

**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 designations and resource consent applications by the New Zealand Transport Agency for the Northern Corridor Improvements Project

---

**Summary statement of Ian David Clark for the New Zealand Transport Agency (Transportation - General Overview)**

Dated 19 July 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@kingtonswan.com](mailto:christina.sheard@kingtonswan.com)/[nicky.mcindoe@kingtonswan.com](mailto:nicky.mcindoe@kingtonswan.com)

## **SUMMARY STATEMENT OF IAN DAVID CLARK FOR THE NEW ZEALAND TRANSPORT AGENCY**

### **1 Introduction**

1.1 This statement provides a summary of my Evidence In Chief ('EIC'), dated 20 April and my rebuttal evidence, dated 15 June 2017. It includes updates to my evidence as a result of conferencing and further discussions since the conferencing sessions.

### **2 Summary of evidence in chief<sup>1</sup>**

2.1 My evidence assesses the area-wide traffic and transport effects of the Project. It demonstrates that:

- a The Project will improve the efficiency and effectiveness of travel along the strategically significant routes of SH1, SH18 and the Northern Busway;
- b The additional traffic lanes along the mainline motorway, as well as the provision of direct connections between SH18 and SH1 (north), will ensure effective continuity of capacity along these two important routes. These improvements will offer efficiency gains throughout the Project area, which will benefit a significant volume of traffic, including freight movements;
- c The extension of the Northern Busway, from the Constellation Bus Station to the Albany Bus Station, will provide a dedicated route for buses, allowing public transport passengers reliability of travel times;
- d Additions and enhancements to walking and cycling facilities will also be made as part of the Project;
- e Overall, the Project will increase traffic volumes on SH1 and SH18, while generally reducing traffic volumes on the local road network, benefitting local traffic, public transport and walking and cycling modes; and

---

<sup>1</sup> EIC, section 5.

- f These improvements will enhance the capacity and efficiency of movement, for people and freight travelling within Auckland, and between Auckland and the north.

### **3 Summary of rebuttal evidence**

3.1 In my rebuttal evidence, I addressed matters raised in the evidence of:

- a Auckland Council ('AC');
- b Auckland Transport ('AT'); and
- c Mr David Willmott.

### **4 Changes to evidence as a result of conferencing**

4.1 I took part in the following expert conferencing sessions:

- a Transport and traffic: General/Design/Layout/Model/Alternatives on 21 and 26 June 2017;
- b Transport and traffic: Construction on 22 June 2017; and
- c Transport and traffic: Site specific impacts on 23 June 2017.

4.2 I note that the CTMP conditions have evolved since the preparation of my rebuttal statement, as a result of conferencing.

4.3 However, I note that in the final bullet point of paragraph 8d of the Joint Witness Statement on General/Design/Layout/Model/Alternatives, it is stated that:

*"None of the experts present had any concerns with any of the (traffic/ transport) modelling undertaken".*

4.4 As a result, my evidence, which provided details of the modelled temporary adverse effects during construction and the longer term, generally positive effects following the completion of the Project, has not changed, due to the conferencing.

## 5 Updates

- 5.1 Following the completion of the conferencing, I have progressed discussions with Mr Peake, and we provided a Joint Statement to the Panel on two issues<sup>2</sup>, namely:
- a The additional information requested at paragraphs 8 (a) and (b) of the Joint Witness Statement: Traffic and Transport: Construction, has led Mr Peake to conclude that “diverted traffic volumes and intersection delay are of a quantum that would appear to be manageable”, such that he now accepts that the CTMP conditions now proposed “will enable the effects on general traffic and buses to be addressed”;
  - b The revised modelling of the Oteha Valley Road interchange, which includes the improvements on the northbound off ramp, proposed as part of the NCI project, means that the issue raised at paragraph 8 (h) of the Joint Witness Statement: Traffic and Transport: General/Design/Layout/Model/Alternatives, is now resolved.
- 5.2 In addition, following discussions between the Transport Agency and Auckland Transport, I understand that there is now agreement regarding how to progress connections between the proposed Shared Use Paths along SH1 and SH18 and the adjacent networks, at Oteha Valley Road, McClymonts Road, Caribbean Drive and Albany Highway (north)<sup>3</sup>. In my view, these connections are not required as mitigation of adverse effects of the Project.



---

**Ian David Clark**

**19 July 2017**

---

<sup>2</sup> This Joint Statement was undated, but the EPA web site refers to this statement as being 17 July 2017.

<sup>3</sup> See Joint Witness Statement: Transport and Traffic: General/Design/Layout/Model/Alternatives, dated 26 June 2017, paragraph 8 (q).