

Hi Megan,

The Transport Assessment did not provide a detailed assessment of the impact for intersections other than SH3/Airport Drive for the following reasons:

Impact of Proposed Development Threshold

- The analysis identified that in its current form the SH3/Airport Drive intersection provides sufficient capacity to accommodate around 20-30 Area Q dwellings up to 2022/2023.
- The scale of the impact of 20-30 dwellings upon other intersections is minimal, as:
 - For all intersections aside from SH3/Airport Drive, the development trips add to the major road traffic volume, rather than side road traffic. The impact in terms of average delays is therefore less significant than for other intersections. In essence the general impact to other intersections would be less than for SH3/Airport Drive.
 - The number of additional trips for the major road is very low; in the order of an additional 26 trips per hour during the peak (combined directions), or around one every two minutes.
 - $0.95 \text{ (PM trip rate)} * 30 \text{ (dwellings)} * 0.9 \text{ (percentage heading towards NP)}$
– See Report Table 4-1.
- The impact of these trips would be relatively consistent (and minimal) for all the major intersections heading towards New Plymouth – assessment of these would have significantly added to the scope of works, and likely without providing any significantly beneficial information.

NZTA Waitara to Bell Block Project

The NZ Transport Agency is currently investigating State Highway 3 between Waitara and Bell Block to find ways to help improve road safety, reduce crashes and ease congestion. It is made up of two projects: SH3 Waitara to SH3A (managed by Safe Roads) and SH3A to Bell Block (managed by the Transport Agency). In March 2017 community open days were held where locals were invited to provide their inputs and ideas as to how the corridor could be improved. Informed by the community feedback, Stantec are working alongside the Agency and NPDC to test various options which seek to improve the safety and efficiency of the corridor. Each option will have a different impact upon the redistribution of traffic, not only for Area Q trips but for the wider local area (inc. Bell Block). The optioneering process and the detailed traffic modelling tasks are currently underway, but at this stage it is not yet possible to quantify the impact at other intersections as the preferred option has yet to be determined. Notwithstanding, the preferred option will be one that provides a safe and efficient means of accessing SH3 from all of the connections within the study area, including Wills Road/Corbett Road/Farmlands/Fuel Station.

Furthermore, based on the existing road network, traffic entering from Airport Drive has only one point of access onto SH3; whereas trips coming from Bell Block could take alternative routes onto SH3 (i.e. via Henwood Interchange/Wills/Corbett). As the traffic model is still in development, it is not yet possible to accurately quantify these effects even for a scenario where there are no changes to the road network. Given the Transport Assessment focused on a short-term scenario and there was only one point of entry for development traffic, analysis at the

Airport Drive/SH3 intersection was considered appropriate for the means of providing an indication as to the development thresholds. However given the unknowns, it was considered that analysis of other intersections could be misleading.

Hopefully that's clear. I'm sure you'd want to make the above a bit more concise.

Any questions, let me know.

Cheers

Matt