

Before the Board of Inquiry  
Waterview Connection Project

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*in the matter of:* the Resource Management Act 1991

*and*

*in the matter of:* a Board of Inquiry appointed under s 149J of the Resource Management Act 1991 to decide notices of requirement and resource consent applications by the NZ Transport Agency for the Waterview Connection Project

Rebuttal evidence of **John Gottler (Construction / Temporary Traffic)**  
on behalf of the **NZ Transport Agency**

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Dated: 2 February 2011

Hearing start date: 7 February 2011

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## **REBUTTAL EVIDENCE OF JOHN GOTTLER ON BEHALF OF THE NZ TRANSPORT AGENCY**

### **INTRODUCTION**

- 1 My full name is John Peter Gottler. I refer the Board of Inquiry to the statement of my qualifications and experience set out in my evidence in chief (*EIC*) (dated 12 November 2010).
- 2 I repeat the confirmation given in that statement that I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court.

### **PURPOSE OF EVIDENCE**

- 3 The purpose of this rebuttal evidence is to respond to certain aspects of the evidence lodged by submitters, specifically the evidence of:
  - 3.1 Mr Ian Clark on behalf of the Auckland Council / Auckland Transport (Submitter No. 111-1); and
  - 3.2 Mr Brett Skeen, on behalf of the Waterview Primary School Board of Trustees and the Ministry of Education (Submitter Nos. 175 and 176-3).
- 4 In addition, I will comment on relevant aspects of the section 42A Report prepared by Environmental Management Services (*EMS*) dated 7 December 2010 (*Section 42A Report*) and the Addendum Section 42A report dated 20 December 2010 (*Addendum Report*).

### **EVIDENCE OF IAN CLARK – TEMPORARY TRAFFIC CONDITIONS**

- 5 Mr Clark has raised issues with the NZTA's proposed Temporary Traffic management conditions in Section 10 of his evidence. I will address each of these conditions in turn, subject to two initial comments:
  - 5.1 First, Mr Clark appears to have accepted the content of the amended set of conditions provided by the NZTA with its evidence in chief,<sup>1</sup> subject only to the issues raised in his evidence.
  - 5.2 Second, I met with Mr Clark on 28 January 2011 to discuss the Temporary Traffic conditions, during which I understand we reached full agreement on the wording of these conditions. Mr Clark advised that he needed input from Auckland Transport on its acceptance of the Traffic

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<sup>1</sup> See Annexure B to Third Statement of Evidence of Amelia Linzey.

Management Governance Group (*Governance Group*) as the appropriate forum for approval and amendment of Site Specific Traffic Management Plans (*STMPs*). A full set of those agreed conditions is appended to my rebuttal evidence as **Annexure A**.

- 5.3 Following our meeting, Mr Clark and I attended the expert transportation caucusing (also on 28 January 2011) and I understand that the proposed Temporary Traffic conditions we agreed will be appended to the expert caucusing statement.<sup>2</sup>

### **Temporary Traffic Condition TT.1**

- 6 Temporary Traffic condition TT.1 requires the Construction Traffic Management Plan (*CTMP*) to include measures to avoid road closures and restrictions of traffic and pedestrian movements "as far as practicable".
- 7 Mr Clark notes (at paragraph 10.2 of his evidence) that this condition does not specify who is to determine what is "practicable". He recommends that condition TT.1(c) be amended so that Auckland Transport shall determine if the measures contained in the CTMP to avoid closures and restrictions are being pursued by the NZTA "as far as practicable".
- 8 He also suggests that condition TT.1(b) should be expanded to refer to bus and cycle users, and that greater emphasis should be given to the effects of temporary measures on pedestrian movements, noting the particular vulnerabilities and sensitivities of pedestrians to diversions and restricted conditions.
- 9 Mr Clark's amended condition TT.1 reads as follows (his additional text is shown as underlined):

The NZTA shall update and finalise the Construction Traffic Management Plan (CTMP) submitted with this application, in accordance with these conditions, and implement it through the CEMP.

In finalising the CTMP, the NZTA shall:

- (a) Provide simulation modelling demonstrations to better understand the effects of construction of the Project on the affected road network; and
- (b) As far as practicable, include measures to avoid road closures and also restrictions of vehicle, bus, cycle and pedestrian movements, noting the particular vulnerabilities and sensitivities of pedestrian diversions and restricted conditions.

<sup>2</sup> As at the date my rebuttal evidence was finalised, that expert caucusing statement had not yet been signed.

- (c) Prior to finalisation of the CTMP, the Manager, Auckland Transport shall review and determine whether measures to avoid road closures and restrictions are being pursued by NZTA as far as practicable.

- 10 I consider the proposed amendments to condition TT.1(b) are acceptable.
- 11 With respect to new condition TT.1(c), I cannot support Mr Clark's additional requirement for Auckland Transport to determine if the measures to avoid road closures and restrictions are being pursued as far as practicable. Auckland Transport will be a member of the Governance Group (as discussed in paragraph 35 of my EIC). As such, it will have already had input into the CTMP (as explained in paragraph 38 of my EIC) and reviewed the measures to avoid road closures and restrictions. In my opinion, providing Auckland Transport with a parallel approval process for SSTMPs is unnecessary and an untested process, which may cause delays.
- 12 Accordingly, I do not support this suggested new condition TT.1(c). The CTMP process will ensure that Auckland Transport plays an important role in reviewing and providing inputs into the CTMP as it is amended and refined.
- 13 I understand that Mr Clark now supports the amended condition TT.1 as set out in **Annexure A**.

#### **Temporary Traffic Condition TT.2**

- 14 This condition relates to the development of the Site Specific Traffic Management Plans (SSTMPs). Mr Clark considers the requirement to provide SSTMPs at least 10 working days prior to each construction activity that may affect traffic or transportation infrastructure and services to be inadequate.<sup>3</sup> He recommends that this time period should be extended to at least 20 working days, to allow sufficient time for possible amendments to measures and to allow for publicity about these measures.
- 15 His amended condition TT.2 reads as follows:

The CTMP shall require the development of Site Specific Traffic Management Plans (SSTMPs) and approval by the Manager, Auckland Transport, for each construction activity that may affect traffic or transportation infrastructure and services. The SSTMPs shall be provided at least ~~10~~ 20 working days prior to each construction activity and allow sufficient time for amendments to measures and publicity about the measures to be made.

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<sup>3</sup> Paragraph 10.4 of Ian Clark's evidence.

- 16 I do not agree with Mr Clark's proposed amendments to this condition. The CTMP establishes a Traffic Management Project Co-Ordination Group (*TMPCG*), which will develop the SSTMPs.<sup>4</sup> Auckland Transport and the NZTA's Traffic Management Co-ordinators will have team representatives within the TMPCG for each Road Controlling Authority (among others).
- 17 Condition TT.2 as set out in Annexure B to Ms Linzey's Third EIC provides that the SSTMPs are to be approved by "the Manager, Auckland Transport". In considering Mr Clark's proposed amendments to that condition, I now consider that this condition needs further refinement so that the condition aligns with the CTMP process outlined in paragraphs 37 and 38 of my EIC. I will also clarify the approval process for SSTMPs.
- 18 Following internal and independent audits, the content of each SSTMP will be reviewed and approved by the Governance Group (of which the Auckland Transport will be a member).<sup>5</sup> Therefore, I consider that condition TT.2 should specify that SSTMPs should be approved by the Governance Group (rather than Auckland Transport alone).
- 19 Under the proposed process set out above, the Traffic Management Coordinator for Auckland Transport and the Traffic Management Coordinator for the NZTA will have already reviewed the SSTMPs in their respective roles within the TMPCG who will develop all the SSTMPs.
- 20 Finally, the SSTMP will be submitted to the relevant Traffic Management Coordinator (local and/or state highway networks) for their respective network coordination approval before implementation. In this regard, I consider that 10 (not 20) working days is a reasonable time period for the Traffic Management Coordinators to co-ordinate the SSTMP into their respective network operations. In my opinion, 20 working days (effectively another 4 working weeks) could result in unnecessary and unreasonable delays for the construction period.
- 21 I consider that Mr Clark's additional wording at the end of condition TT.2 is not necessary, nor does it add any value to this condition. Communication for the SSTMPs will be managed via the SSTMP Communication Plan under the CEMP. This will occur in tandem with the approval of the SSTMPs and prior to construction activities commencing.
- 22 As a result of the above comments, I consider that Temporary Traffic condition TT.2 should read as follows (my amendments to

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<sup>4</sup> As set out in the flow diagram at paragraph 38 of my EIC.

<sup>5</sup> At paragraph 38 of my EIC.

Mr Clark's condition are shown in bold (additional text is underlined and deleted text is strikethrough):

The CTMP shall require the development of Site Specific Traffic Management Plans (SSTMPs) and approval by the **Traffic Management Project Governance Group** ~~Manager, Auckland Transport~~, for each construction activity that may affect traffic or transportation infrastructure and services. The SSTMPs shall be provided **to the Traffic Management Coordinator(s) for the relevant Road Controlling Authority** at least ~~10-20~~ **10-20** working days prior to each construction activity. ~~and allow sufficient time for amendments to measures and publicity about the measures to be made.~~

- 23 Mr Clark has agreed to these amendments to condition TT.2 in our 28 January 2011 meeting (see **Annexure A**). Mr Clark noted only that he needed to discuss the governance and process further with Auckland Transport.

**Temporary Traffic Conditions TT.3 and TT. 4**

- 24 These conditions relate to the development of traffic management measures that are to form part of the SSTMPs. Mr Clark considers (in paragraph 10.5 of his evidence) that these conditions should refer to specific time periods, rather than "peak hours", as is already the case with conditions TT.8 and TT.9.
- 25 He also considers that:
- 25.1 The weekday evening peak period should be extended, so that it starts at 3pm (rather than 4pm);
- 25.2 Condition TT.3 should refer to the peak periods at weekends; and
- 25.3 Condition TT.4 should be tightened to ensure that bus priorities are retained during the temporary works.
- 26 Mr Clark's amended condition TT.3(a) reads as follows:

Each SSTMP shall describe the measures that will be undertaken to address as far as practicable methods of avoiding, remedying or mitigating the local and network wide effects of construction of the Project, as far as practicable. In particular, the SSTMP shall include the following matters:

- (a) Traffic management measures to address and maintain, traffic capacity, including bus services, at ~~traffic peak~~ **traffic periods** ~~hours~~ during weekdays (~~6:00 to 9:00 and 15:00 to 19:00~~) and **peak traffic periods at** weekends (~~including Te Atatu Road, Great North Road and Richardson Road~~);...

27 His amended condition TT.4 reads as follows:

The SSTMPs shall include traffic management measures developed in consultation with the Auckland Transport Authority (ATA), Bus and Coach Association and the Auckland Council, to address and maintain, where practicable, ~~traffic capacity~~ a satisfactory level of service for buses, particularly at peak ~~hours~~ periods (6:00 to 9:00 and 15:00 to 19:00) on weekdays to provide for passenger transport services on the road network.

28 While I agree with the inclusion of a specific weekday period in both conditions TT.3 and TT.4, I do not agree that the weekday afternoon peak period should commence at 3pm as I consider it should remain at 4pm. The period of 4pm to 7pm aligns with current traffic count data, historical records and the measured peak spreading demands of Auckland road users.

29 During our meeting and at caucusing, Mr Clark explained that his reason for seeking that the weekday afternoon peak period should start at 3pm was that he wished to ensure that temporary traffic effects on school operations are appropriately avoided, remedied or mitigated. He accepted that traffic data did not support a 3pm start of the afternoon peak period.

30 In that regard, I referred Mr Clark to the NZTA's proposed Social condition SO.7<sup>6</sup> which requires an Education Liaison Group to be established. Condition SO.7(c) states this forum can be used to identify particular concerns raised by educational facilities or parents. In my opinion, the information obtained through regular meetings of the Group can feed into the development, implementation and amendment of the SSTMPs.

31 With respect to condition TT.4, I agree that "traffic capacity" can be replaced by "level of service" for buses, but I do not consider that the wording "satisfactory level of service" is sufficiently clear. In my opinion, it should read "existing level of service" which has greater certainty and is measurable.

32 I understand that Mr Clark agrees with the amended condition TT.4 (as set out in **Annexure A**).

#### **Temporary Traffic Condition TT.5**

33 Mr Clark proposes amending condition TT.5 so that it requires the NZTA to consult the Traffic Operations Manager, Auckland Transport regarding providing access on Council roads.<sup>7</sup>

<sup>6</sup> As set out in the conditions appended to Amelia Linzey's Third Statement of Evidence in Chief (condition SO.7 has since been re-numbered as condition SO.1, attached to the rebuttal evidence of Amelia Linzey).

<sup>7</sup> See Appendix B to Mr Clark's evidence.



- 34 I support this amendment as it clarifies who is the appropriate manager within the new Auckland Transport for the NZTA to consult with.

**Temporary Traffic Condition TT.6**

- 35 Mr Clark proposes amending condition TT.6 so that the requirement for the NZTA to maintain, as far as practicable, continued public walking and cycling passage along the Northwestern Cycleway and along Great North Road and the Oakley Creek Walkway is now included as measures in SSTMPs.

- 36 His amended condition TT.6 reads as follow:

The SSTMPs shall include measures developed in consultation with Auckland Transport to, as far as practicable, enable ~~The NZTA shall maintain, as far as practicable,~~ continued walking and cycling passage along the existing Northwestern Cycleway (between Te Atatu Interchange and St Lukes Interchange) and along Great North Road and the Oakley Creek walkway.

- 37 I consider those amendments to be acceptable.

**Temporary Traffic Condition TT.7**

- 38 This condition relates to construction works around Te Atatu Road. Mr Clark recommends that condition TT.7 be reworded to refer to all road users, rather than only Te Atatu Peninsula residents.<sup>8</sup> He also recommends that instead of just avoiding the “full closure” of Te Atatu Road, the NZTA should undertake construction works to avoid “significant or long duration impacts”.

- 39 Mr Clark’s amended condition TT.7 reads as follows:

The NZTA shall undertake construction works so as to avoid significant or long duration impacts ~~the full closure of Te Atatu Road~~ for all road users heading to or from residents on the Te Atatu Peninsula.

- 40 I agree that the condition should apply to all road users heading to or from the Te Atatu Peninsula (as this is the only road access available). However, I consider that the NZTA should be required to avoid “significant long duration impacts”, rather than “significant or long duration impacts”. In my opinion, Mr Clark’s wording could inadvertently include minor impacts that could occur over a long time.

- 41 Given the importance of Te Atatu Road, I also consider that the words “full closure of Te Atatu Road” should be re-inserted into this condition, so that it is clear that the NZTA is required to avoid full closure.

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<sup>8</sup> Paragraph 10.7 of Mr Clark’s evidence.

- 42 I therefore propose that condition TT.7 reads as follows (my amendments in bold):

The NZTA shall undertake construction works so as to avoid significant or long duration impacts **or the full closure of Te Atatu Road** for all road users heading to or from ~~residents on~~ the Te Atatu Peninsula.

- 43 I understand that Mr Clark has now agreed to the amended condition TT.7 (as set out in **Annexure A**).

#### **Temporary Traffic Condition TT.8**

- 44 Mr Clark proposes amending condition TT.8 in line with his proposed amendments to condition TT.3, TT.4 and TT.9 – that is, extending the weekday peak period to 15:00 to 19:00, and adding reference to the peak periods at weekends.

- 45 He also suggests that if truck movements during these peak hours are required, then this should be agreed in advance with the Traffic Operations Manager, Auckland Transport (the NZTA's proposed condition referred to "Auckland Council").

- 46 Mr Clark's amendments to condition TT.8 also record that there may be restrictions on truck movements outside peak periods as part of noise management.

- 47 Mr Clark's amended condition TT.8 reads as follows:

The NZTA shall restrict construction truck movements during peak hours (6:00 to 9:00 and ~~15:00 to 19:00~~ **15:00 to 19:00**) on weekdays and during the peak periods at weekends to avoid the following:

- (a) Te Atatu Road Interchange, during both morning and afternoon peak hours
- (b) Great North Road Interchange, city bound during the morning peak hours
- (c) Great North Road Interchange, west bound and onto Great North Road during the afternoon peak.

Construction truck movements during these hours shall only be allowed under exceptional circumstances agreed in advance with the Traffic Operations Manager, Auckland Transport Auckland Council noting that restrictions on truck movements outside these hours may also be restricted as part of noise management.

- 48 While I agree to the reference to weekend peak periods, I do not agree to the extension of the weekday afternoon peak period from 3pm (instead of 4pm) to 7pm for the reasons explained above (with respect to conditions TT.3 and TT.4).

- 49 As a result of my review of Mr Clark's proposed amendment, I also propose that the appropriate body to approve construction truck movements during peak periods concerning the interchanges listed in condition TT.8 should be the Governance Group (rather than the Traffic Operations Manager, Auckland Transport, as he suggests).
- 50 This is because truck movements through these Interchanges may impact on both the local and State highway networks. As the Governance Group members include the Traffic Management Co-ordinators for both Auckland Transport and the NZTA, I consider this Group to be best placed to consider whether such truck movements in peak periods are acceptable.
- 51 Finally, I do not agree with Mr Clark's additional wording relating to noise management restrictions. This wording is unnecessary as it creates duplication in the conditions and confuses two different issues (i.e. construction traffic and construction noise effects.)
- 52 I understand that Mr Clark has agreed to the amended condition TT.8 (as set out in **Annexure A**).

**Temporary Traffic Condition TT.9**

- 53 This condition relates to maintaining the existing lane configuration and capacity on SH16, at the Te Atatu Interchange area and on Great North Road. Mr Clark recommends (paragraph 10.8 of his evidence) that "Richardson Road and Te Atatu Road" should be added to condition TT.9.
- 54 Mr Clark's amended condition TT.9 reads as follows:
- The NZTA shall maintain at least the existing lane and configuration capacity on SH16, at the Te Atatu Interchange area, Te Atatu Road, Richardson Road and on Great North Road during peak periods being 6:00 to 9:00 and ~~15:00 to 19:00~~ on weekdays and during the peak periods on weekends, for the duration of the temporary construction programme.
- 55 I accept the inclusion of Te Atatu Road and Richardson Road. I do not however agree with the insertion of the word "and" between "lane" and "configuration". A requirement to maintain both lanes and capacity is simply not practical. For example, while the same number of lanes may be maintained, they may need to be narrowed, and this may reduce capacity, which could therefore not be avoided.
- 56 In response to Mr Clark's evidence, I propose a further refinement to this condition so that it requires the NZTA to maintain the "existing active traffic lane configuration capacity". My concern is that the current wording could be interpreted to preclude the use of parking lanes and central flush median lanes.

- 57 My amendments to Mr Clark's condition TT.9 are as follows (my amendments shown in bold):

The NZTA shall maintain at least the existing **active traffic** lanes ~~and~~ configuration capacity on SH16, at the Te Atatu Interchange area, Te Atatu Road, Richardson Road and on Great North Road during peak periods being 6:00 to 9:00 and ~~15:16~~:00 to 19:00 on weekdays and during the peak periods on weekends, for the duration of the temporary construction programme.

- 58 Mr Clark confirmed in our meeting that he agrees with the above amended condition TT.9 (see **Annexure A**).

**Temporary Traffic Conditions TT.10 and TT.11**

- 59 Conditions TT.10 and TT.11 relate to the monitoring of traffic conditions during the construction phases, and reviews of the SSTMPs if the monitoring results indicate this to be necessary. Mr Clark proposes that monitoring results should be made available to the Traffic Operations Manager, Auckland Transport, on request.
- 60 I agree with Mr Clark's suggested amendment to condition TT.10(b).
- 61 In reviewing condition TT.10 further, I now consider that the frequency of monitoring shown in condition TT.10(a) ("*This monitoring will be undertaken [monthly/weekly/daily]; and*") is unclear. For the avoidance of doubt, I recommend that (a) should read: "*This monitoring will be undertaken on a daily, weekly and monthly basis*", as shown in **Annexure A**. Mr Clark has agreed with this clarification.
- 62 With respect to condition TT.11, Mr Clark recommends that this condition is amended so that if the monitoring indicates that the SSTMPs need to be amended, this shall be done to the satisfaction the Traffic Operations Manager, Auckland Transport (rather than the Governance Group).
- 63 His proposed condition TT.11 reads as follows:
- If monitoring undertaken pursuant to Condition TT.9 indicates that traffic volumes or traffic conditions are significantly different from those expected, the SSTMPs will be reviewed and as appropriate amended to the satisfaction of the ~~Traffic Management Project Governance Group~~ Traffic Operations Manager, Auckland Transport.
- 64 While I agree with the inclusion of "traffic conditions" in this condition, I do not agree with his recommendation that amended SSTMPs should be approved by Auckland Transport under a parallel process.
- 65 As discussed above, the process by which SSTMPs are prepared and amended will be overseen by the Governance Group of which

Auckland Transport will be a member. The approval process suggested by Mr Clark is an untested traffic management process. Given the potential impacts on both the State highway and local roading networks, it is appropriate that a joint Road Controlling Authority approach is used to amend SSTMPs as soon as is practicable.

- 66 As I explained previously in my EIC,<sup>9</sup> the CTMP and SSTMP processes are successful processes, which based on my experience, I am confident will deliver effective temporary traffic mitigation throughout construction of the Project.
- 67 I understand that Mr Clark now supports the amended condition TT.11 (as shown in **Annexure A**).
- 68 As a minor correction in condition TT.11, please note that the internal reference should be to TT.10 (not TT.9).
- 69 **Annexure A** to my rebuttal evidence contains the full set of Temporary Traffic conditions which I understand are now agreed with Mr Clark.

#### **EVIDENCE OF BRETT SKEEN –WALKING SCHOOL BUS**

- 70 Mr Skeen raises a concern about the future of the Walking School Bus during the construction period.<sup>10</sup>
- 71 In my experience, I do not consider that the Walking School Bus would need to be stopped as a result of temporary traffic management associated with Project construction. As discussed earlier, and in the rebuttal evidence of Ms Amelia Linzey, Social condition SO.1 establishes the Education Liaison Group. This forum will enable the Waterview Primary School and the Kindergarten to provide input that can feed into the development of SSTMPs, so that any necessary changes or additional safety matters that need to be covered for the Walking School Bus operation can be carefully planned and mitigated.
- 72 I consider that this forum will assist in achieving positive safety outcomes for the Walking School Bus during the Project's construction. In addition, the SSTMP Communication Plan will assist in imparting relevant information to the School and parents.

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<sup>9</sup> Gottler EIC paragraphs 31 -38.

<sup>10</sup> Statement of evidence of Brett Skeen, paragraphs 43 to 46.

### COMMENTS ON SECTION 42A REPORT

- 73 I note that paragraph 7.2.29 of the Section 42A Report discusses the SSTMP process and endorses the proposed monitoring (in paragraph 7.2.30) as follows:
- The effectiveness of mitigation methods is proposed to be monitored against traffic management auditing, travel speeds and operating efficiency. We consider that this is a robust approach. We note that the Construction Traffic Management Plan as drafted requires reporting on monitoring on a monthly basis and that this includes reporting to the consent authority.
- 74 Paragraph 10.5.7 of the Section 42A Report (repeated in Section 3.3 of the Addendum Report) queries how SSTMPs reconcile with the timetable in the CEMP (Technical Report G.21), noting that SSTMPs are suggested to be between 6 and 12 months.
- 75 I understand this query relates to why SSTMP durations are proposed to be between 6 and 12 months, yet the construction duration is estimated to be between 5 and 7 years.
- 76 In response, Figure 2-1 Summary of Work Programme (on page 16 of the CEMP) is indicative and shows approximate timing of the main construction activities and how the works may progress over and within the 5 to 7 year timeframe across the Project. It does not, nor is it intended to show the finer level of detail needed in setting the individual durations of the SSTMPs.<sup>11</sup> The nature of the construction activities will vary across the Project and change over the construction period, with different temporary traffic management requirements.
- 77 During construction of the Project, there will be many SSTMPs implemented to enable safe and effective protection for road users, as well as construction staff and construction activities. Many of the SSTMPs will be of a very short duration, while some will be for a relatively long duration. SSTMPs will generally be no longer than six to twelve months to comply with the CTMP and NZ Code of Practice for Temporary Traffic Management (*CoPTTM*) as well as 'best practice'.
- 78 Paragraph 14.3.11 of the Section 42A Report seeks confirmation of the extent of the performance obligation in Temporary Traffic condition TT.6. As discussed earlier in my rebuttal, condition TT.6 relates to providing continued cycling and walking passage on specified walkways, as far as practicable.

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<sup>11</sup> While a more detailed construction programme is appended to the rebuttal evidence of Mr Andre Walter, this programme is also not detailed enough to set the duration of SSTMPs.

- 79 The detail of how continued walking and cycling passages will be enabled on the walkways and cycle ways listed will be contained within the developed relevant SSTMPs. I note that condition TT.3 requires SSTMPs to include measures that will be undertaken to avoid, remedy or mitigate the effects of construction. In addition, condition TT.3(h) requires SSTMPs to include measures to maintain pedestrian access. Such access is required to be safe, clearly identifiable and to provide permanent surfacing.
- 80 I suggest that "cycle access" should be added to condition TT.3(h) to address the concern raised in the Section 42A Report (now shown in **Annexure A**).
- 81 Accordingly, once the final construction programme is prepared, the SSTMP process will provide the detail performance requirement of how Temporary Traffic condition TT.6 will be complied with.



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**John Gottler**  
**February 2011**

## ANNEXURE A: AMENDED TEMPORARY TRAFFIC CONDITIONS

(as of 1 February 2011)

The NZTA's amendments to Ian Clark's proposed amended conditions are shown as **blue bold** text (underlined or strikethrough).

TT.1	<p>The NZTA shall update and finalise the Construction Traffic Management Plan (CTMP) submitted with this application, in accordance with these conditions, and implement it through the CEMP.</p> <p>In finalising the CTMP, the NZTA shall:</p> <p>(a) Provide simulation modelling demonstrations to better understand the effects of construction of the Project on the affected road network; and</p> <p>(b) As far as practicable, include measures to avoid road closures and also restrictions of vehicle, <u>bus, cycle</u> and pedestrian movements, <u>noting the particular vulnerabilities and sensitivities of pedestrian diversions and restricted conditions.</u></p> <p><del>(c) <b><u>Prior to finalisation of the CTMP, the Manager, Auckland Transport shall review and determine whether measures to avoid road closures and restrictions are being pursued by NZTA as far as practicable.</u></b></del></p>
TT.2	<p>The CTMP shall require the development of Site Specific Traffic Management Plans (SSTMPs) and approval by the <b><u>Traffic Management Project Governance Group</u></b> <del>Manager, Auckland Transport</del>, for each construction activity that may affect traffic or transportation infrastructure and services. The SSTMPs shall be provided <b><u>to the Traffic Management Coordinator(s) for the relevant Road Controlling Authority</u></b> at least <del>10</del> <b><u>20</u></b> working days prior to each construction activity. <del>and allow sufficient time for amendments to measures and publicity about the measures to be made.</del></p>
TT.3	<p>Each SSTMP shall describe the measures that will be undertaken to address as far as practicable methods of avoiding, remedying or mitigating the local and network wide effects of construction of the Project, as far as practicable. In particular, the SSTMP shall include the following matters:</p> <p>(a) Traffic management measures to address and maintain, traffic capacity, including bus services, at <del>traffic peak</del> <b><u>traffic periods</u></b> <del>hours</del> during weekdays <del>(6:00 to 9:00 and 15:16:00 to 19:00)</del> and <b><u>peak traffic periods</u></b> <del>at weekends</del> <del>(<del>including</del> Te Atatu Road, Great North Road and Richardson Road);</del></p> <p>(b) Methods to manage the effects of traffic during construction including the requirement to detour or divert traffic. These methods shall seek to avoid, remedy or mitigate effects on access to and from businesses and other organisations in the area;</p>



	<p>(c) Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;</p> <p>(d) Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the project (e.g. intersections/overbridges) and the use of staging to allow sections of the Project to be opened to the traffic while other sections are still under construction;</p> <p>(e) Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks) during construction;</p> <p>(f) Any routes where construction traffic movements will be restricted (either for particular times for construction periods);</p> <p>(g) Measures to maintain existing vehicle access, as far as practicable, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with the Auckland Council and the affected landowner; and</p> <p>(h) Measures to maintain pedestrian <u>and cycle</u> access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable. Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours.</p>
TT.4	<p>The SSTMPs shall include traffic management measures developed in consultation with the Auckland Transport Authority (ATA), Bus and Coach Association and the Auckland Council, to address and maintain, where practicable, <u>traffic capacity a satisfactory existing levels</u> of service for buses, particularly at peak <u>hours</u> periods (6:00 to 9:00 and <del>15:16</del> 16:00 to 19:00) on <u>weekdays</u> to provide for passenger transport services on the road network.</p>
TT.5	<p>The NZTA shall consult with the <u>Traffic Operations Manager, Auckland Transport</u> <del>Auckland Transport</del> with regard to the most appropriate means for providing access on Council roads within and adjacent to the designation. The NZTA shall also coordinate and consult directly with the proponents of any major construction occurring concurrently with, and in the vicinity of the Project.</p>
TT.6	<p><u>The SSTMPs shall include measures developed in consultation with Auckland Transport to, as far as practicable, enable</u> <del>The NZTA shall maintain, as far as practicable,</del> continued walking and cycling passage along the existing Northwestern Cycleway (between Te Atatu Interchange and St Lukes Interchange) and along Great North Road and the Oakley Creek walkway.</p>
TT.7	<p>The NZTA shall undertake construction works so as to avoid <u>significant or long duration impacts or the full closure of Te Atatu Road</u> for all road users <u>heading to or from</u> <del>residents on</del> the Te Atatu Peninsula.</p>

TT.8	<p>The NZTA shall restrict construction truck movements during peak hours (6:00 to 9:00 and <del>15:16</del>:00 to 19:00) <u>on weekdays and during the peak periods at weekends</u> to avoid the following:</p> <ul style="list-style-type: none"> <li>(a) Te Atatu Road Interchange, during both morning and afternoon peak hours</li> <li>(b) Great North Road Interchange, city bound during the morning peak hours</li> <li>(c) Great North Road Interchange, west bound and onto Great North Road during the afternoon peak.</li> </ul> <p>Construction truck movements during these hours shall only be allowed under exceptional circumstances agreed in advance with the <u>Traffic Management Project Governance Group Traffic Operations Manager, Auckland Transport, Auckland Council</u> <del>noting that restrictions on truck movements outside these hours may also be restricted as part of noise management.</del></p>
TT.9	<p>The NZTA shall maintain at least the existing <u>active traffic</u> lanes <del>and</del> configuration capacity on SH16, at the Te Atatu Interchange area, <u>Te Atatu Road, Richardson Road</u> and on Great North Road during peak periods being 6:00 to 9:00 and <del>15:16</del>:00 to 19:00 <u>on weekdays and during the peak periods on weekends,</u> for the duration of the temporary construction programme.</p>
TT.10	<p>The NZTA shall monitor the impact of construction traffic in terms of traffic speeds and volumes on SH16, Great North Road, Te Atatu Road and Richardson Road throughout the construction period to confirm the expected traffic effects as set out in the Temporary Traffic Assessment (Technical Report G.16) submitted with this application.</p> <ul style="list-style-type: none"> <li>(a) This monitoring will be undertaken <u>on a daily, weekly and monthly basis</u> <del>[monthly / weekly / daily]</del>; and</li> <li>(b) Monitoring results will be made available <u>to the Traffic Operations Manager, Auckland Transport</u> on request.</li> </ul>
TT.11	<p>If monitoring undertaken pursuant to Condition TT. <del>109</del> indicates that traffic volumes <u>or traffic conditions</u> are significantly different from those expected, the SSTMPs will be reviewed and as appropriate amended to the satisfaction of the <u>Traffic Management Project Governance Group, Traffic Operations Manager, Auckland Transport.</u></p>