

IN THE MATTER

of the Resource Management Act 1991 (**RMA**)

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 Northern Corridor Improvements roading proposal in Auckland.

**STATEMENT OF EVIDENCE OF DANIEL NEWCOMBE ON BEHALF OF AUCKLAND
TRANSPORT
CORPORATE EVIDENCE**

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1. INTRODUCTION AND EXPERIENCE

1.1 My name is Daniel Alexander Newcombe. I am the City Centre and RTN Initiatives Manager in the Strategy & Development Division at Auckland Transport (AT).

1.2 I have been involved with planning for rapid transit network¹ (RTN) development across the region since joining AT in 2011. I have been involved in planning for North Shore rapid transit network projects since 2013, in terms of improvements to current Northern Busway operations, future extensions to the busway and considerations for eventual replacement of the busway with a rail-based mode.

1.3 I hold a Bachelor of Planning degree and a Masters degree in Engineering (Transportation Studies), both from the University of Auckland. I am a full member of the New Zealand Planning Institute. I am previous Auckland branch chair and current National Committee member of the Institute of Professional Engineers New Zealand Transportation Group. I have worked as a transport planner or traffic engineer since 1997 for organisations including Manukau City Council, Transport for London, Auckland City Council and now Auckland Transport.

2. CODE OF CONDUCT

2.1 While I am an employee of Auckland Transport, I confirm that I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2014. I have complied with the Code of Conduct in preparing this evidence. Except where I state that I am relying on the evidence of another person, this 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.

3. EXECUTIVE SUMMARY

3.1 My evidence is given in support of AT's submission on the applications by the New Zealand Transport Agency (NZTA) relating to the proposed Northern Corridor Improvements proposal (**the Proposal**), specifically the Notice of

¹The highest level public transport service that gives fast and consistent regional access supported by the local bus and ferry network. RTNs operate high frequency services all day and predominantly operate on a dedicated right of way.

Requirements to designate land and the resource consent applications to construct, operate and maintain the Proposal.

3.2 The key conclusions of my evidence are:

- (a) AT and the NZTA have been working collaboratively on a One Network approach to moving people, goods and services safely and effectively throughout the region.
- (b) AT's role involves planning for an "effective, efficient and safe Auckland land transport system in the public interest", including the planning and funding of public transport, operating the local road network and developing the walking and cycling networks.
- (c) The Proposal is generally aligned with relevant strategic documents, which seek to improve core public transport provision for the North Shore.
- (d) As part of the Proposal, AT has been working with the NZTA on planning for the busway extension, a busway station upgrade at Constellation Bus Station and an additional bus station and possible park and ride facility between Constellation and Albany Bus Stations.
- (e) Additionally, AT has been working with the NZTA on planning for impacts of the NCI Project on the local road network; and walking and cycling facilities.
- (f) Following construction of the Proposal, some elements will become the responsibility of AT to maintain and operate, either having been vested into AT ownership, or through maintenance agreements with the NZTA.
- (g) AT intends that all relevant matters of responsibility and ownership will be able to be resolved between the two organisations and recorded through a framework agreement.
- (h) The Proposal is integrated with other AT projects, including the upgrading the Silverdale Bus Station, the provision of park and ride facilities across the RTN, and the development of transport networks to support Auckland's new housing and business areas over the next 30 years.

4. DESCRIPTION OF PROPOSAL

- 4.1** The Proposal comprises works on State Highway 1 (**SH1**) extending from Oteha Valley Road in the North to Constellation Drive in the south and on State Highway

18 (SH18) from the Albany Highway Interchange in the west to the SH1 connection. Key elements of the Proposal include capacity and safety improvements to SH18 and SH1 within the Project Area, including the construction of a motorway to motorway connection for northbound traffic at SH18 to SH1 interchange and additional lanes and improved connections to the local roading network. These elements of the Proposal will necessitate alterations to both the SH18 and SH1 designations to provide sufficient footprint for the proposed works.

- 4.2 Complementary to the above, the Proposal incorporates an extension to the Northern Busway from its current terminus at Constellation Bus Station to the Albany Bus Station. A shared pedestrian/cycleway path will also be provided along the eastern side of SH1. These elements of the Proposal will require new designations. An upgrade of the existing Constellation Bus Station is proposed which also requires an alteration to the existing bus station designation.

5. SCOPE OF EVIDENCE

- 5.1 My evidence explains the role and responsibilities of AT, its role specifically in relation to the Proposal, and its relationship to the NZTA. In particular, my evidence addresses:

- (a) AT's role/responsibilities;
- (b) Strategic context of NCI;
- (c) AT's role in the NCI project; and
- (d) Integration with other AT proposals.

- 5.2 My evidence should be read in conjunction with the evidence of (AT witnesses unless otherwise stated):

- (a) Ms Kathryn King (walking and cycling);
- (b) Mr Anthony Cross (public transport – strategic);
- (c) Mr Andrew Maule (public transport – operational);
- (d) Mr Martin Peake (local road network, operational and construction traffic effects);
- (e) Mr Alastair Lovell (planning – conditions); and
- (f) Mr Duncan Tindall for Auckland Council.