



[for Cycle Action Auckland  
contact details, please  
see undersigned]

Sunday, 12 June 2011

## **Re: Proposed Conditions of Consent of the Waterview Connection Proposal**

As requested in the letter by the EPA of 25 May 2011, we would like to comment to the Board of Inquiry on the wording of some of the conditions. These are set out below. Our most important comments relate to **PI.5** and **OT.1 (g)**.

### **Proposed General Designation Conditions**

**DC.8 (k)** *"The opportunity to maintain a shared pedestrian / cycle path along Great North Road..."*

We suggest that it would be clearer to replace the word *"maintain"* with *"provide"* - as it appears to us that this condition is intended by the Board to encourage the provision of such a path in the new design of the area, if feasible. The current wording could potentially be misinterpreted as referring to maintenance issues or an existing path.

### **Proposed Public Information Conditions**

**PI.2. (c)** *"The database of stakeholders and residents who will be communicated with;"*

We suggest that the Board consider whether or not it would be appropriate to specifically include all submitters and submitting groups for the Waterview Connection Proposal in the database / list of people to be communicated with (possibly with an opt-out opportunity for those who have no further interest).

**PI.5** *"The Community Liaison Group(s) shall be open to all interested parties within the Project area including, but not limited to the following groups:"*

We would like the Board to consider whether Cycle Action Auckland could be specifically named as one of the groups listed here.

While we do have good, cooperative relationships with NZTA, Auckland Council and Auckland Transport, the time frame for this liaison will likely exceed half a decade, and relationships of this type can always have periods of "ups and downs".

In such a scenario, our participation in the Community Liaison Group(s) could - at least conceivably - be challenged on the basis that we are not a local group "within the Project area" as set out in the condition. Greater certainty for our inclusion would be useful, if the Board considers this appropriate.

## Proposed Temporary Traffic Conditions

**TT.6** *"The SSTMPs shall include measures developed in consultation with Auckland Transport to, as far as practicable, enable continued public walking and cycling passage..."*

We would like the Board consider adding words that require any total interruption of the cycleway usage to be *"as short as feasible"*, or similar.

The Northwestern Cycleway is a key linkage in the Regional Cycle Network, and one of the busiest commuter cycle routes in Auckland. Any long-term or multiple mid-term closures (i.e. closures of many months or potentially, even years) could significantly depress use of the path for a long time even beyond the reopening, especially if further works then still continue in the general area.

## Proposed Operational Traffic Conditions

**OT.1 (g)** *"As part of detailed design at the Te Atatu Interchange, the installation of underpasses and/or overbridges, provided however that should same not prove feasible in civil or traffic engineering design terms, the installation of synchronised cycle lights."*

We suggest that the above should be clarified by adding, after the word *"overbridges"* the new words *"for some or all of the walking and cycling crossings along the axis of the SH16 cycle way"*, or similar.

The proposed addition would clarify that this is not an 'all or nothing' condition, but that design changes could consist of partial improvements, and also that it does not refer to the north-south links. Cycle Action Auckland apologises that the current ambiguity surrounding the wording was not spotted by us during the transport caucus.

We also suggest that the words *"synchronised cycle lights"* be replaced with *"synchronised cycle aspects"*, to align with the similar wording in **OT.1 (f)**.

## Proposed Open Space Conditions

**OS.4 (e)** *"The inclusion and integration of the design for all pedestrian and cycleway linkages..."*

We suggest that the Board consider adding (possibly via an advice note) that, where feasible in terms of time frames of the design processes respectively consent processes, the Open Space Restoration Plans should be integrated with the design for providing the Sector 8 cycle way discussed in **SO.14**.

**OS.16 (b)** *"The pedestrian connections to Berridge Avenue, Albert Street..."*

We note a minor typo here, as this condition should refer to Albert[a] Street.

## Proposed Social Conditions

**SO.14** *"The NZTA shall provide a financial contribution of \$8 million..."*

We suggest that the Board consider adding, possibly in the form of an advice note, the imperativeness for all participants (especially NZTA and Auckland Council / Auckland Transport) to work together to provide the pedestrian and cycle way early in the construction process of the Waterview Connection Proposal (despite the need for it to first go through a separate consents process).

This would assist with providing this mitigation during the construction phase, as set out as one of the intentions of the Board.

**SO.14 (d) (i)** *"acquired all necessary land..."*

**SO.14 (d) (ii)** *"acquired sufficient land..."*

We suggest that the Board consider whether to delete the last word *"and"* from (i), and the words *"acquired sufficient land"* from (ii) and then combine the two as one single sentence reading:

*"acquired all necessary land, or obtained all necessary interests and/or landowner approvals on a permanent basis to form a cycle and pedestrian way to AUSTROADS standards between Alan Wood Reserve and Unitec"*

This appears clearer, without changing the content.

**SO.14 (iv)** *"resolved to proceed with the project (i.e. the cycleway, bridges and pathway extensions noted above)."*

We suggest that the reference to the *"pathway extensions"* should be removed (as already took place in other sections ahead of this section) and the reference instead be changed to *"i.e. the pedestrian and cycleway and the bridges noted above"*.

We would like to thank the EPA and the Board for the opportunity to comment on the proposed conditions of consent.

Regards,

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