



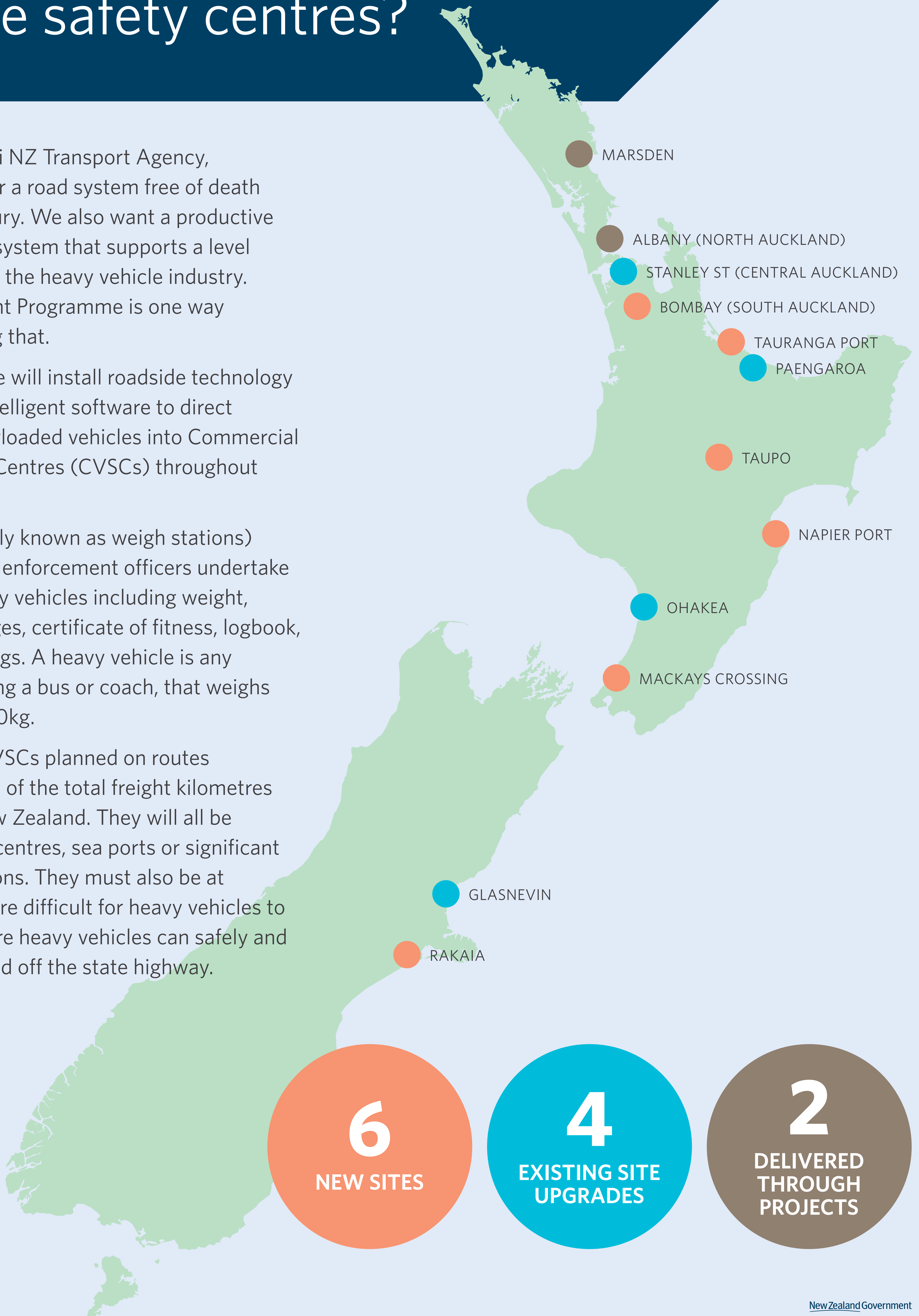
What are commercial vehicle safety centres?

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

The 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. A heavy vehicle is any vehicle, including a bus or coach, that weighs more than 3500kg.

There are 12 CVSCs planned on routes that cover 46% of the total freight kilometres travelled in New Zealand. They will all be close to major centres, sea ports 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.



6
NEW SITES

4
EXISTING SITE UPGRADES

2
DELIVERED THROUGH PROJECTS

Selecting a site for the Greater Wellington CVSC

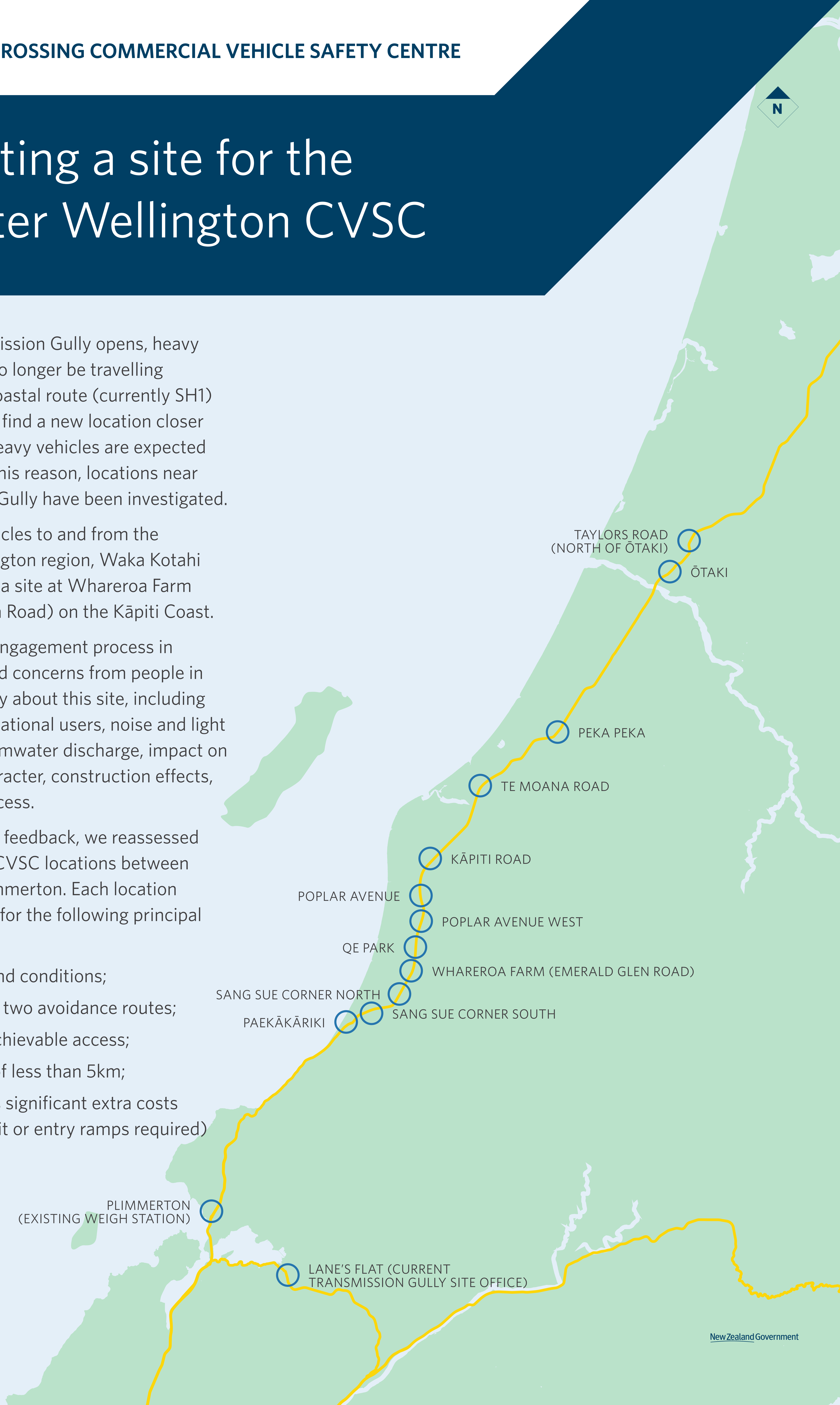
When Transmission Gully opens, heavy vehicles will no longer be travelling through the coastal route (currently SH1) so we need to find a new location closer to the route heavy vehicles are expected to travel. For this reason, locations near Transmission Gully have been investigated.

For heavy vehicles to and from the greater Wellington region, Waka Kotahi had proposed a site at Whareroa Farm (Emerald Glen Road) on the Kāpiti Coast.

Through our engagement process in 2019, we heard concerns from people in the community about this site, including safety of recreational users, noise and light pollution, stormwater discharge, impact on the area's character, construction effects, and loss of access.

Following that feedback, we reassessed 14 potential CVSC locations between Ōtaki and Plimmerton. Each location was assessed for the following principal criteria:

- Good ground conditions;
- Fewer than two avoidance routes;
- Safe and achievable access;
- Diversion of less than 5km;
- No obvious significant extra costs (eg new exit or entry ramps required)



The short-list

Of the fourteen sites considered, ten failed at least one of the principal criteria. The four remaining sites were then weighed against key criteria including safety and access, environmental factors, property purchase, design requirements and cost.

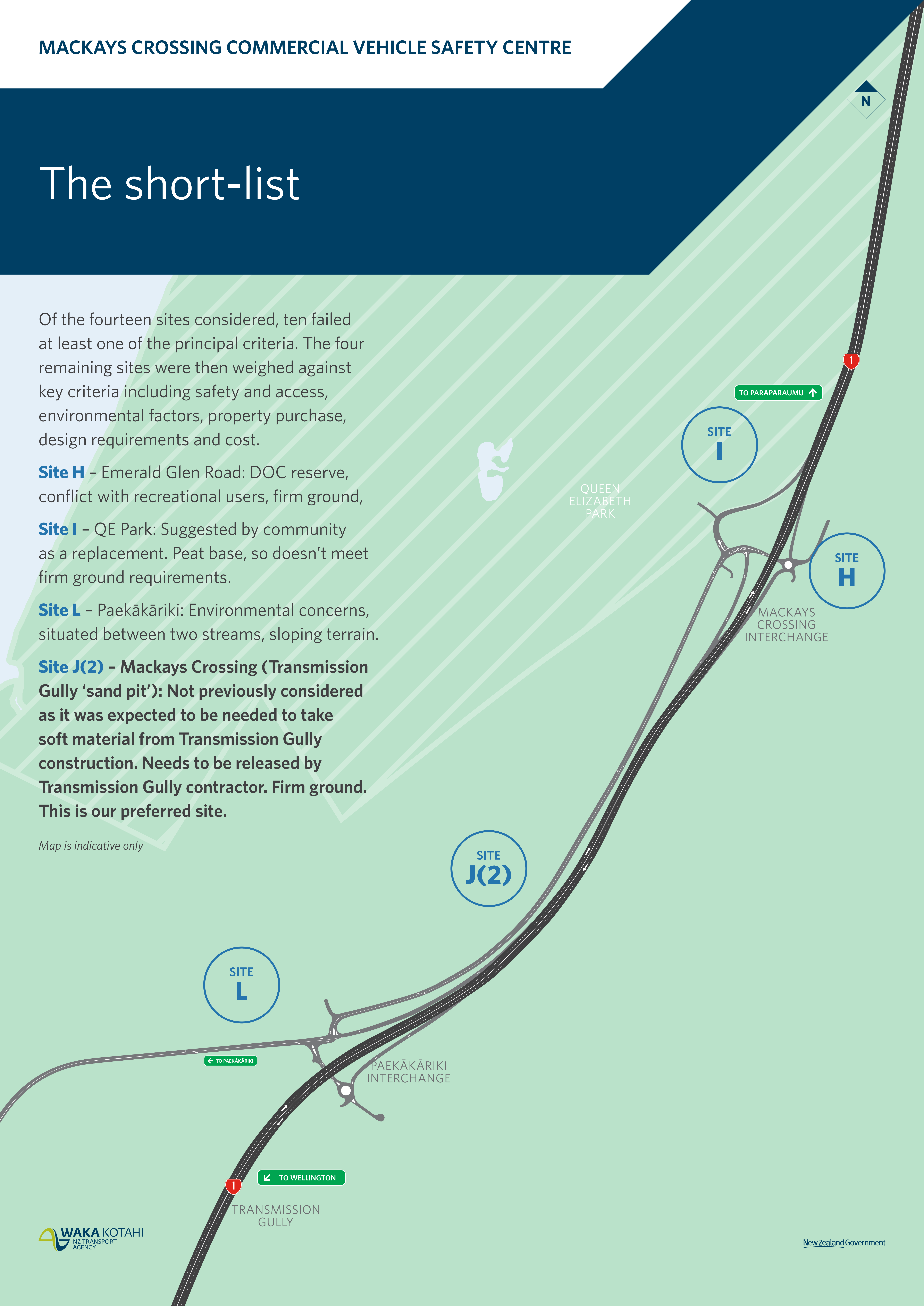
Site H - Emerald Glen Road: DOC reserve, conflict with recreational users, firm ground,

Site I - QE Park: Suggested by community as a replacement. Peat base, so doesn't meet firm ground requirements.

Site L - Paekākāriki: Environmental concerns, situated between two streams, sloping terrain.

Site J(2) - Mackays Crossing (Transmission Gully 'sand pit'): Not previously considered as it was expected to be needed to take soft material from Transmission Gully construction. Needs to be released by Transmission Gully contractor. Firm ground. **This is our preferred site.**

Map is indicative only





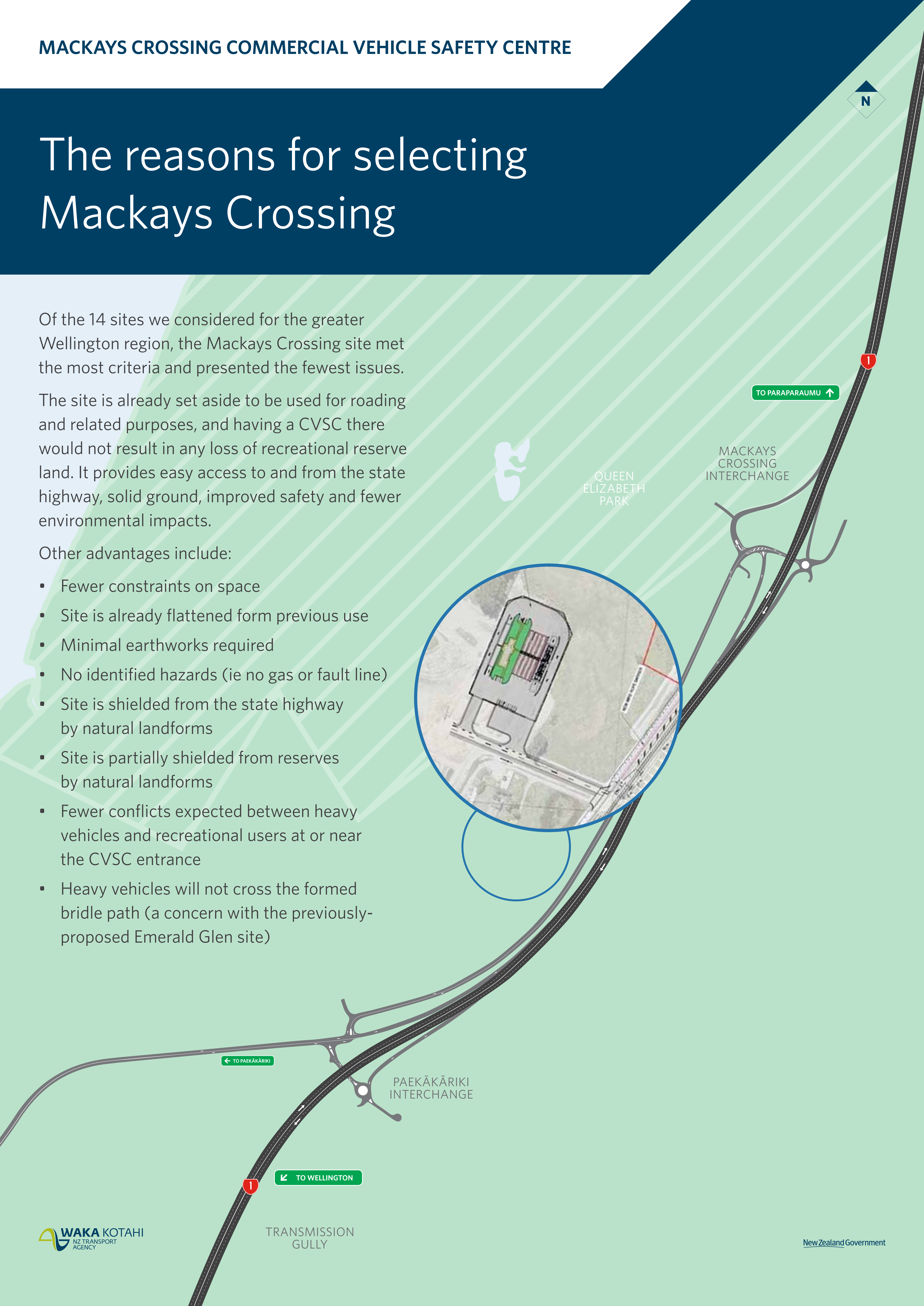
The reasons for selecting Mackays Crossing

Of the 14 sites we considered for the greater Wellington region, the Mackays Crossing site met the most criteria and presented the fewest issues.

The site is already set aside to be used for roading and related purposes, and having a CVSC there would not result in any loss of recreational reserve land. It provides easy access to and from the state highway, solid ground, improved safety and fewer environmental impacts.

Other advantages include:

- Fewer constraints on space
- Site is already flattened from previous use
- Minimal earthworks required
- No identified hazards (ie no gas or fault line)
- Site is shielded from the state highway by natural landforms
- Site is partially shielded from reserves by natural landforms
- Fewer conflicts expected between heavy vehicles and recreational users at or near the CVSC entrance
- Heavy vehicles will not cross the formed bridle path (a concern with the previously-proposed Emerald Glen site)



TO PARAPARAUMU ↑

QUEEN ELIZABETH PARK

MACKAYS CROSSING INTERCHANGE

← TO PAKĀKĀRIKI

PAKĀKĀRIKI INTERCHANGE

↙ TO WELLINGTON

TRANSMISSION GULLY

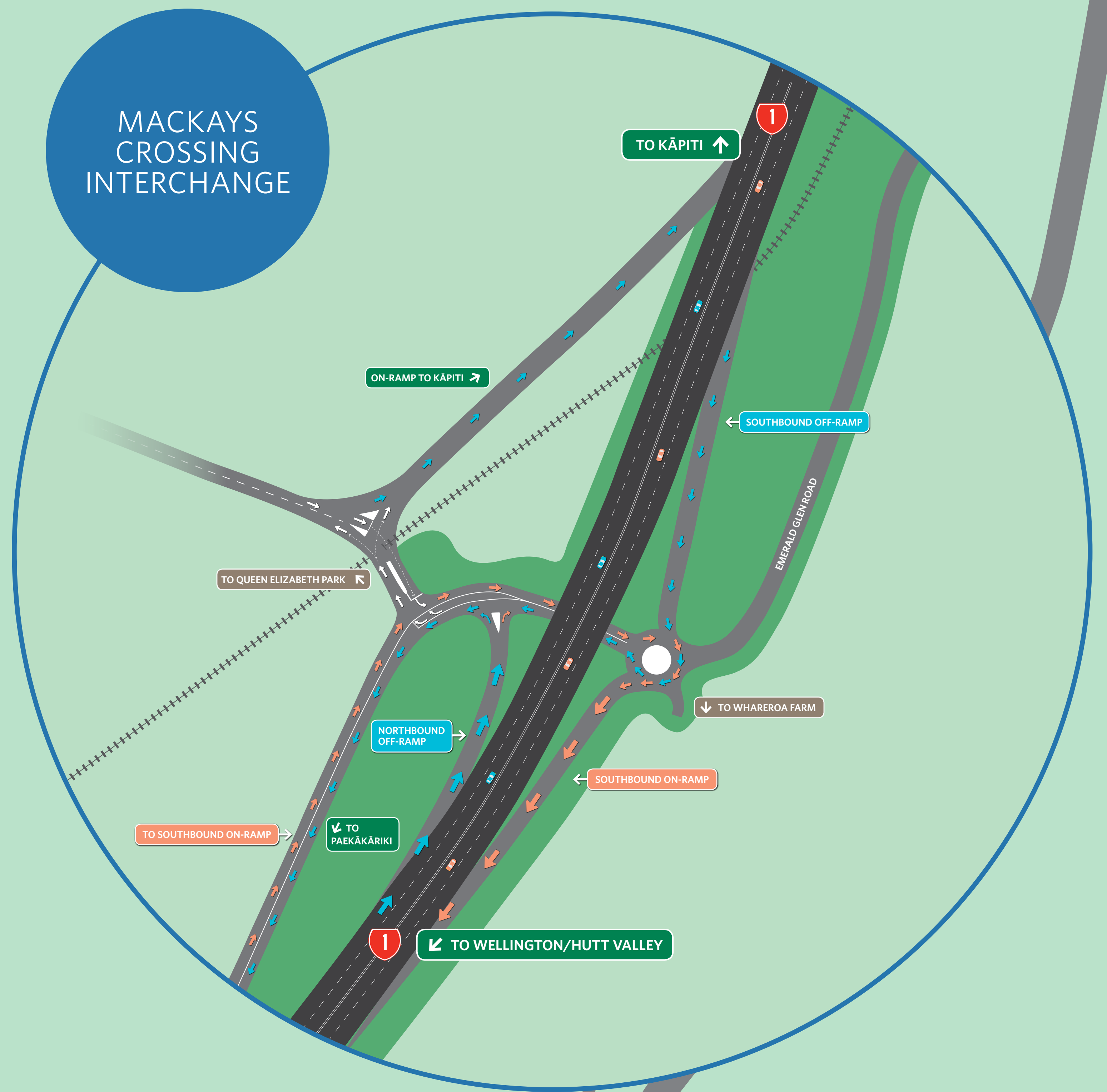


Access at SH1 interchanges

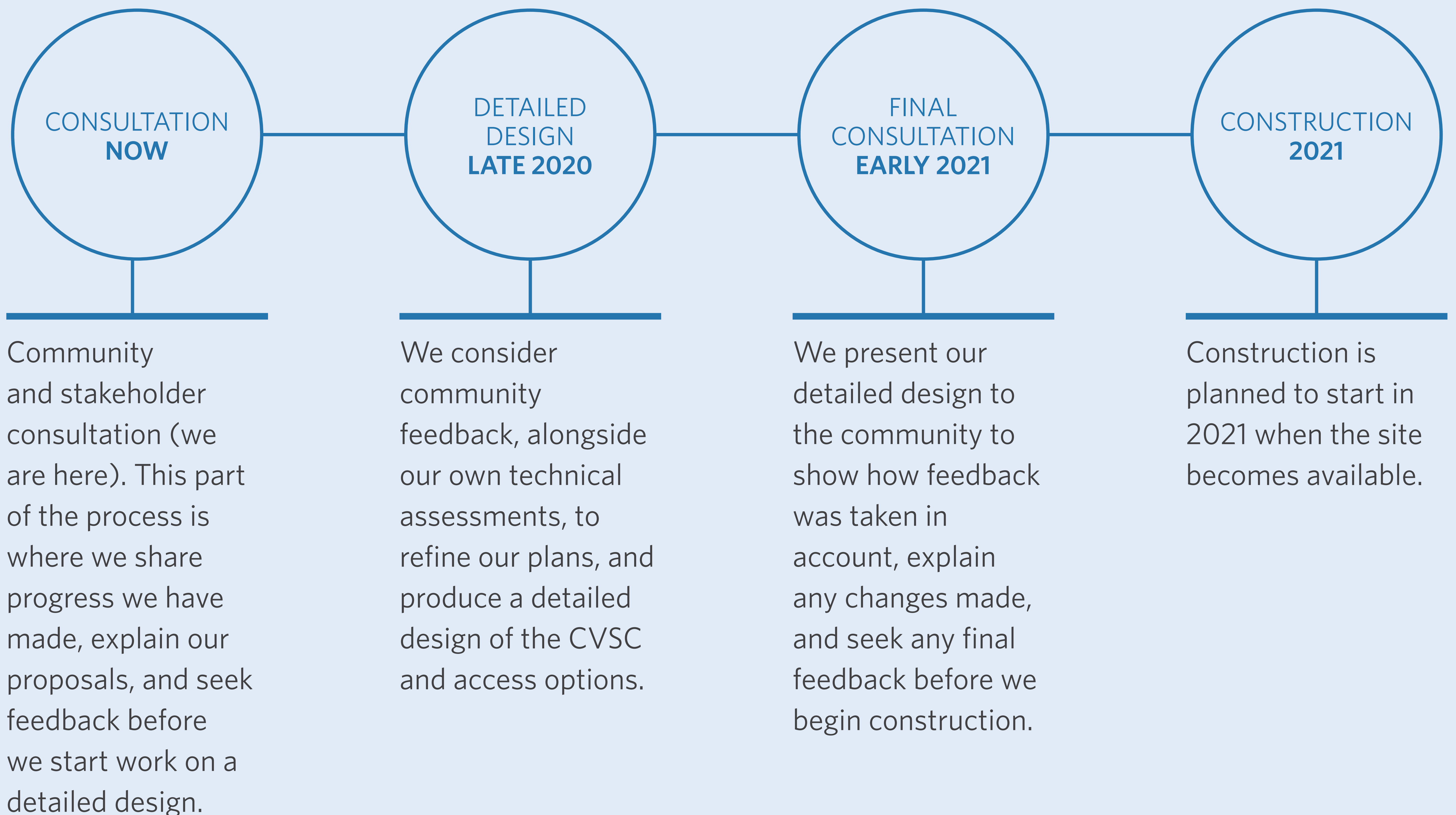
To access the new SH1 alignment once Transmission Gully opens, new interchanges and local roads are being built or improved.

Our safety assessment favours the use of Mackays Crossing interchange for the majority of access to and from the CVSC, using the new local road being built. Legislation also prevents us from diverting heavy vehicles more than 5km. These considerations will help guide our decision-making about how to direct heavy vehicles to and from the CVSC. As part of the decision-making process, we would like to hear community feedback, concerns, or comments about which on and off-ramps you would be likely to use in your own capacity.

We are also considering what these options may mean for pedestrians, cyclists and horse-riders, especially around Queen Elizabeth Park. Please let us know what sort of things you may like to see at Mackays Crossing and Paekākāriki to improve safety for all users, such as increased signage, additional fencing, or maybe cyclist and/or vehicle proximity signs.



Where to from here?



How can I stay up to date?

EMAIL
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PROJECT PAGE
www.nzta.govt.nz/commercial-driving/trucks-and-tow-trucks/weigh-right-programme