

**IN THE MATTER OF**

the Resource Management Act 1991

**AND**

**IN THE MATTER OF**

Notices of requirement for designations under section 168 of the Act, in relation to Te Ahu a Turanga; Manawatū Tararua Highway Project

**BY**

**NEW ZEALAND TRANSPORT AGENCY**  
Requiring Authority

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**JOINT STATEMENT OF TRANSPORT AND SOCIAL EXPERTS**

[21 March] 2019

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## **INTRODUCTION**

1. This joint witness statement relates to expert conferencing on the topics of transport and social effects.
2. This joint witness statement relates to the notices of requirement lodged by the New Zealand Transport Agency ("**Transport Agency**") for designations under section 168 of the Resource Management Act 1991 ("**RMA**"), in relation to Te Ahu a Turanga; Manawatū Tararua Highway Project (the "**Project**").
3. The expert conferencing was held on 18 and 19 March 2019 at WSP Opus (Wellington) with some members joining via video / teleconference. The Social experts conferenced independently of the Transport experts on some specific social issues via video / teleconference on 19 and 20 March 2019.
4. Attendees at the conference were:
  - (a) David Dunlop (WSP Opus) for the Transport Agency;
  - (b) Amelia Linzey (Beca Group Limited) for the Transport Agency;
  - (c) Harriet Fraser for the Manawatū District Council, Tararua District Council, and Palmerston North City Council ("**Councils**") in their regulatory / reporting capacity;
  - (d) Kirsty Austin for the Councils in their regulatory / reporting capacity;
  - (e) Jeff Baker for the Councils in their regulatory / reporting capacity
  - (f) Mark Read for Palmerston North City Council in its role as a submitter.

## **CODE OF CONDUCT**

5. This joint statement is prepared in accordance with section 4.7 of the Environment Court Practice Note 2014.
6. We confirm that we have read the Environment Court Practice Note 2014, and in particular Appendix 3 – Protocol for Expert Witness Conferencing, and agree to abide by it.

## **PURPOSE AND SCOPE OF CONFERENCING**

7. The purpose of conferencing was to identify, discuss, and highlight points of agreement and disagreement on transport and social issues arising from

the notices of requirement relating to the Project, and the submissions received in relation to them.

8. The scope of the issues covered at this conference included:
  - (a) Woodville impacts and community expectations;
    - (i) Construction
      - (1) Construction traffic through Woodville;
      - (2) Hope Road;
    - (ii) Operational;
      - (1) State Highway traffic use of Vogel Street in Woodville;
      - (2) SH2/SH3 intersection;
      - (3) Diversion from Oxford Road/ Pinfold Road;
      - (4) Woodville Bypass;
  - (b) Ashhurst impacts and the transition to the Project;
    - (i) Construction;
      - (1) Construction traffic through Ashhurst;
    - (ii) Operational;
      - (1) Pedestrian and Cycling facilities between Ashhurst and the Ashhurst Bridge;
      - (2) Pedestrian and cycling facilities between the Ashurst Bridge and Manawatū Gorge Scenic Reserve carpark;
      - (3) Pedestrian and cycling facilities between the carpark and on the new bridge over the Manawatū River;
  - (c) Midblock;
    - (i) Speed;
      - (1) 100km/h v 80km/h posted speed limit;
      - (2) Crawler lane;
    - (ii) Safety Outcomes;

- (1) What is safe?
- (2) Methodology for designing for safe provision of cyclists on the Project;
- (3) DBC Stage Road Safety Audit;
- (4) Sealed shoulder vs separated path;
- (5) Design of shoulders for vulnerable road users;
- (6) What vulnerable users are expected to use the Project;
- (7) Equestrian use;
- (8) Comparative attractiveness of cycling on Saddle Road, the Pahiatua Track and the Project;
- (9) NZ Cycle Trail;
- (iii) Property Access;
  - (1) Construction access on Saddle Road;
- (iv) Other;
  - (1) Route choice for vehicles between the Pahiatua Track and the Project for locations to the south of Pahiatua;
  - (2) Extent of traffic effects;
  - (3) Roundabout performance;
- (d) Community Engagement;
  - (i) Network Integration Plan;
  - (ii) Affected Landowners;
  - (iii) Community Liaison Group;
  - (iv) Communication Plan;
- (e) Recreation;
  - (i) Effect on recreation values – mid-block;
  - (ii) Recreation effects – Manawatū Gorge Scenic Reserve.

9. While an extensive range of issues were discussed, the limited available time resulted in a prioritisation of topics with not all matters arising to date having been included.

## **KEY FACTS AND ASSUMPTIONS**

10. Refer to Annexure A.

### **Do-minimum**

11. The do-minimum is the existing situation with ongoing improvements to Saddle Road, Ashhurst and the intersections of Woodland Road with Oxford Road and Vogel Street (SH3).
12. With regard to Saddle Road the speed limit has been reduced to 60 km/h and all other operating conditions are largely the same. Following the opening of the Project there is no certainty about what the speed limit or the operational conditions of Saddle Road will be.
13. With regard to Ashhurst, our understanding is that changes are being consulted on with the community and are yet to be finalised. We understand that the changes are aimed at improving safety for the community through turning movement and intersection control.
14. With regard to Woodville, we understand that the changes (that are currently being delivered) are aimed at removing traffic from Oxford Road and Pinfold Road and to redirect traffic through the main street of Woodville.

### **Changes since lodgment agreed to by the NZ Transport Agency**

15. Provision of pedestrian and cycling on or adjacent to the existing Ashhurst Bridge prior to opening of the Project (condition 26). For the purposes of this discussion it has been assumed that the facility will be a two-way shared facility on the north side of the bridge.
16. Provision of pedestrian and cycling facilities between the Ashhurst Bridge and the Manawatū Gorge Scenic Reserve carpark (condition 26).
17. Commitment to a pedestrian facility on the new bridge over the Manawatū River (not in a condition).

18. Minimum 2.0m sealed shoulder consistently along the Project route (including on structures) between edgeline and barrier (additional clearance to barrier not yet confirmed).
19. Provision of an extension of the existing limechip path from Hampson Street in Woodville to the west of the eastern roundabout (condition 26).

### **Project Status**

20. The NOR has been prepared in order to define a designation boundary based on a preliminary design. We understand that subsequent phases will include detailed design and associated road safety audits.
21. There is an assumption that the project will be available for all road users.

### **ISSUES**

22. Refer to Annexure A.

### **STATEMENTS**

23. Refer to Annexure A.

### **AGREED POSITION**

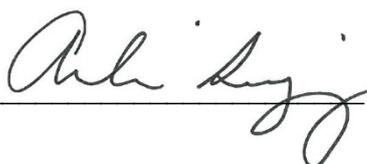
24. Refer to Annexure A.

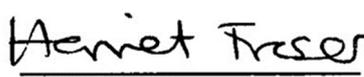
### **DISAGREEMENT WITH REASONS**

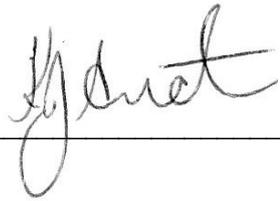
25. Refer to Annexure A.

Date: 21 March 2019

  
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**D Dunlop**

  
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**A Linzey**

  
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**H Fraser**



**K Austin**



**J Baker**



**M Read**

## ANNEXURE A

**In the matter of notices of requirement for designations under section 168 of the Resource Management Act 1991, in relation to Te Ahu a Turanga; Manawatū Tararua Highway Project.**

**Expert conferencing – transport and social effects**

**Participants: David Dunlop (DD), Amelia Linzey (AL), Harriet Fraser (HF), Kirsty Austin (KA), Jeff Baker (JB), Mark Read (MR).**

Issue	Statements	Agreed Position	Disagreements, with reasons
<b>Woodville impacts and community expectations</b>			
<u>Construction</u>			
Construction traffic through Woodville (Social, KA AL)	There is a small difference in the scale of effect concluded by the social experts. There is agreement on the mitigation strategy.	Ongoing review of condition details – discussed below in landowner engagement.	n/a

Issue	Statements	Agreed Position	Disagreements, with reasons
Hope Road	<p>Hope Road is a narrow rural lane that potentially provides access to the Project site.</p> <p>HF, DD</p>	<p>We understand that the noise experts do not see this as a desirable construction traffic route.</p> <p>If for any reason it was to be used, then there is a need to upgrade the linkage to Woodland Road.</p> <p>Construction traffic should be prevented from accessing Saddle Road directly from Hope Road</p> <p>HF, DD</p>	n/a
<u>Operational</u>			
Difference in views within the community on the preference for all state highway traffic to use the Woodville	There are potential social impacts with either option. To date, assessment has focused on the use of Woodville main street.	There is agreement that (with state highway traffic using the main street) key social issues include; connectivity across the main street and recreational connectivity	n/a

Issue	Statements	Agreed Position	Disagreements, with reasons
main street. (Social, KA AL)		through to the western side of the eastern roundabout.	
Traffic performance and safety of SH2 / SH3 intersection.  DD, HF	<p>As traffic increases the performance of the intersection deteriorates. In the future (2041), the performance of the SH2 approach to the intersection is LOS F with or without the project.</p> <p>Ongoing changes to Woodlands Road are changing the traffic distribution through Woodville main street (the changes are aimed at encouraging the use of this link).</p> <p>The SIDRA modelling to date does not assume the use of the informal heavy vehicle bypass</p>	<p>Something needs to be done to improve intersection performance (to LOS D or better) in the future prior to the Project opening.</p> <p>A number of options exist to achieve this e.g. formalising use of Tay Street and Station Street as a bypass for all vehicles and / or identifying a similar suitable bypass route between SH2 south and SH3 west. Options also exist to improve the intersection itself.</p> <p>Further investigation is needed to look at options and engage with the community to understand</p>	<p>HF position is that it is unlikely that intersection improvements within the existing road reserve in isolation would address the intersection performance. HF position is that a roundabout is unlikely to provide safe pedestrian crossing in the town center environment.</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
	<p>route (between SH2 south and east on Tay Street and Station Street).</p> <p>There are existing safety issues at the intersection which will be exacerbated by increased traffic.</p> <p>DD, HF</p>	<p>aspirations and wider network needs.</p> <p>DD, HF</p>	
<p>Level of diversion traffic</p>	<p>The proportion of traffic that will reroute onto the main street through Woodville from Oxford Road / Pinfold Road as a result of the current changes is unknown.</p> <p>DD, HF</p>	<p>There will be a redistribution as a result of the current works.</p> <p>DD, HF</p>	<p>DD has estimated 50% of traffic is redistributed on the basis of the changes to the intersection of Woodland Road / Oxford Road will be harder to negotiate (particularly for HCV) but remain attractive.</p> <p>HF has estimated 20% of traffic is redistributed on the basis that only some of the HCV's and unfamiliar drivers will be</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
			redistributed and that the route will remain popular with other users.
Bypass	<p>A bypass of Woodville was not considered part of the scope of the Project.</p> <p>DD, HF, AL, KA</p>	<p>Further investigation is needed to look at options and engage with the community to understand aspirations and wider network needs.</p> <p>DD, HF, AL, KA</p> <p>AL and KA consider that if the above three matters were investigated engagement with the community should integrate these matters.</p>	<p>HF position is that in the absence of a bypass there are traffic effects as a result of increased traffic resulting from the Project that need to be addressed in Woodville.</p> <p>DD position is that the problems will exist with or without the Project.</p>
<b>Ashhurst impacts and the transition to the Project</b>			
<u>Construction</u>			

Issue	Statements	Agreed Position	Disagreements, with reasons
<p>Construction traffic through Ashhurst (Social – KA, AL)</p>	<p>There is a difference in the scale of effect concluded by the social experts, principally in relation to potential night-time noise from construction traffic.</p> <p>AL, KA</p>	<p>Ensure targeted engagement occurs with affected landowners as construction details are developed (refer to agreed position under ‘Community engagement’ below).</p> <p>AL, KA</p>	<p>KA position is that there is insufficient detail on construction at this stage to understand how residents may be affected from night-time construction vehicles (there is no information on the approximate numbers of nights, or how many households may be affected).</p> <p>AL position is that she is satisfied that the low scale of effect (in her assessment), the existing management control for limiting night-time construction traffic movements (Condition 22), and the condition for a complaints management process (Condition 9) are sufficient.</p>
<p><u>Operational</u></p>			

Issue	Statements	Agreed Position	Disagreements, with reasons
<p>Pedestrian and cycling facilities between Ashhurst and the Ashhurst Bridge.</p>	<p>A couple of options exist currently, one through Ashhurst Domain (pedestrian only) and the other on-road SH3 (for pedestrians and cyclists). No improvements are proposed for this section as part of the Project.</p> <p>AL, DD, HF, JB, KA</p>	<p>Demand will increase once the proposed facility across the Ashhurst Bridge are constructed.</p> <p>The Project will increase traffic on this section of SH3.</p> <p>It is anticipated that there is sufficient space within the road reserve to accommodate a range of options.</p> <p>DD, HF, JB</p>	<p>There is a disagreement about what constitutes safe provision for pedestrians and cyclists on this section.</p> <p>HF, DD</p> <p>DD position is that the existing shoulder provides safe provision for cyclists and alternate facilities exist for pedestrians through the Ashhurst Domain.</p> <p>HF position is that safe provision for pedestrians and cyclists should involve a shared separated facility. Such a facility will avoid the need for active mode users to cross the road to access the shoulders, provides for contraflow cyclists and reduces likelihood of death or serious injury crashes.</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
<p>Pedestrian and cycling facilities between the Ashhurst Bridge and the Manawatū Gorge Scenic Reserve carpark.</p>	<p>The current condition (26) is that a pedestrian and cycling facility will be provided. However, there is uncertainty on the form and location of the facility.</p> <p>The community liaison group has a role in the design of this facility.</p> <p>AL, DD, HF, JB, KA, MR</p>	<p>A separated shared space (active mode) two-way facility should be provided between the Ashhurst Bridge and the western roundabout.</p> <p>Between the western roundabout and the carpark a number of options exist.</p> <p>DD, HF, JB, MR</p> <p>The development of the Manawatū Gorge Scenic Reserve carpark restoration plan should include the design of this facility.</p> <p>DD, AL, KA, HF, JB</p>	<p>n/a</p>
<p>Pedestrian and cycling facilities between the carpark and on the new bridge over the</p>	<p>The NZ Transport Agency has committed to providing a pedestrian facility on the bridge but no condition specifies the</p>	<p>If a useable facility is provided, separated access must be provided to it for pedestrians from the carpark</p>	<p>n/a</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
<p>Manawatū River (including facilities on the bridge)</p>	<p>form, location and accessibility of the facility.</p> <p>The community liaison group has a role in the design of this facility.</p> <p>AL, DD, HF, JB, KA, MR</p>	<p>(DD noted it could be future proofed for, but access not provided).</p> <p>A facility on the bridge for pedestrians must be physically separated from traffic lanes.</p> <p>AL, DD, HF, JB, KA, MR</p> <p>The development of the Manawatū Gorge Scenic Reserve carpark restoration plan should include the design of this facility.</p> <p>DD, AL, KA, HF, JB</p> <p>Any pedestrian facility should allow for views of the Manawatū Gorge.</p> <p>JB, AL, KA</p> <p>For recreational purposes the pedestrian link should be future</p>	

Issue	Statements	Agreed Position	Disagreements, with reasons
		<p>proofed on the northern side of the bridge to provide access to future recreational trails.</p> <p>JB</p>	
<b>Midblock</b>			
<u>Speed</u>			
<p>100 km/h vs 80 km/h posted speed limit</p>	<p>The project has been designed for a posted speed limit of 100 km/h (design speed of 110 km/h).</p> <p>The question has been asked what the effects of a reduced speed limit would be on travel time and driver experience?</p> <p>DD, HF, MR</p>	<p>If a speed reduction was considered, 80 km/h is the only likely alternative.</p> <p>To achieve an 80 km/h speed limit, the road environment and design parameters would need to change, otherwise drivers are likely to exceed the speed limit with enforcement challenges.</p>	<p>DD position is that the road should be designed to be consistent with the driver experience e.g. as there is no side friction, it is a rural environment, center and edge barriers are provided, then a 100km/h speed environment is appropriate.</p> <p>HF position is that an 80 km/h speed limit could provide a transition between the 50 km/h speed limit in central Woodville and the 100 km/h speed limit to the west of</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
		<p>There would be a travel time increase similar to that identified by HF in response to questions from the panel (para 75) if the posted speed was reduced.</p> <p>DD, HF, MR</p>	<p>the project and would not be inappropriate given the vertical geometry involved with crossing the ranges.</p>
Crawler lane	<p>The provision of crawler lanes was primarily based on HCV volumes and differential speed of HCV's vs light vehicles.</p> <p>DD</p> <p>Collectively we are unclear how the final design, marking and ultimate usage of these lanes will be delivered.</p> <p>HF, MR, DD</p>	<p>Heavy vehicle speeds will be reduced by the grades (up or down). There will be a significant range of HCV speeds.</p> <p>Other vehicles could be travelling up to the design speed of the road in general.</p> <p>HF, MR, DD</p>	<p>DD position is that vehicles speeds in the crawler lane could be greater than HCV averages predicted unless light vehicles are discouraged from using the lane.</p> <p>HF &amp; MR position is that based on the preliminary design which includes extensive 4 lane lengths that any vehicle may travel in the left-hand lane and up to the design speed.</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
<u>Safety Outcomes</u>			
What is safe?	<p>The design of the Project and the associated facilities needs to be safe for all road users.</p> <p>DD, HF, MR</p>	<p>The safe system approach should be applied to the Project for all road users.</p> <p>The NOR will be capable of delivering a route which is aligned with a safe system philosophy for vehicles.</p> <p>DD, HF, MR</p>	<p>HF position is that there is a legal and statutory requirement to provide for the safety of all road users and that safe means a transport system free of death and serious injury based on the safe system approach.</p> <p>MR position is that in order to meet the safe system approach, vulnerable road users should be separated from vehicles on the project route.</p> <p>DD position is that there are numerous options for travel between Ashhurst and Woodville and the traffic will be removed from both Saddle Road and Pahiatua Track which will improve safety on these</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
			<p>routes as a result of the Project.</p> <p>Vulnerable user numbers on all routes are unknown in the future and numerous options exist within the Te Apiti masterplan and Manawatū Gorge recreational area.</p>
<p>Methodology for designing for safe provision of cyclists on the Project.</p>	<p>The process by which a project is developed is to include a combination of best practice design and road safety auditing.</p> <p>HF, DD, MR</p>	<p>The NZ Transport Agency Road Safety Audit Procedures for Projects Guidelines - Interim release May 2013 sets out the appropriate procedures for road safety auditing and the DBC included a concept stage road safety audit.</p> <p>It is unclear whether a scheme / preliminary design road safety audit will be completed. However, there is an expectation that a detailed design and post construction road</p>	<p>n/a</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
		<p>safety audits will be undertaken (and could be a condition if needed).</p> <p>HF, DD, MR</p>	
<p>DBC stage road safety audit</p>	<p>Responses from the designers / client have not been circulated for the DBC road safety audit.</p> <p>The audit included a recommendation to consider providing a high / quality off-road path separated from the highway or widen the shoulders in accordance with best practice.</p> <p>DD, HF, MR</p>	<p>The design at the time of the road safety audit was 1.5m next to the crawler lanes and this has been increased to 2.0m minimum throughout.</p> <p>DD, HF, MR</p> <p>A number of improvements have been made to the design following the road safety audit which have been incorporated into the NOR design (e.g. roundabouts).</p> <p>DD, HF</p>	<p>n/a</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
Sealed shoulder vs separated path	<p>Sealed shoulders provide a different outcome to a separated path.</p> <p>DD, HF, MR</p>	<p>Irrespective of whether a separated facility is provided, a sealed shoulder could still be used by vulnerable users.</p> <p>A separated facility is considered safer than use of the shoulder for vulnerable road users.</p> <p>DD, HF, MR</p>	<p>HF position is that the inclusion of a barrier separated path immediately adjacent to the road provides a safe system design with a significant reduction in the likelihood in the reduction of death or serious injury from a crash between a cyclist and vehicle. A separated path is consistent with the One Network Road Classification (ONRC) guidance for a National route such as this and is in line with the recommendation of the DBC road safety audit.</p> <p>MR position is that safer journeys, the ONRC, and best practice design documentation all support the use of the safe system approach when considering vulnerable road users. To meet the intention of the safe system approach, a</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
			<p>separated facility should be provided for these users.</p> <p>DD position is that this is a new facility and user numbers have not been defined and there a range of users with different needs e.g. sealed shoulders for expert riders and alternative facilities for recreational demands. Alternate routes / options may exist for separated facilities e.g. Manawatū Gorge, Saddle Road or alternate alignments on the north side of the Gorge. The provision of facilities needs to be designed based on user demands and national priorities around where best outcomes can be achieved.</p>
Design of shoulders for vulnerable users	There are a range of design guidelines and standards for the design of shoulders for	Pedestrian demands to use the road shoulder are expected to be low.	DD position is that shoulder widths have been increased to meet NZ Transport Agency guidelines and considered

Issue	Statements	Agreed Position	Disagreements, with reasons
	<p>vulnerable road users (particularly width).</p> <p>HF, DD, MR</p>	<p>The wider the shoulder the safer the outcome for all road users.</p> <p>HF, DD, MR</p>	<p>against potential user numbers. Safer Journeys for People Who Cycle, 2014 provides evidence that for rural shoulders that deaths and serious injuries significantly reduce once shoulders exceed 0.8m. Under table 4.18 of the Austroads guideline appropriate width range at 100km/h is 2-3m.</p> <p>HF &amp; MR position is that Austroads Guide to Road Design: Geometric Design (Part 3) is the best practice guidance with regard to shoulder width provision for cycling. The recommended widths are considered to be warranted in this local context which includes high speeds, busy traffic flows, significant truck volumes, steep grades and adverse weather conditions.</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
<p>What vulnerable users are expected to use the Project</p>	<p>Forecast user numbers / types on the Project route are not well understood.</p> <p>HF, DD, MR, JB</p>	<p>User types / numbers will vary depending on the level of provision provided.</p> <ul style="list-style-type: none"> <li>• Sealed shoulders are only likely to be attractive to experienced and confident cyclists.</li> <li>• A separated sealed road-side facility is likely to be able to be used by most other physically able (fit) users, however, is expected to have lower amenity than a path separated further from the road (by a greater buffer zone).</li> <li>• An off-road recreational facility is likely to be able to</li> </ul>	<p>n/a</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
		<p>be used by most users (dependent on the grade), however, is unlikely to appeal to touring and sports cyclists (dependent on surface and design speed).</p> <ul style="list-style-type: none"> <li>• A mountain bike trail is only likely to appeal to a particular group of users.</li> </ul> <p>HF, DD, MR, JB</p> <p>Regardless of any recreational facilities away from the Project road, the Project road needs to safely provide for cyclists.</p> <p>HF, DD, MR</p>	
Equestrian use	Equestrians previously used Saddle Road prior to the Gorge	Should the opportunity arise, equestrian use should be	n/a

Issue	Statements	Agreed Position	Disagreements, with reasons
	<p>closure. Following the completion of the Project access to Saddle Road will be reestablished.</p> <p>JB, DD, HF, KA, AL</p>	<p>considered through detailed design (e.g. paths within the designation). The Project provides a benefit for equestrian use on Saddle Road once the new route is operational.</p> <p>JB, DD, HF, KA, AL</p>	
<p>Which road is most attractive for cycling; Saddle Road, the Project and Pahiatua Track</p>	<p>The Project results in a reduction in traffic on Saddle Road and Pahiatua Track.</p> <p>There are a number of factors which influence the attractiveness of a route for cyclists (e.g. traffic volumes (including heavy vehicle proportions), perceived safety, traffic speeds, road cross-section, distance, grades, attractions along the route,</p>	<p>Saddle Road and Pahiatua Track become more attractive because of the reduction of traffic volumes with the Project and the Project provides an alternate route for cycling.</p> <p>Each of the three roads provide different levels of service with regard to the factors identified.</p> <p>Both Saddle Road and Pahiatua Track will be safer for cyclists because of the reduced traffic flows,</p>	<p>DD position is that Saddle Road has the potential to be enhanced further to provide a better outcome for cyclists (following completion of the Project). However, this has not been investigated.</p> <p>MR &amp; HF position is that Saddle Road and Pahiatua Track are unforgiving roads for cyclists because they have narrow shoulders and potentially high-speed traffic adjacent. We consider that the Project as currently proposed with a seal shoulder, reduced grades and lesser</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
	<p>connectivity to origins and destinations, wind exposure).</p> <p>HF, DD, MR</p>	<p>however, they still have safety concerns for cycling.</p> <p>HF, DD, MR</p>	<p>climb for cyclists will be an attractive option for cyclists compared to Saddle Road or Pahiatua Track.</p>
<p>NZ Cycle Trail</p>	<p>The NZ Cycle Trail across the Pahiatua Track is not currently operational. However, it could reopen following completion of the Project or be relocated to an alternate route (e.g. Saddle Road, the Project route or alternate off-road facility).</p> <p>HF, DD, MR, JB</p>	<p>The Project provides an opportunity for the NZ Cycle Trail to be reinstated on a variety of different routes.</p> <p>HF, DD, MR, JB</p>	<p>n/a</p>
<p><u>Property Access</u></p>			
<p>Construction Access on Saddle Road</p>	<p>Construction traffic needs to be safely accommodated at the access points to the Project.</p>	<p>Either standards as included in paragraph 215 of Technical Report 1 are met or alternate forms of safe provision need to be achieved (e.g.</p>	<p>n/a</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
	HF, DD	<p>speed reduction to meet safe sight lines or appropriate traffic management)</p> <p>Consideration needs to be given to the ability to achieve the above in locations in which slow vehicle bays exist e.g. Morgan and Cook.</p> <p>HF, DD</p>	
<u>Other</u>			
Route choice for vehicles between Pahiatua Track and the Project to locations south of Pahiatua.	<p>The Project will narrow the difference in travels times for these alternatives.</p> <p>HF, DD</p>	<p>Without congestion in central Woodville the Project will be faster than Pahiatua Track.</p> <p>Congestion in Woodville could influence route choice.</p> <p>HF, DD</p>	n/a

Issue	Statements	Agreed Position	Disagreements, with reasons
The extent of traffic effects	<p>There are traffic effects beyond each end of the Project route.</p> <p>HF, DD</p>	<p>There are roads that will have increased traffic as a result of the Project, in particular SH3 in Ashhurst (York St to SH57) and in Woodville (SH3 and SH2 from Woodland Rd to Pinfold Rd)</p> <p>There are a number of roads that will have significant reductions in traffic (e.g. Saddle Road, Salisbury St, Woodland Rd, Oxford Rd, Pinfold Rd, Pahiatua Track, Balance Gorge Rd)</p> <p>HF, DD</p>	n/a
Roundabout performance	Assessment has assumed that LOS D or better is appropriate for 2041.	Agree on forecast LOS in para 135 of DD's evidence is for 2041 and	n/a

Issue	Statements	Agreed Position	Disagreements, with reasons
	DD, HF	<p>that the intersections will perform appropriately.</p> <p>DD, HF</p> <p>We agree that separate facilities for walking and cycling should be provided on each of the roundabouts and will be developed further in detail design (planners to consider suitability of condition).</p> <p>HF, DD, MR</p>	
<b>Community engagement</b>			
Network Integration Plan (NIP) (condition 26)	<p>There is a lack of clarity of how the Community Liaison Group will input into the matters listed in (b) of the NIP condition.</p> <p>KA, AL</p>	<p>The Community Liaison Group (CLG) has a role into the matters listed in (b) this could be addressed by adding a reference in condition 8 to the NIP.</p>	n/a

Issue	Statements	Agreed Position	Disagreements, with reasons
		<p>There is also a need for condition 26 to refer to the outcomes of consultation with the CLG.</p> <p>KA, AL</p>	
Affected landowners	<p>The Community Liaison Group provides a forum for information sharing on the traffic construction management, landscape management and noise (condition 8).</p> <p>The landscape management plan specifies some properties for affected landowner consultation.</p> <p>AL, KA</p>	<p>That directly affected landowners have input into design elements that have the potential to affect them. In general, for major infrastructure projects, this relates to landscape, noise (construction and operation) and construction traffic management.</p> <p>The Community Liaison Group will not include all affected landowners.</p> <p>It is appropriate for the conditions to require targeted engagement with affected landowners (for landscape</p>	n/a

Issue	Statements	Agreed Position	Disagreements, with reasons
		<p>management (e.g. those properties adjoining areas of landscaping of the project), construction traffic management (e.g. those properties accessing construction routes) and associated construction noise management (e.g. those properties identified in the construction noise management plan as houses where the noise and vibration criteria apply)).</p> <p>AL, KA</p>	
Community Liaison Group	The CLG provides a forum for sharing information on landscape management and the construction environmental management plan (particularly construction) and in the	<p>It is appropriate to clarify that the intent of the CLG is to share information and provide input (targeted engagement) into:</p> <ul style="list-style-type: none"> <li>• landscape design</li> </ul>	n/a

Issue	Statements	Agreed Position	Disagreements, with reasons
	<p>development of specified public / recreation facilities (walkways, cycleways and viewpoints).</p> <p>As currently worded in condition 8, it is not clear that the CLG has a role in providing input to these construction management and design matters (albeit that other conditions specifically refer to considering the outcomes of consultation through the CLG).</p> <p>AL, KA</p>	<ul style="list-style-type: none"> <li>• development of specified public / recreation facilities (walkways, cycleways and viewpoints).</li> <li>• The integration of shared paths and pedestrian access to the Manawatū Gorge Scenic Reserve (as set out in the Restoration Plan) (as discussed in this statement); and</li> <li>• The Network Integration Plan (discussed specifically above)</li> </ul> <p>AL, KA</p>	

Issue	Statements	Agreed Position	Disagreements, with reasons
Community Liaison Group	<p>The CLG provides a forum for sharing information and providing feedback on community concerns arising during construction.</p> <p>AL, KA</p>	<p>It is appropriate for an additional clause in Condition 8 to specify a requirement on the Project team to record and respond to issues raised by the CLG. This should include explanation for where issues are raised and no action is taken by the Project team (in a manner similar to the complaints register).</p> <p>AL, KA</p>	N/A
Communications Plan	<p>The Communications Plan sets out the information that the community will receive during the construction phase of the Project. It does not include informing the community about engagement opportunities on construction planning and some</p>	n/a	<p>KA considers that the Communications Plan should include a requirement to inform the community about the targeted engagement that will be undertaken on design matters (engagement with the CLG and affected landowners). This should include the scope and timeframes of the targeted engagement. The reason</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
	<p>design matters (e.g. landscape management plan).</p> <p>AL, KA</p>		<p>is to provide transparency and certainty to the wider community on those aspects of the Project that were not detailed in the NOR documentation, that will be tested with relevant groups/parts of the community.</p> <p>AL does not consider this needs to be required in the Communications Plan, but does accept this might provide improved transparency of engagement processes in the preparation of Management Plans.</p>
<b>Recreation</b>			
Effect on recreation values - midblock	<p>Recreation provides social benefits.</p> <p>AL, KA</p>	Positive social benefits are anticipated if the Project creates safe and desirable recreation facilities and does not preclude	<p>KA position is that:</p> <ul style="list-style-type: none"> <li>If the proposed cycling and/or walking provision is found not to be safe or desirable for recreation purposes by the transport and</li> </ul>

Issue	Statements	Agreed Position	Disagreements, with reasons
		<p>future / planned facilities that the community are pursuing.</p> <p>AL and KA agree that the safer the route for recreation use the greater the social benefits (e.g. grade separation would have greater social benefits than the shoulders).</p>	<p>recreation experts, the community should have an opportunity to be involved in the design process for the mitigation (via targeted engagement as referred to elsewhere in this statement).</p> <ul style="list-style-type: none"> <li>It is still unclear whether the proposed 2m wide shoulder is considered safe or safer than the existing situation. KA acknowledges that recent NZTA commitments have the potential for positive social effects (cycling/pedestrian provision across Ashhurst Bridge, pedestrian access on the new Manawatū River bridge, cycling/pedestrian provision at the</li> </ul>

Issue	Statements	Agreed Position	Disagreements, with reasons
			<p>Woodville end to link to the future Lindauer trail)</p> <p>AL position is that she considers the transport experts have concluded that the routes for cyclists and pedestrians crossing the Gorge will be safer than the existing situation for cyclists and pedestrians. On this basis, AL considers that there are social benefits from the current Project.</p> <p>DD position is that the Project provides significant improvement for pedestrian and cycle provision and safety through the removal of traffic form Ashhurst, Saddle Road and Pahiatua Track. Off road provision is considered to be an opportunity and agrees that the community should have input into the</p>

Issue	Statements	Agreed Position	Disagreements, with reasons
			design and location of such a facility (e.g. Saddle Road, within the boundaries of the Project, on DOC land, through the Manawatū Gorge, in an alternate lower level location, or invest the money elsewhere in the Region/NZ to provide greater benefit e.g. linking Palmerston North with Feilding).
Recreation Effects – Manawatū Gorge Scenic Reserve	The Manawatū Gorge Scenic Reserve Car Park Management and Reinstatement Plan focusses on the construction phase. It could be broadened to include connections to other nearby recreation facilities (from Ashhurst through to the new Manawatū bridge), which are provided for in the conditions,	The Manawatū Gorge Scenic Reserve Car Park Management and Reinstatement Plan (condition PN.2) should include details on the following: <ul style="list-style-type: none"> <li>• The cycle and pedestrian facilities linking to the Ashhurst bridge;</li> </ul>	n/a

Issue	Statements	Agreed Position	Disagreements, with reasons
	<p>specifically those matters in the Network Integration Plan.</p> <p>AL, KA</p>	<ul style="list-style-type: none"> <li>• The pedestrian facilities on the Manawatū Gorge Bridge</li> </ul> <p>Any future recreation walkway on the northern side of the Manawatū River.</p> <p>AL, KA</p>	