
**MINUTE 17 OF THE EXPERT PANEL
Transport Peer Review**

North West Rapid Transit [FTAA-2511-1146]

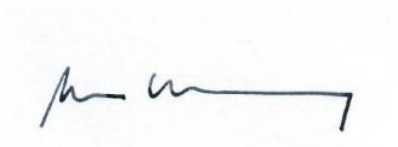
11 August 2026

[1] In Minute 16 dated 13 July 2026 the Panel confirmed the appointment of Mr Darryl Hughes of Hughes Traffic and Transport as independent technical advisor to the Panel under clause 10(3) of the FTAA.

[2] On 7 August 2026 the Panel received a report from Mr Hughes titled “Northwest Busway Fast Track – Transport Peer Review Memo’. A copy of that report is set out at **Attachment A** to this minute.

[3] The Panel has taken account of Mr Hughes’ report in its deliberations and in the formulation of draft conditions.

[4] The Panel expects to be in a position to direct the EPA to release its draft decision and draft conditions under clause 70 of the FTAA by Wednesday 12 August 2026.



Lachlan Muldowney

North West Rapid Transit Expert Panel Chair

7 August 2026
Ref: 25054

Prepared for: Fast Track Expert Consenting Panel
Prepared by: Hughes Traffic & Transportation

Subject: Northwest Busway Fast Track – Transport Peer Review Memo
Issued via: [REDACTED]

1. Introduction

Hughes Traffic & Transportation Limited has been asked to provide independent transport engineering advice to the Expert Consenting Panel (the Panel) in relation to the North West Rapid Transit application (the Project). This peer review places particular focus on the transport matters raised by submitters and the extent to which NZTA's updated proposed designation conditions dated 29 July 2026 (the Revised Conditions) now provide appropriate certainty.

As directed by the Panel, my review has focused on the conditions relevant to the Westgate Te Waiarohia Station and surrounding network, and the Point Chevalier Station and surrounding network. In particular, I have considered the adequacy of the proposed conditions relating to construction traffic management, access to commercial properties, supermarket servicing, the Hobsonville Road / Fred Taylor Drive / Gunton Drive interchange environment, Parr Road North, and affected commercial operations.

I have not approached this review on the basis that the Project should be declined or that the Project must avoid all temporary transport effects. I accept that a major rapid transit project of this scale will inevitably involve temporary construction effects, and that those effects need to be managed within a practical and proportionate condition framework. I also recognise the statutory context of the Fast-track Approvals Act 2024 and the need to avoid conditions that are more onerous than necessary to manage the relevant effects

2. Overall Position

I support the Project in transport terms. The Project will provide a significant improvement to public transport accessibility, travel time reliability and strategic transport choice in the northwest corridor. In my opinion, the outstanding transport issues are not directed at whether the Project should proceed. Rather, they concern whether the conditions provide sufficient certainty that significant localised construction and access effects will be managed appropriately when the detailed design and construction methodology are developed.

The revised conditions represent a meaningful improvement over the previous condition set in some respects. In particular, NZTA has now agreed more specific conditions with National Trading Company (NTC) for the New World Point Chevalier supermarket and with Woolworths for the Westgate Woolworths supermarket. Those conditions are substantially more outcome focused than the earlier conditions, and they demonstrate that it is possible to define site specific access, manoeuvrability, delivery vehicle and consultation requirements without unduly constraining the Project.

However, in my opinion, the revised conditions do not yet provide the same level of certainty for the broader Westgate network effects or for the wider Point Chevalier access and circulation environment. The key remaining gap is that the conditions still rely heavily on future CTMP processes, without sufficiently defining what must be tested, what minimum functionality must be retained, how affected parties can raise unanticipated issues, and what happens if the final traffic management arrangements produce effects greater than those anticipated in the application material.

My recommended approach is therefore not to impose a highly prescriptive construction methodology, nor to require NZTA to retain the existing road network in all respects throughout construction. Instead, I recommend targeted amendments to the conditions to require precinct specific CTMP content, operational testing of capacity-reducing construction layouts, monitoring of key network performance parameters, and a practical issues resolution process for unanticipated effects.

3. Summary of NZTA's Updated Conditions

NZTA's updated condition set retains the general effects envelope approach. The updated legal submissions continue to resist a traditional "in accordance with the application documents" condition and instead rely on more targeted conditions to secure the assessed effects envelope while preserving flexibility for detailed design and construction methodology.

The most significant transport related changes are:

1. Agreed conditions for NTC / New World Point Chevalier requiring a permanent delivery vehicle access point from Parr Road North to the supermarket loading zone and delivery vehicle manoeuvrability in and out of the loading zone in a forward direction.
2. Agreed conditions for Woolworths Westgate which now define the supermarket loading docks, delivery vehicle, manoeuvrability requirements, existing turning area, Maki Street entrance and construction-period access requirements.
3. A revised CTMP condition that includes minimum network performance parameters, monitoring and response measures.
4. A new Gunton Drive closure condition, which restricts full closure of Gunton Drive between Fred Taylor Drive and Tawhia Drive between 8am and 8pm, 7 days per week, except where not practicable or in an unforeseen emergency.

Those changes are positive in that they narrow the issues. However, they do not fully resolve the broader transport concerns raised by Stride, Costco, NZRPG, Restaurant Brands and NTC regarding the operation of the local access network during construction and the final operation of the Point Chevalier station access environment.

In the sections below, I summarise what in my opinion are the key issues, provide commentary as to the respective positions, and make recommendations to the Panel of changes to conditions to address submitter concerns whilst minimising inconvenience to the Project as much as feasible.

4. Westgate Construction Traffic Effects

4.1 Issue

The key Westgate issue is whether the conditions adequately manage construction traffic effects on the Hobsonville Road / Fred Taylor Drive / Gunton Drive interchange, the SH16 ramps, Gunton Drive, the NorthWest Centre accesses, Costco access, and the wider Westgate Metropolitan Centre access network.

The submitters' concern is that Gunton Drive and the Hobsonville Road interchange are critical access routes for the Westgate Metropolitan Centre. They say the existing network is already constrained and that reductions in lane capacity, turning movements, access capacity or queue storage could have significant effects on retail access, delivery vehicle access, customer circulation and traffic safety.

NZTA's position is that the construction effects will be temporary and can be managed through the CTMP framework. NZTA has also proposed Condition 16A to limit full daytime closure of Gunton Drive.

4.2 Comment

Condition 16A is a useful step, but it addresses only full closure of Gunton Drive. The more likely construction risk is partial capacity loss, including lane shifts, lane reductions, loss of turning capacity, reduced queue storage, reduced stop line capacity, construction vehicle conflicts and temporary restrictions to access.

The SIDRA testing undertaken for the Hobsonville Road interchange is useful, but I understand it has tested the construction condition by applying a 10% reduction to lane capacity. In my opinion, that is a reasonable first-order sensitivity for a construction layout where all lanes and turning movements are retained, but it is not sufficient to represent construction stages where lanes, stop lines, turning lanes, access lanes, or critical queue storage are removed or reduced.

I also understand that some of the reported construction scenario results improve compared with the Do-Nothing scenario because the construction model assumes that the Hobsonville Road off-ramp widening / remarking improvements are in place. If that improvement is relied upon to demonstrate that construction effects will be acceptable, then either those works should be completed before the relevant capacity-reducing construction works, or the relevant construction stage should be re-assessed without those improvements.

I do not consider it necessary to require a standalone Westgate CTMP separate from the general CTMP. A better and more proportionate approach is to require the relevant CTMP to include a Westgate Precinct section when works affect the key Westgate access network.

4.3 Recommended approach

I recommend that Condition 16 be amended so that the CTMP must define and assess minimum network performance parameters where works affect key roads and accesses. I also recommend a new Westgate Precinct CTMP section requiring the relevant CTMP to assess lane reductions, turning restrictions, access restrictions, queue storage, queue spillback, delivery vehicle access, and mitigation measures.

I also recommend that Condition 16A be broadened so that it does not only control full closure of Gunton Drive, but also requires specific assessment and mitigation where

lane reductions, stop-line reductions, turning movement restrictions or access restrictions materially affect Westgate access.

5. Gunton Drive Northbound Lane Arrangement

5.1 Issue

The submitters seek retention of existing Gunton Drive capacity, including two northbound lanes between Fred Taylor Drive and Tawhia Drive. During construction, it may be necessary for the two-lane northbound section to be reduced to one lane at certain times.

5.2 Comment

In transport engineering terms, the effect of reducing a mid-block two-lane section to one lane depends on the downstream intersection arrangement and its available queue storage. The practical capacity of the route is likely to be dictated by the signalised intersections and their stop-line capacity, not solely by the mid-block lane count.

If the first signalised access to the NorthWest Centre retains its existing northbound stop-line capacity and queue storage remains sufficient to avoid blocking back into the Hobsonville Road interchange, then delaying the point at which Gunton Drive splits from a temporary one northbound lane to two northbound lanes may not have a material network-capacity effect. However, if the construction layout removes a northbound stop-line lane at that signalised access, reduces the effective storage length, or causes queues to block back through Fred Taylor Drive / Gunton Drive / Hobsonville Road / SH16, then the effect could potentially be significant.

5.3 Recommended approach

I do not recommend a blanket condition requiring all existing Gunton Drive lanes to be retained at all times. Instead, I recommend a condition requiring the relevant CTMP to demonstrate the effects of any reduction in Gunton Drive lane capacity, including whether the downstream signalised access retains its stop-line capacity, whether storage is adequate, and whether queues are expected to affect the Hobsonville Road interchange or SH16 ramps.

This approach is more targeted than the submitters' requested absolute lane-retention condition, while still providing a clear basis for the Panel to be satisfied that critical access and queue effects will be tested and managed.

6. Off-Ramp Improvements Relied Upon in the Construction Modelling

6.1 Issue

The application material and Ms Bates' evidence indicate that the Hobsonville Road off-ramp widening / extension / remarking improvements improve the operation of the Hobsonville Road interchange and are assumed in the construction scenario.

6.2 Comment

The reported improvement in some SIDRA results between the Do-Nothing and construction scenarios appears to be due to the assumed off-ramp improvements rather than to the temporary construction layout itself. That is not necessarily inappropriate, however, it means the construction modelling appears to rely on a physical improvement being in place before the main capacity-affecting construction works occur.

If that sequencing is not secured, then the modelling may overstate the ability of the network to accommodate construction effects.

6.3 Recommended approach

I recommend a condition requiring NZTA either to complete the Hobsonville Road off-ramp widening / extension / remarking works before undertaking Project construction works at or adjacent to the Fred Taylor Drive / Hobsonville Road / SH16 off-ramp / Gunton Drive interchange that are likely to reduce traffic capacity, or to provide an updated construction traffic assessment demonstrating that the relevant works can be undertaken without those improvements while maintaining safe and practicable operation of the interchange.

7. Point Chevalier Transport and Access Effects

7.1 Issue

The NTC supermarket loading access conditions are useful and appear to address the specific delivery vehicle access issue for New World Point Chevalier. However, they do not fully address the wider Point Chevalier access environment, including the final layout and operation of Parr Road North, the service lane, the Parr Road North / Great

North Road intersection, station access, kerbside activities, PUDO, taxi activity, bus stops, bus layover, commercial customer access, drive-through circulation and servicing.

Restaurant Brands' concern is that the KFC drive-through relies on safe, legible and continuous access to the service lane, customer circulation, queueing and service vehicle manoeuvring. NTC's concern is that its loading, click-and-collect and customer access functions rely on Parr Road North and the surrounding intersection / access environment. NZTA's response appears to be that Parr Road North will remain a legal road and that detailed traffic arrangements can be managed later. In my opinion, that does not fully address the functional transport issue.

7.2 Comment

The issue is not merely whether a legal road remains open. The issue is whether the final station access environment and construction staging will maintain safe and practicable access, circulation and servicing for the existing commercial activities that rely on Parr Road North and the service lane.

Given the length of the lapse period and the absence of a traditional "in accordance with" condition, I consider that the conditions should require a Point Chevalier Transport and Access Plan at Outline Plan stage. This should not dictate the final design now, but it should require NZTA to demonstrate how the final design and construction staging will maintain safe and practicable access, circulation and servicing for affected commercial properties.

7.3 Recommended approach

I recommend a new Point Chevalier Transport and Access Plan condition applying to NoR 9 and NoR 11. The plan should be required before or with the relevant Outline Plan and should include the final or proposed layout of Parr Road North, the service lane, station access, kerbside functions, PUDO, taxi, bus layover and loading areas; tracking for relevant delivery and service vehicles; operational assessment of the Parr Road North / Great North Road intersection; and consultation with Auckland Transport, Auckland Council, NTC, Restaurant Brands and other directly affected landowners or occupiers.

8. Unanticipated Effects and Issues Resolution

8.1 Issue

The current condition framework primarily addresses anticipated effects. It includes CTMP requirements, monitoring and response measures, and site-specific consultation with NTC and Woolworths. However, I do not see a clear condition enabling affected parties to report unexpected transport, access, safety, servicing or circulation issues during construction, nor a clear requirement for NZTA to investigate and respond to such issues within defined timeframes.

8.2 Comment

This is a notable gap in a project where the detailed construction methodology and traffic management layouts will not be known until well after designation confirmation. It is also important because local transport effects can sometimes arise from detailed design or temporary traffic management interactions that are not obvious during the consenting process.

A condition of this nature would not be intended to reopen the consent or create a veto for affected parties. It would simply provide an accountable process for receiving, investigating and addressing unanticipated transport effects that arise during construction.

8.3 Recommended approach

I recommend adding a Construction Traffic Issues Resolution condition or requiring this content within Condition 16. The condition should require the CTMP to identify a single point of contact, establish a process for affected parties to report transport and access issues, require investigation within defined timeframes, require reasonable corrective action where the issue is attributable to Project works, and require a register of complaints, responses and actions to be maintained and provided to Council on request.

This would be a proportionate addition. It would not constrain the Project, but would provide practical certainty that affected parties can raise issues and that those issues will be addressed through a transparent process.

9. Condition 4 – Conditions Following Completion of Construction

9.1 Issue

Condition 4 currently provides that all conditions except Condition 37 cease to have effect following completion of construction. That wording is too broad where certain conditions secure permanent access and manoeuvrability outcomes.

9.2 Comment

The NTC and Woolworths conditions include permanent design obligations. Those obligations should not be extinguished simply because construction is complete. Otherwise, there is potential uncertainty as to whether permanent access outcomes continue to be protected.

9.3 Recommended approach

I recommend amending Condition 4 so that it preserves the permanent access and manoeuvrability outcomes required by Conditions 10, 11, 13 and 14, and any new Point Chevalier Transport and Access Plan condition.

10. Existing Property Access

10.1 Issue

The conditions address specific supermarket access issues, but there is no general condition requiring NZTA to demonstrate safe and practicable replacement or reconfigured access where existing lawful vehicle access to a property is permanently altered.

10.2 Comment

A general existing property access condition would not duplicate the Public Works Act compensation process. It would address the transport functionality of replacement or reconfigured access.

10.3 Recommended approach

I recommend adding a general Existing Property Access condition requiring consultation with relevant landowners and occupiers before submission of an Outline Plan for works that permanently alter an existing lawful vehicle access, and requiring the Outline Plan to demonstrate how safe and practicable vehicle access will be provided.

11. Summary of recommended condition amendments

In summary, I recommend the following targeted condition changes:

1. Amend Condition 4 so permanent access and manoeuvrability outcomes are not extinguished following completion of construction.
2. Retain the agreed NTC and Woolworths supermarket access conditions, subject to drafting clean-up and cross-reference corrections.
3. Amend Condition 16 to define minimum network performance parameters and require monitoring, trigger levels and response measures.
4. Add a Westgate Precinct section to the relevant CTMP where works may affect Gunton Drive, Fred Taylor Drive, the Hobsonville Road / SH16 interchange, SH16 ramps, Tawhia Drive, Maki Street, Kedgley Road, or access to the NorthWest Centre, Costco, Westgate Shopping Centre or Westgate Lifestyle Centre.
5. Broaden Condition 16A so it addresses lane reductions, stop-line reductions, turning restrictions and access restrictions, not only full closure of Gunton Drive.
6. Require either prior completion of the Hobsonville Road off-ramp widening / extension / remarking works before material capacity-reducing works at the interchange, or updated modelling demonstrating acceptable operation without those works.
7. Add a Point Chevalier Transport and Access Plan condition for NoR 9 and NoR 11.
8. Add a Construction Traffic Issues Resolution condition to enable affected parties to report unanticipated transport or access effects during construction and require those effects to be investigated and addressed.
9. Add a general Existing Property Access condition.

These recommended amendments are intended to be the minimum necessary to provide certainty to affected parties while preserving flexibility for detailed design and construction methodology. They do not seek to prescribe the final construction methodology or prevent reasonable construction disruption. Rather, they require the relevant effects to be assessed, monitored and managed in a way that is transparent, auditable and responsive to the actual construction environment.

I have set out above the amendments that I consider would assist in improving certainty for affected parties while maintaining a proportionate and flexible conditions framework for the Project.

I understand that a number of existing conditions have been agreed between NZTA and affected parties, and I do not seek to introduce a further marked-up version of those agreed or existing conditions. I therefore leave any amendments to the existing conditions to the Panel, taking into account the recommendations in this memorandum.

For ease of reference, I have attached only the new conditions that I recommend be added to the designation conditions. I have listed all as part of Condition 16 (i.e., Conditions 16C, 16D, 16E, and 16F), but leave it to the Panel whether to adopt any or all of those, and where to include them.



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Director

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Recommended new conditions:

16C	Westgate Precinct Construction Traffic Management (a) Where Project works under NoR 2 or NoR 5 may affect the operation of Gunton Drive, Fred Taylor Drive, the Hobsonville Road / SH16 interchange, SH16 on- or off-ramps, Tawhia Drive, Maki Street, Kedgley Road, or vehicle access to the NorthWest Centre, Costco, Westgate Shopping Centre, or Westgate Lifestyle Centre, the relevant CTMP must include a Westgate Precinct section. (b) The Westgate Precinct section of the CTMP must include: (i) drawings showing the proposed construction staging, temporary traffic management layout, lane availability, turning movement availability, property access arrangements, active mode routes, and public transport arrangements; (ii) an assessment of the traffic effects of any lane closure, lane reduction, stop-line reduction, turning movement restriction, driveway restriction, or detour affecting the roads or accesses listed in Condition 16C(a); (iii) traffic modelling or other operational assessment, using SIDRA or another appropriate assessment method, where works are predicted to materially reduce intersection capacity, lane capacity, stop-line capacity, turning movement capacity, access capacity or queue storage; (iv) measures to maintain safe and practicable access to the NorthWest Centre, Costco, Westgate Shopping Centre and Westgate Lifestyle Centre during construction; (v) measures to avoid, as far as practicable, queue spillback onto SH16 ramps or through the Hobsonville Road / SH16 interchange; (vi) minimum network performance parameters and trigger levels for monitoring during construction, including queue lengths, access delay, lane and turning movement availability, and public transport delay where relevant; (vii) measures to be implemented if monitoring shows that the minimum network performance parameters are not achieved or are likely not to be achieved; (viii) measures to manage construction traffic during peak retail trading periods, including the period from 1 November to 7 February; (ix) details of consultation undertaken with Auckland Transport, the operators of the NorthWest Centre, Costco, Westgate Shopping Centre, Westgate Lifestyle Centre and any other directly affected major landowner or occupier; and (x) a summary of any feedback received through that consultation, what changes have been made in response, and reasons for any feedback not adopted. (c) Prior to undertaking construction works at or adjacent to the Fred Taylor Drive / Hobsonville Road / SH16 off-ramp / Gunton Drive interchange that significantly reduce traffic capacity, the Requiring Authority must either: (i) complete the Hobsonville Road off-ramp widening, extension and remarking works generally relied on in the construction traffic modelling; or (ii) provide an updated construction traffic assessment demonstrating that the relevant works can be undertaken without those improvements while maintaining safe and practicable operation of the interchange, including queue storage on the SH16 off-ramp.
16D	Point Chevalier Transport and Access Plan (a) Prior to submission of the Outline Plan for works affecting Point Chevalier Station, Parr Road North, the service lane adjoining 1170-1172 Great North Road, or the Parr Road North / Great North Road intersection, the Requiring Authority must prepare a Point Chevalier Transport and Access Plan. (b) The purpose of the Point Chevalier Transport and Access Plan is to demonstrate how the final design and construction staging for the Point Chevalier Station area

	will maintain safe and practicable access, circulation and servicing for properties that rely on Parr Road North and the adjoining service lane. (c) The Point Chevalier Transport and Access Plan must include: (i) the final or proposed layout and intended function of Parr Road North, the service lane, station access roads, kerbside areas, PUDO areas, taxi areas, bus stops, bus layover areas, pedestrian crossings, cycle facilities and loading / servicing areas; (ii) tracking diagrams for relevant service and delivery vehicles using Parr Road North and the service lane, including vehicles servicing 1136 Great North Road and 1170-1172 Great North Road; (iii) an operational assessment of the Parr Road North / Great North Road intersection and any other local intersection significantly affected by the final Point Chevalier Station layout; (iv) an assessment of whether the layout and operation of Parr Road North and the service lane will maintain safe and legible customer, staff, servicing and delivery access to adjacent commercial properties; (v) measures to ensure that bus layover, PUDO, taxi, loading, parking, queuing or other kerbside activities do not block or impede access to the service lane or adjacent commercial properties; (vi) construction staging and temporary traffic management arrangements for maintaining customer access, drive-through circulation, service vehicle access, delivery access, and active mode access during construction; (vii) consultation undertaken with Auckland Transport, Auckland Council, National Trading Company, Restaurant Brands and any other directly affected property owner or occupier; and (viii) a summary of feedback received, what changes have been made in response, and reasons for any feedback not adopted. (d) The Point Chevalier Transport and Access Plan must be provided with the relevant Outline Plan.
16E	Construction Traffic Issues Resolution (a) The CTMP must include a Construction Traffic Issues Resolution process for receiving, investigating and responding to traffic, access, servicing, parking, pedestrian, cycle, public transport and safety issues raised by affected landowners, occupiers, road users, Auckland Transport, Auckland Council or emergency services during construction. (b) The Construction Traffic Issues Resolution process must include: (i) contact details for a nominated person responsible for receiving and coordinating responses to construction traffic and access issues; (ii) a process for acknowledging receipt of an issue or complaint within two working days, or within 24 hours where the issue relates to a safety matter, blocked access, emergency access, or inability for a commercial activity to receive essential deliveries; (iii) a process for investigating whether the issue is caused or significantly contributed to by Project works or temporary traffic management arrangements; (iv) a process for implementing reasonable corrective actions where the issue is caused or significantly contributed to by Project works or temporary traffic management arrangements; (v) timeframes for advising the person who raised the issue of the outcome of the investigation and any corrective actions proposed or taken; (vi) procedures for escalating unresolved or recurring issues to the Requiring Authority, Auckland Transport and Auckland Council; (vii) a requirement to maintain a register of issues raised, investigations undertaken, responses provided, and corrective actions implemented; and (viii) a requirement to review relevant temporary traffic management arrangements where repeated issues arise at the same location or where monitoring indicates that the minimum network performance parameters in the CTMP are not being achieved.

	(c) The issue register must be made available to Auckland Council and Auckland Transport on request.
16F	Existing Property Access (a) Prior to submission of an Outline Plan for any part of the Project that will permanently alter an existing lawful vehicle access to a property, the Requiring Authority must consult with the relevant landowner and occupier about the proposed access arrangement. (b) The relevant Outline Plan must demonstrate how safe and practicable vehicle access to that property will be provided, whether by reconfiguration of the existing access or by an alternative access arrangement. (c) This condition does not apply where the relevant landowner has agreed in writing to the access arrangement, or where the relevant property interest has been acquired by the Requiring Authority.