
WAKA KOTAHI STAKEHOLDER WORKSHOP

Recreational user group suggestions for Mackays
Crossing – Thursday 3 December 2020

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BACKGROUND

Waka Kotahi NZ Transport Agency is aiming for a road system free of death and serious injury, and a productive land transport system that also supports a level playing field for the heavy vehicle industry. The Weigh Right programme is one way we are delivering that.

The Weigh Right Programme will install roadside technology and develop intelligent software to direct potentially overloaded vehicles into Commercial Vehicle Safety Centres (CVSCs) throughout New Zealand. CVSCs (formerly known as weigh stations) are sites where enforcement officers undertake checks on heavy vehicles including weight, road user charges, certificate of fitness, logbook, alcohol and drugs.

Vehicle screening will use weigh-in-motion or in-road scales, automatic number plate recognition cameras and electronic signs to identify potentially overweight vehicles and direct them into the CVSC. Targeting potentially overweight non-compliant vehicles can enable compliant heavy vehicles to continue their journey without interruption and makes for a better use of resources and time. It's about safer roads, a level playing field for industry and smarter regulation.

There are 12 CVSCs planned on volume-heavy routes that cover 46% of the total freight kilometres travelled in New Zealand. They will all be close to major centres, seaports or significant highway junctions. They must also be at locations that are difficult for heavy vehicles to avoid, and where heavy vehicles can safely and easily get on and off the state highway. Legislation requires any detour to be less than 5 kilometres.

The first CVSC was an upgrade to the existing weigh-station at Glasnevin (north Canterbury), which was upgraded and opened in January 2019. The CVSC one at Paengaroa (Bay of Plenty) was opened in July 2020.

The proposed Mackays Crossing CVSC will be a new build to monitor heavy vehicles en route to Wellington when Transmission Gully opens. The proposed site will be located on a new road being built as part of the Transmission Gully (TG) project, providing another link road between the Paekākāriki interchange with the Mackays Crossing interchange.

The Mackays Crossing interchange is located between two parks (Queen Elizabeth Park and Whareroa Farm) that attract high numbers of visitors. A shared path and the road between the two parks is used by pedestrians, cyclists and horse-riders.

PURPOSE OF WORKSHOP

On Thursday 3 December Waka Kotahi met with representatives of Greater Wellington Regional Council, Kāpiti Coast District Council and recreational user groups (including cycling, mountain-biking, walking, equestrian, community and recreational groups) to discuss the impact of the Transmission Gully mobile asphalt plant and proposed CVSC at the Mackays Crossing 'sand-pit'.

Representatives were asked to focus on how greater vehicle movements as a result of the asphalt plant and CVSC may impact on recreational users of Queen Elizabeth Park and Whareroa Farm.

This workshop followed an initial briefing and discussion on 30 October 2020 with user groups and community representatives to introduce the project.

While the TG Asphalt plant will be operational in the near future, the CVSC has yet to go through detailed design.

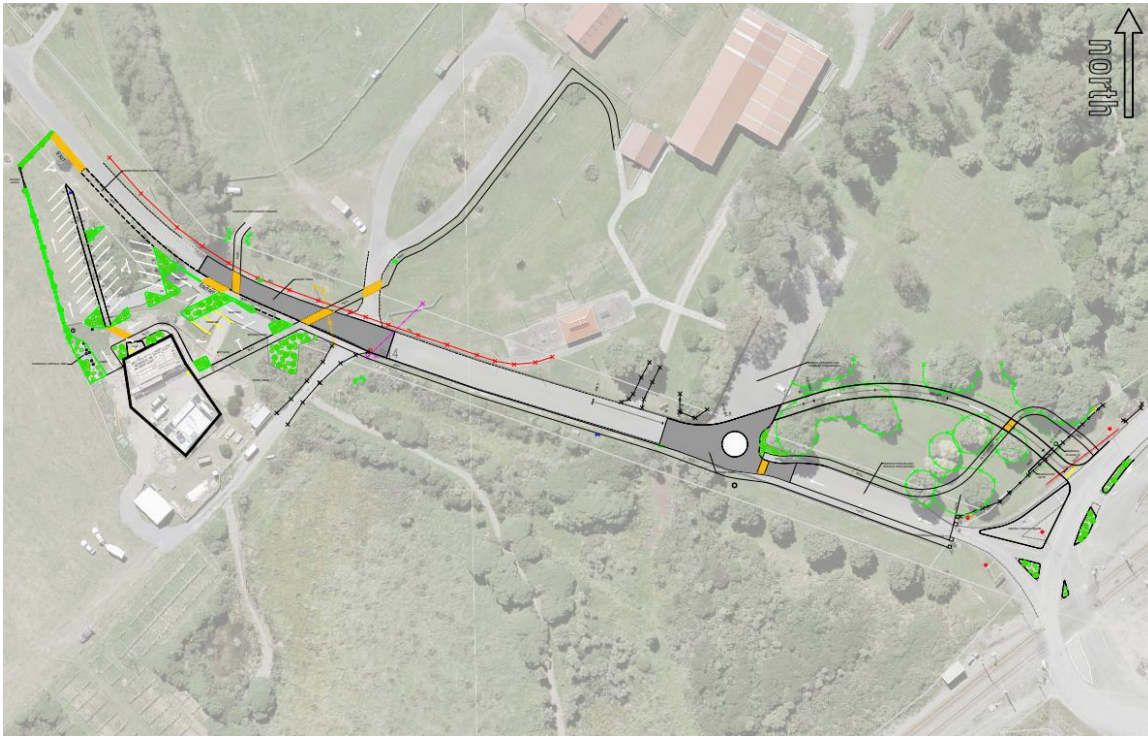
Participants were invited to consider what impact either facility may have on other users. Following an initial welcome and introduction to the project(s), the group inspected the location. Proposals and ideas that may mitigate any impact of the TG asphalt plant and CVSC were recorded and will

be considered, in particular as part of the CVSC design process. Detailed design of the CVSC will be shared with the community for further feedback in 2021.

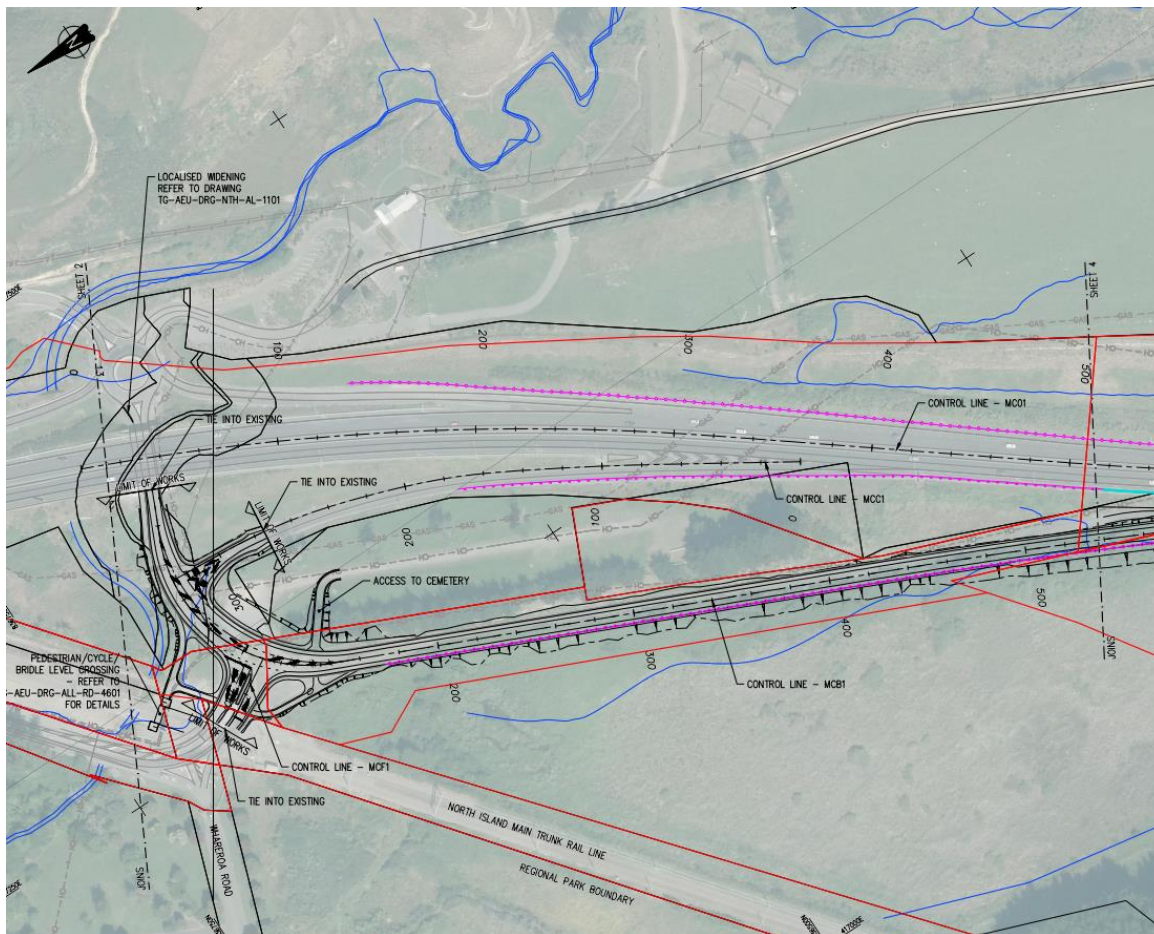
EXISTING PLANS

The Transmission Gully motorway project is planning some improvements to the path and roundabout area, while Greater Wellington Regional Council is making changes to the QE Park entrance. Initial plans for these works are below.

Plan for QE Park entrance – Greater Wellington Regional Council



Works planned as part of TG project



Further improvements or changes at and around Mackays Crossing may be possible through the Weight Right programme during the construction of the proposed CVSC. Detailed design is yet to take place on this project and will consider the suggestions raised below by the user group representatives.

Existing shared path and SH1 walking and cycling options

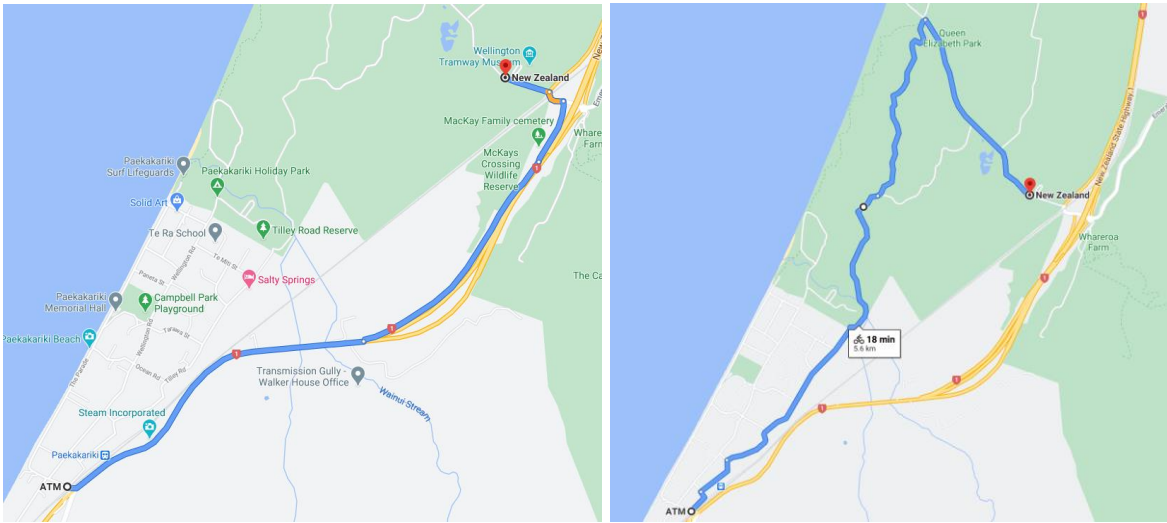
Te Ara o Whareroa was opened four years ago and provides a walking, cycling and bridle path through QE Park. It also forms part of the Kāpiti cycle route.

Waka Kotahi, Greater Wellington Regional Council and Kāpiti Coast District Council recognised that cycling along SH1 between Paekākāriki and Paraparaumu would be made more challenging both during construction, and as a result of the Transmission Gully motorway. The shared path was built to provide a safer and more pleasant alternative route for cycling than on the existing SH1.

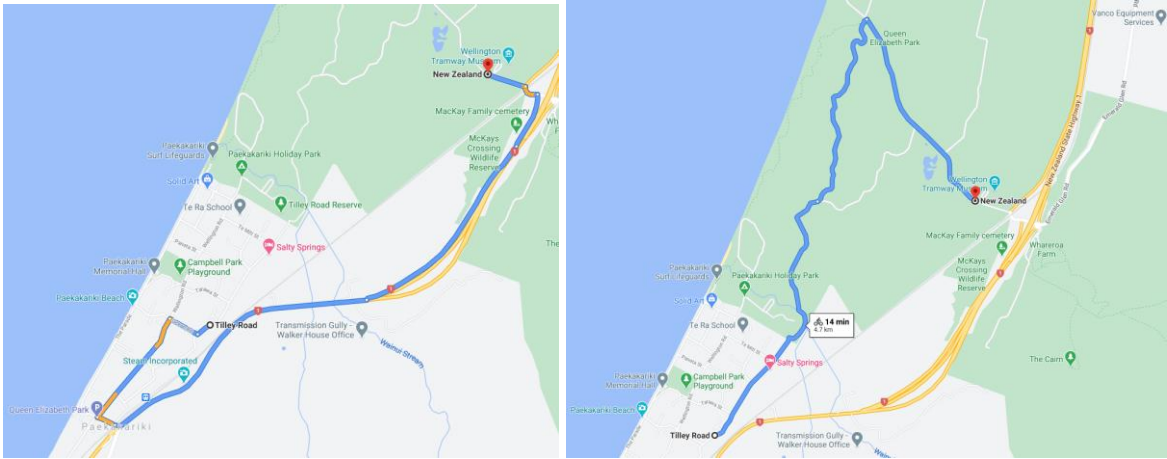
Some comments were raised regarding the relative distances between using SH1 and the local road to reach Mackays Crossing, as opposed to using the shared path through QE Park via Tilley Rd.

The comparative distance depends on where people are starting from. The route from Paekākāriki town centre via SH1 is approximately 3.8km, while the length of the route of the shared path is approximately 5.6km. Moving the start point to the northern end of Paekākāriki (Tilley Road) reduces the distance of the shared path route to 4.7km and increases the SH1 route to approximately 4.9km.

Distance between Paekākāriki town centre via SH1 / shared path (3.8km / 5.6km):



Distance between Tilley Rd (northern Paekākāriki) via SH1/shared path (4.9km / 4.7km):



STAKEHOLDER USER GROUP SUGGESTIONS

Entrance to QE Park and rail crossing



Suggestion	Waka Kotahi response
New path to be built just north of existing road crossing and linking with new gateway to QE Park.	Currently being constructed by TG team
Barriers at either side of the rail – similar to the barriers along the PP20 shared path	The PP20 crossing is a standard pedestrian rail chicane where horses are directed onto a low volume road. Consideration will be given for the horses between the road and the pedestrian chicane
Install a fence along the rail line to separate recreational users	Currently being constructed by TG team
What barriers will be in place at rail? What warning of an approaching train will users get?	KiwiRail maintain ITS systems and signalling. CVSC project will consider signage if appropriate, subject to road safety audit
Ensure a consistent 3m wide path alignment between rail and underpass	Currently being constructed by TG team
Having a holding space either side of the rail crossing, including a gathering space for horses	Currently being constructed by TG team
Asphalt surface is preferred – not gravel	Currently being constructed by TG – asphalt
Good signage at start of path advising users of other users (mixed use) and where to go	CVSC project will consider signage for recreational users

Path between rail crossing and underpass



Suggestion	Waka Kotahi response
Install a fence along the outside edge of path to separate recreational users from road users – such as the timber maze used on M2PP pathway	CVSC project will construct appropriate fencing
Question about how to ensure horse-riders and cyclists use path as opposed to continuing to use the road? Need to ensure there are good sightlines and a clear path running from the QE Park gates to the underpass. Make it welcoming and usable. While horse-riders and cyclists are entitled to use road, they are more likely to use shared path if it is accessible, attractive, user-friendly and safer.	CVSC project will consider appropriate signage for recreational users, subject to practicality. Paved surface and fencing will encourage use by recreational users.
Cyclists are entitled to use road, they are more likely to use shared path if it is accessible, attractive, user-friendly and safer.	CVSC project team will consider signage for recreational users, and ensure path is as wide as practical to cater for all types of users. The shared path being constructed by the TG team between QE Park and the underpass is 3m wide
Good signage to direct/inform horse-riders, pedestrians and cyclists towards path. Say “please”	CVSC project will consider appropriate signage for recreational users, subject to practicality.
Continue timber rail fence through underpass	CVSC project team will construct appropriate fencing, subject to available space and practicality
Continue asphalt surfacing on shared path through underpass	CVSC project team will continue surfacing through underpass
Need good sightlines through to underpass	Sightlines will be assessed by safety audit process and recommendations enacted.

Have a holding area on either side of the underpass for horses and/or cyclists	CVSC project team will investigate for implementation subject to available space and practicality
Ensure a gap in fence for access to path by cyclists and pedestrians crossing Whareroa Road from access road (state highway coastal route).	CVSC project team to implement
Use brighter and graffiti-resistant paint through underpass to help improve visibility	CVSC project will investigate for implementation and discuss ongoing requirements with maintenance team.

Path between Mackays Crossing roundabout and Whareroa Farm



Suggestion	Waka Kotahi response
Holding areas either side of underpass and at crossings	CVSC project team to implement, subject to practicality
Widen path and continue fence from underpass to off-ramp	CVSC intends to implement and will investigate, subject to practicality
Signs activated by recreational users to alert approaching vehicles	CVSC project team will investigate, subject to practicality
Signs alerting recreational users if there are vehicles approaching	The expected traffic volumes of traffic on the Mackays Crossing off-ramp would reduce the efficacy of warning signs. CVSC project team will investigate, subject to practicality and findings of safety audit.
Wider arc for the path between underpass and Whareroa Farm – taking path back from edge of road	CVSC project team intends to implement, subject to practicality
Ensure existing posts are on the inside of path – they are currently an obstacle	CVSC project team intends to implement using standard signage
Discussion over installing barriers along path between off-ramp and Emerald Glen Rd, and path Emerald Glen Rd and Whareroa Farm. This may provide further protection for users on the path, but it would limit ability to safely access path from the road if needed.	Barriers would prevent recreational users accessing the path from the road and potentially create avoidable safety issues. The roundabout is a low speed environment and path users will be set back from kerb. CVSC project team will consider following a safety audit of the area.

Check whether a stop sign would be appropriate/legal for southbound vehicles using the off-ramp	Introducing a stop sign at this location could create further safety issues, particularly if it were to cause traffic to back up onto the Expressway. Project team to investigate, but this is unlikely for safety reasons.
Can signage at Emerald Glen Rd be moved back from the roundabout?	CVSC project team will implement, subject to not restricting sightlines and approval from KCDC.
Symbols at park and off-ramp alerting users to the presence of other users	CVSC project team will investigate additional signage, subject to practicality
Moving the stone wall entrance and sleeper at Whareroa Farm so that it is easier for path users to access park without going onto access road.	The stone wall is part of Whareroa Farm, and is outside the scope of this project. Project team will convey request to farm management/Guardians of Whareroa Farm. Consideration could be given by CVSC project team to additional signage.
Consider impact on sightlines of existing bridge barrier on Emerald Glen Rd.	As this is on a local road, project team will raise with KCDC.
Cut back vegetation at roundabout	CVSC project team will cut back vegetation located within the state highway designation and work with maintenance teams to ensure ongoing attention.
Ensure smooth drops between path and road	CVSC project team will implement, subject to practicality

Suggestions included widening the arc of the path through the grassed area between the SH1 off-ramp and Emerald Glen Road:



Other suggestions included improving signage and placement of signage/poles:



Suggestions included continuing the widened shared path around the roundabout:



Widening the shared path would require changes to Whareroa Farm entrance:



New road between Paekākāriki and Mackays Crossing



Suggestion	Waka Kotahi response
Horses may need to be able to get between a future recreational area developed by Wainuiwhenua (near Paekākāriki) and Mackays Crossing – consider future-proofing this route as a bridle path.	This work is not within scope of the CVSC programme. Note that the Wainuiwhenua proposal has not yet been confirmed.
Must be cycle-friendly – well sealed shoulders	Cycle facilities will meet appropriate safety standards, subject to findings of a safety audit. Cyclists will also be encouraged to use the sealed shared pathway that has been constructed between Paekakariki and QE Park.
Ensure there is a wide shoulder and paint to indicate best placement for cyclists	Cycle facilities will meet appropriate safety standards, subject to findings of a safety audit. Cyclists will also be encouraged to use the sealed shared pathway that has been

	constructed between Paekakariki and QE Park.
Features to improve separation and safety, such as armadillos or hit sticks, would be welcome.	Cycle facilities will meet appropriate safety standards, subject to findings of a safety audit
Can cycle path go behind the CVSC? This would remove the need for cyclists to pass in front of CVSC	This will be considered, subject to cost, site security and future land use, but is unlikely due to security concerns and cost.
Improve signage for existing shared path between Paekākāriki and QE Park	Waka Kotahi will work with KCDC to investigate improved signage.
Warning signs to alert cyclists to approaching heavy vehicles	Warning signs for cyclists/other users will be considered, subject to a safety audit.

Suggested changes to existing interchange layout

