

**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 DUNCAN  
TINDALL  
20 July 2017**

---

 **Simpson Grierson**  
Barristers & Solicitors

G C Lanning / W M Bangma / D W Simpson  
Telephone: +64-9-358 2222  
Facsimile: +64-9-307 0331  
Email: [gerald.lanning@simpsongrierson.com](mailto:gerald.lanning@simpsongrierson.com)  
DX CX10921  
Private Bag 92518  
Auckland

## **1. OVERVIEW SUMMARY OF EVIDENCE**

- 1.1** As outlined in my Evidence in Chief, having reviewed the evidence presented by the NZTZ Traffic and Transport Experts, I have concluded that the scheme will meet the project objectives, and these objectives are in alignment with Auckland Council Policy and strategy.
- 1.2** I reached an opinion that the Proposal will deliver significant net benefits to the community and that several specific issues that I identified could be mitigated through minor amendments to the design.
- 1.3** Having read the rebuttal evidence of the NZTA witnesses and additional evidence provided to me I have been satisfied with the performance of the proposal in respect to the weaving, the public transport aspects, both as to be built and futureproofing and the design of the Paul Matthews Drive intersection.
- 1.4** Through the expert conferencing, as documented in three Joint Witness Statements,<sup>1</sup> and additional collaborative discussions with the Transport Agency and Auckland Transport Experts I was able to be reassured as to the likely performance, and therefore effects, of the scheme in many respects which has reduced my areas of concern.
- 1.5** I have also read the evidence of other expert submitters, and engaged with the experts of Auckland Transport, Kiwi Storage and CUTS through the expert conferencing process, as documented in the joint statements.
- 1.6** I have considered the changes to the scheme proposed by Kiwi Storage and CUTS and do not support those changes as I do not consider that they would lead to a scheme which provides greater net benefits or reduce adverse traffic or transport effects.
- 1.7** I consider that the underpass at Alexandra Creek (also referred to as the Rook Reserve Underpass) should be replaced as part of the NCI project to provide a path of at least 3.0m wide, and with clear visibility for approaching and leaving the underpass to provide adequate transport amenity and safety for pedestrian and cycle users.

---

<sup>1</sup> Joint Witness Statement Transport and Traffic – Construction, Joint Witness Statement Transport and Traffic – General and Joint Witness Statement Transport and Traffic – Site Specific Impacts.

**1.8** I also consider that additional works are required to achieve a connection to the proposed Shared Use Path alongside SH1 to the local road and cycle network at Oteha Valley Road, McClymonts Road (including Elliot Rose Avenue), and the SH18 SUP at Caribbean Drive and from Albany Interchange northbound to Bush Road.

**Dated** at Auckland this 20th day of July 2017.



---

Duncan Tindall  
On behalf of Auckland Council