

**BEFORE A BOARD OF INQUIRY
NORTHERN CORRIDOR PROPOSAL**

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

AND

IN THE MATTER of notices of requirement for designation and resource consent applications by the New Zealand Transport Agency for the Northern Corridor Proposal (the **Proposal**)

**SUMMARY OF TRAFFIC AND TRANSPORT EVIDENCE OF MARTIN JOHN
PEAKE
20 July 2017**



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1. My name is Martin John Peake. I am a traffic engineer and Director of Progressive Transport Solutions Limited and have been engaged by Auckland Transport to advise on traffic engineering and construction traffic effects of the Northern Corridor Improvements (NCI) project. My experience is set out in section 1 of my evidence.

2. In my evidence, I address the following matters:

2.1 Construction Traffic Effects are discussed in Section 6:

- (a) Effects of construction traffic management including traffic displaced from SH1 and SH18 due to traffic management, restrictions on right turn movements on SH18 at Paul Matthews Road;
- (b) Potential for temporary loss of car parking at Albany Park and Ride;
- (c) Effect on pedestrians due to traffic management at Rosedale Road under SH1;
- (d) Potential damage to local roads caused by construction vehicles;
- (e) Effect on over-dimension and over-weight routes during construction; and
- (f) Impact on bus services during construction.

2.2 Operational Traffic are discussed in Section 7:

- (a) The operation of Oteha Valley Road interchange;
- (b) The number and extent of lanes on Rosedale Road from the Tawa Drive intersection along Rosedale Road and under SH1;
- (c) The number of lanes on McClymonts Road;
- (d) Traffic effects on Albany Highway South due to the project; and
- (e) Adequacy of linkages from the proposed Shared Use Path (SUP) to the existing footpath and cycle network.

3. I wish to make the following corrections to my evidence. At paragraph 6.17 I refer to numbers of vehicles turning to and from Paul Matthews Drive. The numbers quoted for the PM peak are actual for the inter-peak. The correct numbers are in the following table:

2015 Count	Number of Vehicles per hour	
	Right turn into Paul Matthews Drive	Right turn out of Paul Matthews Drive
AM Peak	950	200
Inter Peak	600	120
PM Peak	440	400

As a result, the last sentence of this paragraph should be deleted.

4. I have read the relevant evidence and rebuttal evidence of others, and the relevant joint witnessing statements from the expert conferencing. I attended the following Joint Witness Conferencing as follows:

- Transport and Traffic – General/Design/Layout/Model/Alternatives -signed 26 June 21017
- Transport and Traffic – Construction – signed 22 June 2017
- Transport and Traffic – Site Specific – signed 23 June 2017

I have also had further conferencing with Mr Clark on the matters of construction traffic effects and Oteha Valley Road. I further JWS was prepared and signed on 2 June 107 on these matters.

5. I support the following matters that were addressed and agreed between the experts at (state the conferencing) expert conferencing:

Transport and Traffic – Construction

- (a) Amendments to condition CTMP.2(b) to clarify that consideration of congestion outside the typical normal peak times is required, but buses are particularly important at peak travel times.
- (b) New condition CTMP.4(g) limiting the loss of car parking at Albany Park and Ride site to no more than 20 car parks.
- (c) Amendments to condition CTMP.4(d)(v) to ensure at least one footpath under Rosedale Road bridge is retained during construction.

- (d) New condition to provide for a condition survey and monitoring of the local road network to identify and rectify any damage (beyond normal wear and tear) attributable to construction traffic (high volumes of heavy vehicles) during construction of the NCI Project (refer to Traffic – Construction Traffic Joint Witness Statement, 8(k)(iii)). This condition and its contents has been the subject of on-going discussions between experts and AT and the Transport Agency
- (e) New condition CTMP.5 requiring alternative routes for over-weight and over-dimension vehicles should be provided during construction.
- (f) New condition(s) (CTMP.6 to 6D) or side agreement is required that sets out triggers to action addressing adverse effects on public transport. I note that CTMP.6 was proposed through the JWS – Planning further to this, I consider that CTMP.6D should include a feedback loop requiring AT to be involved in any review of the traffic management measures where thresholds are not met.

Traffic – General

- (a) Confirmation that the NCI Project will future proof the McClymonts Road bridge for future widening to four lanes. (Rebuttal evidence of Mr Clark para 4.18).

6. Since expert conferencing I can confirm:

- (a) Information has been provided by Mr Clark with corrected modelling for the Oteha Valley Road interchange. The revised modelling included the proposed NCI Project changes to the off ramps at the interchange and this has addressed my concern over queuing on the northbound off ramp and operation of the interchange in the evening peak. This was addressed in a supplementary JWS signed between Mr Peake and Mr Clark and posted on the EPA website on 17 July 2017.
- (b) Additional model information has been provided by the NZTA on construction traffic scenarios including forecast operation of key intersections in the road network and travel times. This has been provided for a number of scenarios including traffic management

measures on SH18 and SH1, closure of right turns at Paul Matthews Road during construction, and shuttle working traffic signals at Rosedale Road under SH1. My review of this information has satisfied me that the effects of these measures are within manageable constraints and that the proposed condition CTMP 3(a) and CTMP.6 to 6D as contained in the JWS – Planning are sufficient to manage the effects.

- (c) Auckland Transport agrees that the upgrade of Albany Highway should not form part of the NCI Project and will continue to work with NZTA to monitor this road and if necessary prioritise funding through the appropriate processes and mechanisms.

7. What is left open:

- 7.1** The number of lanes on Rosedale Road under the motorway remains unresolved as this is linked to a separate project for a connection to a possible Rosedale Road bus way station at this location. A wider road cross section (and therefore widened bridge) may be needed to accommodate buses and possible turning movements at this location. Investigations by AT are currently progressing.
- 7.2** The condition regarding damage caused by construction vehicles to local roads has been progressed since the expert conferencing. I consider that agreement has been reached between the experts (Mr Peake and Mr Hale) as to the principles of a condition or side agreement but understand that the exact wording is still being worked through.

Dated at Auckland 20 July 2017.



Martin John Peake
On behalf of Auckland Transport