
PROPOSED WEIGH RIGHT MACKAYS CROSSING CVSC

Summary of public consultation 14 October – 18
November 2020

WAKA KOTAHI NZ TRANSPORT AGENCY

FEBRUARY 2020

1. 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 can 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 means that compliant heavy vehicles may 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 covering 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 CVSC at Mackays Crossing will be a new build to monitor heavy vehicles en route to Wellington when Transmission Gully opens. The proposed site will be located along a new road being built as part of the Transmission Gully (TG) project, and which provides another link road between the Paekākāriki interchange and 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.

2. CONSULTATION PROCESS

Waka Kotahi met with members of the Emerald Glen community about a proposed CVSC at Emerald Glen Road in 2019, at the request of a community group. At that time, concerns were raised by the community about the location of and access to the proposed site. Following discussions, Waka Kotahi undertook further assessment of potential locations between Ōtaki and Lane's Flat.

Prior to undertaking a formal consultation process, we completed numerous steps, including a Multi-Criteria Analysis (MCA) of 14 potential sites in the greater Wellington region and a safety assessment of the proposed site at Mackays Crossing - a site not previously available for consideration.

A presentation was made to Kāpiti Coast District Council and the Paekākāriki Community Board on 13 August 2020, advising of the new proposed site.

On 14 October 2020, Waka Kotahi started public consultation on the proposed CVSC at Mackays Crossing. Consultation was initially open until 6 November 2020. Following discussion with the

Paekākāriki Community Board chair, it was agreed to extend the consultation period to 18 November 2020.

Consultation materials explained the purpose and objectives of the Weigh Right programme, the requirement for a new CVSC servicing the greater Wellington region, the consideration given to other potential sites, and the selection of the Mackays Crossing site. The consultation materials also indicated the proposed movements of heavy vehicles based on the recommendations of a safety audit.

People were invited to submit their views and provide further feedback through an electronic form, hard copy submission forms, via email, or by providing in-person feedback at the open day.

A public open day held at Paekākāriki on 14 October was attended by almost 100 people.

Ahead of the community open day, and over the course of the consultation, Waka Kotahi ran nine advertisements across three local newspapers, and issued a media release on 7 October 2020 that resulted in further coverage. A total of five Facebook posts by Waka Kotahi reached more than 45,000 people, and generating almost 4000 engagements (likes, comments, shares and post clicks). Details of the consultation were also shared via Kāpiti Coast District Council channels, and in Waka Kotahi project updates for the Transmission Gully motorway, PP2Ō Expressway and M2PP Revocation projects.

3. CONSULTATION QUESTIONS

The consultation phase is used to seek any additional information from stakeholders or the public that will help inform the design and decision-making process.

During consultation we asked for feedback on the following questions:

- **Please tell us what you think about the location of the proposed CVSC at Mackays Crossing”**
- **Which interchange would you be more likely to use when accessing the highway: Mackays Crossing or Paekākāriki?**
- **Do you have any concerns or comments about the planned interchanges?**
- **We are also considering what the interchange options mean for pedestrians, cyclists and horse-riders. What sorts of things would you like to see at Mackays Crossing and Paekākāriki to improve safety for all users?**
- **Any other comments or feedback you’d like to provide about impacts of the interchanges on your journeys, local roads in the area, or anything else you’d like to be considered?**

We also asked how people for an indication of what forms of transport they used in the area, how often they travel on SH1, and where they lived. We accepted all comments submitted to Waka Kotahi via social pinpoint, online survey, email and in-person.

Comments left on social media were not included as formal submissions.

4. SUMMARY AND RESPONSE TO SUBMISSIONS

Waka Kotahi NZ Transport Agency thanks everyone who took to time to make a submission on the proposed CVSC at Mackays Crossing.

Throughout the consultation period, there were 1,634 visits to the consultation site (Social Pinpoint) by 581 unique visitors. A total of 61 submissions were received via online survey, six were received via email or mail, and 17 comments were left on social pinpoint either directly by users or by sharing comments with staff at the open day.

The following themes, ideas and concerns were highlighted during the consultation period:

Issues / Concerns		Waka Kotahi Comments
Proposed location of CVSC site	<ul style="list-style-type: none"> Some submitters did not agree with the site and suggested other sites for the CVSC, including Ōtaki, within QE Park, Peka Peka, Plimmerton and Lane's Flat. Some submitters supported the location of the site, while still having concerns about how it would be accessed There were comments from heavy vehicle operators supporting the site, while wanting to ensure east access for oversize vehicles 	<ul style="list-style-type: none"> CVSCs must be located at sites where potentially non-compliant vehicles are unable to avoid them Legislation requires that they not create a diversion of more than 5km CVSCs must have suitable ground conditions for building The criteria required no additional infrastructure (>\$5m) over and above the cost of the CVSC The construction of Transmission Gully motorway and Peka Peka to Ōtaki Expressway means that other possible locations at Ōtaki, Plimmerton and Lane's Flat are all on avoidable routes Peka Peka does not have a full interchange, preventing unrestricted access A multi-criteria analysis for site selection identified Mackays Crossing as the most suitable site
Conflict between heavy vehicles and recreational users	<ul style="list-style-type: none"> Some submitters were concerned at what the increase in heavy vehicle traffic would mean for recreational users, particularly at Mackays Crossing interchange between QE Park and Whareroa Farm Concerns that this would impact use of the local road between Paekākāriki and QE Park, and that a new cycleway should be built Some people would like to see improved and additional measures on the shared path and adjoining roads Concerns that the safety audit did not adequately consider the safety of vulnerable users such as pedestrians and cyclists Some submitters asked for overbridges across SH1 so that users are not required to use the underpass, or for additional egress/exits for the CVSC Some people raised concerns about how the CVSC would be managed when events (such as gymkhanas, park open days or running or cycle races) are taking place 	<ul style="list-style-type: none"> A sealed walking and cycling path has been built between Paekākāriki and QE Park. The trail was funded to provide an alternative route for cyclists to joining the busy traffic along SH1. The path was funded by Waka Kotahi and delivered by Greater Wellington Regional Council. Additional on-road treatments are being considered for the new road and existing interchange to improve safety and awareness of other users Consideration will be given to what further changes could be made to the shared pathway between QE Park and Whareroa Farm. Further consideration is being given to potential conflict with vulnerable users due to the proximity of the recreational areas Further consideration is being given to the proposed primary access routes for heavy vehicles Further discussion is underway with user groups about appropriate measures to improve safety Overbridges are not being considered due to cost, safety and logistical concerns

Issues / Concerns		Waka Kotahi Comments
		<ul style="list-style-type: none"> Discussions are continuing with NZ Police about how the CVSC will be managed, particularly during events or anticipated busy periods at QE Park and Whareroa Farm
Use of Mackay Crossing interchange	<ul style="list-style-type: none"> Concerns that the Mackays Crossing interchange and underpass is unsuitable for heavy vehicles Concern about conflict between recreational users and heavy vehicles at this interchange Impact on the ambience of the area and the two parks on either side of the interchange Sound reduction and fencing measures required for shared path Some people had concerns about the width of the underpass and shared path running alongside it Concerns about visibility 	<ul style="list-style-type: none"> See above Waka Kotahi is seeking feedback through the consultation process to help guide design and identify issues important to the community Waka Kotahi will continue to work through designs and concerns with community and stakeholder representatives Visibility and use of intersections will be considered as part of design process As Paekākāriki has no south-facing ramps, southbound traffic will need to use the southbound on-ramp at the Mackays Crossing interchange, or use the old SH1 coastal route
Use of the Paekākāriki Interchange	<ul style="list-style-type: none"> Some submitters would prefer to see the Paekākāriki interchange used instead of the Mackays crossing interchange Some people were happy with the “sandpit” site if Paekākāriki was the favoured interchange Some submitters wished to see additional measures to improve safety and traffic flow at this interchange 	<ul style="list-style-type: none"> See above Further consideration is being given to additional features, such as traffic signals or RIAWS at the Paekākāriki interchange Inclusion of a roundabout has not been included in the design. As a new roundabout would cost somewhere in the region of \$8m, it would need to follow a separate approvals and funding process
Traffic volumes	<ul style="list-style-type: none"> Concern about traffic volumes on the new road Concern about how many heavy vehicles will be required to access the site Concern about the hours the site will be operating 	<ul style="list-style-type: none"> The Weigh Right programme is intended to identify potentially non-compliant overweight vehicles, which would allow compliant vehicles to continue with their journey While the site can operate 24/7, the hours and scope of operation will be determined by NZ Police Commercial Vehicle Safety Team subject to resource and staffing Associated monitoring equipment will run 24/7 in order to gather information when the site is not staffed The numbers of heavy vehicles using the site will vary depending on

Issues / Concerns		Waka Kotahi Comments
		<p>what operations are running. A maximum of eight heavy vehicles can access the site at any one time</p> <ul style="list-style-type: none"> • The length of time for any inspection will vary depending on what checks are being undertaken. • Data from the Glasnevin CVSC suggests approximately 5% of heavy vehicles may be called into the CVSC for compliance checks. In Glasnevin this resulted in approximately 90 trucks over a six-hour period (i.e. 15 heavy vehicles per hour) using the CVSC • At peak times approx. 200 vehicles per hour are expected to use the new road, approx. 250 vehicles per hour are expected to use the Mackays Crossing interchange, and approx. 500-600 vehicles per hour are expected to use the Paekākāriki interchange. (Further details on peak traffic volumes and movements can be found here)
The consultation process	<ul style="list-style-type: none"> • Some submitters were unhappy with the consultation process and opportunity to influence the decision 	<ul style="list-style-type: none"> • Waka Kotahi is seeking feedback throughout the consultation process to help guide design and identify issues important to the community • No decisions have yet been made • Waka Kotahi will continue to work through designs and discuss concerns with partners, community and stakeholder representatives
Noise and environmental impacts	<ul style="list-style-type: none"> • Negatively impact the local ecosystem • Create noise pollution • Create light pollution 	<ul style="list-style-type: none"> • Environmental impacts were considered when identifying the most appropriate site • The site is partially shielded by natural landforms • The Mackays Crossing site has fewer environmental impacts when compared with other potential options considered • The location of the site next to the SH1 motorway means that any light and/or noise pollution from the CVSC will be negligible.
Additional improvements to Paekākāriki and elsewhere	<ul style="list-style-type: none"> • Traffic lights • Additional planting • New roundabout at Paekākāriki • Reduced speeds at Paekākāriki village 	<ul style="list-style-type: none"> • When TG opens, traffic volumes on the old SH1 coastal road will drop considerably (approximately 80% through Paekākāriki)

	Issues / Concerns	Waka Kotahi Comments
	<ul style="list-style-type: none"> • Over or underpasses at Paekākāriki township • Adding a service station or rest area • Better signage of existing walking and cycling paths • One submitter asked for additional improvements as a “bargaining measure” 	<ul style="list-style-type: none"> • Waka Kotahi is working with Council and iwi to determine the future function of this road • This work will consider whether further changes may be required • A speed review of the road will be conducted as part of this work, which will include consultation with the community • Additional signage is being investigated
Impact on heavy vehicles	<ul style="list-style-type: none"> • Requiring heavy vehicles to access the CVSC will make their journeys less economic. • Some submitters were concerned the location would require heavy vehicles to climb the Wainui Saddle from a standing start, impacting fuel economy and efficiency of the network. 	<ul style="list-style-type: none"> • The Weigh Right programme is intended to identify potentially non-compliant vehicles, and allow compliant vehicles to continue with their journey • There is no southbound on-ramp at Paekākāriki. If southbound heavy vehicles rejoin SH1 at Mackays Crossing, they will have approximately 2km to gather speed before they reach the Wainui Saddle. Transmission Gully also features crawler lanes for vehicles travelling uphill.
Existing road design and layout	<ul style="list-style-type: none"> • Suggestions to change right of way • Additional stop signs 	<ul style="list-style-type: none"> • Further consideration is being given to additional signage, road markings, traffic signals or RIAWS as appropriate and practical

Submissions were received from a wide range of users: recreational park users, pedestrians, cyclists, horse-riders, private vehicle users and heavy vehicle drivers.

Respondents who shared details of where they lived were largely Kāpiti Coast residents.

5. SUBMISSIONS

You can view the submissions we received throughout the consultation period [here](#)

Facebook comments, which have not been included as formal submissions, can be found [here](#)