

Public Open Day Feedback Form

The Manawātū Gorge has been closed indefinitely as a result of damage caused by severe weather and continued instability of the ground conditions. The New Zealand Transport Agency is currently developing a Detailed Business Case to assess options for an alternative route connecting the Manawātū and Hawke's Bay regions.

The Transport Agency is now seeking your feedback on corridor options that have been short-listed for further consideration to provide a safe, efficient and reliable connection. This includes three new road corridors as well as a substantial upgrade of the existing Saddle Rd corridor. These options have been identified through technical assessments and feedback received from key stakeholders and the public.

The four short-listed options are as follows

- Option 1: North of Saddle Road
- Option 2: Saddle Road Upgrade
- Option 3: South of Saddle Road
- Option 4: South of Gorge

More detail on the key features and benefits of each of short-listed options is provided on the project information sheet attached.

There are a number of ways you can provide your feedback

- » Complete this form now and hand back to us
- » Take this form home and post it to us (refer to address at the end of this form)
- » Email this form to us at manawatu-gorge@nzta.govt.nz
- » Go to www.nzta.govt.nz/Manawatu-gorge and select "Have Your Say" to tell us what you think

Please provide submit your feedback by Friday 25 October 2017

1. What issues do you think are most important to consider in determining the route of the Manawātū Gorge Alternative?

COMMON SENSE — KEEP THE GORGE ROAD + ANSLC
THE CLIFF BACK TO 15% FROM HORIZONTAL — THE ASPECT OF ROAD.

2a. What do you like about Option 1?

OR BUILD A BRIDGE UP THE MIDDLE OF
THE GORGE SIMILAR TO THE OPIRA ONE

NOTHING

2b. How could Option 1 be improved?

DRUGS IT

3a. What do you like about Option 2?

NOTHING

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

Are you on our mailing list to receive regular project updates?
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Name

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Address

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New Zealand Transport Agency
Private Bag 11777
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KEEPING OPEN THE EXISTING ALTERNATIVE ROUTES
NO DISRUPTION TO NORMAL TRAFFIC FLOW DURING
CONSTRUCTION

2a. What do you like about Option 1?

NOTHING

2b. How could Option 1 be improved?

TOO STRIP

3a. What do you like about Option 2?

NIL

3b. How could Option 2 be improved?

IT CANT WILL DISRUPT TRAFFIC LOW

4a. What do you like about Option 3?

NEW SEPRATE ROUTE, BUILD THEN QUICKLY CUT (JOIN) INTO EXISTIN ROADS ONLY 6% GRAD

4b. How could Option 3 be improved?

NIL, LOOK GOOD AS IS

5a. What do you like about Option 4?

NOT AT ALL

5b. How could Option 4 be improved?

IT WOULD NRRD A LOT OF WORK ON NAPIER ROAD, PN. RND AND ASHURST

6. Would a temporary bypass of Ashurst be acceptable if it became part of the long term response?

YBS BUT MUST BE PART OF THE FINAL SOLUTION, OR WILL BE USED BY LOCALS AFTER NRW ROAD COMPLETED

6. Do you have any other comments or suggestions?

I AM SHURE THR OPTION 3 LINK AROUND ASHURST COULD BE IN PLACE QUICKLY AND JOINED TO SADDLE RD (TEMPORARY) TO HELP ASHURST PEOPLE.

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

1. Consideration of total route from Woodville to Sanson.
2. Crossing points of natural barriers must co-ordinate with Regional Ring Road proposals and Local Access needs.
3. Bypassing Urban Residential areas.

2a. What do you like about Option 1?

No Comment.

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

No Comment

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

No Comment

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

- 1. *Provides a needed river crossing in Te Matai vicinity.*
- 2. *Compatible with Regional Ring Road concepts.*

5b. How could Option 4 be improved?

Te Matai Bridge should have Walkway & Cycle Lanes, added and be available for local use as soon as possible.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Doubtful — A bridge across the end of the Gorge would reduce traffic through the village — no help to access across Napier Rd.

6. Do you have any other comments or suggestions?

- 1. *Intersections with existing roads must be upgraded as soon as possible*
- 2. *The section (of Option 4) linking Napier Rd & Fitzherbert given top priority.*

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

Direct woodville to ashhurst

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

Partly formed now. Best after gorge.

3b. How could Option 2 be improved?

more passing lanes. slow ~~the~~ the traffic down.

4a. What do you like about Option 3?

very good. Direct.

4b. How could Option 3 be improved?

Not.

5a. What do you like about Option 4?

To far south for north & west traffic from Wairarapa side.

5b. How could Option 4 be improved?

Not started

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

yes

6. Do you have any other comments or suggestions?

The saddle road should have been done as a bypass years ago not now.

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- ① Shortest way to approximate lowest point & down
- ② Least amount of New Roading
- ③ Use D.O.C Land if needed as public can't get to it anyway.

2a. What do you like about Option 1?

Nothing

2b. How could Option 1 be improved?

Too much new Roading required

3a. What do you like about Option 2?

OK For the present.

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

Direct / to the point!

4b. How could Option 3 be improved?

Maybe use D.O.C. land as NZ has no shortage of indigenous plants.

5a. What do you like about Option 4?

Nothing

5b. How could Option 4 be improved?

it can't

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

YES

6. Do you have any other comments or suggestions?

OPTION 4 = unnecessary new roading!
" 1 = " " " "

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Submission on Saddle Road Options 1 - 4

Option 4 - South of Gorge

The least desirable option.

Reasons:

- a. Two large bridges will be required to cross the Manawatu River twice
- b. A great deal of land will be needed for this completely new route
- c. Land purchase negotiations/objections will take time, slowing the project
- d. Ashhurst residents will be subjected to continuing noise and traffic until the project is fully completed.

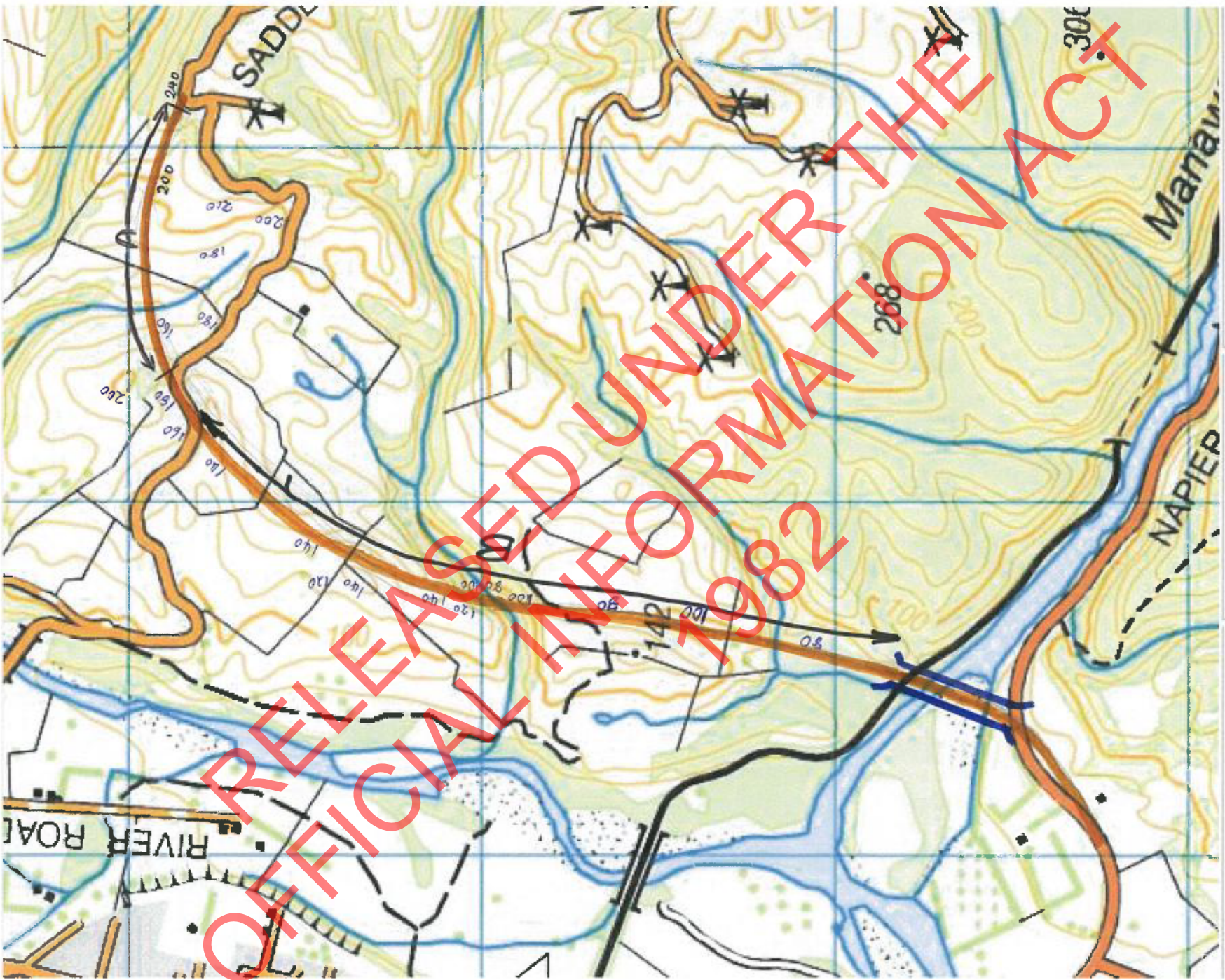
Options 1 & 3 - North and South of Saddle Road.

Better than Option 4, but considerable land purchases will still need to be negotiated, causing inevitable delay.

Option 2 - Saddle Road Upgrade.

The best practical solution at lowest cost.

- a. Work could be started early on the new bridge and the first stage of the upgrade - see sections of road marked A & B on the attached map.
- b. Land purchases for Stage 1 would be required for less than 3km of new road.
- c. Upon completion of Stage 1, Ashhurst residents would benefit from a much earlier transfer of traffic to the partially upgraded route.
- d. the remaining sections of road could be upgraded over time, or alternatively consider branching off the Saddle Road by forming a new road along the eastern portion of Option 3 which merges with SH3 west of Woodville. This route would find favour with Woodville business owners.



STAGE 1

25/10/2017

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Feedback Form

NOTE :- I HAVE TRIED TO SUBMIT ON LINE BUT COULD NOT GET THIS FORM TO ACCEPT MY INPUT SO I AM MAKING MY THOUGHTS AVAILABLE TO YOU, THE OLD FASHIONED WAY, IN WRITING.

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RECEIVED
30 OCT 2017
BY:

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EASE OF GRADES IS IMPORTANT FOR ALL TRAFFIC.
ABUNDANT PASSING Lanes - 3 Lanes EACH THROUGH
3m SHOULDER CYCLE Lanes EACH SIDE.

2a. What do you like about Option 1?

Not Much, ROUNDABOUT ROUTE & GOES TO HIGHER ELEVATION THAN OTHERS.

2b. How could Option 1 be improved? ABANDON IT.

3a. What do you like about Option 2?

IF CLOSE TO LINE OF EXISTING ROADWAY WOULD PROBABLY BE DIFFICULT TO CONSTRUCT WHILE ALLOWING FOR EXISTING TRAFFIC. CONSTRUCTION WORK WILL LEAD TO MUCH Frustration FOR ALL DRIVERS & LEAD TO "SILLY" RESPONSES.

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

EASIEST CONTOURED ROUTE. HAS TO CLIMB TO LOWEST ELEVATION. EASIER SECTION ACROSS SHOULDER OF RANGE. A NUMBER OF WIND TURBINES & CABLES MAY NEED RELOCATION.

4b. How could Option 3 be improved?

AT ASHHURST MAY BE EASIER TO BRIDGE THE PORANGI RIVER ADJACENT TO THE RAILWAY BRIDGE RATHER THAN ACROSS THE MANAWATU AT THE MOUTH OF THE GORGE

5a. What do you like about Option 4?

SEEMS TO BE A LONG WAY AROUND THE PROBLEM

5b. How could Option 4 be improved?

LONGER ROUTE OVER THE TARRARUA'S & GOES TO OVER 100M HIGHER THAN OPTN 3. STEEP & DIFFICULT SECTION ON EASTERN SIDE FROM NORTH RANGEROODS TO BALANCE AREA. UPPER GORGE BRIDGE NEEDED AT BALANCE ACROSS RIVER FLOOD PLANE.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

YES. SEE SKETCH ATTACHED. ANY BY PASSES WOULD NEED TO NOT CUT OFF TOWN SHIP FROM TOWN (OLD ROAD COURSE) & COUNTRY ETC.

6. Do you have any other comments or suggestions?

BRING HIGHWAY 3 ALONG LINE OF CUSTOMS ST, ROUND ASH RAILWAY STATION TO PORANGI BRIDGE SITE. OVER BRIDGE (CULVERT) ACROSS RAIL LINE & EXTEND CAMBRIDGE ST OVER BRIDGE ACROSS HIGHWAY. (SOME HOUSES MAY HAVE TO BE SACRIFICED)

OPPS!! THIS OPTION DOES NOT TAKE CARE OF HIGHWAY 57 LINK SO PERHAPS THE OPTION OF A MANAWATU GORGE BRIDGE WOULD BE BETTER.

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Google Maps Ashhurst

DOUBLE OVER BRIDGE ST ASHHURST CONNECTION VIA PENBROKE ST.



Imagery ©2017 CNES / Airbus, Map data ©2017 Google New Zealand 100 m

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

*The easiest & most long term durable route.
The route that is best for most traffic.*

2a. What do you like about Option 1?

*That it may cross at the lowest altitude.
That it can be built without disruption to existing traffic.*

2b. How could Option 1 be improved?

If a quarry could be found nearby for a road base material.

3a. What do you like about Option 2?

Minermal land to buy. OTHERWISE Too difficult to build while still a major road under use.

BY: _____
30 OCT 2017
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Handed to Tararua I SITE

We support the consortium plan to raise the Gorge Rd by 15 m + out back to the bedrock (Cannot see why 74 bridges will still be needed) This is the BEST idea

The Manawatū Gorge has been closed indefinitely as a result of damage caused by severe weather and continued instability of the ground conditions. The New Zealand Transport Agency is currently developing a Detailed Business Case to assess options for an alternative route connecting the Manawatū and Hawke's Bay regions and you have dismissed it

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Gradient should be as FLAT as possible / Travel time should be as short as possible / Construction should NOT interfere with existing travel routes - see option 2

2a. What do you like about Option 1?

Nothing. Do not choose this. H3 too long and not flat enough.

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

Do not consider this option. We do not deserve to have to drive for

to year
about

which being
every one who

3b. How could Option 2 be improved

4a. What do you like about Option 3?

the avoidance
of

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

n

opt

5b. How could Option 4 be improved?

go

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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The most important consideration is to provide access over the long term to economic and social opportunities in this area (Taranaki-Manawatu). Three of the options (1,2,3) simply restore the status quo. Option 4 provides for future opportunities because of where it is positioned and how it links to other economic (and social) activities.

2a. What do you like about Option 1?

Nothing. It is an awkward fix with limited long term opportunities and is probably less beneficial than the situation when the Manawatu Gorge was operation

2b. How could Option 1 be improved?

There is no point improving Option 1. It is a windy, steep option through limiting terraine. Other than connecting two historic points, it has no rationale behind it. It costs as much (roughly) as other options to get back to less than the "status quo" pre Gorge closure.

3a. What do you like about Option 2?

Nothing. Another difficult, steep, windy route that is situated in isolated terraine that might slightly improved the status quo post-Gorge closure.

3b. How could Option 2 be improved?

There would be no point improving Option 2 unless, as a temporary fix, it makes sense to clear up the middle around Ashhurst.

4a. What do you like about Option 3?

Nothing - it may as well be the Saddle Road. It is another way of fixing something to get to the status quo (and costs a lot).

4b. How could Option 3 be improved?

There would be little point improving Option 3.

5a. What do you like about Option 4?

Option 4 is the route that, in 20 years' time you will look back and either wish it had been built (as we were glad that it was) or not. Lots - it not only opens up the east-west link, it potentially opens up new economic and social opportunities for the region. (i) it links well with by-pass of Palmerston North town and connection to Palm. Nth. industry and routes north and south (ii) it provides a sensible second crossing of the Manawatu River which increases resilience for the area; it has a greater catchment for connecting existing or new routes in the Tararua and Palm. Nth areas (eg. a possible connection to the Palmerston trade route north of Palmerston; draw in from Feilding; light can be designed to capture both the freight and tourism by providing safe pullover areas and laybys/viewpoints possibly with associated rest-stop facilities; links to cycling).

5b. How could Option 4 be improved?

Design in options for
a) tourism (safe, with freight)
b) linking to other routes such as SH2 north of Palmerston

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

What does this question mean?! Yes, build an Ashhurst bypass while the Saddle is being used as an alternative. That will improve the acceptability of the Saddle as an alternative should it be required in the future (ie if to some reason access is cut).

6. Do you have any other comments or suggestions?

Option 4 is roughly the same cost as the other three options but involves more long-term opportunities that none of the other options provide. If it takes a bit longer to build, then it will be worth it.

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New Zealand Transport Agency
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Palmerston North 4442

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That the chosen option suits the traffic most important to the economy of the eastern and western regions and to New Zealand.

2a. What do you like about Option 1?

We don't. Gradient too steep and just a little in the wrong place, e.g. Traffic needs to divert to use it.

2b. How could Option 1 be improved?

It can't be. It is in the wrong place.

3a. What do you like about Option 2?

We don't. What a shambles trying to do major realignment/construction with the volume of traffic using the road.

3b. How could Option 2 be improved?

It couldn't be. Just let it revert to an emergency / country road when the new road is constructed.

4a. What do you like about Option 3?

This is by far the superior option. It is in the right place. Connects to all highways in the east and west. eg. Stock transporters going from the Hawkes Bay to Feilding sale yards and the reverse

4b. How could Option 3 be improved?

Freezing works in Feilding/Bulls/Wanganui/Hawera/E/Tham

5a. What do you like about Option 4?

We don't. This is the most stupid option. Why would you divert the above mentioned traffic to Palmerston Nth. Option 3 suits Palmerston just as well.

5b. How could Option 4 be improved?

You can't. Don't even consider it. Mid Island/Wairarapa traffic heading south from Woodville to Palmerston North. How stupid can you get.

6. Would a temporary bypass of Ashurst be acceptable if it became part of the long term response?

Don't know?

6. Do you have any other comments or suggestions?

With Option 3 the only sensible and practical option, It should stay on the eastern side of the river at Ashurst and join SH3 / SH57 on the eastern end of the Manawatu River bridge

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Name

Yes we are on it.

Address

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Email



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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

Avoid Hokitika. Help Woodville. Minimum gradient e-bends for transport industry e min distance. A road to be proud of long term. Utter friendly bikes to heavy transport.

2a. What do you like about Option 1?

If options 1, 2, or 3 are selected can eastern end be completed 1st to assist Woodville business

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

Short - Not twisty Personal Preference

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Please Note

generat. Last time I rode m/cycle on Saddle Rd

5b. How could Option 4 be improved?

Noted some of the Hotmix repairs had steps running the length of road - a real hazard to on road m/cyclists. Causes bike to self steer.

6. Would a temporary bypass of Ashurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

I see a potential for traffic thru Colyton and Ashurst & Saddle road if option 4 is used.

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Travel time, route completion time, cost, gradient, minimal effect on landowners, scenic route close to bush for tourism, ease of crossing river(s) & bridge building, use of agricultural land limited.

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

too long, too steep

3a. What do you like about Option 2?

cost, length OK

3b. How could Option 2 be improved?

[Handwritten scribbles]

4a. What do you like about Option 3?

that are

4b. How could Option 3 be improved?

5 g

5a. What do you like about Option 4?

[Handwritten scribbles]

5b. How could Option 4 be improved?

exp
ll *from* *Wapereke* *with* *for*

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

[Handwritten scribbles]

6. Do you have any other comments or suggestions?

Thanks for getting things going quickly.
3 is the issue

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

stable road that allows both Ashhurst + Woodville to throve

2a. What do you like about Option 1?

*uses viable part SH3 from PN.
Ashhurst bypass little changed.*

2b. How could Option 1 be improved?

not sure any advantage to extra distance.

3a. What do you like about Option 2?

cheaper

3b. How could Option 2 be improved? *to high + steep. - for efficient commercial vehicles would be better as neck of road*

4a. What do you like about Option 3? *shortest. minimal changes for Ashhurst middling costs.*

4b. How could Option 3 be improved? *?*

5a. What do you like about Option 4? *Don't. looks like PN's and bridge at the expense of*

5b. How could Option 4 be improved? *Hawkes Bay/Taranaki -> Feilding + work Traffic and vibrancy of Ashhurst - though Woodville considered*

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response? *Maybe - to many unknowns*

6. Do you have any other comments or suggestions?

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- * Reasonable access from all compass points.
- * Minimum traffic noise (residential)
- * Gradual gradients and bends.

2a. What do you like about Option 1?

Simplicity ???

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

Very little - is the least desirable from our perspective.

3b. How could Option 2 be improved?

Could be more direct.

4a. What do you like about Option 3?

Its directness

4b. How could Option 3 be improved?

Not likely

5a. What do you like about Option 4?

Disadvantages those north of area.

5b. How could Option 4 be improved?

Not sure.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

No definitely not. Not at any price!!

6. Do you have any other comments or suggestions?

Please keep closest residents informed as often as possible.

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2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

If the southern (+) option is taken, please contact me about opportunity to use spoil in sound amelioration berms around my property. - Thanks

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

1. A stable transport road linking the three immediate regions
2. Thought be given to increases of transport damages.
3. The future of heavy transport - electric trucks.
4. The linking of the road to Palmerston North warehouses and industry
5. Coordination with the rail network.

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

The structure geology is more robust (remember containers are getting larger and heavier)

5b. How could Option 4 be improved?

A link road to the Bunnythorpe Ashhurst road.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

The best of them all for all.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

just get on with it asap.

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

Long term - Do it right the first time

2a. What do you like about Option 1?

Nothing

2b. How could Option 1 be improved?

Nothing.

3a. What do you like about Option 2?

Nothing

3b. How could Option 2 be improved?

Nothing

4a. What do you like about Option 3?

Nothing

4b. How could Option 3 be improved?

Nothing

5a. What do you like about Option 4?

This is the one I like because it totally bypasses Ashhurst

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

No if it cuts through the Domain. Not solving the problem.

6. Do you have any other comments or suggestions?

Don't put the bypass in or around Ashhurst.

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s9(2)(a)

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Address _____

Phone _____

Email _____



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 time for travel, safety (ie fault lined),
 road clearly away from Ashhurst.
 not near houses in village

2a. What do you like about Option 1?
 Nothing, to far out -

2b. How could Option 1 be improved?

3a. What do you like about Option 2?
 Nothing - it's not a new option

3b. How could Option 2 be improved?

Should not be the main option.
It's terrible to drive on

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

It totally bypasses Ashhurst, fastest option
in regard to travel times. Good option

5b. How could Option 4 be improved?

it's good

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

If it cuts through domain / near pembroke st
it's not good. conservation issues (wild life in domain)
Affects lifestyle for families who have chosen quiet areas.

6. Do you have any other comments or suggestions?

Do NOT put temporary Rd by domain / pembroke.
This is not a bypass. It's just moving current
problem from one set of people to another.

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Protect the Domain !!!

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Disruption to traffic.

2a. What do you like about Option 1?

As-4 place

2b. How could Option 1 be improved?

N/A

3a. What do you like about Option 2?

Don't like, too much disruption

3b. How could Option 2 be improved?

N/A

4a. What do you like about Option 3?

- Best option
Gradient, travel time, less breakdowns to deal with
my preferred option

4b. How could Option 3 be improved?

~~Further extent~~ Ensures it connects in with
wider regional road strategy

5a. What do you like about Option 4?

- 2nd best option
Gradient and travel time

5b. How could Option 4 be improved?

Ensures it connects with the wider
regional road strategy

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes, as long as there is minimal
disruption to existing breakdowns.

6. Do you have any other comments or suggestions?

Good luck!

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4? *The best - straight through from Burnside to Ashhurst. Would provide a much needed road bridge for PIV. Even though I'm on a family resident in Ashurst (130 yrs) I don't think the goods and for proximity to Ashhurst should count for much - In the big scheme of things - (main through route for traffic from New Plymouth Wellington and Hawkes Bay) the needs of Ashhurst a very small village are insignificant -*

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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Ensuring that whichever route is chosen has long term sustainability, ie no slips to block the road - ease of gradient etc.

2a. What do you like about Option 1?

Same issues as Saddle road for business owners

2b. How could Option 1 be improved?

—

3a. What do you like about Option 2?

Do not want the disruption to Saddle Road for 5-6 years

3b. How could Option 2 be improved?

Needs more corners removed.

4a. What do you like about Option 3?

Appears to have the best gradient and
least twists and turns. Follows old Gorge entrance way.
My choice

4b. How could Option 3 be improved?

Not sure.

5a. What do you like about Option 4?

Longer route though gets the traveller closer
to Pin.

5b. How could Option 4 be improved?

✓

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes - believe Ashhurst residents need this.
Should be actioned as soon as possible.

6. Do you have any other comments or suggestions?

Congrats on the consultation process - open
air discussions very worthwhile and good to
be able to talk with SHD consultants &
NZTA.

Are you on our mailing list to receive regular project updates?

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Woodville



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*Need keep traffic flow
to keep 100kmh*

2a. What do you like about Option 1?

None

2b. How could Option 1 be improved?

—

3a. What do you like about Option 2?

None

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

Most Direct route. Great elevation.
Great cost.

4b. How could Option 3 be improved?

Elevated roadway from service station in
York St over the top of Cambridge intersection, over
top of Domain dogleg over access road elevated

5a. What do you like about Option 4?

road over farm land & river. That is stage 1,
& over the river should be linked to Saddle road,
temporarily, while new road over bush is built. This

5b. How could Option 4 be improved?

would by-pass Ashhurst temporarily & permanently.
Link to Mulgrave street for existing traffic.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes

6. Do you have any other comments or suggestions?

Savings on any Ashhurst roadworks & intersections.
In the medium term the housing inside Cambridge,
York & Short St will become commercial due to being at
the commencement of travelling over the hill. No housing at
all would then be affected.

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Long Term The Energy Companies should
put at their cost lighting on the road
& windmills as a tourist attraction
from a distance (not street lighting but
colored lighting)

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Unique in NZ

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

RELIABILITY

2a. What do you like about Option 1?

NOTHING

2b. How could Option 1 be improved?

NO COMMENT

3a. What do you like about Option 2?

NOTHING

3b. How could Option 2 be improved?

KEEP IN GOOD CONDITION AFTER NEW OPTION COMPLETED, FOR LOCAL USE.

4a. What do you like about Option 3?

NOTHING

4b. How could Option 3 be improved?

NO COMMENT.

5a. What do you like about Option 4?

TAKES TRAFFIC AWAY FROM ASHURST COMPLETELY.

5b. How could Option 4 be improved?

NO SUGGESTIONS.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

PROBABLY

6. Do you have any other comments or suggestions?

PROJECT SEEMS TO HAVE BEEN WELL RESEARCHED PARTICULARLY WITHIN A SHORT TIME FRAME. CULTURE/NATURE RECEIVED CONSIDERATION.

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Residential area - being as far from Ashhurst village as possible
 Terrain for building the road - easiest terrain
 Duckers route for vehicles

2a. What do you like about Option 1?

While it's longer than the saddle, it looks to be much less windy

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

Too windy as it is which makes for a very slow route.

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

Shortest distance

5a. What do you like about Option 4?

A good way from Ashhurst or any other bigger settlements - makes a lot of sense to come off Napier road and head over flatter land (initially) - whilst its longer its a shorter travel time.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

A bypass would be nice now but I would prefer that ultimately the road is as far from Ashhurst as possible.

6. Do you have any other comments or suggestions?

The map of the 4 routes is very hard to work out exactly where it will sit. The map needs to be more detailed to make it more explicit.

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Most efficient route with minimal intrusion to farmers or other businesses

2a. What do you like about Option 1?

~~Route~~ Direct Arhurst to Woodville - but vehicles could still bypass Woodville. ~~Stability~~ stability could be an issue

2b. How could Option 1 be improved?

unsure route goes along way north. Not as direct

3a. What do you like about Option 2?

2nd favourite Route. Already a pretty good route ~~to~~ just a few sections to improve

3b. How could Option 2 be improved?

Realign bottom section on woodville side between bridge and 35km corner by wind farm. better route on a different ridge

4a. What do you like about Option 3?

Don't. goes through unstable country and could impact the Fertiliser Trial on Ballantree which has been going since 1976.

4b. How could Option 3 be improved?

Use the Western section of it from where it connects to Saddle Road. May save alot of earthworks.

5a. What do you like about Option 4?

Most direct route to Palmerston North from woodville favored its my preferred route.

5b. How could Option 4 be improved?

Avoid flood plains at entrance of Manawatu gorge.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes. still have access through Highway 57 or Saddle Rd.

6. Do you have any other comments or suggestions?

Concerns about the stability of land North of the Gorge

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

Option 3

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

The best most convient highway for large volumes of heavy transport

2a. What do you like about Option 1?

X

2b. How could Option 1 be improved?

X

3a. What do you like about Option 2?

X

3b. How could Option 2 be improved?

X

4a. What do you like about Option 3?

Less ~~gradient~~ gradient - shorter travelling time

4b. How could Option 3 be improved?

5a. What do you like about Option 3?

Best option - includes 2nd bridge for Palmerston North - more convenient for transport vehicles less gradient. I live in Ashhurst but wouldn't mind travelling back towards P.N to access this option

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

YES

6. Do you have any other comments or suggestions?

Must reduce heavy transport vehicles thru Ashhurst & S.A.P.

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The road chosen is the least likely to be compromised by weather or geological events

2a. What do you like about Option 1?

Smallest average gradient and underlying geological structures would appear to be very favourable

2b. How could Option 1 be improved?

Avoid the silly (political) requirement that small villages such as Woodville have a State Highway thro' them!

3a. What do you like about Option 2?

Nothing!

3b. How could Option 2 be improved?

make it option 1

4a. What do you like about Option 3?

Nothing!

4b. How could Option 3 be improved?

make it option 1!

5a. What do you like about Option 4?

fairly long

5b. How could Option 4 be improved?

?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

None of the options require a bypass. Build the bridge over the lower part of the road, as options 1 or 2 are completed the link to the saddle makes the required connection.

6. Do you have any other comments or suggestions?

Design and build the road to be a 150gr structure - as the French did with the Millieu Bridge.

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Assesibility from all directions. Ruling Grade

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

Route + land already there.

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes

6. Do you have any other comments or suggestions?

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safety. How many homes need to be removed
long term ~~the~~ considerations 20-50 etc
years from now.

2a. What do you like about Option 1?

clear of the windfarm.

2b. How could Option 1 be improved?

?

3a. What do you like about Option 2?

cost.

3b. How could Option 2 be improved?

Four lanes. cut corners off.

4a. What do you like about Option 3?

not an option

4b. How could Option 3 be improved?

—

5a. What do you like about Option 4?

appears to be easier route to drive

5b. How could Option 4 be improved?

can't

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

yes

6. Do you have any other comments or suggestions?

get on with it!

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- 1) Straightest, fastest connection between SH7 + 57 + East side.
- 2) Avoiding / least interference with Ashhurst properties, temporary or permanent.
- 3) Cost / time to build.

2a. What do you like about Option 1?

Use current Manawatu bridge, avoids Ashhurst, connects directly to SH57, avoids current Saddle Road.

2b. How could Option 1 be improved?

Unsure about elevations but ? unnecessarily long.

3a. What do you like about Option 2?

I don't, Saddle Road is too high, traffic needs longer lower inclines, wider bends, maintain speed.

3b. How could Option 2 be improved?

redo Saddle Road

4a. What do you like about Option 3?

Uses Manawatu Bridge, connects directly to SH57, avoids Ashhurst, lower incline, shorter route

4b. How could Option 3 be improved?

Ensure long low incline stretches, wide turns? bypass Woodville to south to connect to direct to SH2.

5a. What do you like about Option 4?

Avoid Ashhurst

5b. How could Option 4 be improved?

As above

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

No - I think the new Gorge Bridge for 1-3 should be built then temporary connect to Saddle Road, rather than temporary connect through Ashhurst.

6. Do you have any other comments or suggestions?

Option 3, with as above, temporary connect to Saddle Road to avoid Ashhurst, reduce time to build & cost.

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

Diverting traffic away from Ashhurst & preserving peace and quiet of our village

2a. What do you like about Option 1?

I don't like it.

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

I don't like it.

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

I don't like it.

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

It bypasses Ashhurst, is more level, and takes very little time. It also adds another bridge to the mix.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Long-term: no, Short term: yes

6. Do you have any other comments or suggestions?

People who own property in Ashhurst bought there for the lifestyle - this needs to be respected & preserved.

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

diverting traffic out of Ashhurst

preserving public domain in Ashhurst (dog park, sports fields)

2a. What do you like about Option 1?

no.
it comes too close to Ashhurst

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

no.
its comes too close to Ashhurst

The Northern option link destroys the

value of domain lands precious to Ashhurst

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

no.
comes too close to Ashhurst & public domain

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

diverts traffic from Ashhurst, faster, more resilient

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

no. a by-pass would be short-sighted and bring traffic too close, disturb public domain that makes Ashhurst unique

6. Do you have any other comments or suggestions?

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

Long term suitability (standard to R of significance)
Connects to main routes & main centres
Reliability

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Away from existing bypasses for minimal disruption
Adds valuable infrastructure to P-N city (bridge in goal locale)
Bypasses Ashhurst

5b. How could Option 4 be improved?

Add connection for Pahiatua & South links at some point
in the future or for Tararua D.C.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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Vehicle accessibility: ie gradients, use for caravans/campers. Wide road (passing lanes?)

2a. What do you like about Option 1?

Not much.

2b. How could Option 1 be improved?

I think gradient seems to be too steep.

3a. What do you like about Option 2?

Not much.

3b. How could Option 2 be improved?

less curves, bends

4a. What do you like about Option 3?

~~It is~~ It has less gradient than ~~most~~ other options. Would be my first choice

4b. How could Option 3 be improved?

5a. What do you like about Option 3?

Less gradient than others. Have been told this is harder rock, therefore longer-lasting; but harder to work with.

5b. How could Option 4 be improved?

Shortened? Don't know how!

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes.

6. Do you have any other comments or suggestions?

Have been told "bridge" (blue dotted line) is to be a viaduct - good idea!
Order of preference: 1st, option 3

2nd, option 4
3rd, ~~option 3~~ option 2 - not really like these!
4th, option

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Phone s9(2)(a) _____
Email _____



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New Zealand Transport Agency
Private Bag 11777
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4 lanes
cost

2a. What do you like about Option 1?

Not much

2b. How could Option 1 be improved?

Too steep & total time too long

3a. What do you like about Option 2?

Should be easier as far as compliance is concerned but not really

3b. How could Option 2 be improved?

Slower than 4

4a. What do you like about Option 3?

It is first equal for me with 4 has advantage of time to finish, slope, and distance to travel

4b. How could Option 3 be improved?

Shame about Windmills

5a. What do you like about Option 4?

It is longer & more expensive but great total travel time, good slope but I think it is best.

5b. How could Option 4 be improved?

Cost & time to complete a downer

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Seems fair

6. Do you have any other comments or suggestions?

Option 4 will be worse for Ashhurst than 3 but 3 has price advantage

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Yes My ranking is in Reverse order ie 4 . 3 . 2 and forget 1

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→ Gradient - must plateau!
→ getting around Ashhurst for #1 2 & 3

2a. What do you like about Option 1?

Nothing

2b. How could Option 1 be improved?

Tunnel through top section

3a. What do you like about Option 2?

Saddle Rd. - existing

3b. How could Option 2 be improved?

Get hard to flatten gradients on Woodville side.

4a. What do you like about Option 3?

seems to be flattest.

4b. How could Option 3 be improved?

How to negotiate Ashurst

5a. What do you like about Option 4?

lesser gradients at least on Woodville side
existing pipe roads

5b. How could Option 4 be improved?

goes to Stony Creek Rd.

6. Would a temporary bypass of Ashurst be acceptable if it became part of the long term response?

? when to put it?

6. Do you have any other comments or suggestions?

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2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

I prefer option 4

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option 4 most use to PV a lowest impact on ROAD USERS FOR CONSTRUCTION

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

use home road and connect to
SH 2 for entry to woodville

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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Northern Option link - Do first to get traffic away from urban streets. (Safety)

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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best spend whatever it costs for the most feasible road which will last the region for the future 100yrs + add cycle & walking tracks as you go -

2a. What do you like about Option 1?

It can be built without a significant impact on present - Saddle Rd - weather & eased terrain

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

You need to seriously consider how the village of Ashhurst can be retained - socially & environment and cultural aspects respected & allowed - Rangitane are a vital part of the planning.

4b. How could Option 3 be improved?

Screen with road noise protection & new plantings where homes are so close to a new road - Also insist on speed restrictions once road/highway is completed

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

Thanks for the speed discussion - Again, cycle - walkways - viewing spots - engine boards would be part of the new town aspect. Spend more money on a regional connection rather than in Auckland or Wg.

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Use the best brains to build for the future
Name _____
Address _____
Phone the filled in for the family :- Thanks
Email _____



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Sustainability
Impact on environment

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

Utilise current road and although still require significant engineering + more land mean less impact on other land owners perhaps.

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

links main highways - how gradient.
Transport link well done for the long term.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

Good work.

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← best
← second best

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~~Feasibility~~ Ease of driving for trucks and buses.
As small gradient and benign curves as possible
Shortest possible drive time PN ← Woodville. Cost

2a. What do you like about Option 1?

Nothing. Long, steep gradient

2b. How could Option 1 be improved?

See above

3a. What do you like about Option 2?

Existing road, but a bad one. Far too many curves and too steep.

3b. How could Option 2 be improved?

see above

4a. What do you like about Option 3?

Most direct, shortest, not too bad gradient, doable

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Too long, ~~too far long~~ But probably ok otherwise. The most expensive alternative

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

yes

6. Do you have any other comments or suggestions?

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gave my details

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Anon.

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

- having a direct route to Palmerston north.
- having the least amount of gradient.

2a. What do you like about Option 1?

Nothing.

2b. How could Option 1 be improved?

Nothing.

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

TH

4a. What do you like about Option 3?

Maximum gradient.

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Maximum gradient - direct to Palmerston North.

5b. How could Option 4 be improved?

build in less time

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes

6. Do you have any other comments or suggestions?

doing maintenance to the Pihiatua track and making ~~it~~ it more straight.

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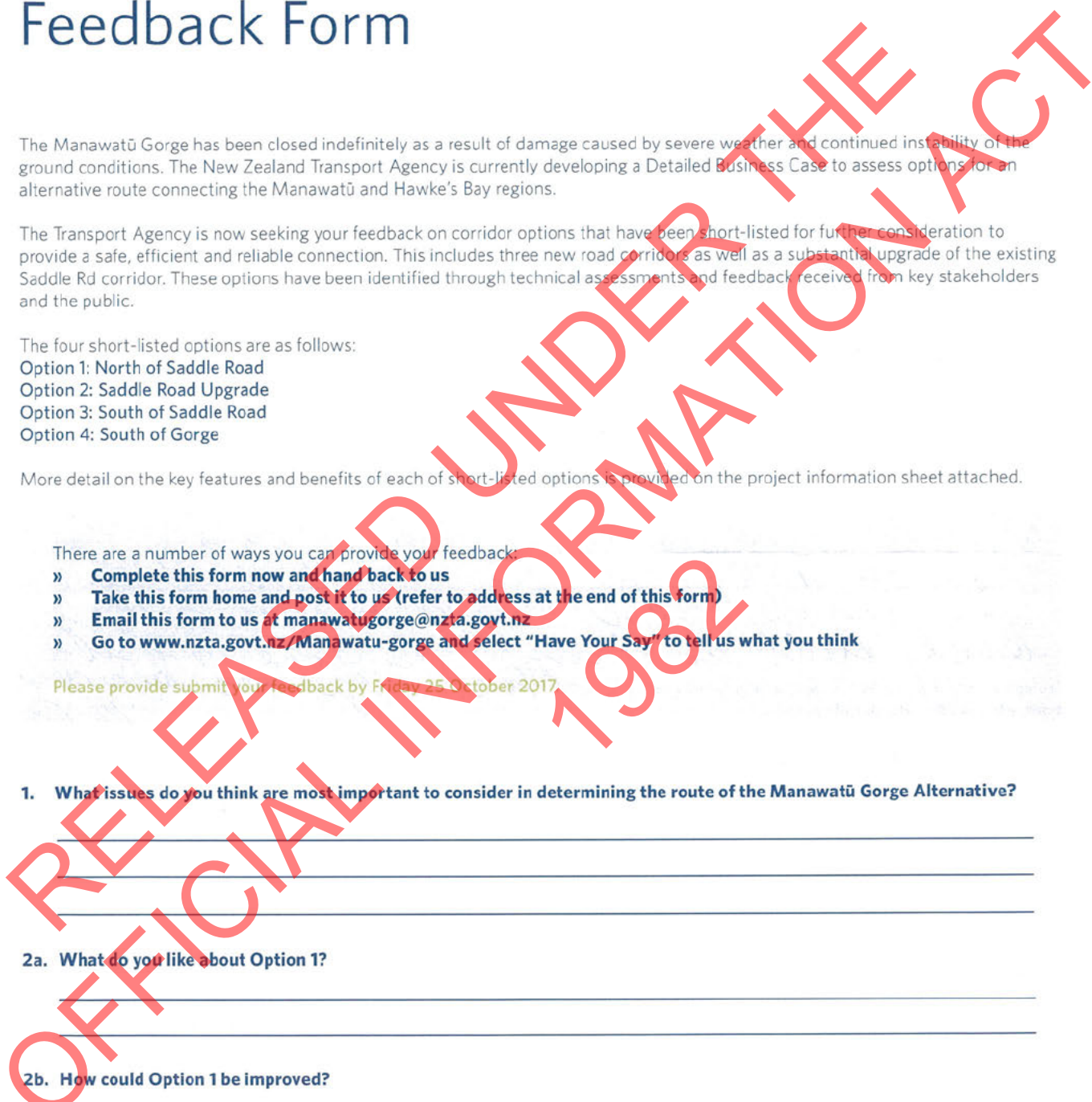
Please provide submit your feedback by Friday 25 October 2017.

1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?



3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

mostly flat land.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

I would like to know who is paying for this. If ratepayers have to have a rise in rates means I will have to sell my lovely hut as I am a pensioner & have other expenses besides rates. To Pass

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s9(2)(a)
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[Redacted contact information]



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Displacing the least amount of people from their properties
Noise Control
Public safety and ultimately a reliable route.

2a. What do you like about Option 1?

Less liked than option 3 - less gradient -
further away.

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

Improving Saddle Road is an option - not sure
what plans would be in place for traffic while this
was happening.

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

Option 3 seems the most logical - topography wise, cost wise and time wise.

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Not appropriate - why take all that land when we always have a Highway from the Ashhurst River Bridge

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

That would totally depend on where the bypass was proposed - and how many properties would be affected. Possibly Pahiatua Track? - and the cost involved.

6. Do you have any other comments or suggestions?

A temporary bypass of Ashhurst could be a huge expense.

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MAKE IT FUTUREPROOF - 4 LANES TO ALLOW FOR
TRUCKS SLOW TRAFFIC, TRY TO FOLLOW A ROUTE
THAT IS FLATTER.

2a. What do you like about Option 1?

NOT MUCH - TOO LONG.

2b. How could Option 1 be improved?

TAKE IT THROUGH TO PINFOLD ROAD, BAD FOR WOODVILLE
BUT GOOD FOR HAWKES BAY TRAFFIC.

3a. What do you like about Option 2?

DEAL YOU KNOW!

3b. How could Option 2 be improved?

GET RID OF TIGHT CORNERS AND STEEP GRADIENT,
MAKE IT 4 LANE.

4a. What do you like about Option 3?

SHORTER ROUTE

4b. How could Option 3 be improved?

PLEASE MAKE IT 4 LANE!

5a. What do you like about Option 4?

COMES OUT CLOSER TO PALMERSTON NORTH, WILL
KEEP ASHURST RESIDENTS HAPPY.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

YES AS LONG AS IT IS A PROPER ROAD AND NOT A
CART TRACK, MAINTAINED PROPERLY.

6. Do you have any other comments or suggestions?

FUEL DISCOUNTS IN INTERIM FOR REGULAR USES, DIESEL
AND PETROL. MY FUEL BILL HAS ROCKETED SINCE
THE GORGE CLOSURE.

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COMMERCIAL TRANSPORT TRAVELLING EAST/WEST
→ USE VASA.

2a. What do you like about Option 1?

To far North. For Commercial Transport.

2b. How could Option 1 be improved?

NOT WORTH CONSIDERING.

3a. What do you like about Option 2?

SAFE. EXISTING ROAD.

3b. How could Option 2 be improved?

WASTE UNUSUAL FUNDING ON A ROAD NOT
DESIGNED FOR THE PURPOSE.

4a. What do you like about Option 3?

TO CLOSE TO THE GORGE

4b. How could Option 3 be improved?

FURTHER FUNDING WASTED ON MAINTAINING
A FENCIBLE IN AN UNSTABLE ENVIRONMENT.

5a. What do you like about Option 4?

A NEW ROAD. THE ONLY LOGICAL OPTION
TO CONNECTING EAST/WEST

5b. How could Option 4 be improved?

ENGINEERED TO HANDLE THE TRAFFIC
DESIGNED TO BYPASS THE BUILDUP AREA?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

NO

6. Do you have any other comments or suggestions?

LEAVES THE TEMPORARY SOLUTIONS OF ASHHURST
TO STAY AS IS, DESIGNED TO DO

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2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

NOT SO HILLY GENERAL TERMS STRAIGHT WAY FROM GRADIENTS
ON OTHER OPTIONS. POSSIBLY LESS MAINTENANCE OVER TIME
2 WAY ROADS NO LESS PROVIDING LAND IS STABLE

5a. What do you like about Option 4?

NOT SO HILLY GENERAL TERMS WHY RATHER DO YOURSELF

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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Gradient

Reliability

Time to Palmerston North.

2a. What do you like about Option 1?

Don't go far North.

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

Needs to be done as alternate route in future when new road option 4 is completed.

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

had best option

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Shortest time to Palmerston North

5b. How could Option 4 be improved?

do it faster by bringing up gear from South Island when finished

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

No Commit.

6. Do you have any other comments or suggestions?

What happened to the tunnels? Money no problem we are told.

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- The least impact on residents.
- Convenience of travel distances for motorists
- Avoiding future issues - eg: environmental, financial.

2a. What do you like about Option 1?

Not alot

2b. How could Option 1 be improved?

?

3a. What do you like about Option 2?

Cost

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Convenience of travel for majority of motorists.

5b. How could Option 4 be improved?

upgrade existing connection from SH57 and save having to build a new bridge

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes

6. Do you have any other comments or suggestions?

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SLIP PROOF
MUST BE 4 LANE ROAD

2a. What do you like about Option 1?

NO GOOD on GEOLOGY - SLIP RISK
TOO HIGH DO NOT LIKE THIS ONE

2b. How could Option 1 be improved?

NO WAY TO IMPROVE IT

3a. What do you like about Option 2?

NO GOOD LIKE OPTION 1 DO NOT LIKE THIS ONE

3b. How could Option 2 be improved?

NOT POSSIBLE

4a. What do you like about Option 3?

NO GOOD AS ABOVE

4b. How could Option 3 be improved?

NOT POSSIBLE

5a. What do you like about Option 4?

A GOOD RELIABLE ROAD MUST BE 4 LANE AND AVOID DOC LAND

5b. How could Option 4 be improved?

KEEP WOODVILLE 900 AWAY FROM DOC LAND

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

ANY DIVERSION OF TRAFFIC AWAY FROM ASHHURST WOULD BE GOOD

6. Do you have any other comments or suggestions?

GET ON WITH OPTION 4 ASP!!

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get it done quickly

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

6% Gradient, ties in with existing roads E+W.

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

If option 1, 2, 3 succeeds the idea of E Pohangua, is best. YES

6. Do you have any other comments or suggestions?

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

Keep away from Ashurst

2a. What do you like about Option 1?

we use Bundy

2b. How could Option 1 be improved?

—

3a. What do you like about Option 2?

slow at \$300 m

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

near Bumbury

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

✓ New Roadway Country RW

5b. How could Option 4 be improved?

*my 1st option
a New Roadway away from Ashhurst
c/o G. Shundy Park 4450-4550m as a long
term 1 E/Q Km*

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

BY Pass at about 1/2 km from Ashhurst

6. Do you have any other comments or suggestions?

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Clear, simple line avoiding populated areas,

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

avoid population - connect well. Good road future options to link with SH 1

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

Prefer option 4.

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The Cost - Transport NZ to cover costs so getting another bridge built on option 4 reduces costs eventually on rate payers.

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

See Point 1 - This is my much preferred option. It also takes traffic off the existing main road to Ashhurst where more housing is being built.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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stability, convenience to population

2a. What do you like about Option 1?

rock is more stable at top

2b. How could Option 1 be improved?

Routes 1-3 need to cross unstable rock on the approach (dotted arrow on the map)

3a. What do you like about Option 2?

upgrade of an already existing road

3b. How could Option 2 be improved?

problem - upgrading the Saddle Road still leaves only 2 options to cross the range.

4a. What do you like about Option 3?

- shortest route - transport companies might like this best
- lower gradient than Saddle Road

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

- most convenient to Palmerston North, gives PN another bridge over the river - least disruptive to Ashhurst
- gives an additional path across the Tararua

5b. How could Option 4 be improved?

perhaps a bit straighter - but terrain & rock type may not permit this

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

I think there should be both a northern (saddle) & southern connection (Pahiatua track). The Pahiatua track is the shortest climb & the S bends could be taken out. A better connection is needed on the eastern side of it to Woodville. This should come off the Washburn Road.

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

The most direct connection with Palmerston North.

4b. How could Option 3 be improved?

It should go over the Pakintua track - as it is the lowest easiest climb. The connection with Woodville could come off Hare Masterton Road.

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

There should be more than 1 option south of the gorge. The Pakintua track could be one. It is the lowest climb.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes

6. Do you have any other comments or suggestions?

It would be good to have 2 roads over the hill. It would be good to consider a by-pass at Woodville. Wairarapa residents should be considered. If the Pakintua track could it's connections were good the whole east coast would use it if going to P.N.

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*Ashhurst. Base of Doing Project as Not
in Traffic Area*

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

*Start road from Coppark
at beginning of Manawatu Gorge - Bridge across
above railway on other side - cutting at other end
and meet up with existing Saddle Road.*

*In time 2 lanes can be built up on upper side of
existing road.*

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2a. What do you like about Option 1?

I favour option 3.

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

*Works well with Saddle Road for emergency use.
Construction helped by using Saddle Road.*

4b. How could Option 3 be improved?

*As for the other proposals, the alignments
seem well formed.
(lack of sharp corners).*

5a. What do you like about Option 4?

*dis -
- large hill on east side.*

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Don't understand this question.

6. Do you have any other comments or suggestions?

*Far more we must be made of rail - crazy to
carry goods over a hill unnecessarily.
Great - we will have magnificent walkways / cycle ways,
and peace in the gorge.*

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

EASE OF CONSTRUCTION / RGT.
MAINTAINABILITY.
DO NOT BYPASS WOODVILLE.

2a. What do you like about Option 1?

SEEMS LIKE A LESS ~~ROUGH~~ TORTUOUS ROUTE.

2b. How could Option 1 be improved?

LESS GRADES.

3a. What do you like about Option 2?

NOTHING.

3b. How could Option 2 be improved?

MAKE IT INTO FARMLAND.

4a. What do you like about Option 3?

NICE EAST SIDE LIKE ①, SUGHTER SIBETOR.

4b. How could Option 3 be improved?

LESS GRADIENT.

5a. What do you like about Option 4?

NOTHING. EXPENSIVE TO PURCHASE LAND, OUT OF THE WAY FOR WESTBOUND TRAFFIC.

5b. How could Option 4 be improved?

—

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

YES.

6. Do you have any other comments or suggestions?

DO NOT BYPASS WORKING.
MAKE SURE TO HAVE SLOW VEHICLE LINES.

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So that Woodville - Danversville plot miss out on H.T. traffic trade, Saddle gets too many pot-holes from heavy traffic. Paikitea track is too long... make public just want pop thru to woodville.

2a. What do you like about Option 1?

Well would upgrading the Saddle Road for heavy traffic be not too costly to woodville as its very wimpy

2b. How could Option 1 be improved?

AS In Question 1.

3a. What do you like about Option 2?

Depends on cost to do it up whichever way it would go, straightening would be better.

3b. How could Option 2 be improved?

Depending on Question 3a.

4a. What do you like about Option 3?

Probably okay, depending on cost as an alternative route

4b. How could Option 3 be improved?

depending on cost, and if heavy traffic will use it, and road ends up like the Saddle Rd.

5a. What do you like about Option 4?

Really great!

5b. How could Option 4 be improved?

Looking at every aspect of structure but suits Trade, companies etc. to be assessed for a it to be short as possible, without too much finance.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

As long as the people living in Ashhurst don't get bothered with excess traffic noise etc. (cost weighed up).

6. Do you have any other comments or suggestions?

I prefer option 4, no tunnels (too expensive) not good for people of earthquakes, constructed to the least amount of cost.

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

Can be a mix of 2 and 3 option

4a. What do you like about Option 3?

Can be a mix of 2 and 3 options

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

Too far for western traffic
to detour

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes it would be

6. Do you have any other comments or suggestions?

Are you on our mailing list to receive regular project updates?

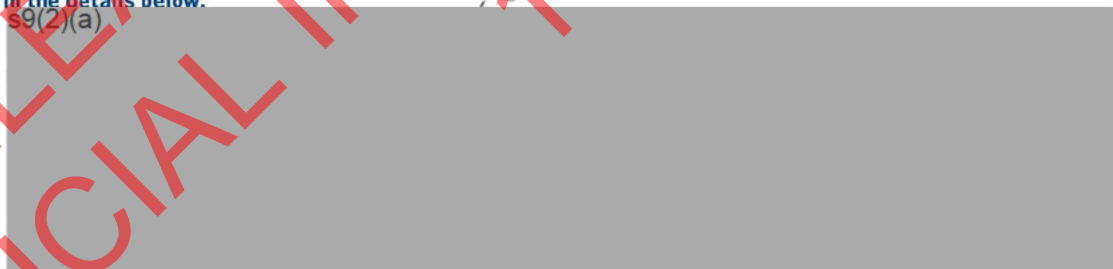
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Speed, Gradient, Reliability, ability to cope with
future traffic, be drivable in high winds
& fog.

2a. What do you like about Option 1?

Nothing, also would require existing
route to close. Not acceptable.

2b. How could Option 1 be improved?

~~Nothing~~

3a. What do you like about Option 2?

Nothing.

3b. How could Option 2 be improved?

~~Nothing~~ except a lower gradient.

4a. What do you like about Option 3?

The lower gradient ~~and almost direct~~
to ~~Palmerston North~~

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Lower gradient and almost direct to
Palmerston North. only viable option I see.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes if it did not shut the Saddle Rd.
But to make it part of the long term would mean
closing one of the worst options.

6. Do you have any other comments or suggestions?

Forget anything North of the George.

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~~to long~~
Passing lanes + short.

2a. What do you like about Option 1?

too long.

2b. How could Option 1 be improved?

Not go up Woodlands Rd.

3a. What do you like about Option 2?

Not suitable, Road works are bad enough now

3b. How could Option 2 be improved?

Not

4a. What do you like about Option 3?

Shortist, direct route both ends.

4b. How could Option 3 be improved?

4 lanes

5a. What do you like about Option 4?

Not good for trucks going Feilding
Not good for traveling north.

5b. How could Option 4 be improved?

Make it shorter, coming out closer to
Ashhurst.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes.

6. Do you have any other comments or suggestions?

Fix the corner on Woodlands Rd so traffic is
not going up Oxford Rd.

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As level as humanly possible!

2a. What do you like about Option 1?

Nothing

2b. How could Option 1 be improved?

Too long, too steep, too expensive, inconvenient

3a. What do you like about Option 2?

Not a lot.

3b. How could Option 2 be improved?

Do a different one. Saddle is an excellent alternate route. Can't upgrade it and use it at the same time! ↳ as a St.

4a. What do you like about Option 3?

Closest to the existing Gorge alignment.

4b. How could Option 3 be improved?

Still looks really steep in places on the elevations?

5a. What do you like about Option 4?

Most direct to Palmerston North, provides second bridge etc.

5b. How could Option 4 be improved?

Still potentially difficult in terms of gradient. I know we have to go over the range, but it's a longer, slower climb? Hard on vehicles...

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

I have no problem with that.

6. Do you have any other comments or suggestions?

Earthquake risks are not insurmountable, surely? Tunnel is the flattest option still. The Gorge had slip risks in earthquakes too... Thought Ross Kinson said cost wasn't necessarily the deciding factor???

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Already done.

Address

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Of these options, 3 or 4 are best, but not ideal. 😊



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A GOOD, SECURE, RELIABLE SADDLE ROAD DURING THIS BUILD PERIOD OR A NEW ROUTE. TARAUNA CANNOT AFFORD INTERRUPTIONS TO THE SADDLE OTHER THAN FOR NECESSARY MAINTENANCE.

2a. What do you like about Option 1?

THE ONLY POSITIVE IS IT APPARENTLY AVOIDS THE WIND FROM. GEOLOGY AND HIGH WINDS ARE CONCERN FOR THIS OPTION

2b. How could Option 1 be improved?

NO SUGGESTIONS.

3a. What do you like about Option 2?

DO NOT LIKE IT AND IT SHOULD BE TAKEN OFF THE SHORTLIST.

3b. How could Option 2 be improved?

ONLY WAY IT COULD BE ACCEPTABLE IS IF THERE IS NO INTERRUPTION TO TRAFFIC DURING CONSTRUCTION PHASE.

4a. What do you like about Option 3?

LIKE THE FACT IT CROSSES THE GORGE GIVING PEOPLE SOME VIEW AND PERSPECTIVE OF THIS SPECIAL PIECE OF OUR REGION.

4b. How could Option 3 be improved?

LOOKS OK.

5a. What do you like about Option 4?

EXCELLENT ROUTE FOR WOODVILLE, DANNEVIKARE AND TRAFFIC FROM HAWKES BAY TO TRAVEL TO PALM NTH.

5b. How could Option 4 be improved?

I LIKE THIS OPTION AS IS.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

NO SUGGESTION

6. Do you have any other comments or suggestions?

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Travel time + fuel use/efficiency (ie cartage cost + time) from Woodville to fielding areas is as or more important for me (Stock to fielding sale etc)

2a. What do you like about Option 1?

Nothing

2b. How could Option 1 be improved?

Bings you out closer to Northern areas eg Taihape, Wangamā, Fieldy.

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

Nothing
~~New road. Still have Saddle Rd + Palmatua Track as well~~
~~Don't like the option at the Ballance end seems impractical~~

4b. How could Option 3 be improved?

~~Need good quick access to Northern Routes~~

5a. What do you like about Option 4?

New Rd, still have Saddle Rd + Palmatua Track as well
Don't like this option at the Ballance end.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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time to completion, standard of Road, minimise tight corners, 4 lanes

2a. What do you like about Option 1?

that much - to far north, drives through unstable country so big issues there

2b. How could Option 1 be improved?

please don't do option 1

3a. What do you like about Option 2?

not much again - disruption while its being built will be horrendous to daily users

3b. How could Option 2 be improved?

built next to road, not on current road to ensure minimal disturbance

4a. What do you like about Option 3?

Route is great, gradient and time frame good, good alternative to Gorge as it follows a similar path

4b. How could Option 3 be improved?

2 lanes each way the whole way - otherwise it is good

5a. What do you like about Option 4?

Cutting out Ashhurst is good, and I like the speed to P.N

5b. How could Option 4 be improved?

minimal corners in route - please make them wide + sweeping so they don't slow down trucks too much - link to P.N. Any road to get North quite

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes

6. Do you have any other comments or suggestions?

You are doing a good job, keep it up 😊
Chris

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The ease in how the traffic can get into manawatu area at the shortage time

2a. What do you like about Option 1?

quiet straight which is good thing

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

Best option least cost and one of shorter routes

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

looks good and one of shorter routes
Straighter and less cost.

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Fair bit out what about travelling to Feilding?
More expensive route and one of the longest trips?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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- x Safety - longevity / sustainability for future
- x Straightest road with least decline.

2a. What do you like about Option 1?

the least 'not much' - too long - gravel.

2b. How could Option 1 be improved? ?

3a. What do you like about Option 2?

don't not sure if sustainable - soil soft - may need like lot more work in stabilising

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

this is my preferred option - least gradient.
shortest route - doesnt cut out Ashhurst.

4b. How could Option 3 be improved?

still want option to go back way to Taihape etc.

5a. What do you like about Option 4?

ok but dont like fact it cuts out Ashhurst.
completely -

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

yes - only for safety & noise.
etc. for residents.

6. Do you have any other comments or suggestions?

I think this requires a better time line.
at present still too long - would be happier to see 3-4 years.
- not sure why it has been stretched out so far.
due to urgency, should be able to move more quickly with
consents etc.

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s9(2)(a)

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Please provide submit your feedback by Friday 25 October 2017.

1. What issues do you think are most important to consider in determining the route of the Manawātū Gorge Alternative?

Need bigger picture criteria of linking FN + East coast.
Building resilience with an alternate route
to the saddle so putting roads close and higher is
not possible. FN Hospital link so nonwinding roads.

2a. What do you like about Option 1?

Nothing.

2b. How could Option 1 be improved?

move it south, it has height problems
+ too close to existing roads as alternative

3a. What do you like about Option 2?

Nothing - perpetuates problem route
and many problems up grading and using
at the end time.

3b. How could Option 2 be improved?

Move it south.

4a. What do you like about Option 3?

Short low gradient.

4b. How could Option 3 be improved?

Cost best of 3 options north of gorge but too close to existing route to resilience.

5a. What do you like about Option 4?

Value to PN city as an alternative to the only city bridge or could link into heavy traffic bypass.

5b. How could Option 4 be improved?

If it could be cost effectively shortened and linked into Massey's Palmyra route.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

No just more time for trucks to travel on top of the saddle road problems.

6. Do you have any other comments or suggestions?

More resilience in southern options with better network connectivity. Increased accessibility for PN citizens, maybe PN city can contribute to the southern most bridge cost and fix 2 transport problems at once.

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Please provide submit your feedback by Friday 26 October 2017.

1. What issues do you think are most important to consider in determining the route of the Manawātū Gorge Alternative?

*Sustainable, resilient road that connects PN to Markesbay.
Gives extra value to PN people as well.*

2a. What do you like about Option 1?

Don't

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

*Don't. The upgrade would require considerable disruption
to traffic for 5-6 years.*

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

2nd best
Short, relatively straight, distance & travel time to east PN good. No easy access for feeding to Massey, Pahiatua, Masterton.

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Best
shorter timeframe to get to PN. Gives an extra bridge over the Manawatu river close to PN which would allow traffic from the north & east to get to Massey & connect to Pahiatua tracks → Masterton as well.

5b. How could Option 4 be improved?

option for some sort of interchange to connect to Pahiatua & so on to Masterton on the Pahiatua side of the ranges.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

Important to have an option that can be built without further disruption to traffic as it is now.

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long term efficiency of usage - fuel of + R & M of vehicles + ongoing maintenance

2a. What do you like about Option 1?

Nothing

2b. How could Option 1 be improved?

Remove it as an option. - foggy, windy for trucks.

3a. What do you like about Option 2?

Not much - very unstable ground, Major disruption to users while in construction phase.

3b. How could Option 2 be improved?

Make it a combination of 2 & 3 if required

4a. What do you like about Option 3?

Lowest grade, good price. My favoured option

4b. How could Option 3 be improved?

My Favoured option.

5a. What do you like about Option 4?

My Similar to option 3 but more expensive

5b. How could Option 4 be improved?

Reducing flooding risk? to make it cheaper

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

Please include distances to other centres other than / as well as D.

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Practicality, Efficiency in both Distance, Gradient and cost

2a. What do you like about Option 1?

Nothing SERIOUS WINDS / FOG HAZARD IN WINTER, AND POSSIBLE SNOW

2b. How could Option 1 be improved?

BIN IT!!!

3a. What do you like about Option 2?

NOT A LOT - ITS THROUGH SOME VERY UNSTABLE GROUND > GAS PIPELINE

3b. How could Option 2 be improved?

Some MAJOR re-alignment, and extensive hillside stabilisation

4a. What do you like about Option 3?

DEFINITELY THE BEST, MOST EFFICIENT AND PRACTICAL OPTION. LEAST WIND HAZARD FOR TRUCKS

4b. How could Option 3 be improved?

MAYBE A SLIGHT RE-ALIGNMENT AT ASHURST END SO IT DOESNT RE-JOIN SADDLE ROAD BEFORE FLOWING BACK DOWN TO NEW BRIDGE OVER RIVER AT MOUTH OF GORGE

5a. What do you like about Option 4?

NOT A LOT - TOO FAR SOUTH FOR NORTHBOUND TRAFFIC, ESPECIALLY FREIGHT. POSSIBLE REGULAR FOG, HIGH WIND, SNOW HAZARD - MORE SNOW ON TARARUA SIDE THAN RUAHINE SIDE

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

NO - WASTE OF MONEY FOR SHORT TERM USE - AND STILL MEANS USING NASTY RAIL OVERBRIDGE. ~~POSSIBLE REGULAR FOG HAZARD~~

6. Do you have any other comments or suggestions?

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Minimal ongoing maintainance after the new road is built. Minimise the disruption to Ashhurst. Blend the new road into a bypass of Palmerston North. Try to keep road gradient as low as possible.

2a. What do you like about Option 1?

I think the geology of this option is too mushy. I wouldn't build a road here. It is much longer in length as well.

2b. How could Option 1 be improved?

?

3a. What do you like about Option 2?

The Road currently is continually breaking up + it's banks are continually slipping. Geology is too unstable. If this option is chosen, there would be major traffic disruption while the new road is constructed.

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

Shorter, but I suspected the foundation geology is as poor as options 1+2. Even if NZTA build a really good road on this route I suspected there will be continual ongoing maintenance

4b. How could Option 3 be improved?

cleaning away slips.

5a. What do you like about Option 4?

Probably the best option as far as stable foundation geology is concern. My choice for this reason.

5b. How could Option 4 be improved?

At the Woodville end of the road - put in a bridge where there is a decent rock foundation. Don't route the road ~~off~~ over the flood plan at the river entrance to the Manawatu Gorge.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes.

6. Do you have any other comments or suggestions?

If option 4 is chosen will the Palmerston North end of the new road continue on to b. and join up to a SH3 by pass of ~~the~~ Palmerston North?

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How easily & quickly it can be achieved.

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

Not viable as needed at present

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

*This seems the most viable. shortest, lowest.
does this mean moving houses?*

4b. How could Option 3 be improved?

*Put a walkway beside it to allow people to walk
to Jerry Reserve.*

5a. What do you like about Option 4?

an interesting alternative to 3.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

yes

6. Do you have any other comments or suggestions?

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future-proofing; direct routes

2a. What do you like about Option 1?

Not much. Heard Have heard ground is unstable. Gradient looks steep. Not direct.

2b. How could Option 1 be improved?

delete

3a. What do you like about Option 2?

Worst option - that route is awful - cost to users in using the Track while the work gets done would be large.

3b. How could Option 2 be improved?

Please don't do it.

4a. What do you like about Option 3?

Seems direct, & with a lower gradient - this & option 4 seem the best.

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Ideal for me, as I travel from Woodville to PN everyday, cuts at Ashhurst and minimises time.

5b. How could Option 4 be improved?

Possibly try to shorten the route so it is more cost effective.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes

6. Do you have any other comments or suggestions?

The saddle road should be upgraded anyway, & option 4, or option 3, should be implemented.

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2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

Everything!!

4b. How could Option 3 be improved?

Start now please!!

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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1. What issues do you think are most important to consider in determining the route of the Manawātū Gorge Alternative?

Financial. All of the above options appear to be the cheapest long term alternatives. No consideration for those of us who have to travel every day - financial cost to us. Devaluation of all properties. Time.

2a. What do you like about Option 1?

To long

2b. How could Option 1 be improved?

To long - how is the saddle road going to maintain function if upgrade to happen. It cannot cope with current minor roadworks disrupting traffic.

3a. What do you like about Option 2?

To long

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

how long.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

More focus should be taken on the road itself rather than keeping the residents of Salisbury st happy

6. Do you have any other comments or suggestions?

Financially our properties in Woodville are de-valued. Cost to time 2x family morning everyday. Time now taking 35-40 mins to get to P.N. primarily 25. Wear and tear on vehicles. Poor road quality on saddle. Timeframes are ridiculous for project completion

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Email s9(2)(a)



Please feel free to contact us if you have any questions or concerns:

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manawatu-gorge@nzta.govt.nz

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New Zealand Transport Agency
Private Bag 11777
Palmerston North 4442

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1. What issues do you think are most important to consider in determining the route of the Manawatū Gorge Alternative?

shortest, flatist new Route

2a. What do you like about Option 1?

Nothing Too steep + unstable ground

2b. How could Option 1 be improved?

scrapped

3a. What do you like about Option 2?

*Nothing Too steep + too hard
with Traffic Flowing!*

3b. How could Option 2 be improved? *Not.*

4a. What do you like about Option 3? *short, flat, easiest*

4b. How could Option 3 be improved? *No Need Best option*

5a. What do you like about Option 4? *Nothing FAR to long!*

5b. How could Option 4 be improved? *Not.*

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response? *Yes. or connect on to SH3 as Always*

6. Do you have any other comments or suggestions?

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GORGE IS A TOURIST ATTRACTION

2a. What do you like about Option 1?

DON'T LIKE THIS ONE

2b. How could Option 1 be improved?

TOO FAR OUT

3a. What do you like about Option 2?

EXISTING ROAD - DON'T LIKE THIS ONE

3b. How could Option 2 be improved?

FEEL VERY UNSAFE USING THIS ROUTE

4a. What do you like about Option 3?

PREFERRED OPTION CLOSER TO GORGE

4b. How could Option 3 be improved?

COULD TRY TO HAVE A VIEW OF MANAWATU GORGE RIVER ON THIS ROUTE

5a. What do you like about Option 4?

DISLIKE THIS ONE

5b. How could Option 4 be improved?

COULD BRING ROUTE ENDS CLOSER TO ASHHURST

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

NOT IF ONLY KEEPING SADDLEBROOK AS AN OPTION

6. Do you have any other comments or suggestions?

WORRIED THIS WOULD TAKE OUR TOWN WOODVILLE AS A CSC LOSE TOURIST VISITORS.

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2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

The objective has to be to connect East and West - big picture - for next 150 years. Simple link between Ashhurst and Woodville was the objective 150 years ago. Option 4 - given the proposed distribution hub - is the only one worth considering.

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Travel time to hospital.
Most direct route.

2a. What do you like about Option 1?

Nothing

2b. How could Option 1 be improved?

can't

3a. What do you like about Option 2?

Nothing

3b. How could Option 2 be improved?

Can't

4a. What do you like about Option 3?

Everything

4b. How could Option 3 be improved?

Start now.

5a. What do you like about Option 4?

Nothing

5b. How could Option 4 be improved?

Get rid of it.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

No.

6. Do you have any other comments or suggestions?

No.

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A SAFE FOUR LANE ROUTE

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

Seems to be able to link to future pin
link road system.

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

Do not only do it right, as a sales rep
I am on the roads every day. They need to improve.

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TO HERU G.

2a. What do you like about Option 1?

SADDLE ROAD NOT SUSTAINABLE

2b. How could Option 1 be improved?

3a. What do you like about Option 2?

BEST OF OPTIONS.

3b. How could Option 2 be improved?

4a. What do you like about Option 3?

To Long.

4b. How could Option 3 be improved?

5a. What do you like about Option 4?

5b. How could Option 4 be improved?

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

6. Do you have any other comments or suggestions?

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A road with 3-4 lanes on the uphill side. Keep away from too much climbing & keep away from too many twists & turns i.e. keep it as straight as possible

2a. What do you like about Option 1?

2b. How could Option 1 be improved?

as above.

3a. What do you like about Option 2?

~~lower in altitude. It's a bit better.~~

Don't - not acceptable.

3b. How could Option 2 be improved?

as in No 1.

4a. What do you like about Option 3?

lower in altitude & time travelling.

4b. How could Option 3 be improved?

as in No 1

5a. What do you like about Option 4?

Nothing - may as well do up the Pahiatua track & access through Ballance

5b. How could Option 4 be improved?

eliminate it.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes.

6. Do you have any other comments or suggestions?

Works on reopening the Gorge. The Gorge is a tourist attraction. Close of Oxford Road to all through traffic either western or eastern end.

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So very dissappointed that all the preferred options are still with elevations. Take the time / do it properly.

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Gradient for the trucks - flatter the road the better.
The alternative route has to be built without any to negotiate the traffic.

2a. What do you like about Option 1?

That it is separate to current saddle.

2b. How could Option 1 be improved?

Build a tunnel

3a. What do you like about Option 2?

Nothing = built a tunnel.

3b. How could Option 2 be improved?

less elevation.

4a. What do you like about Option 3?

Separate to current roads

4b. How could Option 3 be improved?

flatter.

5a. What do you like about Option 4?

Not a lot.

5b. How could Option 4 be improved?

Flatter.

6. Would a temporary bypass of Ashhurst be acceptable if it became part of the long term response?

Yes.

6. Do you have any other comments or suggestions?

Why not build a tunnel - even the short tunnel looks better than these options.

They can build tunnels all over the world even in Japan where they have earthquakes. If properly earthquakes are not a problem.

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