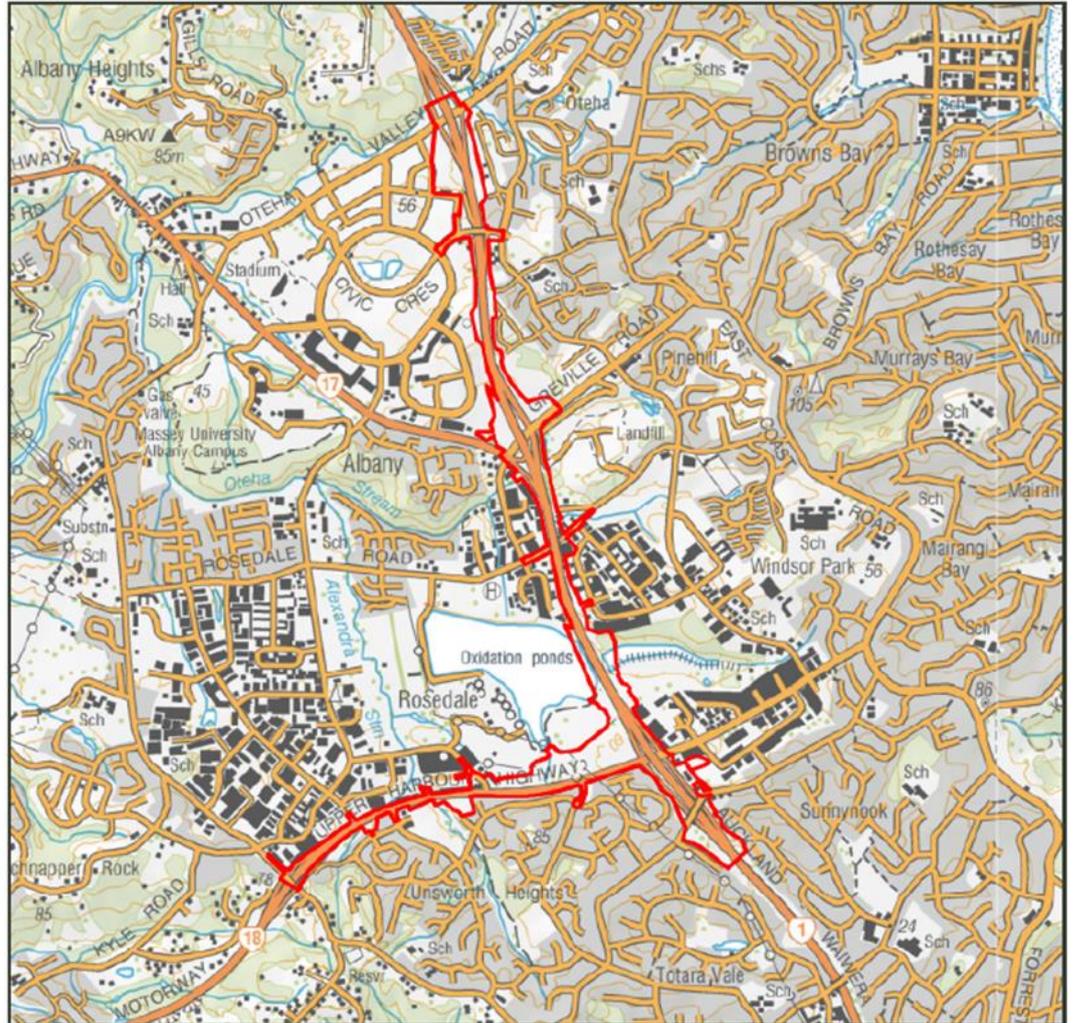
### Annexure A: Connectivity diagram

Diagram indicating the alternative connectivity provided by the WRR when complete. The yellow circle indicates the location of the project within the WRR.



### Annexure B: Extent of Project Area

Extent of the Project area.



Source: Base Map from LINZ