

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.

**SUMMARY STATEMENT OF EVIDENCE OF ALASTAIR LOVELL ON BEHALF OF
AUCKLAND TRANSPORT
PLANNING EVIDENCE**

1. My name is Alastair Douglas Lovell. I am the Statutory Policy Leader at Auckland Transport (**AT**).
2. Firstly, I would like to clarify that sections 7.4 and 7.5 of my evidence misinterpreted the additional local connections to the shared use path identified in Ms Kings (walking and cycling) evidence as required for mitigation. Section 7.12 of Ms King's evidence identifies these as being relevant to achieving the objective of the project¹ and maximising the benefits of the SUP. I adopt the position of Ms King in her evidence.
3. In summary, my evidence addressed the following:
 - a. AT's involvement in the Northern Corridor Improvements project (the proposal);
 - b. The design of the Northern Busway and its stations;
 - c. The operational traffic effects of the proposal on the local road network;
 - d. Local walking and cycling connections to and from the shared use path;
 - e. Construction effects, including disruption to buses and from heavy vehicles on local roads; and
 - f. The statutory framework for considering transport effects.
4. I can confirm that all of AT's areas of interest set out in my evidence have been addressed through the proceeding, either by the rebuttal evidence, expert

¹ Project objective: "provide safe walking and cycling connections to local transport networks"

conferencing, proposed conditions or draft side agreement between NZTA and AT. I would like to acknowledge the efforts of the NZTA in this regard, and in particular over the last month.

5. I have reviewed the NZTA's proposed Notice of Requirement (**NoR**) and resource consent conditions (dated 4 August 2017) attached to the supplementary evidence of Mr McGahan. I note and support the following amendments proposed to the conditions:
 - a. The amendments to the purpose of the Construction Traffic Management Plan (**CTMP**) in condition CTMP.2. These change the emphasis to 'avoid and mitigate' effects on traffic, and minimising delays to road users and especially public transport;
 - b. The amendments to the preparation of the CTMP in condition CTMP.3. This includes a requirement for consultation with AT and documenting any actions raised but not acted on in the CTMP; and
 - c. The amendments relating to the traffic management measures in condition CTMP.4(d) and in particular retaining the extent of existing bus priority measures along SH1 between Albany and Constellation busway stations;
 - d. New conditions CTMP.5 to 5D requiring a Public Transport Traffic Management Plan (**PTTMP**) to address construction effects on buses; and
 - e. New conditions CTMP.6 to 6D relating to local roads used for heavy vehicle access to construction areas; and
 - f. The proposed allocation of the conditions between the NoR and resource consents.

Monitoring Buses and Costs

6. During questioning of Mr Maule (public transport – operational) and Mr Peake (construction traffic and operational traffic) for AT, Your Honour asked about the frequency of bus monitoring and the ability of AT to provide such monitoring data. I can confirm that AT collects and analyses bus travel time and patronage data on a real-time and daily basis. Reports on this data can also be generated automatically to compare bus travel time and patronage for any services, at any time and any location. The system can be setup to generate and send automatic email reports to the Alliance.

7. Your Honour also asked Mr Maule whether AT would be pursuing costs in respect of bus disruptions during construction. I acknowledge it would be very difficult if not impossible to pursue such a relief under the Resource Management Act 1991. Without knowing how the project will be constructed it is also very difficult to understand how buses might be impacted. I therefore consider the focus on avoiding or mitigating construction effects on traffic safety and efficiency and minimising delays to public transport as set out in the NZTA's proposed condition CTMP.2 is appropriate.
8. To appropriately manage adverse effects on public transport and particularly buses, it is essential that there is a process for establishing a relationship and coordinated planning approach between the Alliance and AT before and during construction. I have worked with the NZTA on proposed conditions CTMP.1 to 4 and CTMP.5 to 5D, which seek to establish such a process. I consider CTMP.5 and the coordinated planning that goes into the initial preparation of the PTTMP to be most critical to ensuring the construction methodology and traffic management measures proposed in the PTTMP are appropriate.
9. In light of the above, I also consider the PTTMP should include modelling and testing of the traffic management measures before certification and commencement of construction. Consideration of the need for modelling and testing is more implicit than directive within CTMP.5 to 5D, although this is addressed in CTMP.3. On this basis, I propose one change to the first sentence of CTMP.5 to re-include the connection between the PTTMP and the CTMP. The wording for this change is set out in **Appendix 1** to my summary statement and I understand that the NZTA also support this change.

Local Roads Used for Heavy Vehicle Access to Construction Areas

10. Without knowing how the project will be constructed, where the access points will be on local roads or the volume of heavy vehicles expected, it is difficult to understand what impact heavy vehicles may have on those roads. I have worked with the NZTA on proposed conditions CTMP.6 to 6D, which seek to set up a process for addressing these information gaps and measures to manage the effects of heavy vehicle construction traffic on roads. I propose one minor change to condition CTMP.6A(b) to clarify the extent of the areas of local road to be tested. The wording for this change is set out in **Appendix 1** to my summary statement and I understand that the NZTA also support this change.

Side Agreement

11. AT and NZTA have prepared a draft agreement to address working together on the proposal and future projects, including:
 - a. The detailed design of relevant parts of the proposal, including busway, stations, local roads, and shared use path and connections;
 - b. The upgrade of Rosedale Road should this be necessary as part of a future busway station at this location; and
 - c. Local walking and cycling connections to and from the shared use path.
12. The draft side agreement does not address the effects of the proposal. It does however ensure that the project objectives and benefits of the proposal will be realised now and into the future.

Conclusion

13. Finally, I can confirm that all of AT's areas of interest set out in my evidence have been addressed through the proceeding. I continue to support the proposal and the significant transport benefits it will deliver for all modes.

Alastair Lovell

10 August 2017

APPENDIX 1

Proposed changes to conditions in green.

Public Transport Traffic Management Plan

- CTMP.56 The ~~CTMP shall include a specific~~ CTMP shall include a specific Public Transport Traffic Management Plan ('~~PTTMP~~'). ~~The PTTMP. The PTTMP (and any amendments) shall be prepared in consultation with Auckland Transport. The purpose of the PTTMP~~ It is to define ~~and specify in consultation with Auckland Transport responses~~ the process for identifying and for managing the potential adverse ~~Project~~ effects of the Project on bus services. More specifically, the PTTMP shall address those road network/bus routes/bus services which interface with SH1, SH18, and the Busway, and which may be affected by the construction of the ~~NCI~~ Project, in such areas as:
- Delays to services and reliability;
 - Increased journey distances and/or duration;
 - Frequency of services;
 - Loss of service/replacement services; and
 - The procedures and timeframes needed for planning and communicating any road network/bus routes/bus services changes with Auckland Transport (and its bus operators) and customers.
- CTMP.5A6A For each of the above matters, the ~~Consent Holder Requiring Authority~~ shall develop and agree with Auckland Transport ~~an acceptable performance thresholds that is are to be sustained to maintain an agreed level of service shall be met~~ to agreed key destinations, having regard to:
- Staging of the ~~NCI~~ Project works;
 - Duration of the ~~NCI~~ Project works;
 - Time of day/night that the works are conducted;
 - Convenience to public transport patrons;
 - Safety;
 - Public transport patronage.
- CTMP.5B6B The performance thresholds shall be developed with specific acknowledgement of the necessary temporary closure of: the bus only on ramp at McClymonts Road; the bus only access to the Constellation Station; and the right turn movements to and from Paul Matthews Road.
- CTMP.5C6C The performance thresholds for the specified road network/bus routes/bus services shall be monitored by the ~~Consent Holder Requiring Authority~~, using, where appropriate, data provided by Auckland Transport. The methods and frequency for the monitoring of the performance thresholds (and the reporting of the outcome of the monitoring) shall be agreed between the ~~Consent Holder Requiring Authority~~ and Auckland Transport.
- CTMP.5D6D Where the monitoring undertaken demonstrates that the performance thresholds are not being met/~~being met~~, then traffic management measures shall be/~~can be~~ reviewed by the ~~Consent Holder Requiring Authority (in consultation with Auckland Transport)~~. In order to achieve the thresholds, such a review may include, amongst other things:
- The staging of the construction activity;
 - Methods to provide further prioritisation of bus services on certain routes;
 - Methods to provide bus priority beyond the site(s) of the construction activity;
 - The provision of additional or revised bus services to respond to delays/frequency of service;
 - The measures to communicate changes to the road network/bus routes/bus services to the community.

Local roads used for heavy vehicle access to construction areas

- CTMP.67 Prior to the commencement of construction of the works subject of the relevant OP Project (or relevant Project stage), the Requiring Authority shall:
- a. Identify all access points from the Project construction areas accessing onto the local road network;
 - b. Confirm existing levels of traffic using the road to which the proposed site access points relate;
 - c. Estimate proposed construction vehicle volumes;
 - d. Identify, in consultation with Auckland Transport, a monitoring programme to be implemented for the duration of construction of the Project (or relevant Project stage) to validate the construction vehicle volumes identified in (c).
- CTMP.6A7A At least four weeks prior to the commencement of Project construction works identified in CTMP.67 commencing, the Consent Holder Requiring Authority shall submit to Auckland Transport, a RAMM visual condition assessment including a high-definition video and Pavement Strength Testing of the following areas:
- a. Where the construction site access point is onto an arterial road, the expected tracking curves of construction vehicles entering/ exiting via the relevant construction site access points; and
 - b. Where the construction site access point is onto a local road between the access point(s), along the local road(s) to the arterial road(s) and including the expected tracking curves of construction vehicles entering/ exiting the arterial road(s).
- CTMP.6B7B At least two weeks prior to the Project construction works identified in condition CTMP.67 commencing, the Consent Holder Requiring Authority shall arrange a meeting with Auckland Transport to discuss and agree the findings of the RAMM visual condition assessment and the results of Pavement Strength Testing. The purpose of the meeting is to agree on any measures needed (if any) to manage the effects of construction traffic on the physical condition of the road(s), including limiting the volume of heavy vehicles, physical works to strengthen the road pavement before use or repairing/maintaining the road(s) in the event of damage attributable to the Project.
- CTMP.6C7C Subject to condition CTMP.6B7B, the Consent Holder Requiring Authority shall undertake a weekly inspection of the areas identified in condition CTMP.6A7A or upon any complaints received, and a final inspection within ~~two~~ one weeks of ceasing using each access point for construction. The inspections shall record photographic or video evidence of any damage on the road(s) and provide this to Auckland Transport upon request.
- CTMP.6D7D Any damage identified as attributable to the Project by an appropriately qualified and experienced person in the areas identified by the inspections required in condition CTMP.6C7C shall be repaired within ~~two~~ one weeks or within an alternative timeframe to be agreed with Auckland Transport. All repairs shall be undertaken by the Consent Holder Requiring Authority and shall be to the satisfaction of Auckland Transport.