

Attendees

Participants:

James Hughes
Kirstan O'Donoghue
Steve James
Paul Durdin
Ravindu Fernando
Bishnu Basnet

Apologies:

Mike Pilgrim

Date/time

Tuesday 13 July 2021 – 10:30 to 11:45

Purpose: to discuss the initial feedback from Abley regarding the Feasibility Assessment for SH2 between Masterton and Featherston and agree final locations for consultation collateral.

These meeting minutes have been recorded by each section of the state highway, as they were discussed at the feasibility assessment meeting and are held below:

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Section Number	SH2 Masterton to Featherston	RS/RP Start	RS/RP End	Corridor Length (km)	Existing Speed Limit	New Speed Limit	Feasibility Assessment Meeting
1	260m east of William Donald Drive to 64m northeast of the existing 100/70 change point on the Waingawa River Bridge	883/4.8	883/5.716	0.916	70	50	The end point for this section is to be aligned with comments below.
2	64m northeast of the existing 100/70 change point on the Waingawa River Bridge to 220m southwest of Somerset Road	883/5.716	883/14.09	8.37	100	80	<p>Providing a threshold on the opposite side of the road, when travelling southbound would be difficult at 883/5.966. Compliance over the bridge at 50 would also be difficult.</p> <p>Abley suggested moving the change point out. The median is very wide however and will likely lead to a reduced level of compliance. Abley suggested providing additional paint markings to narrow down the change point, if provided at 883/6.060.</p> <p>The team discussed returning the change point to the northern side of the bridge and whether the signs should remain in their current locations.</p> <p>The team agreed to move the signs back towards Masterton to 883/5.716. This location was preferred as a full gated threshold can be achieved, and this will likely improve compliance.</p>
2a	150m northeast of the Norfolk Road / Cornwall Road intersection to 220m southwest of the Norfolk Road / Cornwall Road intersection	883/6.550	883/6.920	0.37	100	80/60	No comments for this section.
2b	175m north of East Taratahi Road to 200m south of East Taratahi Road	883/8.407	883/8.790	0.38	100 (70 ISZ)	80/60	No comments for this section.
3	240m southwest of Somerset Road to 205m southwest of Andersons Line	883/14.09	883/14.59	0.50	70	70	No comments for this section.
4	205m southwest of Andersons Line to 130m northeast of the SH2 / Belvedere Road / Park Road roundabout	883/14.59	883/15.287	0.70	50	50	<p>Issues with the threshold were discussed and Abley suggested moving the start point around the corner.</p> <p>However, the updated thinking around retaining the 70 in section 3 meant that the team agreed the 50 threshold was in the correct location.</p> <p>Monitoring will be required to decide whether the location of the threshold is changed post-implementation.</p> <p>Foliage is to be removed and signs cleaned - start point threshold at 883/14.59.</p> <p>The end point is to be updated in line with comments below.</p>
5	130m northeast of the SH2 / Belvedere Road / Park Road roundabout to 10m south of Seddon Street	883/15.287	883/16.099	0.80	50	40	<p>Abley suggested bringing the start point back by 40m to reduce the impact any buildouts will have on parking. This approach is likely to be better supported by the businesses and local authority.</p> <p>The team agreed to move the change point to 883/15.287, as this allows for flexibility at gazetting – between 883/15.267 and 883/15.307 can be achieved.</p>
6	10m south of Seddon Street to 50m southwest of Portland	883/16.099	883/18.43	2.33	50	50	No comments for this section.

	Road (current 50/100 change point)						
6a	40m north of Richmond Road to 70m northeast of Moreton Road 8:25-9am, 255-3:15pm school days	883/16.20	883/16.98	0.78	50 (40 School Zone)	50 (30 or 40 School Zone)	Abley questioned whether the school variable speed indicator signs were required in a gated fashion. The team confirmed this not to be a requirement as the electronic signs achieve better compliance than static signs. The requirement is for one sign on the left hand side, when entering a school zone from either direction. Abley will reflect this in their design and will remove the additional static signs on the right hand side.
7	50m southwest of Portland Road to 550m north-east of Hupenui Road. <i>Current passing lane becomes a slow vehicle lane with wide centreline.</i>	883/18.43	905/1.260	4.10	100	80	No comments for this section.
8	550m north-east of Hupenui Road to 50m north-east of North Street	905/1.260	905/2.051	0.79	70	70	Monitoring will be required through this section to make sure the posted speed limits are being achieved.
9	50m north-east of North Street to 40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection	905/2.051	905/2.670	0.620	50	50	A change is to be made to the end point of this section, in line with the comment below.
10	40m northeast of the SH2 / Kuratawhiti Street / Jellicoe Street intersection to the SH2 / Wood Street / Church Street intersection	905/2.670	905/3.32	0.65	50	40	Abley proposed to bring the sign back by 15m to ensure signs can be gated – from 905/2.686 to 905/2.670. Signs are proposed in the shoulder and 10.5m clearance will be required. The team were not concerned about the impact this arrangement might have on parking at this location – a result of an extended kerb build out. The team agreed to go with the change point location of 833/2.670 for now, as this will allow for the sign to be implemented closer to the intersection if required (to be confirmed through detailed design).
11	SH2 / Wood Street / Church Street intersection to 85m southwest of Bidwills Cutting Road (current 50/100 change point)	905/3.32	905/4.5	1.18	50	50	No comments for this section.
12	85m southwest of Bidwills Cutting Road to 35m east of Boundary Road. <i>Current passing lanes become slow vehicle lanes with wide centreline.</i>	905/4.5	905/14.44	9.94	100	80	No comments for this section.
13	35m east of Boundary Road to 45m west of the SH2 / Birdwood Street / Lyon Street intersection	905/14.44	905/15.539	1.10	70/50	50	No comments
14	45m west of the SH2 / Birdwood Street / Lyon Street intersection to 30m west of the SH2 / Wakefield Street / Bethune Street intersection	905/15.539	921/0.099	0.46	50	40	Abley suggested bringing the start point of this section back to include the zebra crossing. The Waka Kotahi team did not agree that this additional length of 40km/h was suitable and would achieve compliance if the change point was to start at 905/15.444. 40km/h on a buildout is required and would result in some loss of parking at 905/15.539.

							<p>The team agreed to maintain the change point at 905/15.539 as this is the most logical location.</p> <p>Discussions with Council will be required if parking is to be removed. This will be informed by detail design.</p>
15	30m west of the SH2 / Wakefield Street / Bethune Street intersection to 120m west of Renall Street	921/0.099	921/0.552	0.453	70/50	50	<p>A prominent threshold is required at this location to highlight Featherston is approaching. There was insufficient space at the proposed end point for this section of 921/0.58 – 10.5m width will not be achieved.</p> <p>The preference was to include a strong threshold just before the path at 921/0.552 and the team agreed to move forward with this location as the new change point.</p> <p>It is noted that this decision will result in a change to the Featherston to Ngauranga start point of the speed review.</p>

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