

## Northern Corridor Improvements Project

### Joint Statement by Ian David Clark and Martin John Peake, on two outstanding matters from the Traffic/Transport Joint Witness Statements

#### 1. Joint Witness Statement: Traffic and Transport: Construction, dated 22 June 2017

Paragraphs 8 (a) and (b) of this JWS referred to extra information to be provided by Mr Clark to Mr Peake, specifically referring to modelled travel times along certain routes, and modelled intersection performance, during the period of construction.

Mr Peake has reviewed this information and has identified that the main traffic diversion effects of the SH18 and SH1 temporary traffic management on the local roads are on Albany Highway, Bush Road, East Coast Road and around the Constellation Drive intersection. There are increased traffic volumes on these roads, some additional intersection delay and increased journey times along these routes.

Mr Peake considers that the diverted traffic volumes and intersection delay are of a quantum that would appear to be manageable. Mr Peake is comfortable that the proposed condition CTMP3(a) and CTMP6 (including A to D), as attached to the Joint Witness Statement – Planning, will enable the effects on general traffic and buses to be addressed.

#### 2. Joint Witness Statement: Traffic and Transport: General/Design/Layout/Model/ Alternatives, dated 26 June 2017

Paragraph 8 (h) of this JWS referred to forecast queues at the Oteha Valley Road interchange.

It was subsequently recognised that the SIDRA intersection modelling of the interchange, referred to in that JWS, without and with the NCI project, had been carried out using the same layout. In fact, the NCI project includes improvements to the capacity of the northbound off ramp, namely: the length of the second right turn lane is to be extended, and the left turn lane will also be extended. This layout has now been tested in SIDRA, and this indicates that the forecast 95<sup>th</sup> percentile queue during the critical evening peak period is likely to be contained within the off ramp (i.e. unlikely to extend back to the mainline on the motorway, for the scenario with the NCI project).

Mr Clark and Mr Peake both accept this updated modelling. As such, the issue raised at paragraph 8 (h) of the JWS is now resolved.

Signed by



Ian Clark, Flow Transportation Specialists Ltd



Martin Peake, Progressive Transport Solutions Ltd