

Waka Kotahi NZ Transport Agency Reference: Rakaia Weigh Right

5 December 2022

Jane Anderson
Selwyn District Council
Via email: jane.anderson@selwyn.govt.nz

Kia ora Jane

D220001 - WAKA KOTAHI – ALTERATION TO DESIGNATION

I am writing to you in relation to your email dated 8/11/2022 regarding the alteration to designation for the Rakaia Weigh Right Site (D220001). Your email contains a further transport review of the project by Abley along with conditions recommended by Abley and endorsed by yourself. These are outlined below:

- a. *The provision of an appropriate Construction Traffic Management Plan (CTMP) to mitigate any potential adverse effects of construction traffic, including deliveries and the displacement of any vehicles due to loss of parking spaces during construction;*
- b. *Prior to operation of the activity, a left turn auxiliary lane and right turn median shall be installed on State Highway 1 at the State Highway 1 and North Rakaia Road intersection before construction activity. The designs shall be submitted to Council for approval.*
- c. *A site management plan is to be prepared and submitted to Council for approval prior to the operation of the activity and reviewed annually. It shall include:*
 - *Staging of heavy vehicle departures within the site to prevent convoying;*
 - *Appropriate on-site procedures for oversized vehicles within the site*
- d. *During commencement of the activity, the proposed sealed section of North Rakaia Road is to be maintained by Waka Kotahi as part of the State Highway Maintenance agreement with Selwyn District Council.*

In addition, your email states the following:

In terms of (b) above, I note that this left turn auxiliary lane was raised as part of the RFI, with Waka Kotahi's response being "No auxiliary lane has been provided for in the design. This has been directed to WSP by Waka Kotahi safety engineers". This response is not considered to be sufficient to address the safety issues that Abley have raised. Please can you provide further information as to how the applicant will address the safety issues or confirm that the applicant is willing to accept a condition relating to the provision of the left turn auxiliary lane.

As the Road Controlling Authority for the state highway network, our response to each of these proposed conditions being placed on the designation is as follows:

1. Waka Kotahi does not agree to a condition requiring the provision of a Construction Traffic Management Plan. Any construction activities taking place on or near to the state highway, and which will require access to either SH1 or North Rakaia Road (which is designated and is agreed as being under the control of Waka Kotahi), will require a Construction Traffic Management Plan as a matter of course. As a Waka Kotahi project, this is a non-negotiable requirement for the contractor. Given that Waka Kotahi is the Road Controlling Authority and is the requiring authority and holder of the designation (which includes North Rakaia Road), the contractor will be

submitting their Construction Traffic Management Plan to Waka Kotahi. Such a condition is superfluous and does not need to be sitting on the designation.

2. As the Road Controlling Authority, it is for Waka Kotahi to determine what is required on the state highway in relation to the operation of its own infrastructure. The alteration to designation that is the subject of D220001 relates to a reduction in the extent of works on the designated site (TR 7 / NZTA 7) to cater to southbound heavy commercial vehicles only. Therefore, no right-turn median on SH1 is proposed or required. Waka Kotahi has lodged a number of Outline Plans and Outline Plan waivers with Ashburton and Selwyn District Councils as the scope and detail of the Weigh Right facility proposed was amended. With regard to the decision of Waka Kotahi not to provide a left turn auxiliary lane, this is based on assessment of the likely access demands at the site. Based on current levels of non-compliance for heavy vehicles operating on SH1, 5% of the total number of southbound heavy vehicles passing the site are expected to be captured by the weigh in motion detector and diverted into the CVSC site. During the AM peak (9am – 10am) 4 trucks are expected to be diverted into the site per hour. During the PM peak (5pm – 6pm), 4 trucks are also expected to be diverted into the site. The current design for the reduced site does not include a left-turn auxiliary lane or shoulder widening, as Waka Kotahi currently does not consider this is required. Notwithstanding this, there is sufficient provision within the designated area of land if some form of left turn lane or widening is deemed necessary in the future. Safety audits are done as part of the detailed design process, as well as prior to and following construction. Should a future safety audit identify that widening or other safety measures are required, then they will be designed and included at that time following any statutory approvals that may be needed.

3. The existing designation TR1 in the Operative Plan already contains the following condition requiring a site management plan to be submitted to Selwyn District Council:

“That prior to the commencement of operations, the operational management plan shall be provided to the Council’s Asset Manager, Transportation”

There is no proposal to change this condition. Whilst the NZ Police and Waka Kotahi are amenable to providing the operational management plan to Council for their records and information, there is no need for an additional review and approval process. No further condition is required.

4. Waka Kotahi have previously advised that as the section of North Rakaia Road is included within the designation for the CVSC site, it will be maintained as part of the State Highway network. There is no need for a condition to that effect.

Other Matters

As referred to in our response at point 2 above, there have been Outline Plans previously submitted in relation to the original proposal for the CVSC site to cover both southbound and northbound vehicles. Given the use of the CVSC site has now changed to being southbound only, the extent of works required within the SH1 designation as referenced within those previous Outline Plans has also reduced. A new Outline Plan detailing the reduced extent of works now associated with the project is being prepared and will be lodged shortly.

Selwyn District Council has previously granted a resource consent (RC195641) for the placement of a VMS sign partially within KiwiRail land. The VMS sign is associated with the Rakaia CVSC site. Since that consent was granted, the location of the VMS sign and the associated weigh in motion sensors within the carriageway need to be moved further north. This is to avoid conflict with the Speed and Infrastructure Programme works being designed to be implemented through this area. A new resource consent application is also in the process of being prepared and will also be lodged with the Council shortly. Changes to the site of the weigh in motion sensors within the carriageway will form part of the updated Outline Plan as mentioned above.

I hope that this clarifies the position of Waka Kotahi on the matters raised in your email and the Abley transport review, and that the Council will now be able to finalise their recommendation on the alteration to designation for TR7 / NZTA-7.

Yours sincerely



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