

# ENGAGEMENT SUMMARY

## Key Stakeholders

Table 0-1 provides a summary of the investment partners, Treaty Partners and key stakeholders who have a vested interest in the outcomes of this business case.

**Table 0-1: Project Partners**

PARTNER	ROLE
<b>INVESTMENT PARTNERS</b>	
Waka Kotahi	Waka Kotahi is the road controlling authority for the state highway network, are a funder of land transport activities and provide access to and regulation of land transport.
Rotorua Lakes District Council (RLC)	<p>RLC is the local road controlling authority responsible for fully managing the local transport network. Alongside Waka Kotahi, RLC is a project partner. RLC has provided key input into the optioneering and design as the DBC progressed – with internal specialists from the road infrastructure, environment and land development planning teams providing key insights along the way.</p> <p>For the project to respond effectively to the housing crisis and partners under the Treaty of Waitangi there has been a focus on:</p> <ul style="list-style-type: none"> <li>• Alignment with the NOF to develop an integrated local road and state highway network</li> <li>• Staging works in response to, and to support, future housing development</li> <li>• Alignment with RLC’s land-use review which is being undertaken in partnership with the local community</li> <li>• Development of a cohesive network of state highway and local roads that responds to mana whenua and community aspirations.</li> </ul> <p>RLC has developed a complimentary local roads investment plan (the Eastside Structure Plan) that has been developed in parallel to the business case. This is provided as <b>Error! Reference source not found.</b></p>
<b>PARTNERS</b>	
Bay of Plenty Regional Council (BOPRC)	<p>In the context of this corridor, BOPRC is responsible for transport planning and public transport in the region. They are also the overarching consenting authority for the region’s water, soil, air, geothermal areas, and coastlines.</p> <p>BOPRC has provided input for the development of bus stop facilities. BOPRC has also supported improved active transport connections within the local road network to reduce the number of short trips that are made by vehicles. A programme business case to improve public transport outcomes is currently being delivered by BOPRC.</p>
Kāinga Ora	Kāinga Ora are responsible for providing state housing to address homelessness and making homes more affordable for New Zealanders. In addition to managing existing homes, they also partner with other stakeholders to facilitate and deliver urban development projects.
Ministry of Education	The Ministry of Education do not have any significant investment plans or new education facilities in Rotorua East in relation to the anticipated growth in population. The ministry’s interests have revolved around the safety of their communities. Schools in and nearby the community include: Ōwhata Primary School, Mokoia Intermediate, Rotorua Lakes High School, Rotokawa Primary School, Lynmore Primary School, Te Wharekura o Ngati Rongomai, Te Kura Kaupapa Māori o Ruamata and Te Kohangareo ki Rotokawa.
<b>TREATY PARTNERS</b>	
Local hapū	<p>Waka Kotahi has duties and obligations to hapū of Te Arawa as parties to the Treaty of Waitangi. Waka Kotahi has a memorandum of understanding with Ngati Uenukukopako, Ngāti Roro o Te Rangi and Ngati Hurunga Te Rangi that has been developed for Stage One of the <i>Eastern Corridor Connect Rotorua</i> project. This will be expanded to include Stage Two as part of this business case.</p> <p>Two hui were held, initially undertaken via Zoom during the Covid-19 Alert Level 4 period (May 2020), and then face to face in Rotorua once the country had achieved Alert Level 1 status (in June 2020). Through this engagement the project team understood the expectations of hapū regarding land requirements and received strong support regarding the strategic case for change.</p> <p>Engagement with Ngati Whakaue through their development arm Ngati Whakaue Tribal Lands was also a key aspect of the project’s commitment to partnership under the Treaty of Waitangi. This is discussed further throughout the business case. During the pre-implementation phase the memorandum of understanding between Waka Kotahi and hapū will be updated.</p>
Tatau Pounamu	Tatau Pounamu is a community advocacy group and local hapū collective. The role of the group is to support sustained physical, cultural and spiritual wellbeing of the people of eastern Rotorua through

PARTNER	ROLE
	<p>Te Ao Māori. In particular, this relates to the protection of land, water, and resources as they relate to the origin, history and tribal affiliations and are a statement of identity.</p> <p>The project team gave two project updates to Tatau Pounamu. This group has a partnership agreement in place with RLC to implement a community-driven wellness plan, which the council has plans to support through the District Plan by way of a structure plan.</p> <p>A key objective of engagement with Tatau Pounamu is to develop the relationship and align the project with mana whenua aspirations so that the memorandum of understanding developed for the Stage One Eastern Corridor project can be updated and continued through the implementation phase of Stage Two.</p>
Owhatiura South 5 Incorporation	<p>The Owhatiura South Trust owns 15 hectares of undeveloped land at 362-408 Te Ngae Road. The incorporation has plans to develop the site and has been seeking favourable access on to Te Ngae Road for some time. The site is zoned under the district plan as a mix of residential, light industry and commercial land.</p> <p>The project team met with the incorporation and their consultants on 24 June 2020. During the meeting a range of future activities were proposed for the site and Waka Kotahi undertook to determine what access was suitable, given that a new signalised intersection was proposed at Basley Road and a shared path along the length of the site. A follow up meeting was held on the 3<sup>rd</sup> September 2020 where Stantec provided feedback on the Owhatiura South Trust's traffic modelling and presented the most recent intersection designs relating to the block. An overview of the process for land acquisition was also provided.</p>
Ōwhata Marae Committee	<p>The Ōwhata Marae Committee are the decision making body responsible for decisions relating to Māori Roads in the area. There is one road that connects to the state highway network: Te Roro o Te Rangi Road near the Wharenui Road intersection that will be the subject of further investigation during the detailed design phase, in consultation with adjoining land-owners.</p>

Table 0-2 outlines the key project stakeholders, and their role in the project.

**Table 0-2: Key Stakeholders**

ORGANISATION	ROLE
Rotorua Airport	<p>Rotorua Airport is a roading and aviation authority and is owned by RLC. The airport has a memorandum of understanding with Ngati Whakaue and Ngati Uenukukopako.</p> <p>The airport currently have a long-term masterplan in place. To aid the development of the business case, they provided valuable input into better understanding potential stormwater and drainage design issues. They have also supported efforts to be responsive to the needs and aspirations of mana whenua under the Treaty of Waitangi.</p>
Ngati Whakaue Tribal Lands Trust	<p>Ngati Whakaue are the largest landowner in east Rotorua with plans for greenfield development to start in 2020 in partnership with Kāinga Ora</p>
Ministry of Education (MOE)	<p>Ōwhata Primary, Mokoia Intermediate and Rotorua Lakes High School were initially engaged during the development of the Strategic Case. This engagement identified the potential scope and scale of improvements from reducing the severance caused by SH30 Te Ngae Road on the community.</p> <p>During the consultation phase the project team met with:</p> <ul style="list-style-type: none"> <li>• Ōwhata Primary School, Mokoia Intermediate and Rotorua Lakes High School were engaged from an early stage working on mode shift and safety elements of the design before public consultation</li> <li>• Rotokawa School and the adjoining Kohanga Reo ki Rotokawa to identify ways these school communities can benefit from local road and state highway enhancements</li> <li>• Lynmore Primary School to understand how the improvements on SH30 Te Ngae Road up to Iles Road (being delivered under Stage One) are impacting travel choices and what Stage Two may mean for the school community.</li> </ul> <p>Other schools in the area that we informed about the project include Te Wharekura o Ngati Rongomai, Te Kura Kaupapa Māori o Ruamata and Te Kohangareo ki Rotokawa.</p> <p>There are also several early years education facilities in the area.</p>
Ministry of Housing and Urban Development (HUD)	<p>HUD leads New Zealand's housing and urban development work programme and are responsible for strategy, policy, funding, monitoring and regulation of New Zealand's housing and urban development system. They are interested in supporting urban development in Rotorua and are working with RLC to support their spatial plan aspirations.</p>
Individual landowners along the corridor	<p>A letter was sent to all properties adjacent to the corridor (between Iles Road and Basley Road) advising of the planned public engagement. A follow-up letter was sent advising when engagement was open for public feedback.</p> <p>A separate letter was sent to the owners and tenants of 347 properties (including 98 owner/occupiers) who were expected to have their existing access impacted. In summary:</p> <ul style="list-style-type: none"> <li>• 28 properties were identified as potentially being directly impacted, that is potential for land acquisition or tailored design activity to mitigate new safety risks (such as access controls for properties impacted by new traffic lights). After the safety review and redefined staging plan this number reduced to 24 properties. At the time of writing, successful contact was made</li> </ul>

ORGANISATION	ROLE
	<p>with all impacted landowners directly impacted by the proposal, most of them before public consultation commenced</p> <ul style="list-style-type: none"> <li>• There was widespread agreement regarding the problems that the business case identified and strong support for interventions proposed to address these problems</li> <li>• 24 landowners, including four businesses and three Māori organisations will be engaged as part of the pre-implementation stage. This is discussed further in <i>Part C Readiness and Assurance</i>.</li> </ul>
NZ Police	The NZ Police have a strong interest in safe use of roads and vehicles through enforcing speed limits, checking vehicle compliance, managing traffic /congestion associated with accidents and other unplanned stoppages.
NZ Emergency Services	<p>The Emergency Services have a strong interest in any changes to the road network and the impacts this can have on their emergency response. A fire truck has more demanding access requirements than other emergency response vehicles.</p> <p>A Zoom meeting was held in late August with Police and emergency services. They were given an overview of the proposed improvements and provided their feedback on the design.</p>
St John New Zealand	St John are contracted by the Lakes District Health Board to respond to medical emergencies. They have a strong interest in safe roads to prevent accidents and also with a roading network that supports the rapid deployment of emergency response assets to all areas.
Holmes Group	Holmes Group has land holdings at Lynmore Junction and Eastgate Business Park. Holmes Group represents the commercial and retail tenants/ business owners at the Lynmore Junction. Engagement with Holmes Group to resolve concerns with the central median on the section of SH30 Te Ngae Road between Allan Mills Road and Iles Road (Part of the Stage One project) is ongoing.
R&B Property Group Limited	<p>In person engagement on 23 July 2020. R&amp;B Property Group has land holdings at 340 Te Ngae Road. R&amp;B represents the commercial and retail tenants/ business owners at that site.</p> <p>Feedback received focused predominantly on the impacts of Stage One works. These have been shared with the relevant team at Waka Kotahi for consideration.</p>
Damar Industries Limited	Damar Industries developed the Eastgate Business Park (in partnership with Holmes Group). They undertake industrial activities at the site currently. At the time of development, contributions were paid to RLC for enhanced access to SH30 Te Ngae Road. There was an agreement between Damar and the council to upgrade the intersection when traffic volumes rose above 2,000 vehicles per day and whilst Damar have been patient, the delayed development of the intersection is having an impact on business park tenants.
Rosedale Superette	The owner and operator of the Rosedale Superette also owns the site of the adjoining Makar Indian Restaurant. This site is currently adjoining, and also impacted by public transport facilities on Basley Road. Urban design input will be required during the detailed design phase due to the changes to this corner, including changes to the existing car parking on both private and public property.
Regency Park Estate Lifestyle Retirement Village	This retirement village on the corner of Te Ngae Road and Brent Road is one of three along the corridor and recently obtained consent to increase the scale of their operation. Pedestrian safety improvements proposed by Regency were incorporated into the proposed concept plans that went out for public consultation.
Rotorua Forest Haulage	Rotorua Forest Haulage are part of the large industrial site in Ngapuna which enjoys a private through-road connecting Te Ngae and Vaughan Roads.
New Zealand Heavy Haulage Association	This section of State Highway is on the main oversize route for over-dimension and overweight freight loads travelling between the Bay of Plenty and Rotorua. It is the main route for freight and oversize items that are travelling to/from the Port of Tauranga.
Rotorua Cycle Action Network	Rotorua Cycle Action Network is a local cycling advocacy group. They were engaged before the proposal went public and will be engaged in the detailed design phase.
Automobile Association	Automobile Association has over 1.7 million members nationally, with over 80,000 of these being in the Bay of Plenty region. The AA recognises the challenges for the project and the importance of log freight on this road, bringing significant economic benefits to the region. The AA advocate for greater priority on through traffic levels of performance and enhanced safety for cyclists by having cycle lanes off grade from the road.

Other stakeholders were updated at various stages throughout development of the DBC via emails, newsletters and detail on the Waka Kotahi website. including a technical advisory group set up during the programme business case.

Other stakeholders not listed above (but were consulted through the programme business case newsletter) include: Freight industry advocacy groups; Positive Ageing Rotorua; Rotorua Principal's Association; Rotorua Sustainable Living and the Rotorua Chamber of Commerce.

## Meetings and workshops

Engagement with local authorities, local hapū, developers, residents, schools, and the wider community was undertaken at strategic points during the development of this DBC. As such, we consider that the preferred programme was co-designed with stakeholders and partners.

An extensive list of the meetings and workshops that have informed the development of this DBC are provided within **Appendix A (available on request)**.

Minutes from these meetings are provided as **Appendix B (available on request)**.

### 1.1 Stakeholder engagement plan

A **Stakeholder Engagement Plan** has been developed for this project as **Appendix C (available on request)**, which outlines the purpose and objectives of engagement, the engagement methods and programme. The plan also defines the roles and responsibilities of key stakeholders.

The engagement objectives and outcomes for the project are outlined in Table 0-3.

**Table 0-3: Engagement Outcomes and Objectives**

OBJECTIVE	OUTCOME
Awareness	Ensure key stakeholders, partners, and communities are aware of the key messages and the timeframes for inputs and outcomes.
Understanding	Key stakeholders and hapū partners understand the business case process, including programme deliverables and decision making.
Behaviour	Key stakeholders and partners team up with the Waka Kotahi to deliver the programme in a cohesive and collaborative way.
Participation	Stakeholders, partners, and communities are provided with opportunities to participate in decision making processes, where applicable, to inform business case development.
Reputation	Waka Kotahi delivers robust business cases, engages genuinely and effectively with stakeholders and is working on behalf of the Government to give effect to transport priorities.

Key messages were developed for the project to support engagement with stakeholders and the community, according to the following themes:

- SH30 Te Ngae Road is a key gateway and an important part of the local road network.
- Stakeholder and community engagement are critical to the business case process.
- We want to support growth by working with our partners.
- We are working in partnerships to enable sustainable housing development.
- The state highway and local roads form part of one cohesive network.
- We are developing a cost-effective approach that delivers benefits over many years.

Outcomes from public consultation are discussed throughout the report.

## Responding to feedback from key stakeholders

The draft plans were presented to hapū leaders, local schools<sup>1</sup>, RLC<sup>2</sup>, BOPRC and Ngati Whakaue Tribal Lands. The key feedback received, and incorporated into the updated plans were:

- The proposed new signalised mid-block crossing was moved closer to Puketawhero Park to better meet the pedestrian desire lines.
- For safety reasons, some bus stops near intersections that are being widened will need to be relocated. Where possible, 'bus stop pairs' (i.e. bus stops opposite each other) are to be provided.
- RLC suggested that the Lee Road/Gee Road upgrade could include turning Hannah Road and Alfred Road into cul-de-sacs. This eliminates rat-running, is safe for active modes, reduces connections onto the state highway and improved amenity on those local roads. This intervention would see the number of side road intersections in this area reduced from four to one.
- Incorporate a pedestrian crossing facility at Brent Road to support better connections for school and retirement village communities. This however would be captured as part of the local road improvements being undertaken by RLC.
- Incorporate urban design elements, consistent with hapū leader engagement, wherever possible. This is particularly key around Puketawhero Park, where there is an issue with people parking on the grass berm.
- Providing additional pedestrian refuges where possible.

## Responding to public feedback

*Preferred Programme 2.0 was presented to the public in August 2020.*

We received a wide range of feedback, with generally a high degree of support for each of the proposed interventions. A summary of the key feedback and how we have responded is summarised in Table 0-4. Note that this is not an extensive list of all feedback received, but rather focuses on the substantive elements that warranted investigation. **Appendix P** provides a more detailed overview of all feedback from public engagement.

The outcome was an updated concept design, and the establishment of '**Preferred Programme 3.0**'.

**Table 0-4: Response to public engagement on Preferred Programme 2.0**

PROPOSAL	FEEDBACK	RESPONSE
Brent Road Left-in/Left out only	Generally, there was strong support for banning the right turn out from Brent Road.  But there was strong feedback from some residents and the Emergency Services that a right-turn in should be provided (if safe). The primary concern was around potential response times to Brent Road schools and the retirement village.	The project team reviewed the concept plan and identified a safe means of allowing right turn-in access to Brent Road. Part of the process was reviewing the balance between safety risk, reduction in accessibility and impact of emergency services. <b>The design change was incorporated in response to public feedback.</b>  The main safety issue is the 'right turn-out', and this is still proposed to be banned. This will be the only new banned movement in the programme.
The bus stop at the Basley Road shops	We learnt that buses do not currently use the current bus stop at the Basley Road shops. This is mainly because of difficulties drivers have in rejoining the state highway.  The Rosedale Superette was also concerned about access to parking and servicing requirements.	Revised plan sees the southbound bus stop (currently at the Basley Road shops) moved south of the Basley Road signals (opposite the northbound bus stop). The 'spare space' created as a consequence of skewing the Basley Road approach, will be landscaped.  The general layout of the area will be similar to the current situation, with no loss of parking for the Rosedale Superette. <b>The design change was incorporated in response to public feedback.</b>

<sup>1</sup> Ōwhata Primary, Mokoia Intermediate and Rotorua Lakes High

<sup>2</sup> RLC were able to bring a holistic perspective, having recently reviewed the plans for the Wellness Plan

PROPOSAL	FEEDBACK	RESPONSE
Right turn bay at Ōwhata Road	We heard from the Rotorua Forest Haulage association that there would likely be long queues for right-turning traffic on Ōwhata Road, and that combined with the bus stop location in the left-hand lane, would result in blocked traffic.	The right turn bay length was extended in response to the feedback and the position of the left lane bus stop will be reviewed during the detailed design phase. <b>The design change was incorporated in response to public feedback.</b>
Dedicated cycling lanes physically separated from traffic	The Automobile Association and Rotorua Cycling Action Network requested that where possible physical separation of cyclists was safer.	Where possible (due to access constraints), the on-road cycle lane will be physically separated. Physical separation also provides a means of preventing cars from parking on the grass berm alongside Puketawhero Park.
Active mode transition improvements	Pavement transitions (e.g. at kerbs) should be designed for prams and wheelchairs. Also requested was the ability for cyclists to avoid conflict with cars and pedestrians where possible	Several changes have been made to enable these elements (within the constraints of the road reserve). The detailed design phase will revisit these elements.
Safer pedestrian crossings for access to the Fresh Choice Supermarket	Pedestrian desire lines are often in conflict with vehicles turning right from the Fresh Choice. A pedestrian refuge facility, or pedestrian crossing, was considered	A signalised pedestrian crossing is incorporated as part of the Wharenui Road signals. The feasibility of an additional pedestrian refuge can be explored during the detailed design phase – noting that this section is the most constrained in terms of available road width.
Retain the left turn slip lanes and remove raised tables at crossings	The Automobile Association and several public submitters wished to see through traffic speeds maintained by retaining the status quo at intersections.	These changes were inconsistent with the design philosophy and as such <b>no change made</b> . Signposting on its own is unlikely to reduce traffic speeds to the proposed 50kph limit – and as such physical interventions to make the corridor feel slower will be essential. This approach also enables improvements for active modes crossing side streets safely.
Bring forward the development of the Airport / Eastgate roundabout	The Rotorua Airport Masterplan aspirations depend on the delivery of the roundabout. The ability for the Eastgate Business Park to expand is constrained by the timeframes for the proposed roundabout.	This would be introduced in Phase Two, as the upgrade would not be in direct response to a need to support housing growth, and the LOS gaps at this location are less prominent.  The timing for Phase Two is not confirmed, and there is opportunity for certain aspects to be accelerated ahead of others. Each aspect of Phase Two is dependent on the availability of funding and development timelines.
Shorter wait times for pedestrians at lights	We heard that wait times at pedestrian crossings can be up to two minutes.	The modelling assessment of the preferred programme has been based on assumption that signal phase times will be no longer than two minutes. SCATS (or equivalent) signal operation brings the opportunity to optimise timings and reduce wait times.
Provide a pedestrian overbridge	Grey Power Rotorua expressed a desire for a pedestrian overbridge rather than at-grade pedestrian crossings.	This proposal was reviewed, but not incorporated into the design because: <ul style="list-style-type: none"> <li>• This does not align with the principles of the business case – as it prioritises cars over walking/cycling.</li> <li>• It would notably increase crossing distances, as the footbridge would need to be designed to ensure that it can be used easily by mobility impaired people (hence would require a long ramp in order to provide a low gradient).</li> <li>• It would create some visual intrusions issues for several residents who live along the corridor.</li> <li>• There would be significant cost associated with a footbridge that would need to have sufficient vertical clearance to allow large trucks to pass easily below.</li> </ul>
Provide indented bus stops	We heard from several stakeholders, including emergency services and the Automobile Association that bus stops should be indented to a) reduce delays for traffic and b) reduce the likelihood of rear-end type crashes.	The proposal is for buses (which currently are relatively infrequent) to stop within the on-road cycle lanes. There is no significant evidence to suggest that the use of on-road bus stops across Rotorua is creating notable safety risks that would be solved by indented bus stops.

PROPOSAL	FEEDBACK	RESPONSE
Extend the shared path and provide safer access to education facilities on Rotokawa Road	This is an unsafe crossing area that is heavily congested during pick-up/drop-off times. This intersection could be improved by providing better access/egress during the hour before and after normal school hours.	<p>Rotokawa Road is adjacent to Rotorua Airport, but beyond the scope of the project. However it was considered appropriate to investigate options given the potential for high safety benefits and improved alignment of the project with feedback that we heard from hapū leaders.</p> <p>Rotorua Airport agreed that extending the shared path into the airport and providing a connection to Rotokawa Road could be delivered as part of the Rotorua Airport Masterplan. This will improve active transport mode access to the schools given the lack of footpath facilities currently, although does not address the safe crossing aspirations.</p> <p>At meetings with Rotokawa Primary and the Ministry of Education installing a signalised traffic light was not considered appropriate as it would require active supervision and this was considered beyond the school's capacity/capability and not desirable.</p> <p>There may be an opportunity through the council's future engagement plans to develop the local road network behind Eastgate Business Park to provide an alternative access/egress option.</p>

**Appendix P (below)** provides an overview of the responses to other feedback received during the public consultation sessions, which the project team used to validate the assumptions and input obtained from the local community and stakeholders.

## APPENDIX P: STAKEHOLDER FEEDBACK

### Community concerns raised at Waka Kotahi Cottage Meetings

COMMUNITY CONCERN	RESPONSE GIVEN AT THE TIME
Why the shared path crosses the road twice	To maximise the catchment that the shared path serves (schools on south side and Puketawhero Park and shopping precincts on north side)
Concern over the number of traffic lights	The lights will be phased and pedestrian facilities will utilise technology to detect whether a pedestrian still requires the crossing to be activated
Four lanes to the airport	The long-term plan is for four lanes to the airport, however this will be demand driven and is not anticipated to be cost effective (relative to the benefits) within the investment horizon of the project (thirty years)
Vibrations and buildings shaken by truck movements	The project team has become aware of the problems with truck movements through engagement with impacted property owners. The issues are expected to reduce with slower speed limits and more lights. The project team will investigate how pavement treatments can further alleviate and a suitable pavement solution
Access to properties across the median lane	Access across the medians will still be possible, except where there is a physical barrier in place near the Brent Road intersection. In addition, wait times will be more predictable with the new controlled intersections providing safer opportunities to access/egress properties
Landscaping	Proposing a similar median to stage one but could be a wire which enables less land purchase. Feedback will be passed on to the project team about the desire for native trees
Roundabouts instead of lights	Roundabouts take more space and aren't as good for pedestrians and cyclists. The level of service for cars at the Ōwhata roundabout is expected to continue to deteriorate
Speed limits	Currently there is a speed limit review out for consultation on the nzta.govt.nz website. The design speed for the road has been lower than the current speed
Property access for properties near the lights and u-turns	Feedback about removing the new cul-de-sacs to improve access for properties near the Lee Road lights will be shared with the design team. U-turning is another solution that will be considered through the design, although this will reduce travel times
Noise impacts	Some acoustic modelling will be undertaken to understand what the current baseline is so that we can understand what the impacts of the changes have had on traffic noise

COMMUNITY CONCERN	RESPONSE GIVEN AT THE TIME
Who pays for underground services	Services changes in the road corridor will be covered by the project. We do not know what costs private residents will be required to cover for any improvements from the removal of power/telephone poles
Council is converting all street lights in two years to LED	This is new information and will be shared with the design team for consideration
Addressing driveway gradients in the design	A topological survey is currently being planned and will help to ensure that accurate cost estimates are obtained to ensure that all properties meet a reasonable standards of access
Traffic volumes	Traffic volumes have been modelled and are expected to grow as development of housing and the industrial area by the airport progresses. The business case attempts to align future investment with anticipated growth in traffic volumes from these developments so that traffic congestions risks are minimised through planned investment and allowing for some flexibility in the response
Dangerous zone at the Fresh Choice supermarket	Improving safety from cars entering/leaving the Fresh Choice supermarket is complicated by the desire for property access to the residential properties on the other side of the road. Under the current proposal there will be no physical barrier, however this may change through the public consultation process
Detour route/ route resilience	Because of the current network design, all traffic into the city is required to go through Te Ngae Road. Addressing this issue is out of scope for the project
Space for cars on the berm (e.g. to open gates)	The project will minimise the time that cars lie across the shared path and cycleway facilities. Guidance on fencing and site lines will likely be made available through the implementation phase.