

## Marija Bakulich

---

**From:** James Hughes  
**Sent:** Monday, 12 May 2014 4:32 p.m.  
**To:** David Callan; Alexandra Walker; Mike Pilgrim; Phil Chatterley  
**Cc:** Kiran Hira; David Aldridge; Jamie Minchington  
**Subject:** RE: Otaihanga RAB blind spot

Hello all

As a matter of process, the RSA team can comment on what is placed in front of them, however they do not 'agree with' or in any way 'endorse' a solution.

Their opinion is, of course, valued, however it remains the 'Client's' decision i.e. NZTA.

James

To err is human; to forgive, design

---

**James R Hughes** / National Design Engineer  
 Traffic & Safety Team  
 Highways and Network Operations Group  
 DDI 64 4 894 6312 / M 64 21 562 769  
 E [james.hughes@nzta.govt.nz](mailto:james.hughes@nzta.govt.nz) / w [nzta.govt.nz](http://nzta.govt.nz)



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**From:** David Callan [mailto:David.Callan@m2pp.co.nz]  
**Sent:** Monday, 12 May 2014 2:31 p.m.  
**To:** Alexandra Walker; James Hughes; Mike Pilgrim; Phil Chatterley  
**Cc:** Kiran Hira; David Aldridge; Jamie Minchington  
**Subject:** RE: Otaihanga RAB blind spot

Hi All

Further to Alex's earlier emails.

The proposed way forward is for Philip Chatterley as the Alliance's Geometrics Discipline lead, to take his preferred solution to the Road Safety Audit Team and get their agreement on what we change.

- Alex - Can you delay the issues of a CIC until Phil has the agreement of the RSA Team.
- Phil – Can you confirm when you will speak to the RSA Team, and a timeframe on providing the solution.

Thanks for your support to date.

Regards

## David Callan

Sector Manager

43 Ihakara St, Paraparaumu 5032 | PO Box 723, Paraparaumu 5254  
Ph: 04 550 8088 Mob: +64 277 705 4467 Email [david.callan@m2pp.co.nz](mailto:david.callan@m2pp.co.nz)

### Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway

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**From:** Alexandra Walker

**Sent:** Tuesday, 6 May 2014 5:28 p.m.

**To:** David Aldridge; James Hughes; Mike Pilgrim [NZTA]; Phil Chatterley; David Callan; Jamie Minchington

**Cc:** Kiran Hira

**Subject:** RE: Otaihanga RAB blind spot

Hi All,

Attached is a developed version of Option 1.

I have suggested that bigger give way signs need to be provided at the entrance to the roundabout. I have also been speaking to our traffic team here and they have suggested using horizontal lines on the approach (not rumble strips because they will be noisy). Also it would be beneficial if a give way ahead sign is provided to give further advanced warning.

James, do you think the spiral marks will make it more confusing?

I am keen to get this closed out so comments are appreciated.

Thanks,

**Alex Walker**

Designers Construction Rep

43 Ihakara St, Paraparaumu | PO Box 8044, Wellington 6143  
Ph: +64 4 550 6695 Mob: +64 27 707 9618 Email: [Alexandra.walker@m2pp.co.nz](mailto:Alexandra.walker@m2pp.co.nz)

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**From:** David Aldridge [<mailto:dave.aldridge@beca.com>]

**Sent:** Tuesday, 6 May 2014 1:16 p.m.

**To:** James Hughes; Alexandra Walker; Mike Pilgrim [NZTA]; Phil Chatterley; David Callan; Jamie Minchington

**Cc:** Kiran Hira

**Subject:** RE: Otaihanga RAB blind spot

Hi James

Generally agree with your comments– I think Option1 is the best at pushing the drivers over to the outside lane before the southbound entry – the markings on Option 4 are too subtle and doesn't discourage the "slip lane" perception.

The other problem is the minimal deflection for the north to south movement, which is not encouraging the southbound traffic to slow down enough – this is made worse by the very slow exit speed into the private access – creating large speed differentials on the roundabout – no easy fix for this.

We had a slightly similar issue at Curletts – the spiral marking was included – some use it, some don't, but the markings are enough to confuse people and slow them down so it probably works !!

Cheers  
Dave

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**From:** James Hughes [mailto:James.Hughes@nzta.govt.nz]  
**Sent:** Tuesday, 6 May 2014 12:46 p.m.  
**To:** Alexandra Walker; Mike Pilgrim; Phil Chatterley; David Callan; Jamie Minchington; David Aldridge  
**Cc:** Kiran Hira  
**Subject:** RE: Otaihanga RAB blind spot

Hello Alex

Thanks for sending these through for comment.

We have a dilemma – the more the accessway looks like an exit, the safer it is for those using it and we want to minimise the risk of someone using it inadvertently. Someone using it by mistake would only be a safety risk if that a driver realises their error and then changes their mind at the last minute. Otherwise, it is simply annoying! The issue for the residents is the reality of having a private accessway off a SH roundabout. In future, we should do everything we can to avoid this as the perception does not give a realistic impression of the reality for those using it daily. (not helpful in this case I know)

My thoughts on the solutions are as follows:

The problem appears to be rooted in the perception of the southbound drivers that anyone circulating from the east will use the inside lane to go south. They therefore see the left hand and outside lanes as a free run. The challenge is therefore to modify the layout so that the expectation for southbound drivers is that those circulating from the east are in, and will continue to use, the outside lane.

Bearing this in mind, I don't think that options 2 or 3 do anything to modify the perception of the impatient southbound driver.

Option 4 is more interesting; while it would change the position of the circulating vehicles, it really only does so as they pass the southbound entry, which is a little too late. A driver at the southbound limit line would still see those drivers in the inside lane. This would rely on a southbound driver reading the lane markings in front of them, when their focus would be to the right.

Option 1 puts the circulating driver in the correct position to leave into the accessway and clearly suggests to southbound drivers that they will continue to use the outside lane if they carry on south. The issue here is whether drivers will be disciplined enough to drive to the hatching, particularly as the markings wear.

Perhaps we should combine 4 and 1; extend the marking on 1 back to the hatching to create the spiral – see the attached (turn Comments on)?

Happy to discuss

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James R Hughes / National Design Engineer

Traffic & Safety Team

Highways and Network Operations Group

DDI 64 4 894 6312 / M 64 21 562 769





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**From:** Alexandra Walker [<mailto:Alexandra.Walker@m2pp.co.nz>]  
**Sent:** Tuesday, 6 May 2014 12:07 p.m.  
**To:** Mike Pilgrim; Phil Chatterley; David Callan; Jamie Minchington; David Aldridge; James Hughes  
**Cc:** Kiran Hira  
**Subject:** FW: Otaihanga RAB blind spot  
**Importance:** High

Hi All,

I have just received the below email regarding a near miss at the resident's access on the roundabout.

It is obvious that something needs to be done immediately. I don't think we should wait until the safety audit because I think there is an accident waiting to happen. But I am not sure how to progress this or what the best option is.

Attached are four options I have sketched up. Could you all look at them and decide which one you think needs to be completed?

My preferred option is Option 4 – Spiral. This will bring the traffic on the roundabout closer to the southbound traffic. We should also install bigger give way signs like those on the Paramata roundabout.

Phil, can you forward this onto the safety auditors for their comment?

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Designers Construction Rep

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**From:** Kelley Wigton  
**Sent:** Monday, 5 May 2014 5:49 p.m.  
**To:** Lee Caplin; Mark Anderson; Chris Harmer; Alexandra Walker; Dave Hoffman  
**Subject:** RE: Otaihanga RAB blind spot



Hi Lee,

Thanks for forwarding this on. Clearly we need to take immediate action as these near misses will surely result in an accident sooner than later. The residents have had several near misses of their own, which would be know the Matt and the Comms Team.

Alex – can you please take this on and consult with the traffic designers ASAP for an immediate solution? If something can be sorted with temporary traffic management please advise Chris Harmer (and Cc me). However we do need to come up with a permanent solution immediately.

Thank you,

**Kelley Wigton**

Site Engineer | M2PP Alliance

43 Ihakara St, Paraparaumu 5032 | PO Box 723, Paraparaumu 5254  
Ph: +64 4 897 7323 Mob: +64 27 838 5975 Email: [Kelley.Wigton@m2pp.co.nz](mailto:Kelley.Wigton@m2pp.co.nz)

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**From:** Lee Caplin  
**Sent:** Monday, 5 May 2014 5:41 p.m.  
**To:** Mark Anderson; Chris Harmer  
**Cc:** Kelley Wigton  
**Subject:** RE: Otaihanga RAB blind spot

Hi Guys,

Kelley had a similar incident last week.

I will have quick look tomorrow, if you have time Chris have a look too.

From memory the way the lanes are set up you are forced to cross the outside lane of traffic to gain access.

It will be worth raising as a near miss and Alerting the team working at the roundabout.

It may be the case that we do not access the private road from a North bound direction.

Cheers,

**Lee Caplin**

Senior Health & Safety Advisor | M2PP Alliance

43 Ihakara St, Paraparaumu 5032 | PO Box 723, Paraparaumu 5254  
Ph: +64 4 460 1772 Mob: 0272 760 189 Email: [lee.caplin@m2pp.co.nz](mailto:lee.caplin@m2pp.co.nz)

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**From:** Mark Anderson  
**Sent:** Monday, 5 May 2014 4:57 p.m.  
**To:** Chris Harmer  
**Cc:** Lee Caplin  
**Subject:** Otaihanga RAB blind spot

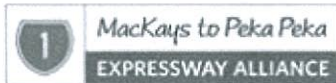
Chris,

As I mentioned to you today, I almost got in an accident with someone at the roundabout this morning. I was going round the RAB to turn left into the residents road on the eastern side. Another vehicle was going straight through from Waikanae to Paraparaumu. As I came round past the Waikanae leg in the RH lane (the only lane if continuing round rather than heading north) the other veh was waiting to enter the RAB in the LH lane. I could see that if he were to enter I wouldn't be able to turn left into the driveway. I started to merge across into the LH lane and then he entered the RAB almost simultaneously. As I slowed and tried to turn left into the resident driveway he was close to 'T boneing' me. I don't think either person was at fault but he gave me a decent blast on the horn and it just highlighted a real dangerous spot where anyone wanting to turn left at that point has to slow and swing broadside to oncoming traffic who are expecting them to continue round the RAB. I think only the fact that I/we saw the potential conflict in advance and slowly shuffled our way through prevented an accident.

Cheers,

Mark

Mark Anderson  
Utilities Engineer



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Find the latest transport news, information, and advice on our website:  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

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## Marija Bakulich

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**From:** Chris Harmer <Chris.Harmer@m2pp.co.nz>  
**Sent:** Monday, 12 May 2014 8:38 a.m.  
**To:** Roger Burra; Mike Pilgrim; Alexandra Walker  
**Subject:** Otaihanga RaB

Hi Guys

Noted this morning another vehicle has exited at speed southbound and ended up planted in the gravel pit on the roundabout over the weekend. Wasn't reported as far as I know – wheel tracks in gravel.

Now up to 3 known of this type of exit from the carriageway.

### Chris Harmer

Traffic Manager | M2PP Alliance

43 Ihakara St, Paraparaumu 5254 | PO Box 723, Paraparaumu 5254  
Ph: +64 4 460 1772 Mob:0274 111 029 Email: [chris.harmer@m2pp.co.nz](mailto:chris.harmer@m2pp.co.nz)

Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway

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## Marija Bakulich

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**From:** James Hughes  
**Sent:** Tuesday, 6 May 2014 2:11 p.m.  
**To:** David Aldridge  
**Subject:** RE: Otaihanga RAB blind spot

Good point Dave - thanks

James

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**James R Hughes** / National Design Engineer  
Traffic & Safety Team  
Highways and Network Operations Group  
DDI 64 4 894 6312 / M 64 21 562 769  
E [james.hughes@nzta.govt.nz](mailto:james.hughes@nzta.govt.nz) / w [nzta.govt.nz](http://nzta.govt.nz)



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**From:** David Aldridge [mailto:dave.aldridge@beca.com]  
**Sent:** Tuesday, 6 May 2014 1:33 p.m.  
**To:** James Hughes  
**Subject:** FW: Otaihanga RAB blind spot

Hi James – I forgot to add that I think it could be better to leave the extra markings off Option1, as this may confuse the southbound traffic – and they may try and merge into a single lane through the r/about...

I'm heading back up to M2PP next Thursday – let me now if there is any use in having a catch-up.

Cheers  
Dave

---

**From:** David Aldridge  
**Sent:** Tuesday, 6 May 2014 1:16 p.m.  
**To:** 'James Hughes'; Alexandra Walker; Mike Pilgrim; Phil Chatterley; David Callan; Jamie Minchington  
**Cc:** Kiran Hira  
**Subject:** RE: Otaihanga RAB blind spot

Hi James

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**To:** Alexandra Walker; Mike Pilgrim; Phil Chatterley; David Callan; Jamie Minchington; David Aldridge  
**Cc:** Kiran Hira  
**Subject:** RE: Otaihanga RAB blind spot

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**Sent:** Tuesday, 6 May 2014 12:07 p.m.  
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**From:** Kelley Wigton  
**Sent:** Monday, 5 May 2014 5:49 p.m.  
**To:** Lee Caplin; Mark Anderson; Chris Harmer; Alexandra Walker; Dave Hoffman  
**Subject:** RE: Otaihanga RAB blind spot

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Site Engineer | M2PP Alliance

43 Ihakara St, Paraparaumu 5032 | PO Box 723, Paraparaumu 5254  
Ph: +64 4 897 7323 Mob: +64 27 838 5975 Email: [Kelley.Wigton@m2pp.co.nz](mailto:Kelley.Wigton@m2pp.co.nz)

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**Cc:** Lee Caplin  
**Subject:** Otaihanga RAB blind spot

Chris,

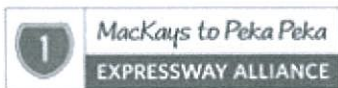
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Mark Anderson  
Utilities Engineer



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[www.nzta.govt.nz](http://www.nzta.govt.nz)

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## Marija Bakulich

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**To:** Alexandra Walker; Mike Pilgrim; Phil Chatterley; David Callan; Jamie Minchington; David Aldridge  
**Cc:** Kiran Hira  
**Subject:** RE: Otaihanga RAB blind spot  
**Attachments:** M2PP-45P-D-SKT-0020 JRH.pdf

Hello Alex

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**From:** Alexandra Walker [mailto:Alexandra.Walker@m2pp.co.nz]  
**Sent:** Tuesday, 6 May 2014 12:07 p.m.  
**To:** Mike Pilgrim; Phil Chatterley; David Callan; Jamie Minchington; David Aldridge; James Hughes  
**Cc:** Kiran Hira  
**Subject:** FW: Otaihanga RAB blind spot  
**Importance:** High

Hi All,

I have just received the below email regarding a near miss at the resident's access on the roundabout.

It is obvious that something needs to be done immediately. I don't think we should wait until the safety audit because I think there is an accident waiting to happen. But I am not sure how to progress this or what the best option is.

Attached are four options I have sketched up. Could you all look at them and decide which one you think needs to be completed?

My preferred option is Option 4 – Spiral. This will bring the traffic on the roundabout closer to the southbound traffic. We should also install bigger give way signs like those on the Paramata roundabout.

Phil, can you forward this onto the safety auditors for their comment?

Thanks,

**Alex Walker**  
Designers Construction Rep

43 Ihakara St, Paraparaumu | PO Box 8044, Wellington 6143  
Ph: +64 4 550 6695 Mob: +64 27 707 9618 Email: [Alexandra.walker@m2pp.co.nz](mailto:Alexandra.walker@m2pp.co.nz)

**Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway**

Think GREEN before choosing to print this email

*The M2PP Alliance comprises: The New Zealand Transport Agency, The Fletcher Construction Company Ltd, Beca Ltd and Higgins Contractors Ltd.*

**From:** Kelley Wigton  
**Sent:** Monday, 5 May 2014 5:49 p.m.  
**To:** Lee Caplin; Mark Anderson; Chris Harmer; Alexandra Walker; Dave Hoffman  
**Subject:** RE: Otaihanga RAB blind spot

Hi Lee,

Thanks for forwarding this on. Clearly we need to take immediate action as these near misses will surely result in an accident sooner than later. The residents have had several near misses of their own, which would be know the Matt and the Comms Team.

Alex – can you please take this on and consult with the traffic designers ASAP for an immediate solution? If something can be sorted with temporary traffic management please advise Chris Harmer (and Cc me). However we do need to come up with a permanent solution immediately.

Thank you,

**Kelley Wigton**

Site Engineer | M2PP Alliance

43 Ihakara St, Paraparaumu 5032 | PO Box 723, Paraparaumu 5254  
Ph: +64 4 897 7323 Mob: +64 27 838 5975 Email: [Kelley.Wigton@m2pp.co.nz](mailto:Kelley.Wigton@m2pp.co.nz)

**Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway**

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*The M2PP Alliance comprises: The New Zealand Transport Agency, The Fletcher Construction Company Ltd, Beca Ltd and Higgins Contractors Ltd.*

**From:** Lee Caplin  
**Sent:** Monday, 5 May 2014 5:41 p.m.  
**To:** Mark Anderson; Chris Harmer  
**Cc:** Kelley Wigton  
**Subject:** RE: Otaihanga RAB blind spot

Hi Guys,

Kelley had a similar incident last week.

I will have quick look tomorrow, if you have time Chris have a look too.

From memory the way the lanes are set up you are forced to cross the outside lane of traffic to gain access.

It will be worth raising as a near miss and Alerting the team working at the roundabout.

It may be the case that we do not access the private road from a North bound direction.

Cheers,

**Lee Caplin**

Senior Health & Safety Advisor | M2PP Alliance

43 Ihakara St, Paraparaumu 5032 | PO Box 723, Paraparaumu 5254  
Ph: +64 4 460 1772 Mob: 0272 760 189 Email: [lee.caplin@m2pp.co.nz](mailto:lee.caplin@m2pp.co.nz)

**Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway**

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*The M2PP Alliance comprises: The New Zealand Transport Agency, The Fletcher Construction Company Ltd, Beca Ltd and Higgins Contractors Ltd.*

**From:** Mark Anderson  
**Sent:** Monday, 5 May 2014 4:57 p.m.  
**To:** Chris Harmer  
**Cc:** Lee Caplin  
**Subject:** Otaihanga RAB blind spot

Chris,

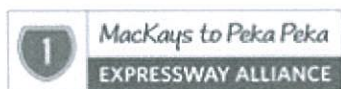
As I mentioned to you today, I almost got in an accident with someone at the roundabout this morning.

I was going round the RAB to turn left into the residents road on the eastern side. Another vehicle was going straight through from Waikanae to Paraparaumu. As I came round past the Waikanae leg in the RH lane (the only lane if continuing round rather than heading north) the other veh was waiting to enter the RAB in the LH lane. I could see that if he were to enter I wouldn't be able to turn left into the driveway. I started to merge across into the LH lane and then he entered the RAB almost simultaneously. As I slowed and tried to turn left into the resident driveway he was close to 'T boneing' me. I don't think either person was at fault but he gave me a decent blast on the horn and it just highlighted a real dangerous spot where anyone wanting to turn left at that point has to slow and swing broadside to oncoming traffic who are expecting them to continue round the RAB. I think only the fact that I/we saw the potential conflict in advance and slowly shuffled our way through prevented an accident.

Cheers,

Mark

Mark Anderson  
Utilities Engineer



43 Ihakara St. Paraparaumu, PO Box 723, Paraparaumu 5254  
Phone: 027 4111005  
Email: [mark.anderson@m2pp.co.nz](mailto:mark.anderson@m2pp.co.nz)

RELEASED UNDER THE  
OFFICIAL INFORMATION ACT





ROAD MARKING LAYOUT PLAN - OPTION 1 - REVERSE HATCHING

1:500



ROAD MARKING LAYOUT PLAN - OPTION 2 - LARGER TRAFFIC ISLAND

1:500



ROAD MARKING LAYOUT PLAN - OPTION 3 - LIMIT LINES BROUGHT FORWARD

1:500



ROAD MARKING LAYOUT PLAN - OPTION 4 - SPIRAL

1:500

A1 REPRODUCTION SCALE

PRO'S  
1  
2  
3  
4  
5  
CON'S  
1  
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5

PRO'S  
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PRO'S  
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PRO'S  
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CON'S  
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4  
5

Project Name	SH1 / OTAHANGA ROAD SAFETY IMPROVEMENTS
Client	NZTA
Project Manager	...
Author	...
Check	...
Drawn	...
Scale	1:500
Date	28 May 2014

NZ TRANSPORT AGENCY  
WAIKATO REGION

SH1 / OTAHANGA ROAD SAFETY IMPROVEMENTS

OTAHANGA ROUNDABOUT ROAD MARKING LAYOUT PLAN OPTIONS 1-4

REVISION

M2P745P-01-SK-10120

FOR INFORMATION NOT FOR CONSTRUCTION

DETAIL DESIGN (DET)

## Marija Bakulich

---

**From:** Chris Harmer <Chris.Harmer@m2pp.co.nz>  
**Sent:** Thursday, 17 April 2014 6:42 a.m.  
**To:** Roger Burra; Adam Nicholls  
**Cc:** Rowan Oliver; Tony Coulman; Mike Pilgrim; Alexandra Walker; Jonathan Kibblewhite  
**Subject:** RE: Speed limit increase on the Roundabout

Good Morning

It is very pleasing to confirm the tasks required were completed under trying conditions overnight.

ALL TTM is now removed from the Otaihanga RaB and SH1 area.

SH1 Lindale has T2B Caution with NO ROAD MARKING plates along with hit sticks along centre line which will remain in place.

On Call staff for weekend have been advised to TOC last night to keep an eye on SH1 Raumati South areas.

Regards

### Chris Harmer

Traffic Manager | M2PP Alliance

43 Ihakara St, Paraparaumu 5254 | PO Box 723, Paraparaumu 5254  
Ph: +64 4 460 1772 Mob:0274 111 029 Email: [chris.harmer@m2pp.co.nz](mailto:chris.harmer@m2pp.co.nz)

### Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway

---

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**From:** Roger Burra [mailto:[Roger.Burra@nzta.govt.nz](mailto:Roger.Burra@nzta.govt.nz)]  
**Sent:** Wednesday, 16 April 2014 6:05 p.m.  
**To:** Adam Nicholls  
**Cc:** Rowan Oliver [NZTA]; Tony Coulman [NZTA]; Mike Pilgrim [NZTA]; Chris Harmer; Alexandra Walker; Jonathan Kibblewhite  
**Subject:** RE: Speed limit increase on the Roundabout

Hi Adam,

This e-mail confirms our earlier telephone conversation. I am advised that most of the safety concerns identified on Tuesday are resolved with the following exceptions:

1. line markings on the Waikanae Leg were not completed today due to adverse weather - safe hit posts will be used for delineation an interim measure until after 26 April.
2. re-grading tonight to address the approaches to the shear base light column (item 5 below)
3. temporary crash cushion (protecting power pole) to be relocated / lengthened tonight (item 6 below)

Jonathan Kibblewhite has advised that these items will be addressed tonight.

Mike Pilgrim has advised that he is comfortable for the temporary speed limit (50kmph) to be removed as long as the items above are complete.

On this basis, and following our earlier telephone discussion, I have advised Jonathan to proceed with the changes and to remove the temporary speed restriction before the Thursday AM peak hour.

Mike Pilgrim will visit the site tomorrow to confirm that the works have been undertaken to his satisfaction.

Regards  
Roger

---

**From:** Mike Pilgrim  
**Sent:** Wednesday, 16 April 2014 7:19 a.m.  
**To:** Roger Burra  
**Cc:** Rowan Oliver; Tony Coulman; Adam Nicholls; Steve James; Caron Greenough  
**Subject:** FW: Speed limit increase on the Roundabout

Morning Roger

The items listed below were identified during yesterday's walk over as needing to be completed before the speed limit at Otaihanaga could be increased. While the site is not complete, there are still guardrails to be installed and power poles to be moved, we have no objection to removing the temporary speed limit once the items listed below are completed if this is considered operationally necessary.

Please note that there still needs to be a proper fit for purpose inspection, guardrail inspection and safety audit on the site.

Regards  
Mike

---

**From:** Alexandra Walker [<mailto:Alexandra.Walker@m2pp.co.nz>]  
**Sent:** Tuesday, 15 April 2014 3:48 p.m.  
**To:** Kelley Wigton  
**Cc:** Mike Pilgrim  
**Subject:** Speed limit increase on the Roundabout

Hi Kelley,

As discussed could you ensure the following work is complete before changing the speed limit on the roundabout:

1. All line marking to be completed on the Waikanae leg and the residents drive. See photos 1 & 2.
2. All covers to cyclists signs to be uncovered. See photo 4.
3. Trailing end terminal to be completed on the Waikanae Northbound leg. See photo 14.
4. Air valve/manhole on the Waikanae Northbound leg needs to be lowered. See photo 16.
5. Light pole needs to be lowered but if not completed in time by Thursday needs regrading so that it is fit for purpose. See photo 17.
6. Temporary crash cushion, protecting the power pole to be relocated, needs to be longer so that it is to standard. Sorry I don't have a photo for this one.

If you have any questions let me know.

Thanks,

**Alex Walker**  
Designers Construction Rep

43 Ihakara St, Paraparaumu | PO Box 8044, Wellington 6143  
Ph: +64 4 550 6695 Mob: +64 27 707 9618 Email: [Alexandra.walker@m2pp.co.nz](mailto:Alexandra.walker@m2pp.co.nz)



## Marija Bakulich

---

**From:** Chris Harmer <Chris.Harmer@m2pp.co.nz>  
**Sent:** Thursday, 10 April 2014 3:24 p.m.  
**To:** Steve James; Adam Nicholls; Roger Burra  
**Cc:** Ulvi Salayev; Mike Pilgrim; Caron Greenough; Mark Owen; Denise Beazley; Rowan Oliver  
**Subject:** RE: Otaihanga Roundabout Temp Speed

No problem – existing T1B Workman and 50km/h TSL's will stay where they are till advised otherwise.

### Chris Harmer

Traffic Manager | M2PP Alliance

43 Ihakara St, Paraparaumu 5254 | PO Box 723, Paraparaumu 5254  
Ph: +64 4 460 1772 Mob:0274 111 029 Email: [chris.harmer@m2pp.co.nz](mailto:chris.harmer@m2pp.co.nz)

### Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway

---

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**From:** Steve James [mailto:Steve.James@nzta.govt.nz]  
**Sent:** Thursday, 10 April 2014 3:17 p.m.  
**To:** Adam Nicholls; Roger Burra  
**Cc:** Ulvi Salayev [NZTA]; Mike Pilgrim [NZTA]; Caron Greenough; Mark Owen; Denise Beazley; Chris Harmer; Rowan Oliver [NZTA]  
**Subject:** RE: Otaihanga Roundabout Temp Speed

Hi,

So the earliest Mike and I can visit the site is next Tuesday at 11am.

Cheers

**Steve James** / Senior Safety Engineer  
Highways and Network Operations Group  
DDI 64 4 910 8247 / M 64 21 245 3876  
E [steve.james@nzta.govt.nz](mailto:steve.james@nzta.govt.nz) / w [nzta.govt.nz](http://nzta.govt.nz)  
Wellington Regional Office / PSIS House, 20 Ballance Street,  
P O Box 5084, Wellington 6145, New Zealand



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**From:** Adam Nicholls  
**Sent:** Thursday, 10 April 2014 1:50 p.m.  
**To:** Roger Burra  
**Cc:** Steve James; Ulvi Salayev; Mike Pilgrim; Caron Greenough; Mark Owen; Denise Beazley; Chris Harmer; Rowan Oliver  
**Subject:** RE: Otaihanga Roundabout Temp Speed

Roger

It was useful to talk this through with you and Steve earlier. I think that the only question at the moment for Steve and Mike will be the safety implications of removing the 50 limit, albeit they will pick up other issues which could be part of the post construction audit. We also noted the possibility of reducing the length on the temporary limit on the approach to the roundabout, and it would be good if Steve and Mike also considered this.

Steve, thank you for considering this at short notice, it is really appreciated.

Cheers

Adam

Adam Nicholls / Journey Manager  
Network Performance Team Wellington

DDI 64 4 901 6768/ M 021 903 819

E [adam.nicholls@nzta.govt.nz](mailto:adam.nicholls@nzta.govt.nz) / w [nzta.govt.nz](http://nzta.govt.nz)

Wellington Regional Office / Level 9, 20 Ballance Street  
PO Box 5084, Lambton Quay, Wellington 6145, New Zealand



---

**From:** Roger Burra  
**Sent:** Thursday, 10 April 2014 1:34 p.m.  
**To:** Chris Harmer; Rowan Oliver  
**Cc:** Steve James; Ulvi Salayev; Adam Nicholls; Mike Pilgrim; Caron Greenough; Mark Owen  
**Subject:** RE: Otaihanga Roundabout Temp Speed  
**Importance:** High

Hi Chris / Rowan,

I have now discussed this extensively internally. **The decision will be deferred** until Steve James & Mike Pilgrim can undertake a further inspection. Steve will seek to arrange this for tomorrow.

If they confirm they are happy that the site is sufficiently complete and safe the speed may be increased to 80kmph. They will also identify any interim measures to make the site safe until permanent solution to any issues is found.

The horizontal alignment of the roundabout forces motorists to slow to 30- 40kmph to navigate the roundabout. We need to see if we can increase the speed to 80kmph to try and dispel public perception that it is the roundabout causing people to slow down.

The safety concerns I have been made aware relate to the length and position of edge protection barriers and a manhole that needs to be lowered or provided with protection. I am also aware of customer feedback highlighting difficulties accessing the service road that is accessed via the roundabout. Yesterday when I passed through the site there were still permanent signs missing.

The speed limit will only be raised from 50kmph if Mike & Steve determine the site will be safe.

Roger

---

**From:** Chris Harmer [Chris.Harmer@m2pp.co.nz]  
**Sent:** Tuesday, 8 April 2014 4:27 p.m.  
**To:** Roger Burra; Mike Pilgrim; Rowan Oliver  
**Subject:** Otaihanga Roundabout Temp Speed

Hi guys

With works effectively completed other than minor tidy up and landscaping the question has been raised regarding leaving the temp speed and T1B Workman signage in place.

With the long weekends coming up and to give the appearance of works completed I would like to ask and get confirmation that NZTA will be comfortable with the removal of the above signage from the 24/7 as is currently to being re-installed on an as required basis only.

If there is no objection we will remove this signage overnight Sunday so that Monday am the site appears to be in a completed state. By this time road marking will be completed and Otaihanga Rd will also be full paved and marked.

Cheers

**Chris Harmer**  
Traffic Manager | M2PP Alliance

43 Ihakara St, Paraparaumu 5254 | PO Box 723, Paraparaumu 5254  
Ph: +64 4 460 1772 Mob:0274 111 029 Email: [chris.harmer@m2pp.co.nz](mailto:chris.harmer@m2pp.co.nz)

**Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway**

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## Marija Bakulich

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**From:** Mike Pilgrim  
**Sent:** Thursday, 10 April 2014 9:01 a.m.  
**To:** Steve James  
**Subject:** FW: Otaihanga roundabout  
**Attachments:** Cycle Lane Provisions.pdf

Morning Steve

Drawing attached.

Mike

---

**From:** Alexandra Walker [<mailto:Alexandra.Walker@m2pp.co.nz>]  
**Sent:** Thursday, 10 April 2014 8:06 a.m.  
**To:** Mike Pilgrim  
**Subject:** RE: Otaihanga roundabout

Hi Mike,

Please see attached for cycleways and shared paths.

Is that what you are looking for?

Thanks,

### Alex Walker

Designers Construction Rep

43 Ihakara St, Paraparaumu | PO Box 8044, Wellington 6143  
Ph: +64 4 550 6695 Mob: +64 27 707 9618 Email: [Alexandra.walker@m2pp.co.nz](mailto:Alexandra.walker@m2pp.co.nz)

### Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway

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**From:** Mike Pilgrim [<mailto:Mike.Pilgrim@nzta.govt.nz>]  
**Sent:** Wednesday, 9 April 2014 3:06 p.m.  
**To:** Alexandra Walker  
**Subject:** RE: Otaihanga roundabout

Hi Alex

Have you got an up to date drawing of the cycleways and shared paths?

Thanks  
Mike

---

**From:** Steve James  
**Sent:** Wednesday, 9 April 2014 1:53 p.m.  
**To:** Mike Pilgrim  
**Subject:** Fwd: Otaihanga roundabout

Hi Mike,

Do you have a copy of the most up to date drawing for this roundabout that shows the cycle way connections and paths?

Cheers

Steve

Sent from my iPad

Begin forwarded message:

**From:** Simon Kennett <[Simon.Kennett@gw.govt.nz](mailto:Simon.Kennett@gw.govt.nz)>

**Date:** 7 April 2014 6:07:27 pm NZST

**To:** 'Steve James' <[steve.james@nzta.govt.nz](mailto:steve.james@nzta.govt.nz)>

**Subject:** Otaihanga roundabout

Hi Steve

I had a concerned member of the public (an elderly lady) call me on Friday about cycling provisions on the new Otaihanga roundabout. Would you be able to fill me in or show me a drawing detailing how the cycle lane from the south and shared path from the west feeds into/through the new layout. I'm guessing just wide shoulders, but perhaps there's a bypass or two?

Cheers,  
Simon

**Simon Kennett | Active Transport and Road Safety Coordinator**

Sustainable Transport Team

Greater Wellington Regional Council | *Te Pane Matua Taiao*

Shed 39, Harbour Quays, Wellington 6140, PO Box 11646

T: 04 830 4281

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[www.nzta.govt.nz](http://www.nzta.govt.nz)

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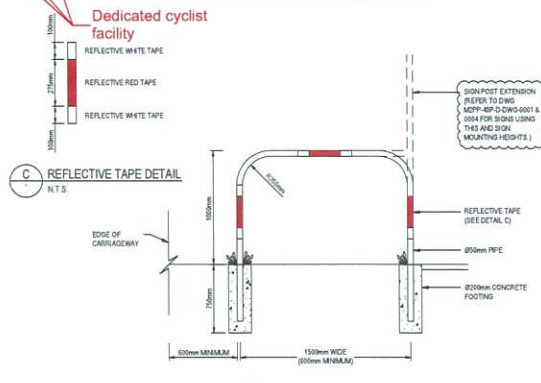
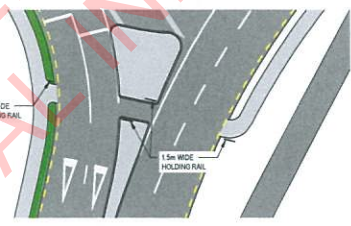
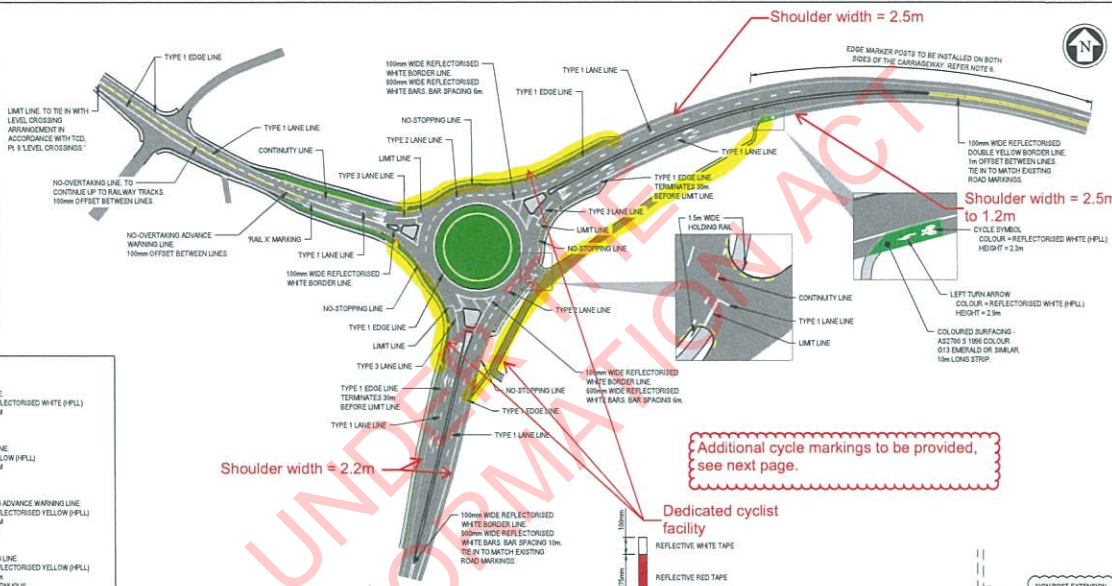
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- NOTES**
- DRAWINGS TO BE READ IN CONJUNCTION WITH SPECIFICATIONS.
  - ALL PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS (RPM) SHALL COMPLY WITH THE REQUIREMENTS OF THE NZTA MANUAL OF TRAFFIC SIGNS AND MARKINGS (MOTSM) AND RELATED DOCUMENTS.
  - ALL PPL MARKINGS SHALL BE INITIALLY MARKED WITH PILOT LINE IN PAINT. LONG LIFE MARKINGS SHALL BE IN ACCORDANCE WITH NZTA P90 LONG LIFE PAVEMENT MARKINGS MARKED A MINIMUM OF THREE WEEKS AFTER APPLICATION OF THE PAINT MARKING.
  - RPMs TO COMPLY WITH THE P14 AND T2 M12.
  - CYCLIST HOLDING RAILS TO BE INSTALLED BESIDE SHARED PATHS PER AUTORA'S PART 6A. RAILS TO BE INSTALLED 800mm BACK FROM KERB AND 300mm AWAY FROM PATH. SEE DETAIL B FOR DIMENSIONS. RAIL TO BE 1.5m WIDE WHERE POSSIBLE AND 0.5m WIDE WHERE THERE IS LIMITED SPACE. SEE DETAIL A FOR TYPICAL LAYOUT.
  - EDGE MARKER POSTS SHALL COMPLY WITH THE SPECIFICATIONS AND WITH NZTA MCH2 PART 3. MARKINGS POSTS TO BE CONSTRUCTED AT 3m SPACINGS AT LOCATION SHOWN. NEW POSTS TO BE INSTALLED WHERE REQUIRED SPACINGS SHALL BE MAINTAINED.
  - MEAN ISLAND KERBS TO BE PAINTED WITH A 100mm WIDE CONTINUOUS STRIPE OF WHITE REFLECTORISED LONG LIFE PAINT. PAINT SHALL CONFORM TO THE M7 AND M85.

- LINE TYPES**
- |  |   |
|--|---|
| 1. TYPE 1 LANE LINE<br>COLOUR = REFLECTORISED WHITE (PPL)<br>WIDTH = 150MM<br>STRIPE = 3M<br>GAP = 7M<br>90°/180° MONO-DIRECTIONAL WHITE REFLECTIVE FACES AT 15M SPACING | 6. CONTINUITY LINE<br>COLOUR = REFLECTORISED WHITE (PPL)<br>WIDTH = 150MM<br>STRIPE = 3M<br>GAP = 3M                      |
| 2. TYPE 2 LANE LINE<br>COLOUR = REFLECTORISED WHITE (PPL)<br>WIDTH = 150MM<br>STRIPE = 3M<br>GAP = 7M  | 7. NO STOPPING LINE<br>COLOUR = REFLECTORISED YELLOW (PPL)<br>WIDTH = 150MM<br>STRIPE = 1M<br>GAP = 7M                    |
| 3. TYPE 3 LANE LINE<br>COLOUR = REFLECTORISED WHITE (PPL)<br>WIDTH = 150MM<br>STRIPE = CONTINUOUS  | 8. NO-OVERTAKING ADVANCE WARNING LINE<br>COLOUR = REFLECTORISED YELLOW (PPL)<br>WIDTH = 150MM<br>STRIPE = 15M<br>GAP = 7M |
| 4. TYPE 1 LIMIT LINE<br>COLOUR = REFLECTORISED WHITE (PPL)<br>WIDTH = 300MM<br>STRIPE = CONTINUOUS   | 9. NO-OVERTAKING LINE<br>COLOUR = REFLECTORISED YELLOW (PPL)<br>WIDTH = 150MM<br>STRIPE = CONTINUOUS                      |
| 5. TYPE 1 EDGE LINE<br>COLOUR = REFLECTORISED WHITE (PPL)<br>WIDTH = 150MM<br>STRIPE = CONTINUOUS  | 10. CHEVRON<br>COLOUR = REFLECTORISED WHITE BARS (PPL)<br>MARKING WIDTH = 300MM<br>SPACING = 10M                          |

- SYMBOLS AND TEXT**
- |   |  |
|---|--|
| ONE WAY TRIANGLE<br>COLOUR = REFLECTORISED WHITE (PPL)<br>HEIGHT = 6.1m     | RIGHT OR LEFT TURN ARROWS<br>COLOUR = REFLECTORISED WHITE (PPL)<br>HEIGHT = 7.3m   |
| STRAIGHT AHEAD ARROW<br>COLOUR = REFLECTORISED WHITE (PPL)<br>HEIGHT = 7.3m | COMBINED RIGHT OR LEFT ARROW<br>COLOUR = REFLECTORISED WHITE (PPL)<br>HEIGHT = 10.2m   |
| CYCLE SYMBOL<br>COLOUR = REFLECTORISED WHITE (PPL)<br>HEIGHT = 2.2m         | RAIL 'X' MARKING<br>COLOUR = REFLECTORISED WHITE (PPL)<br>'X' HEIGHT = 4.3m<br>RAIL HEIGHT = 0.3m<br>GAP BETWEEN 'X' AND RAIL = 25mm<br>WIDTH = 1.5m |



NO.	DESCRIPTION	DATE	BY	CHECKED	APPROVED
1	ISSUE FOR CONSTRUCTION	28/08/2019	[Signature]	[Signature]	[Signature]
2	ISSUE FOR CONSTRUCTION	28/08/2019	[Signature]	[Signature]	[Signature]

**NZ TRANSPORT AGENCY**  
 WAKA KOTAHU

SH1 / OTAIHANGA ROAD SAFETY IMPROVEMENTS

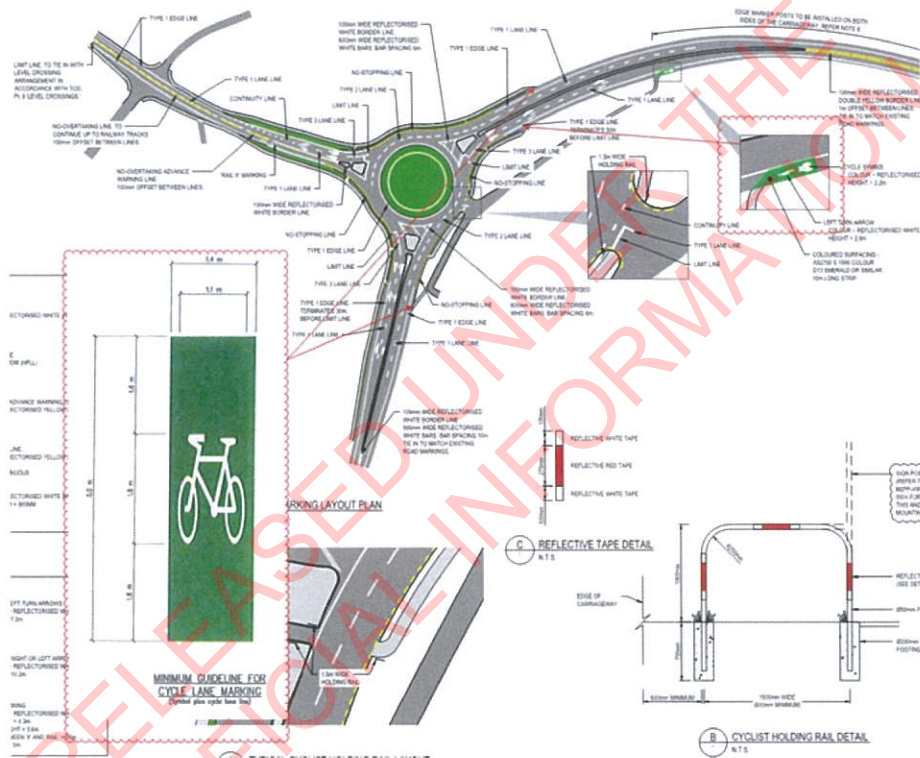
OTAIHANGA ROUNDABOUT ROAD MARKING LAYOUT PLAN

M2PP-46P-D-DWG-0020 2

**ORIGINAL DRAWING IN COLOUR FOR CONSTRUCTION**

DETAIL DESIGN (DET)





OFFICIAL INFORMATION ACT

## Marija Bakulich

---

**From:** Mike Pilgrim  
**Sent:** Monday, 7 April 2014 8:45 a.m.  
**To:** Mark Owen  
**Cc:** Roger Burra  
**Subject:** RE: While I remember..

Nothing jumped out as being wrong at this stage. Its a bit hard at the moment as there is still a lot of signs to be moved and installed. There will be a preopening walk over to identify any issues which hopefully will happen next week.

---

**From:** Mark Owen  
**Sent:** Monday, 7 April 2014 8:32 a.m.  
**To:** Mike Pilgrim  
**Cc:** Roger Burra  
**Subject:** FW: While I remember..

Hi Mike

As discussed last week, did you find anything that looked wrong with signage at Otaihanga Rdbt?

Cheers  
Mark

-----Original Message-----

**From:** Rod James  
**Sent:** Monday, 7 April 2014 8:23 a.m.  
**To:** Mark Owen  
**Subject:** While I remember..

I had a question last week about signs at Otaihanga Roundabout.  
It was suggested that the merge and roundabout signs are the wrong way around.. To north of the roundabout I think.  
Could you get someone to check it?

R

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## Marija Bakulich

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**From:** Roger Burra  
**Sent:** Friday, 7 March 2014 5:11 p.m.  
**To:** Ulvi Salayev; Mark Owen  
**Cc:** Roger Ashworth; Jenny Alexander  
**Subject:** RE: Comms for Paraparaumu Overbridge to Otaihanga Roundabout roadworks  
**Attachments:** Paraparaumu to Otaihanga.docx

**Importance:** High

Hi Mark / Ulvi,

Further to my telephone message, I'm e-mailing about the planned works between Paraparaumu and Otaihanga RAB.

If the Transport Agency is asking the Alliance to postpone programmed works, I'd suggest that Ulvi needs to be involved in that decision as there may be cost implications. To help that discussion, I've marked up a map with approximate locations and dates as currently planned. I've listed below some of the considerations as I see them.

All the M2PP work will occur at night and will involve 30kmph and stop-go boards. Both sites are approximately 300m long and on both sides of the road. There may be short periods of a day or two where 50kmph speed restrictions are in place during the day and this will be avoided if possible.

1. From a stakeholder / communications point of view I think the Roundabout (No. 1 on the map) needs to be finished as soon as possible (good PR, gets it finished off etc) - this is planned for 24 Mar - 4 April.
2. there is approximately 2.5km between the Roundabout and the Fulton Hogan site (No. 2 on the map) - planned for 30 Mar April
3. the Roundabout and the Fulton Hogan sites are unlikely to interfere with each other from a traffic perspective but motorists travelling between Paraparaumu and Waikanae will have speed reductions at both sites.
4. for work efficiency, M2PP have planned to move onto site 3 immediately after finishing the Roundabout (saves on site establishment, gives the crews a good stretch of night work)
5. there is more potential for these worksites 2 and 3 to interfere with each other, particularly if stop-go boards are used at both. It would be unwise to allow work on both at the same time (currently there is an overlap of about 2 nights)

Given that M2PP have been planning this work for quite some time, one way to resolve the conflict could be to move the Fulton Hogan works forward two nights (to start on the 24th March) to coincide with the RAB works. Although motorists would experience two sets of works, this would allow both contractors to complete their work without too much change and would mean that all the pain to night time motorists would all be out of the way before Easter.

Roger A may have tested this idea with FH already. Either way, I think that Ulvi needs to be kept in on the loop.

Regards  
Roger B

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**From:** Denise Beazley  
**Sent:** Friday, 7 March 2014 1:31 p.m.  
**To:** Roger Ashworth; Roger Burra; Mark Owen  
**Cc:** Richard Galloway; Jenny Alexander  
**Subject:** Comms for Paraparaumu Overbridge to Otaihanga Roundabout roadworks

Folks

I have agreed with Jenny to prepare the comms - newspaper ads, radio, customer letters and media release for this piece of work. I know it has multiple parties involved but from a public perspective the work is so close together in



physical proximity that it is of no consequence who or exact grid references. Whether the work is resurfacing, resealing, major digging up or anything else isn't the key message. The key message is that there are roadworks happening for x length of time and to allow extra time and drive carefully.

Here is the newspaper copy. Please confirm and then I will send it through to the designer for layout. I will give her a Google map and tell her to put a red line showing from the Paraparaumu overbridge to the Otaihanga Roundabout as the area where works are happening. The dates will be general - and will need to be as we have to factor inclement weather anyway. Please come back to me by Monday so I can get the ad confirmed and booked. The wording will form the basis of all other comms.

The things I am trying to confirm:  
All work happening at night?  
Any temporary speed limits during the day?  
Exact date of completion (given Easter)  
Anything else I've missed?

Please note - the Otaihanga roadworks correspondence talks about starting April 4th and taking circa 2 weeks. That means finishing on Thursday 18th which is the Thursday before Easter. Do you want to give this message or say the roadworks will be finished earlier?

**DRAFT AD:**

SH1 logo  
Paraparaumu to Otaihanga Roadworks  
30 March - April 16th

What's happening and when?

The NZ Transport Agency will be resurfacing the road from just north of the Paraparaumu Rail Overbridge to just south of the Otaihanga roundabout along State Highway 2. Work will take place overnight from Sunday March 30th to Thursday April 17th. To minimise disruption, work will be done overnight, from 7pm to 6am, weather permitting.

Why are we doing this work?

Well-maintained road surfaces are crucial to keeping New Zealanders safe on the state highways. Pot holes and cracked or slippery roads that have lost their skid resistance can increase the risk of crashes and injuries, so we need to make sure this busy stretch of road is in top shape.

How will this work affect me?

Because this is such a busy stretch of road we will be working at night. We expect to have the road fully open each morning so drivers should not have any delays to their journey and we will do our best to minimise noise while doing this work. If you are driving at night there will be traffic management and reduced speed limits in place. For your safety, the safety of our road crews and to prevent damage to your vehicle please stick to the temporary speed limits.

A big thank you from the Transport Agency

While we always look to do our work with as little disruption as possible, we also know ... STANDARD TEXT.

I NEED A GOOGLE PIC FROM OVERBRIDGE TO OTAIHANGA PLEASE

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**From:** Roger Ashworth  
**Sent:** Friday, 7 March 2014 11:21 a.m.  
**To:** Roger Burra; Mark Owen  
**Cc:** Richard Galloway; Denise Beazley  
**Subject:** RE: M2PP: Otaihanga Roundabout & Lindale Pavement

Thanks RogerB

To confirm we have programmed maintenance works(resurfacing) from Paraparaumu overbridge to Lindale programmed from the 30<sup>th</sup> march – running for 8 nights – realistically the start maybe delayed (weather etc) but all our comm's will relate to this time with any extensions advertised as necessary.

Denise is talking to Jenny A but it is my view that any works undertaken by the Alliance would need to work around these dates ie it will be unworkable to have both sites running concurrently – 2 lots of traffic management . We are working from

7.30pm to 5.30 am.

I am trusting the timing can get sorted asap – allowing time for appropriate comm's and notification for all affected parties. – we aren't in a position to (significantly) alter our programme.

Regards roger A

---

**From:** Roger Burra  
**Sent:** Friday, 7 March 2014 11:12 a.m.  
**To:** Mark Owen; Roger Ashworth  
**Cc:** Richard Galloway; Denise Beazley  
**Subject:** RE: M2PP: Otaihanga Roundabout & Lindale Pavement

All night work for Lindale.

70kmph temp speed (minimum of six moths) for SH1 northbound past Poplar Ave. No changes for southbound carriageway - Jenny A and the Alliance are dealing with the comms for this

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**From:** Mark Owen  
**Sent:** Wednesday, 5 March 2014 4:52 p.m.  
**To:** Roger Burra; Roger Ashworth  
**Cc:** Richard Galloway; Denise Beazley  
**Subject:** RE: M2PP: Otaihanga Roundabout & Lindale Pavement

Hi Roger

Thanks for your ph call and information below.

Just for my peace of mind, can you please confirm night work for pavement rehab Lindale and what temp speed limit at Poplar?

Cheers  
Mark

---

**From:** Roger Burra  
**Sent:** Wednesday, 5 March 2014 11:42 a.m.  
**To:** Roger Ashworth; Mark Owen  
**Cc:** Richard Galloway  
**Subject:** M2PP: Otaihanga Roundabout & Lindale Pavement  
**Importance:** High

Hi Guys,

I've spoken with the guys here to work out the timeframes for the final seal at the roundabout and the pavement works the Alliance are undertaking on our behalf at Lindale.

As well as the final seal at Otaihanga RAB there is also some deep lift asphalt to complete within the extent of the works at the just north of the RAB. This work will be undertaken outside peak hours over two weeks between 24 March and 4 April. In the first week, the team will be preparing the road north of the RAB. The second week is layering up the pavement and the final seal. The asphalt seal will be laid at night.

The pavement works will be undertaken from 4th April and again is expected to be completed within two weeks so that it is completed before Easter (school holidays start 17th April, Good Friday is 18th April).

Note that the northbound temporary speed reduction past the SH1 intersection with Poplar Ave is planned to be in place from the night of 15th March for at least six months.

Regards

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1 M2PP (24 March - 4 April)

3 M2PP (4 April - 17 April)

2 Fulton Hogan (30 March - 6 April)

## Marija Bakulich

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**From:** Rod James  
**Sent:** Friday, 28 February 2014 5:54 p.m.  
**To:** Mark Owen  
**Subject:** Re: Otaihanga Observations

Great observations, thanks

> On 28/02/2014, at 5:29 pm, "Mark Owen" <Mark.Owen@nzta.govt.nz> wrote:

>  
> Hi Guys  
>  
> Travelling south on SH 1 5 pm Fri  
>  
> - roundabout working okay, but very rough surface, with some loose aggregate in places ( I assume A/C overlay to follow?)  
> - traffic queuing but flowing north bound into Waikakane, slower as you get closer to Otaihanga Rdbt  
> - not traffic queuing out of Otaihanga rd  
> - notable amount of southbound traffic training right into Otaihanga rd, thereby impeding SH 1 northbound flows ( this will always be an issue)  
> - que back to Boatshed CNN in Paparaumu  
> - traffic steady from Paekakariki back to rail overbridge  
> - Pukerua to Fishermans table slow, but flowing okay but slower as you get closer to Pukerua Bay and crawling through and out of Pukerua Bay township  
> - Sth Pukerua Bay traffic queued back to Airlie Rd from 2 to 1 merge  
>  
> Overview, the roundabout has limited impact upon very high traffic flows, but does probably contribute to some of the already congested northbound peak hr traffic  
>  
> Cheers  
>  
> Mark Owen  
> Regional Performance Manager, Wellington

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## Marija Bakulich

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**From:** Roger Burra  
**Sent:** Friday, 21 February 2014 2:42 p.m.  
**To:** Ulvi Salayev; Mike Pilgrim; Rod James; Caron Greenough; Mark Owen  
**Subject:** RE: Otaihanga roundabout traffic delays

Ulvi,

Mark and I discussed the traffic lights in Waikanae this morning. Jeff's investigations have found that they are over-capacity on the weekends and unable to cater to the demand. I understand Jeff is looking at if anything further can be done to ease this issue. [noting that investigations by Opus in 2009 were heading towards grade separation at Waikanae]

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**From:** Ulvi Salayev  
**Sent:** Friday, 21 February 2014 10:36 a.m.  
**To:** Mike Pilgrim; Rod James; Roger Burra; Caron Greenough; Mark Owen  
**Subject:** RE: Otaihanga roundabout traffic delays

Mark,

I understand that Jeff is looking at the signals, right?

Ulvi

---

**From:** Mike Pilgrim  
**Sent:** Friday, 21 February 2014 10:22 a.m.  
**To:** Rod James; Ulvi Salayev; Roger Burra; Caron Greenough; Mark Owen  
**Subject:** RE: Otaihanga roundabout traffic delays

I suspect that this would provide some improvement but there were not a lot of vehicles turning right out of Otaihanga Road when I was on site. However if it is clear to approaching drivers that they do not have to slow down to give way to the right ie if parts of the circulating lane are coned off this may get the speeds up a bit. On the flip side it may increase the crash risk outside of these times when the roundabout is operating correctly.

One measure that may have some impact is to stop work on the site and remove plant before the peak so there is nothing to look at. Again this is unlikely to provide much improvement and may cause some delay in the construction. It would also be worth having a look at the signals at Waikanae to make sure these are optimised as I know Friday PM peak queues extend to Lindale as a result of these signals prior to construction starting.

---

**From:** Rod James  
**Sent:** Friday, 21 February 2014 8:27 a.m.  
**To:** Mike Pilgrim; Ulvi Salayev; Roger Burra; Caron Greenough; Mark Owen  
**Subject:** Re: Otaihanga roundabout traffic delays

Thanks Mike,

So for normal working times the best strategy is to just get finished as soon as we can.

However, for peaks such as Friday afternoons and weekends what can we do?

One suggestion has been to restrict Otaihanga Road to left in left out, by blocking off the roundabout. This would increase the throughput and help reduce the long delays at these busier times.

R

On 21/02/2014, at 7:29 am, "Mike Pilgrim" <[Mike.Pilgrim@nzta.govt.nz](mailto:Mike.Pilgrim@nzta.govt.nz)> wrote:



Afternoon

I was up at Otaihangā yesterday morning and had a look at the delays and what could be causing them. At the time the southbound queue extended to Kebbell Drive and was moving at approximately 30km/h. At the roundabout traffic was moving smoothly and again at 30km/h which is about what we would want in order to keep collision speeds down. It seems that the delays are more to do with only having one lane through the roundabout rather than the actions of the contractor and short of getting the two lanes running I can't see any changes that can be made to improve the flow.

Once the two lanes are running I would expect the delays to decrease but as the contractor will still be on site they will be larger than I would expect when the roundabout is fully open and the contractor is gone from the site.

Finally once the roundabout is fully open the speeds are likely to go up but still be lower than what they were before the roundabout was installed which was one of the goals as this will reduce the speed at the curves to the north to reduce the crash risk in this area.

Mike

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## Marija Bakulich

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**From:** Ulvi Salayev  
**Sent:** Friday, 21 February 2014 2:20 p.m.  
**To:** Rod James  
**Cc:** Mike Pilgrim; Roger Burra; Caron Greenough; Mark Owen; Alan.Orange@m2pp.co.nz; Anthony Frith; Darren Utting  
**Subject:** RE: Otaihanga roundabout traffic delays  
**Attachments:** M2PP\_30\_ROUNDABOUTFEB.MP3  
  
**Importance:** High

Hi Rod,

There have been extensive comms running this week about Otaihanga and the fast tracked work, – the attached radio ad is running on 5 local radio networks with heavy loading at peak hour drive times. This will continue to run through to the end of next week and then change out on Friday 28 to new message about latest configuration.

We also have Beach FM discussing the fast tracked plans regularly on their traffic segments. Plus we ran a live broadcast from the site on Monday morning with Traffic Manager Chris Harmer.

New week will have ad's running in Kapiti Observer and Kapiti News about the new configuration and it's opening earlier. A media release is prepared for Monday (Ants is aware) – which has NZTA advising the new configuration open from Friday 28 . This will generate coverage on Wed and Thurs in the local papers. Plus on Friday morning we will do another live broadcast from the Otaihanga site about the two lanes opening up at peak times.

Local residents have been advised of extended hours. Plus we have messaging on the VMS boards.

Ulvi

P.S. We want you to announce this early implementation via local media next week, if you are available. Also, we are keen to try and get a front page with the Observer with a good photo if we can.

---

**From:** Rod James  
**Sent:** Friday, 21 February 2014 1:00 p.m.  
**To:** Ulvi Salayev  
**Cc:** Mike Pilgrim; Roger Burra; Caron Greenough; Mark Owen; [John.Palm@m2pp.co.nz](mailto:John.Palm@m2pp.co.nz); [Alan.Orange@m2pp.co.nz](mailto:Alan.Orange@m2pp.co.nz)  
**Subject:** Re: Otaihanga roundabout traffic delays

Thanks, can we communicate this to the public?

On 21/02/2014, at 10:33 am, "Ulvi Salayev" <[Ulvi.Salayev@nzta.govt.nz](mailto:Ulvi.Salayev@nzta.govt.nz)> wrote:

Hi Rod,

Thanks for your email.

I have had a chat with Alliance and I am comfortable with measures taken.

- The programme has been accelerated and two lanes in peak direction will be operational as of next Friday (28<sup>th</sup>) which will ease the congestion

- We have STMS on site monitoring the traffic queues during peak times specifically Friday afternoon and weekend. The STMS is in permanent contact with TOC and will make a joint decisions if required
- Alliance has put huge effort into alleviating the concerns raised by public and NZTA reps
- The roundabout will be fully operational as of 7<sup>th</sup> of March. There will be still a requirement for some works post 7<sup>th</sup> of March (watermain), however all works will be done at off-peak hours and with minor shoulder closures

I have also reiterated to Alliance that the forthcoming weekend is the 'last' weekend where the roundabout is in its existing configuration and that Alliance needs to make sure that we monitor the traffic closely and have crews ready to intervene.

Regards,

Ulvi

---

**From:** Rod James

**Sent:** Friday, 21 February 2014 8:27 a.m.

**To:** Mike Pilgrim; Ulvi Salayev; Roger Burra; Caron Greenough; Mark Owen

**Subject:** Re: Otaihanga roundabout traffic delays

Thanks Mike,

So for normal working times the best strategy is to just get finished as soon as we can.

However, for peaks such as Friday afternoons and weekends what can we do?

One suggestion has been to restrict Otaihanga Road to left in left out, by blocking off the roundabout. This would increase the throughput and help reduce the long delays at these busier times.

R

On 21/02/2014, at 7:29 am, "Mike Pilgrim" <[Mike.Pilgrim@nzta.govt.nz](mailto:Mike.Pilgrim@nzta.govt.nz)> wrote:

Afternoon

I was up at Otaihanga yesterday morning and had a look at the delays and what could be causing them. At the time the southbound queue extended to Kebbell Drive and was moving at approximately 30km/h. At the roundabout traffic was moving smoothly and again at 30km/h which is about what we would want in order to keep collision speeds down. It seems that the delays are more to do with only having one lane through the roundabout rather than the actions of the contractor and short of getting the two lanes running I can't see any changes that can be made to improve the flow.

Once the two lanes are running I would expect the delays to decrease but as the contractor will still be on site they will be larger than I would expect when the roundabout is fully open and the contractor is gone from the site.

Finally once the roundabout is fully open the speeds are likely to go up but still be lower than what they were before the roundabout was installed which was one of the goals as this will reduce the speed at the curves to the north to reduce the crash risk in this area.



Mike

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## Marija Bakulich

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**From:** Andrew Quinn  
**Sent:** Tuesday, 18 February 2014 7:07 p.m.  
**To:** Steve James  
**Cc:** Mike Pilgrim  
**Subject:** Re: Otaihanga Rd I/S

Thx Steve; could you guys take a particular look at safety. I'm thinking the stop/go phasing on Otaihanga Rd can produce tailbacks off-peak on SH1 and delineation could be better. There's also a pinch point north of the Rdbt that looks a bit ugly and lane width is tight.

They're heading for opening up more lanes on 28th Feb on SH1 and then Otaihanga Rd 7th March.

Andrew J Quinn, PMP  
Senior Project Manager  
Highways & Network Operations, Wellington  
NZ Transport Agency

On 18/02/2014, at 5:36 PM, "Steve James" <[Steve.James@nzta.govt.nz](mailto:Steve.James@nzta.govt.nz)> wrote:

Thanks Andrew,

Mike, I could make Thursday morning at Otaihanga RB at about 830am if that suits as I have to be back in Wellington for a 11am meeting.  
Cheers  
Steve

Sent from my iPad

On 18/02/2014, at 4:49 pm, "Andrew Quinn" <[Andrew.Quinn@nzta.govt.nz](mailto:Andrew.Quinn@nzta.govt.nz)> wrote:

Guys - FYI

---

**From:** Andrew Quinn  
**Sent:** Tuesday, 18 February 2014 3:24 p.m.  
**To:** 'john.palm@m2pp.co.nz'; 'kelly.wighton@m2pp.co.nz'  
**Cc:** alan.orange@m2pp.co.nz; Ulvi Salayev; Rowan Oliver  
**Subject:** Otaihanga Rd I/S

Hi John – sorry I missed you on the way back from Otaihanga Rd but I thought I would drop you a note on my observations. Firstly I have to apologise for being late; Kelly was kind enough to accommodate both myself and also John Perkins from KCDC who dropped by. Overall the worksite is tidy and obviously productive because of that. The construction team should be proud of the progress made since July and the anticipation of early completion.

Some observations/opportunities for improvement;

1. Directional signage on both SH1 and the local road was adequate; some extra attention to cyclists and pedestrians passing through the worksite would be useful.

2. Delineation through the rdbt is adequate but could be improved and we need to look at the stop/yield lines to ensure that there is good visibility on the approaches. Some loose chip and mud transferred from earthworks is migrating onto the rdbt and is obscuring some of the line marking. Question: are we using reflectorized paint for temporary traffic management for night-time usage?
3. Within the worksite there are three distinct areas of work activity (Otaihanga realignment, East of SH1 and earthworks reshaping). It was not clear to me how pedestrians through each of the worksite was being managed. For example the north side of the footpath up Otaihanga Rd was closed but no diversionary path or pedestrian signage. We need to manage residents access to the East of SH1 as while I was there a couple of residents walked through the worksite unattended.
4. When stop/go operations are in place for Otaihanga realignment, queuing take can place onto the rdbt itself particularly if the train barriers are down. The guys are the stop/go boards are onto it but someone needs to oversee and make a change to the daily work plan if queuing becomes too long. The new STMS arrangements should pick this up of course.
5. John Perkins questioned the handover process for Otaihanga Rd back to KCDC which needs to take place once we lift the TMP and go back to normal operations. The same process would be used for SH1 and Network Operations.
6. Signage for the Site Access and the Site Office for both drivers and site visitors could be clearer.
7. Communications for the next stages, particularly what drivers can expect to see is important; Kelly told me that you're onto that.

Our Safety Engineers (Mike Pilgrim/Steve James) will pass through on Thursday some time and pick up anything I've missed.

Regards,

---

**Andrew J Quinn, PMP**  
Senior Project Manager  
DDI 64 4 894 5212  
M 021 228 3585  
E [andrew.quinn@nzta.govt.nz](mailto:andrew.quinn@nzta.govt.nz)  
<image001.jpg><image002.jpg>

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Please consider the environment before printing this email



## Marija Bakulich

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**From:** Roger Burra  
**Sent:** Tuesday, 18 February 2014 11:40 a.m.  
**To:** Mark Owen; Jeff Greenough  
**Cc:** Neil Beckett; Ken Samson; Des O'Sullivan; Rowan Oliver; Mike Pilgrim  
**Subject:** RE: Otaihanga customer complaints

Hi Mark,

My comments on the e-mail trail below:

Given the concerns relating to traffic performance, Richard G and I persuaded the Alliance to provide us with a traffic engineering forecast of the performance of the temporary traffic management layout. It showed delays but unfortunately not to the same extent as are being experienced, else we might have been better prepared.

Rod is correct that previously right turns to and from Otaihanga were banned - this for two days on a holiday weekend when volumes were expected to be higher than normal. Banning right turn movements at the intersection would work well. Things to consider:

- when would this be implemented - other significant changes have occurred on a Sunday night
- the reaction from the public to a longer scale banning of these movements

Except for banning the right turns it is difficult to see how else the temporary traffic management can be adjusted to reduce the delays. I had advised the communications team to blitz the publicity so that motorists would expect delays at this location.

Regards  
Roger

---

**From:** Mark Owen  
**Sent:** Monday, 17 February 2014 9:41 a.m.  
**To:** Roger Burra; Jeff Greenough  
**Cc:** Neil Beckett; Ken Samson; Des O'Sullivan; Rowan Oliver  
**Subject:** FW: Otaihanga customer complaints

Hi Guys

This has very high profile (and causing significant concern negative publicity) at the moment.

Can you advise your views on Rod's two questions, is there any more we can do.

Jeff – can you review traffic signal performance and capacity improvements for relevant intersections.

Des/Rowan – when is the CCTV aimed to be connected?

Thanks  
Mark

---

**From:** Rod James  
**Sent:** Monday, 17 February 2014 9:38 a.m.  
**To:** Fiona Robinson; Mike Seabourne; Mark Owen; Rowan Oliver; Alan.Orange@m2pp.co.nz  
**Subject:** RE: Otaihanga customer complaints

Mike/Mark;

Do we have a contact to raise this idea with? Maybe Wayne H at GW?

Ideally I would prefer a solution that reduces the delays.

From my observations driving through there the stop-go on Otaihanga road causes the highway to block, and the general layout of the TTM is messy and may be contributing.

Other measures we have used here in recent months have been banning right turns.

Mark; Do we have a view on this from an ops perspective? I'm assuming we approved the plan and have someone checking it?

R

---

**From:** Fiona Robinson  
**Sent:** Monday, 17 February 2014 8:47 a.m.  
**To:** Rod James  
**Subject:** Otaihanga customer complaints

FYI –More complaints via twitter and on the phone regarding Otaihanga.

Could we talk to MetLink about putting on and/or paying for an extra carriage on the Waikanae train for the next two weeks until the roundabout is at increased capacity?

---

**From:** Rowan Oliver  
**Sent:** Monday, 17 February 2014 8:42 a.m.  
**To:** Ken Samson; Mark Owen; Fiona Robinson; Des O'Sullivan; Jeff Greenough; Anati Aranga; Lisa Henderson; Jenny Alexander  
**Subject:** RE: customer complaint - FYI only

Hi Ken,  
Thanks for that.

The alliance are very aware of the concerns being raised by our customers. We started fast tracking work last week to bring forward increased capacity at the roundabout earlier than originally planned. The coms team will work on sending out messaging in the near future, at this stage it is expected within 2 weeks.

Thanks

Rowan

---

**From:** Ken Samson  
**Sent:** Monday, 17 February 2014 8:27 a.m.  
**To:** Mark Owen; Fiona Robinson; Rowan Oliver; Des O'Sullivan; Jeff Greenough; Anati Aranga; Lisa Henderson; Jenny Alexander  
**Subject:** FW: customer complaint - FYI only

Morning all,

Not much we can do for this customer!!!

From a management perspective as you know we have no monitoring up that way. A camera as I have mention will do very little and I'd urge early warning via other monitoring devices as mentioned.

K

---

**From:** Manuel Stephens  
**Sent:** Sunday, 16 February 2014 10:12 p.m.  
**To:** Ken Samson  
**Subject:** customer complaint - FYI only

I received a call this evening around 6pm from a very irate customer regarding the Otaihanga road works . Kapiti Coast District Council gave the person our number. He refused to leave a name and did not what to be contacted but did want us to do something about the long delays he experiences thrice daily at this intersection. Today his concern was the amount of petrol all the vehicles are wasting in a 30 minute queue, and that he was probably going to run out of petrol if he tried get through SH1 today as he didn't have enough money for fuel given the amount of time he'd been waiting in queues.

These are my words not his, he was a wee bit more colourful, as he insisted it wasn't good enough and we needed to do something about it as he hung up on me just in time to take a call from police about the Lindis pass event.

FYI...

---

**Manuel Stephens**  
TOC Operator  
Wellington Joint Traffic Operations Centre  
9 Arthur Carman Street  
Johnsonville  
**DDI** 0800 869 286  
**Email** [manuel.stephens@nzta.govt.nz](mailto:manuel.stephens@nzta.govt.nz)



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**From:** Fiona Robinson  
**Sent:** Friday, 14 February 2014 5:00 p.m.  
**To:** Jenny Alexander; Rowan Oliver  
**Subject:** Long queues back from Otaihanga

FYI –What's the plan to mitigate these delays between now and April?

---

**From:** Luke Appleby (via Twitter)  
**Sent:** Friday, 14 February 2014 4:57:36 p.m. (UTC+12:00) Auckland, Wellington  
**To:** WellingtonTwitter  
**Subject:** Luke Appleby (@lukeappleby) retweeted one of your Tweets!



**NZTA Wellington,**  
Your Tweet got retweeted!



**NZTA Wellington**  
@NZTAWgtn



There are long queues on SH1 around Otaihanga, northbound traffic is backed up to Waikanae, southbound is backed up past Lindale ^LC

04:42 PM - 14 Feb 14



Retweeted by



**Luke Appleby** @lukeappleby

To 2201 followers.

Learn more about @lukeappleby.

[View their profile](#)

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## Marija Bakulich

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**From:** Mike Pilgrim  
**Sent:** Tuesday, 4 February 2014 2:20 p.m.  
**To:** Caron Greenough  
**Cc:** Roger Burra  
**Subject:** Otaihanga

Hi Caron

I forgot to charge my phone on my way over the hill this morning so can't call.

Drove through the roundabout this morning with Chris who is looking after the TM. At the time, about 1130, it was flowing okay although I understand that it was slow in the am peak this morning. I doubt that there is anything that can be done to improve this in the short term and we will just need to keep the pressure on to complete as soon as possible.

Items that I noted either this morning or last week that needed fixing included sweeping of chip from the centrelines, the chevron boards on the roundabout were too small, there was a stop sign on one of the legs, there were no giveaway triangles marked on the road, vegetation needs trimming around the ADS signs on the SH. All of these issues are being dealt with and I expect them to be remedied quickly - one good thing to come out of this model of procurement.

The final issue relates to the current fill operation being undertaken on Otaihanga Rd where there is currently a stop/go between Southwards Car museum and the roundabout. This can be problematic when there is a truck and trailer turning from the SH onto Otaihanga Rd as this takes up a good portion of the stacking distance leaving room for maybe 4-6 cars. Traffic turning off the SH is given priority to minimise this problem. All going to plan two way operation of the ramp will commence later this week and then the stop/go will be in place to allow trucks to cross the ramp to deliver fill for the other side of the ramp. This should result in minimal stop periods for through traffic and hence the problem will go away (hopefully).

I'll try to call again tomorrow when I'm back in the office.

Mike

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## Marija Bakulich

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**From:** Jenny Alexander  
**Sent:** Tuesday, 4 February 2014 1:15 p.m.  
**To:** Dirk Botha; Roger Ashworth; Emma Tonks  
**Cc:** Jason Wildman; Mark Owen  
**Subject:** RE: Conflicting Works Lindale  
**Attachments:** Lindale passing lanes.docx

Attached please find a media release I prepared late last year, stating that we would be re-building the Lindale passing lanes on State Highway 2 in Kapiti in late February.

This hasn't gone out, as I don't have dates. Would someone please confirm (a) that this work is still going ahead, (b) what the dates are and (c) whether this will be in conflict with the drainage work (or any other projects on the horizon)?

Many thanks

Jenny Alexander  
Communications Contractor – Central  
NZ Transport Agency  
DDI 64 4 894 5227  
M 027 677 8959  
E [jenny.alexander@nzta.govt.nz](mailto:jenny.alexander@nzta.govt.nz)

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**From:** Dirk Botha [<mailto:Dirk.Botha@mwhglobal.com>]  
**Sent:** Tuesday, 4 February 2014 1:00 p.m.  
**To:** Roger Ashworth; Emma Tonks  
**Cc:** Jenny Alexander; Jason Wildman  
**Subject:** RE: Conflicting Works Lindale

Hi Roger,

The Lindale AWPT is under the Expressway Alliance, currently constructing the Otaihanga roundabout. I unfortunately do not have any programme information to provide. I would suggest talking to the NZTA project representative or Emma. There was talk of the roundabout work finishing early, with the AWPT works continuing on from there, this might not still be the case.

Regards

Dirk

---

**From:** Roger Ashworth [<mailto:Roger.Ashworth@nzta.govt.nz>]  
**Sent:** Tuesday, 4 February 2014 12:38 p.m.  
**To:** Dirk Botha; Jason Wildman  
**Subject:** Fwd: Conflicting Works Lindale



Please advise

Sent from my iPhone

Begin forwarded message:

**From:** Jenny Alexander <[Jenny.Alexander@nzta.govt.nz](mailto:Jenny.Alexander@nzta.govt.nz)>  
**Date:** 4 February 2014 11:44:47 am NZDT  
**To:** Roger Ashworth <[Roger.Ashworth@nzta.govt.nz](mailto:Roger.Ashworth@nzta.govt.nz)>  
**Cc:** Fiona Robinson <[Fiona.Robinson@nzta.govt.nz](mailto:Fiona.Robinson@nzta.govt.nz)>  
**Subject:** FW: Conflicting Works Lindale

Do we have dates for the re-seal at Lindale?

Will it conflict with this work?

Jenny Alexander  
Communications Contractor – Central  
NZ Transport Agency  
DDI 64 4 894 5227  
M 027 677 8959  
E [jenny.alexander@nzta.govt.nz](mailto:jenny.alexander@nzta.govt.nz)

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**From:** Fiona Robinson  
**Sent:** Sunday, 2 February 2014 8:28 p.m.  
**To:** Jenny Alexander  
**Subject:** Fwd: Conflicting Works Lindale

See note re drainage works at lindale.

Did you know about this? I didn't

Have we go a reseal at lindale?

Sent from my iPhone.

Begin forwarded message:

**From:** Roger Burra <[Roger.Burra@nzta.govt.nz](mailto:Roger.Burra@nzta.govt.nz)>  
**Date:** 31 January 2014 9:30:06 am NZDT  
**To:** Fiona Robinson <[Fiona.Robinson@nzta.govt.nz](mailto:Fiona.Robinson@nzta.govt.nz)>, Richard Galloway <[Richard.Galloway@nzta.govt.nz](mailto:Richard.Galloway@nzta.govt.nz)>, Roger Ashworth <[Roger.Ashworth@nzta.govt.nz](mailto:Roger.Ashworth@nzta.govt.nz)>  
**Cc:** Mark Owen <[Mark.Owen@nzta.govt.nz](mailto:Mark.Owen@nzta.govt.nz)>  
**Subject:** FW: Conflicting Works Lindale

Hi Guys,

The switch to the new layout at Otaihanga has gone off without incident this week which is great. I don't see any reason we should expect any future problems.

Please note that next week FH are planning a contraflow traffic management on SH1 close to Lindale. This is for drainage maintenance. Whilst I am sure that Fulton Hogan's contraflow will have limited effect on SH operations, please be aware that there will be more than one contractor working in the area.



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## **MR: Roadworks to help make the Lindale passing lanes safer for everyone**

As part of its \$5 million summer roadworks programme, the NZ Transport Agency will be re-building the Lindale passing lanes on State Highway 2 in Kapiti in late February. Work will begin **on date** and should be complete **by date**. Full traffic management will be in place, and the Transport Agency says that drivers should not experience any delays.

Regional Performance Manager Mark Owen says that well-maintained road surfaces are crucial to keeping New Zealanders safe on the state highways.

“Pot holes, cracked roads and slippery roads that have lost their skid resistance can increase the risk of crashes and injuries. Plus, customer feedback tells us that safe road surfaces are important to our customers as well. While we know roadworks can be dusty, noisy and just generally a bit of a pain, drivers will have a better, safer road once this work is done.”

He also says that he gets lots of questions about why the Transport Agency does its roadworks in summer, when everyone is heading off on holiday and traffic is high.

“We know that roadworks can be frustrating when you’re on your way to a break, but summer is the best time to reseal our roads. Warm temperatures and dry air help the new seal stick to the road surface. Cold winter ground would make the new surface harden and crack and we’d just have to do it all over again next year. This would cause drivers even more inconvenience—and no one wants that.

“We also have to do much of our work during daylight, when warm temperatures help the seal stick to the road. That’s why sometimes it looks as if nothing’s happening but a lane is still blocked off—we’re probably letting new seal set before we open it to traffic. If the road looks brown, dusty or muddy that’s probably what’s going on,” says Mr Owen.

“And even though the roads are busy with holiday traffic over summer, traffic is spread more evenly across the day rather than tens of thousands of commuters trying to travel in a two hour slot between 7am and 9am and 4pm and 6pm.”

Mr Owen is also reminding drivers to take care when driving through roadworks.

“Traffic management will be in place during the work at Lindale, and there may be reduced speed limits at times. For your safety, for the safety of our road crews and to prevent damage to your vehicle please stick to the temporary speed limits.

“On behalf of everyone here at the Transport Agency, thank you in advance for your patience, understanding and courtesy while we do this important work to keep Kiwis safer on our roads.”

Full details of this year’s roadworks programme are available by visiting <http://www.nzta.govt.nz/traffic/current-conditions/maintenance-programme/wellington-kapiti.html>

Drivers can also join the Transport Agency’s Twitter feed (@NZTAWgtn) to get real-time updates about what’s happening in and around the Wellington region. Information is also available by signing up at [www.onthemove.govt.nz](http://www.onthemove.govt.nz) or by calling 0800 4 HIGHWAYS (0800 44 44 49).



## Marija Bakulich

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**From:** Mike Pilgrim <Mike.Pilgrim@spiire.co.nz>  
**Sent:** Tuesday, 4 February 2014 8:56 a.m.  
**To:** Caron Greenough  
**Subject:** RE: FYI - SH 1 Otaihanga Road, Crash, I

I understand Police and FH asked Chris to move the southbound queue ahead sign back to Kebbel Drive. Personally I think this is too far away but will have a look when I get over there today.

**Mike Pilgrim | Project Engineer**  
Spiire New Zealand Ltd  
t +64 6 378 7677 | m +64 27 220 7012  
Level1, Mastermall, Queen St PO Box 355 Masterton 5840 NEW ZEALAND  
[spiire.co.nz](http://spiire.co.nz)



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**From:** Caron Greenough [mailto:Caron.Greenough@nzta.govt.nz]  
**Sent:** Tuesday, 4 February 2014 8:51 a.m.  
**To:** Mike Pilgrim  
**Subject:** Fwd: FYI - SH 1 Otaihanga Road, Crash, I

I got this via Fiona yesterday - doesn't seem that that the TMP was at fault thought the delays created could have contributed but would be hard to tell or do more - unless we need more queue ahead signs??

C

Sent from me :)

Email: [caron.greenough@nzta.govt.nz](mailto:caron.greenough@nzta.govt.nz)  
021 232 6854

Begin forwarded message:

**From:** Fiona Robinson <[Fiona.Robinson@nzta.govt.nz](mailto:Fiona.Robinson@nzta.govt.nz)>  
**Date:** 3 February 2014 8:56:18 am NZDT  
**To:** Caron Greenough <[Caron.Greenough@nzta.govt.nz](mailto:Caron.Greenough@nzta.govt.nz)>, Steve James <[Steve.James@nzta.govt.nz](mailto:Steve.James@nzta.govt.nz)>  
**Subject:** FYI - SH 1 Otaihanga Road, Crash, I

FYI – see note below re Otaihanga crash. I'll get a reactive statement to Ants just in case he gets any queries so any further info you have would be useful.

---

**From:** WellingtonTmc  
**Sent:** Sunday, 2 February 2014 8:42 p.m.  
**To:** Fiona Robinson; WellingtonTmc  
**Cc:** Steve James; Anati Aranga; Ken Samson; Lisa Henderson  
**Subject:** RE: Question - SH 1 Otaihanga Road, Crash, I

Hi Fiona

Looking at the full Tries job it appears not to have been serious re injury however the 3 cars involved blocked the road causing a southbound backlog  
We don't have visual of this area so can't say if it were due to the layout, no known feedback to that nature was received after the incident.  
As a result of the initial 3 car incident a 7 car nose to tail happened which would have added to delays. No specific details are written on this event.

Thanks  
Mark

---

**From:** Fiona Robinson  
**Sent:** Sunday, 2 February 2014 8:22 p.m.  
**To:** WellingtonTmc  
**Cc:** Steve James  
**Subject:** Question - SH 1 Otaihanga Road, Crash, I

Hi team

Was this a serious injury crash? Based on your initial observations was the new roundabout layout a contributing factor.  
Fiona  
Sent from my iPhone.

Begin forwarded message:

**From:** <treis@highwayinfo.govt.nz>  
**Date:** 1 February 2014 7:21:22 pm NZDT  
**To:** Undisclosed recipients;;  
**Subject:** TREIS Resolved: SH 1 Otaihanga Road, Crash, 86606



## Traffic Road Event Information System

Event # 86606

**This is an automatically generated message - do not reply**

<b>Location Area</b>	SH 1 Otaihanga Road
<b>Location(s)</b>	01N-1012/08.16 Otaihanga
<b>Event Type</b>	Road Hazard
<b>Event Description</b>	Crash
<b>Event Comments</b>	Prior Crash. Take Extra Care.
<b>Impact</b>	Delays
<b>Alternative Route</b>	N/a
<b>Status</b>	Resolved
<b>Expected Resolution</b>	Until further notice
<b>Event Start Date</b>	01/02/2014 11:39

**Event End Date** 01/02/2014 19:21  
**Direct Line Distance** 1.88 km southeast of Otaihanga  
3.53 km southwest of Waikanae  
3.94 km southeast of Waikanae Beach  
**Event Id** 86606

**Updates have been made to the road event, the changes are:**

<b>Change</b>	<b>Status</b>
<b>From</b>	Active
<b>To</b>	Resolved

<b>Change</b>	<b>Event End Date</b>
<b>From</b>	nothing
<b>To</b>	01/02/2014 19:21

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## Marija Bakulich

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**From:** Alexandra Walker <Alexandra.Walker@m2pp.co.nz>  
**Sent:** Wednesday, 22 January 2014 8:49 a.m.  
**To:** Mike Pilgrim  
**Subject:** RE: Otaihanga Roundabout Questions from Today

Hi Mike,

This sketch below I sent through was wrong. I misinterpreted MOTSAM. It is actually 120-180m from when the two lanes are developed.

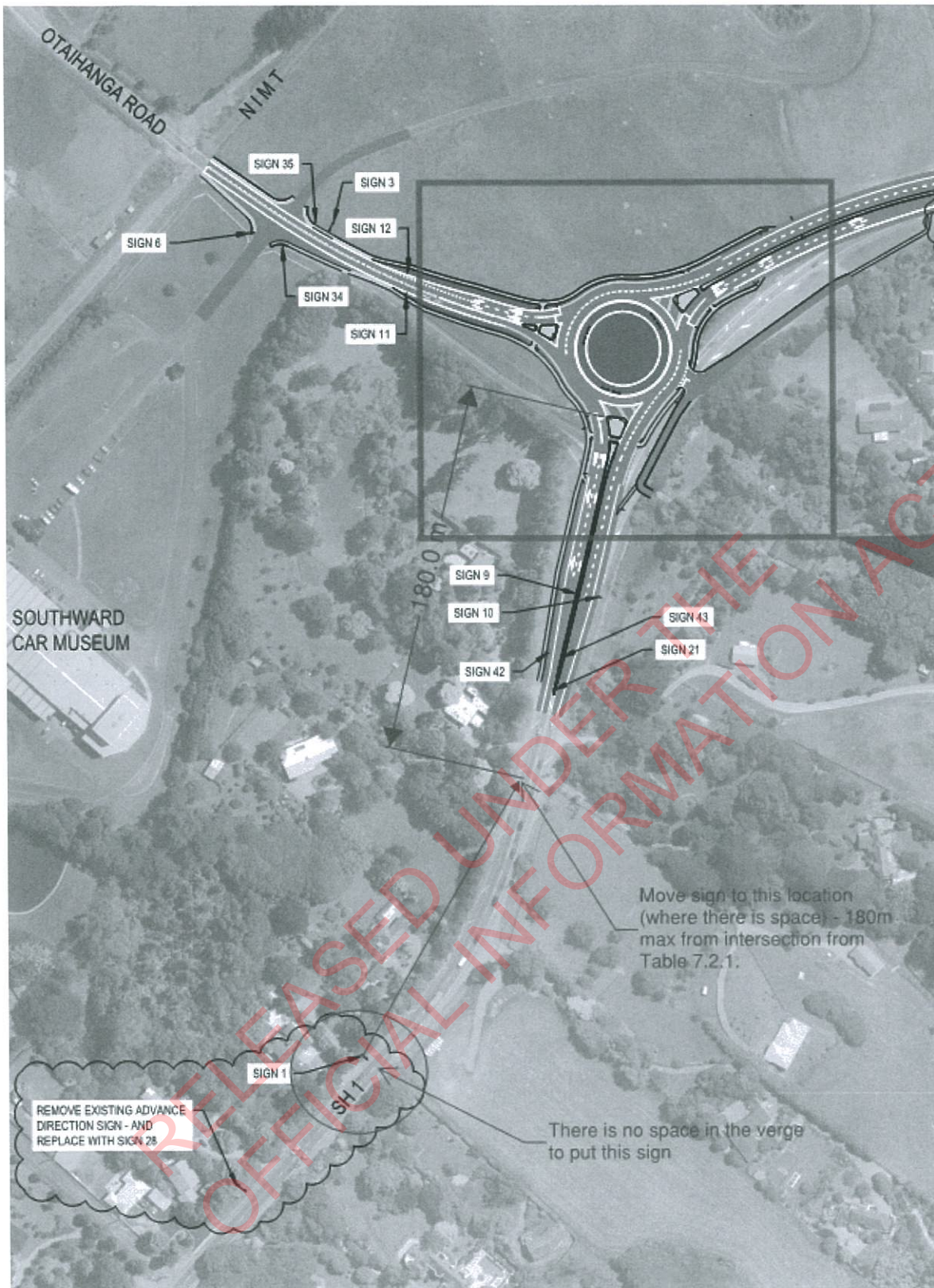
There are two drives located just south of the extent of works and I believe the sign will be able to go inbetween those drives. This will give the 70m required for SSD.

Will you be on-site today?

Thanks,

Alex

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**From:** Mike Pilgrim <Mike.Pilgrim@nzta.govt.nz>  
**Sent:** Tuesday, 21 January 2014 12:59 p.m.  
**To:** Alexandra Walker  
**Subject:** RE: Otaihangā Roundabout Questions from Today

I'm about to go to a scope and issues workshop but will be around after that.

**From:** Alexandra Walker [Alexandra.Walker@m2pp.co.nz]  
**Sent:** Tuesday, 21 January 2014 12:51 p.m.

**To:** Mike Pilgrim  
**Subject:** RE: Otaihanga Roundabout Questions from Today

Hi Mike,

Yeah I had to move due to falling objects.

Are you still in the office?

Thanks,

Alex

---

**From:** Mike Pilgrim <Mike.Pilgrim@nzta.govt.nz>  
**Sent:** Tuesday, 21 January 2014 12:49 p.m.  
**To:** Alexandra Walker  
**Cc:** Steve James  
**Subject:** RE: Otaihanga Roundabout Questions from Today

Hi Alex

Came to talk to you about these but can't find which desk you are at today

1. MOTSAM allows chevron boards to be installed at a height that suits the situation. In this case I agree with your approach to install them at approx 500mm above the ground. The planting plan will need to be checked to ensure the height that is used is above the height of any plants that will be in front of the chevron board.
2. We can't have the pole in the footpath but I think given the guidance within MOTSAM we need the 1040mm sign. Looking at your diagram the 0.1m measurement is to the back of the kerb not the front. If the kerb is assumed to be 200mm wide I think we have enough room to install the larger sign.
3. Re the position of the AD sign, are you around this afternoon to have a look on site?

Mike

---

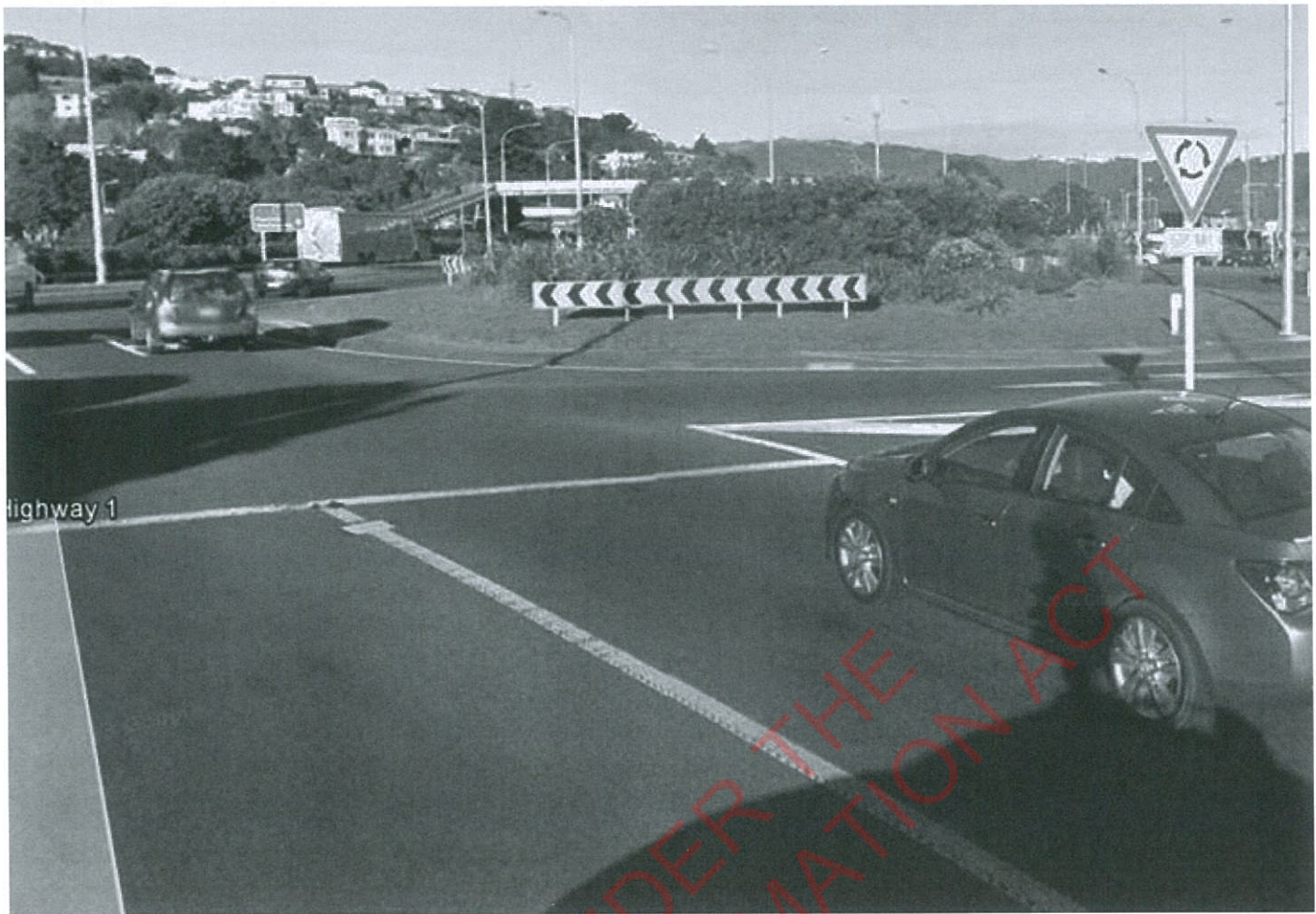
**From:** Alexandra Walker [Alexandra.Walker@m2pp.co.nz]  
**Sent:** Friday, 17 January 2014 4:03 p.m.  
**To:** Mike Pilgrim  
**Cc:** Kiran Hira  
**Subject:** Otaihanga Roundabout Questions from Today

Hi Mike,

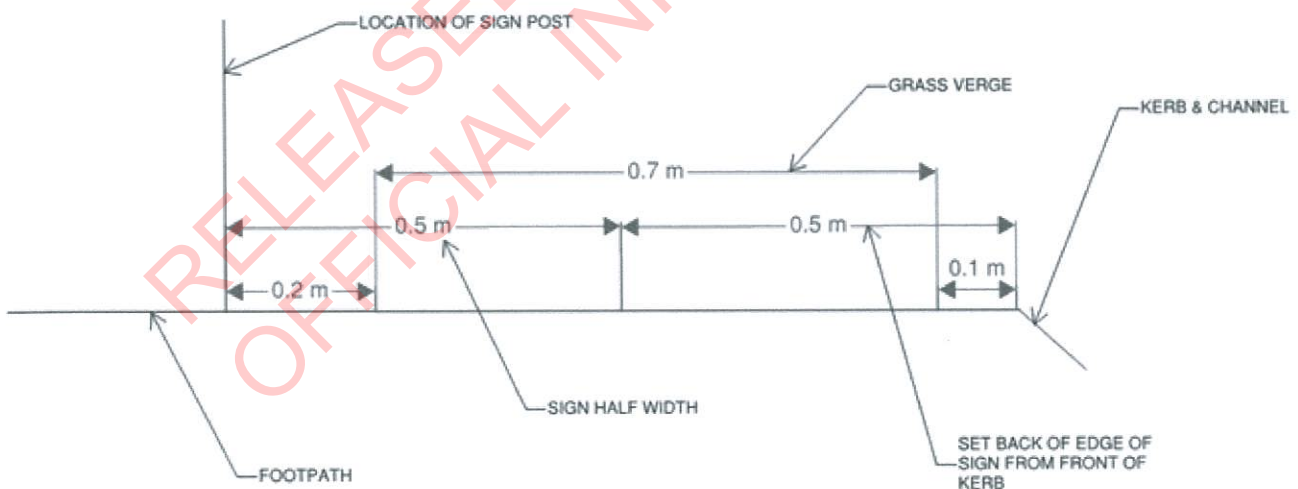
From our discussion this afternoon could you look into these please?

1. Chevron mounting height on the roundabout. Can these signs be reduced from a mounting height of 1500mm to height similar to the height shown below i.e. 500mm? Sign is a PW-69, 1200mm by 450mm.

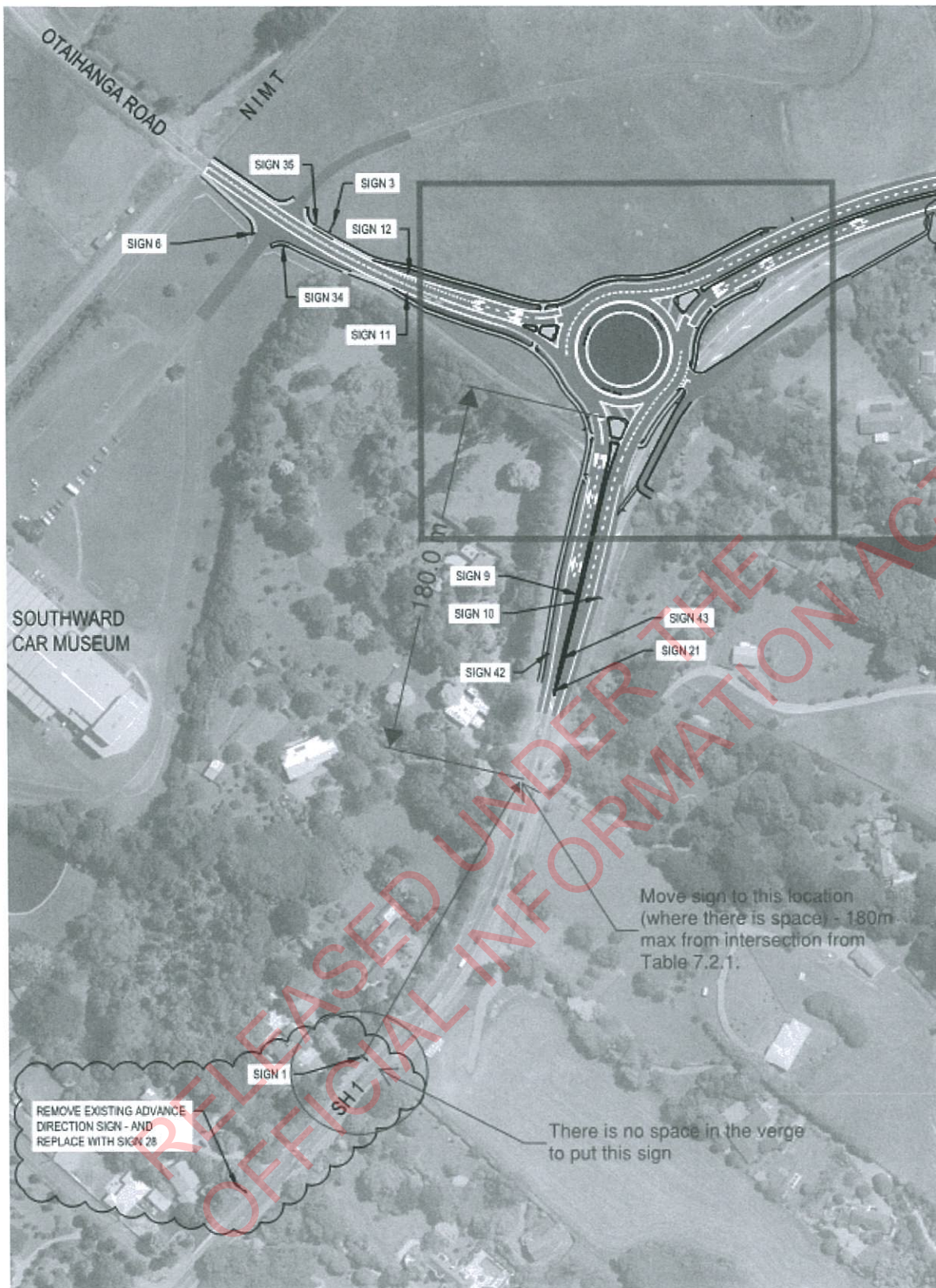




2. Reducing a RG-6R (roundabout give way sign) from 1040mm to 750mm wide? The above image appears to show this smaller size sign. This will save the sign being located in the footpath. If the proposed size of 1040mm by 900mm is to be used, the sign post will need to be in the footpath. As shown below:



3. Can we move an AD-5 sign to the location as shown below? Will need to know where the stopping sight distance is stated in MOTSAM.

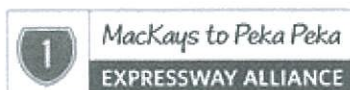


These answers maybe best answered when we have a visit to site on Tuesday.

Thanks,

**Alex Walker**

Designers Construction Rep





43 Ihakara St, Paraparaumu | PO Box 8044, Wellington 6143  
Ph: +64 4 550 6695 Mob: +64 27 707 9618 Email: [Alexandra.walker@m2pp.co.nz](mailto:Alexandra.walker@m2pp.co.nz)

**Delivering Mackays to Peka Peka – Phase One of the Kapiti Expressway**

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