

**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 ANTHONY DAVID
CROSS
20 July 2017**



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1. My Name is Anthony David Cross. I am the Network Development Manager in the AT Metro (public transport) Division at Auckland Transport (**AT**). My background and experience is set out in section 1 of my evidence.
2. In summary, my evidence in chief (**EIC**) addresses the strategic planning for public transport in Auckland and the North Shore in the context of the Northern Corridor Improvements project (**the proposal**). In particular:
 - (a) The Northern Busway has been highly popular since its opening in 2008 and in recent years has seen patronage growth of over 14.5% per year. Current patronage across through the Albany and Constellation busway stations over the last 12 months have carried around 2.7 million people at approximately 9000-10,000 people per weekday. This patronage is expected to continue to grow. This is set out in sections 7.4, 7.6 and 8.5 of my EIC.
 - (b) The public transport elements of the proposal are aligned with the strategic direction of AT under documents such as the Auckland Plan 2012, Regional Land Transport Plan 2012-2015 (RLTP) and Regional Public Transport Plan 2013 (RPTP). The Northern Busway extension will help achieve the patronage and mode share targets set out in these documents'. This is set out in section 5 of my EIC.
 - (c) AT is in the process of introducing the 'New (public transport) Network' across the region. Through a focus on simpler and more direct routes and a greater use of transfers between services, the New Network will deliver greater frequency/reliability of services for the same cost. The most important element of the New Network are dedicated 'Rapid' (i.e. very frequent and direct) transit services. These provide for priority public transport services – unaffected by general traffic/congestion – and stations/hubs to easily transfer between services. The New network concept is explained in section 6 of my EIC and in particular Figure 2 (p9).
 - (d) The Northern Busway acts as the central spine providing for 'Rapid' services on the North Shore, and to and from the City Centre. The busway stations provide the stations/hubs for feeder bus services and easy transfers between services. The Northern Busway extension to Albany Station, and its possible future extension further north beyond Albany, is a key part of the New Network concept. This is addressed in section 7 of my EIC.

- (e) Currently between Constellation and Albany (busway) stations, bus services are not completely separated from general traffic. These services can suffer delays and the extension of the Northern Busway to Albany Station will allow services to a better and more cost effective service. This is addressed in section 8 of my evidence.
3. I attended the expert conferencing on transport and traffic and signed the joint witnessing statement (**JWS**) dated 26 June 2017. I have read the relevant transport evidence, rebuttal evidence and other JWS joint witnessing statements. There is nothing in these documents that change the views I have expressed in my EIC.
4. As set out in section 10.1 of my evidence, I conclude that the proposal and in particular the Northern Busway extension supports AT in achieving the goals and outcomes set out in the Auckland Plan, RLTP and RPTP. It also supports the operation of the New Network and will help AT provide more attractive and effective public transport services.

Dated at Auckland this 20th day of July 2017.


Anthony David Cross
On behalf of Auckland Transport