

19 May 2021

Tēnā koe [REDACTED],

**Request for Information – Local Government Official Information and Meetings Act (LGOIMA) 1987**

We refer to your official information request dated 20 April 2021 for information regarding Wingate Bridge.

Your request is an administratively challenging one to deal with. There is a large amount of information requested which will require substantial research and collation, impacting on the team's current workload. We are also unable to determine documents in scope of the request as the questions are very broad.

We are therefore declining questions one and three under section 17(f) of the LGOIMA. While we cannot meet your exact request for these questions, we are providing you with a subset of information which we determine to be relevant to your request.

We did attempt to consult with you, as required by section 17(a) of the LGOIMA, however we did not receive a response to our email of 5 May 2021. We have considered whether charging or extending the timeframe for responding to your request would help, as required by section 17(a) of the LGOIMA, however this would not help as the scope is too broad for us to determine relevant documents.

Please note, as we advised you on 5 May, your question asking for the number of people who access Wingate Train Station each day has been transferred to Greater Wellington Regional Council. They will provide you with a response to this question.

**Your questions:**

1. copies of all internal correspondence, emails, meeting minutes, agendas, council plans, memos, decisions, reports, analysis, statistics, research, or other similar material that relates to the 3-way intersection of Cambridge Terrace, Eastern Hutt Road and Wingate Bridge (since 2010)

**Answer:** We have decided to provide you with a subset of material regarding the Wingate Intersection since 2010. Please find attached the following:

**Appendix 1: Documentation**

Please note we have included one document scanned from our archives that is relevant to your request but does not fall within the timeframe you specified. This document is page 27 – 41 of this appendix. Please note there has been one redaction made under section 7(2)(a) of the LGOIMA to protect the privacy of a named individual.

#### **Appendix 2: Emails**

Please note certain information has been withheld under section 7(2)(a) of the Local Government Official Information and Meetings Act to protect the privacy of named individuals.

2. car accidents, pedestrian injuries, cyclist injuries, and all fatalities at this intersection (or within 100m of the intersection on each of the 3 feeder roads) since 1980 (with comparative data for other similar controlled intersections in Lower Hutt) in Microsoft Excel format

**Answer:** We have answered this question in full, please find attached a spreadsheet detailing this information; this is attached as appendix 3.

3. copies of any strategic documents, plans, decisions, memos or correspondence relating to traffic safety and/or traffic management in both Naenae specifically and Lower Hutt more broadly (since 2010)

**Answer:** This question is very broad; there is a large amount of information held by the council on traffic safety and management therefore we are unable to provide all of this information without a refined scope. We are declining this under section 17(f) of the LGOIMA.

We have however provided you with a subset of information that we think is relevant.

We have attached two documents which we believe are relevant; Hutt City arterial roads network review, this was a scoping study for Hutt City Council from 2006, and a Concept Design report from 2019. These are attached as Appendix 4.

Please find below links below to a number of important Hutt City Council strategic documents and plans that relate to traffic safety and management.

- Traffic Subcommittee meeting agendas and minutes  
<http://www.huttcity.govt.nz/Your-Council/About-your-Council/Council-committees-and-groups/traffic-subcommittee/>
- Transport Strategic Framework, this page has links to important documents including the Hutt City Council Transport Activity Plan, the Draft Long Term Plan, Infrastructure Strategy, and Central City Transformation Plan  
<http://www.huttcity.govt.nz/Your-Council/Plans-publications-and-bylaws/transport/>

- Hutt City Council Traffic Bylaw 2017 document  
[http://portal.huttcity.govt.nz/Record/ReadOnly?Query=container:\[uri:36710671%20&Tab=31&Uri=4734661&Page=1](http://portal.huttcity.govt.nz/Record/ReadOnly?Query=container:[uri:36710671%20&Tab=31&Uri=4734661&Page=1)

If you have any questions or would like any further information please get in touch with us via [informationmanagementteam@huttcity.govt.nz](mailto:informationmanagementteam@huttcity.govt.nz).

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

Please note that this letter (with your personal details removed) may be published on the Council's website.

Nāku noa, nā

A handwritten signature in black ink, appearing to read 'Charles Agate', with a stylized flourish at the end.

Charles Agate  
Acting Transport Planning & Engineering Manager

---

**From:** Danny Wood  
**Sent:** Tuesday, 25 September 2018 10:00 AM  
**To:** 7(2)(a)  
**Subject:** HCC Traffic Enquiry - Wingate Bridge Intersection

Morning 7(2)(a)

I have been sent your enquiry regarding the intersection controls at Eastern Hutt Rd and Cambridge Tce from our Enquiries Team.

We have received a number of complaints regarding this intersection and unfortunately there is not a straight forward solution.

As well as the intersection controls, the pedestrian management of this area needs a solution as the footpath comes to an end and pedestrians are forced to cross this intersection.

I have done a few designs which cater for the intersection controls but not for the Heavy Vehicle (HV) movements for the HV trucks that utilise this intersection from the Wingate industrial area.

Then if I take into account the HV movements through the intersection it compromises all possible pedestrian movements. Therefore it needs further investigations.

Please know we are looking into it but as mentioned we don't feel this is a simple fix. Once we have something in place (if we are able to assist further) this will need to go through the Traffic Subcommittee consultation. Although sometimes it can take a bit of time, just know I am looking into it.

Regards

**Danny Wood**  
Traffic Engineer

Hutt City Council, 30 Laings Road, Private Bag 31912, Lower Hutt 5040, New Zealand  
T 04 570 6883, W [www.huttcity.govt.nz](http://www.huttcity.govt.nz)



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**From:** Colin Lunn </O=HUTT CITY COUNCIL/OU=PAVILION/CN=RECIPIENTS/CN=LUNNC>  
**Sent:** Friday, 14 May 2021 8:56 AM  
**To:** Ted Greig  
**Cc:** Les Jones; Nigel Parkin  
**Subject:** Higgins hadn't reinstated road markings Cambridge/Wingate over bridge intersection @ 1.30 pm today  
**Attachments:** Untitled attachment 00001.txt

This is a multipart message in MIME format.

-----=<hprm>  
Content-Type: multipart/alternative;  
boundary="-----=<hprmalt>"

-----=<hprmalt>  
Content-Type: text/plain;  
charset="us-ascii";  
Content-Transfer-Encoding: 7bit

Hi Ted,

Glancing over the job Higgins have carried out the SMA repair looks good.

However, I do have a health and safety concern. Relating to lack of line marking evident today that was causing some confusion for motorists. I believe re-marking should have been carried out last night. Capital Road Marking were working last night so the lack of marking couldn't be attributed to the weather?

Something for you to raise with Higgins for discussion.

Kind regards

Colin Lunn

Contracts Supervisor - Road and Traffic

Hutt City Council 30 Laings Road Private Bag 31912 Lower Hutt

DirectDial04 570 6849 Fax 045691625 Mobile027 458 8756

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javascript:ClickThumbnail(321)

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## TRAFFIC MANAGEMENT PLAN FORM

<b>Traffic Management Plan Reference</b>	Randwick Rd, WLE, Ludlam Cres RAB			
	For office Use Only			
<b>Organisation</b>	<b>Contractor</b>		<b>Client</b>	
	Higgins Contractors Wellington		Hutt City Council	
<b>Contract Name/Number</b>	3726 HCC Asphalt Thin Surfacing and AWPT 2007/08 to 20010/11			
<b>Location</b>	<b>Road Name(s)</b>	<b>Road level (1,2,3)</b>	<b>Speed Limit</b>	<b>From RP</b>
	Randwick Road WLE, Ludlam Cres Int.	1	50 Kph	<b>To RP</b>
<b>Description of Activity</b>	Surface milling and replace pavement on roundabout.			
<b>Work Programme</b>	Proposed Start Date: 18 <sup>th</sup> April 2011 Completion Date: <del>21<sup>st</sup></del> April 2011 27 <sup>th</sup>			
<b>Proposed/Restricted Work Hours</b>	09:00am – 16:00pm			
<b>Traffic Details (Main Route)</b>	<b>AADT</b>		<b>Peak Hour Flow</b>	
	8200			
<b>Proposed Traffic Management Method</b>	<b>Daytime</b>			
	<ul style="list-style-type: none"> <li>• Traffic management will be run in three stages in conjunction with the staging of the works (see attached maps for Traffic management and works staging).</li> <li>• Cones shall be used in conjunction with signs to warn oncoming traffic of the hazard ahead.</li> <li>• Manual Traffic controllers will control traffic through the site at each of the three legs including any lane closure.</li> <li>• 30kph speed restriction proposed.</li> </ul>			
	<b>Unattended</b>			
	As per Night time.			
	<b>Night time</b>			
	Site will be returned to normal operation, with appropriate signage.			
<b>Proposed Speed Restrictions</b>	30kph			

## TRAFFIC MANAGEMENT PLAN FORM

<b>Traffic Management Plan Reference</b>	Wingate/ Cambridge Tce/ Eastern Hutt Rd Int.			
	For office Use Only			
<b>Organisation</b>	<b>Contractor</b>		<b>Client</b>	
	Higgins Contractors Wellington		Hutt City Council	
<b>Contract Name/Number</b>	3726 HCC Asphalt Thin Surfacing and AWPT 2007/08 to 20010/11			
<b>Location</b>	<b>Road Name(s)</b>	<b>Road level (1,2,3)</b>	<b>Speed Limit</b>	<b>From RP</b>
	Wingate, Cambridge Tce, Eastern Hutt Rd intersection.	1	50 Kph	0.3
				<b>To RP</b>
				0.6
<b>Description of Activity</b>	Excavate and replace pavement on Intersection.			
<b>Work Programme</b>	Proposed Start Date: <del>20<sup>th</sup></del> <sup>27<sup>th</sup></sup> April 2011 Completion Date: <del>21<sup>st</sup></del> <sup>28<sup>th</sup></sup> April 2011			
<b>Proposed/Restricted Work Hours</b>	07.30am to 5.00pm			
<b>Traffic Details (Main Route)</b>	<b>AADT</b>		<b>Peak Hour Flow</b>	
	12492			
<b>Proposed Traffic Management Method</b>	<b>Daytime</b>			
	<ul style="list-style-type: none"> <li>Cones shall be used in conjunction with signs to warn oncoming traffic of the hazard ahead.</li> <li>North Bound traffic along Cambridge Tce will be detoured around the site via Wingate Cr during stage 2, (see attached diagram)</li> <li>Manual Traffic controllers and cones to control traffic through the site. 30kph speed restriction proposed.</li> </ul>			
	<b>Unattended</b>			
	As per night time.			
	<b>Night time</b>			
	Site will be returned to normal road operation			
<b>Proposed Speed Restrictions</b>	30kph			
<b>Positive Traffic Management</b>	Cones to provide side friction, manual traffic controllers			

## TRAFFIC MANAGEMENT PLAN FORM

<b>Traffic Management Plan Reference</b>	Puriri St / Manuka Ave. RAB			
	For office Use Only			
<b>Organisation</b>	<b>Contractor</b>		<b>Client</b>	
	Higgins Contractors Wellington		Hutt City Council	
<b>Contract Name/Number</b>	3726 HCC Asphalt Thin Surfacing and AWPT 2007/08 to 20010/11			
<b>Location</b>	<b>Road Name(s)</b>	<b>Road level (1,2,3)</b>	<b>Speed Limit</b>	<b>From RP</b>
	Puriri Street / Manuka Ave RAB.	1	50 Kph	<b>From RP</b>
<b>Description of Activity</b>	Surface milling and Asphalt resurfacing roadway.			
<b>Work Programme</b>	Proposed Start Date <del>18<sup>th</sup></del> <sup>20<sup>th</sup></sup> April 2011 Completion Date: <del>20<sup>th</sup></del> <sup>21<sup>st</sup></sup> April 2011			
<b>Proposed/Restricted Work Hours</b>	7.30am to 4.30pm			
<b>Traffic Details (Main Route)</b>	<b>AADT</b>		<b>Peak Hour Flow</b>	
	5147			
<b>Proposed Traffic Management Method</b>	<b>Daytime</b>			
	<ul style="list-style-type: none"> <li>• Signs in conjunction with manual traffic controllers.</li> <li>• The job will be completed in two Stages (see attached plans).</li> <li>• Temporary closure of Puriri Street west (coned off) during stage 1. (Detour traffic can use Massey Ave To exit onto Manuka Ave).</li> </ul>			
	<b>Unattended</b> As per night time.			
<b>Night time</b> Signs indicating a work site will be left in place but the roundabout will be returned to normal operation.				
<b>Proposed Speed Restrictions</b>	30km/hr restriction with traffic control in place.			
<b>Positive Traffic Management Measures</b>	On site manual traffic control. Speed restriction & cones to provide side friction			





## TRAFFIC MANAGEMENT PLAN FORM

<b>Traffic Management Plan Reference</b>	Wingate/ Cambridge Tce/ Eastern Hutt Rd Int.			
	For office Use Only			
<b>Organisation</b>	<b>Contractor</b>		<b>Client</b>	
	Higgins Contractors Wellington		Hutt City Council	
<b>Contract Name/Number</b>	3726 HCC Asphalt Thin Surfacing and AWPT 2007/08 to 20010/11			
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	Wingate, Cambridge Tce, Eastern Hutt Rd intersection.	1	50 Kph	0.3
				<b>To RP</b> 0.6
<b>Description of Activity</b>	Excavate and replace pavement on Intersection.			
<b>Work Programme</b>	Proposed Start Date: 20 <sup>th</sup> April 2011 Completion Date: 21 <sup>st</sup> April 2011			
<b>Proposed/Restricted Work Hours</b>	07.30am to 5.00pm			
<b>Traffic Details (Main Route)</b>	<b>AADT</b>		<b>Peak Hour Flow</b>	
	12492			
<b>Proposed Traffic Management Method</b>	<b>Daytime</b>			
	<ul style="list-style-type: none"> <li>• Cones shall be used in conjunction with signs to warn oncoming traffic of the hazard ahead.</li> <li>• North Bound traffic along Cambridge Tce will be detoured around the site via Wingate Cr during stage 2, (see attached diagram)</li> <li>• Manual Traffic controllers and cones to control traffic through the site. 30kph speed restriction proposed.</li> </ul>			
	<b>Unattended</b>			
	As per night time.			
	<b>Night time</b>			
	Site will be returned to normal road operation			
<b>Proposed Speed Restrictions</b>	30kph			
<b>Positive Traffic Management</b>	Cones to provide side friction, manual traffic controllers			

<b>Measures</b>		
<b>Contingency Plans</b>	If Traffic Delays exceed 10 minutes all work will stop until traffic build up has been removed. Work will be halted and access given to emergency services.	
<b>Public Notification</b>	Sign boards and letter drop	
<b>Personal Safety</b>	All staff involved shall wear Dayglo jackets weather working or visiting the work site at all times. All staff shall ensure jackets are maintained in a clean highly visible condition. Other safety equipment shall be worn as appropriate.	
<b>On-Site Monitoring</b>	The Traffic Supervisor shall ensure the level of traffic management is <i>maintained and remains appropriate to the operation at the time.</i> The Project Manager will monitor the site and check traffic control is effective.	
<b>Other Information</b>		
<b>Layout Diagrams</b>	Refer attached plans (Local Road Supplement Plan No's. 102, 121 used as a T intersection)	
<b>Traffic Controllers</b> <i>(Include a Copy of Training Certificate or Warrant)</i>	TBC ID <b>Name (STMS)</b>	<b>Phone (24 hours)</b>
	<b>Name (TC)</b>	<b>Phone</b>
<b>Prepared By</b>	Mike Nathan ID 48449 <b>Project Manager</b>	07/04/2011 <b>Date</b>
<b>Reviewed By</b>	Alistair Eves ID154 <b>Project Manager</b>	07/04/2011 <b>Date</b>
<b>Approved/Requires Amendment</b>	<b>Engineer</b>	<b>Date</b>

# Stage 1.



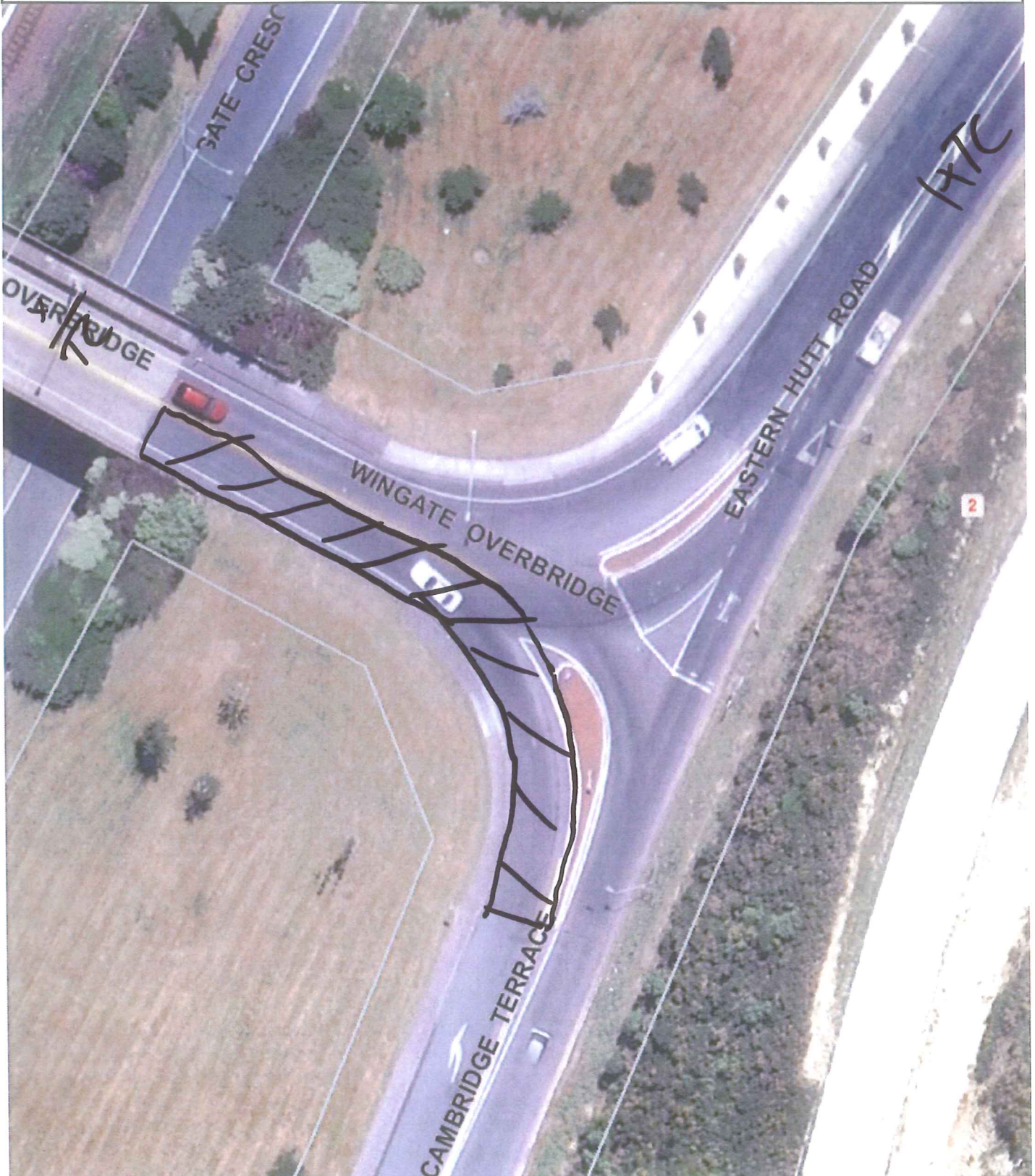
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- |  |                 |  |                      |
|--|-----------------|--|----------------------|
|  | Properties      |  | Sewer Network        |
|  | Land Parcels    |  | Sewer Manhole        |
|  | Schools         |  | Stormwater Network   |
|  | Isolation Strip |  | Stormwater Manhole   |
|  | Contours (5m)   |  | Water Supply Network |
|  | Railway         |  | Fire Hydrant         |

Stage 2.

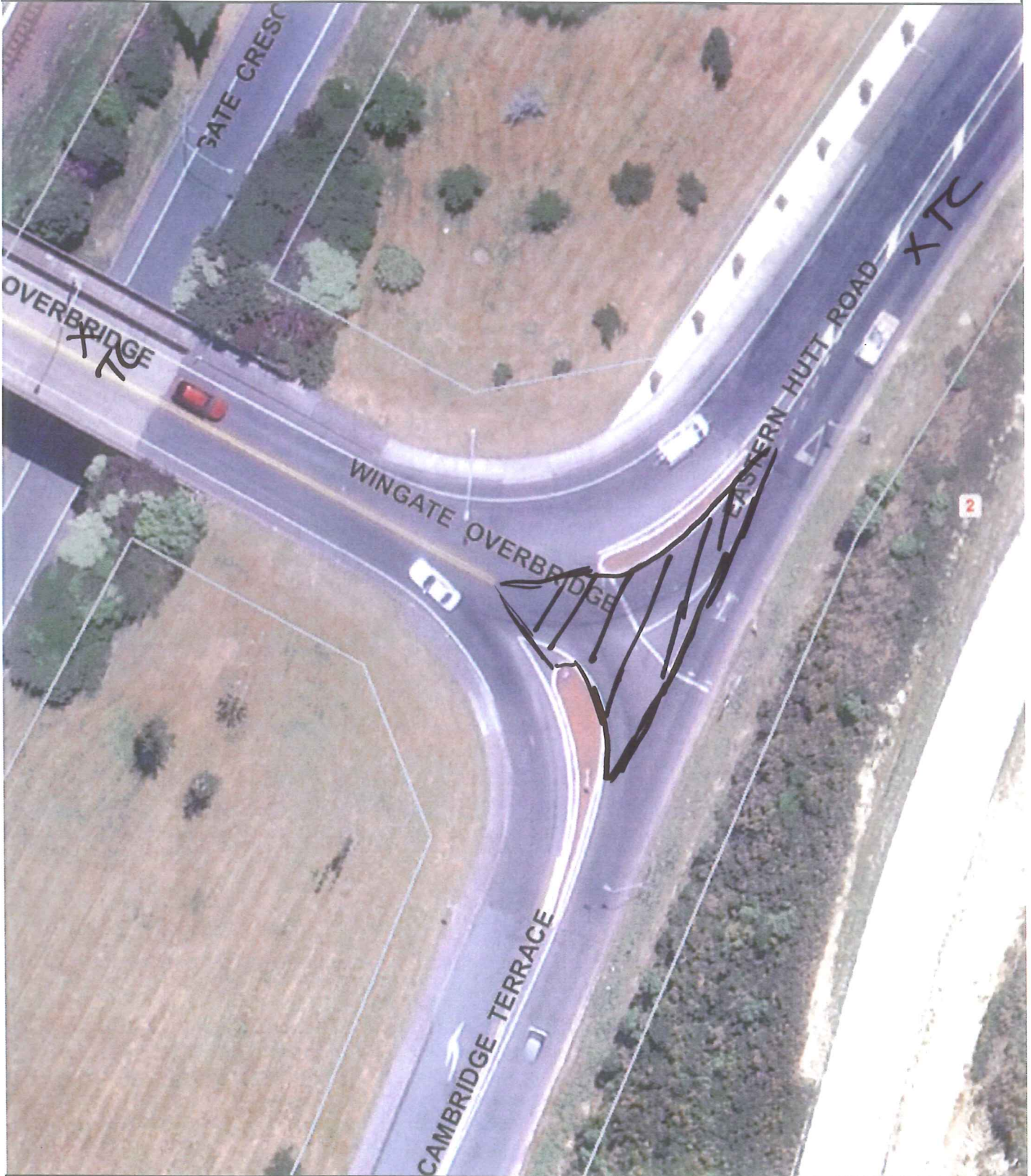


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# Stage 4.



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|  | Contours (5m)   |  | Water Supply Network |
|  | Railway         |  | Fire Hydrant         |



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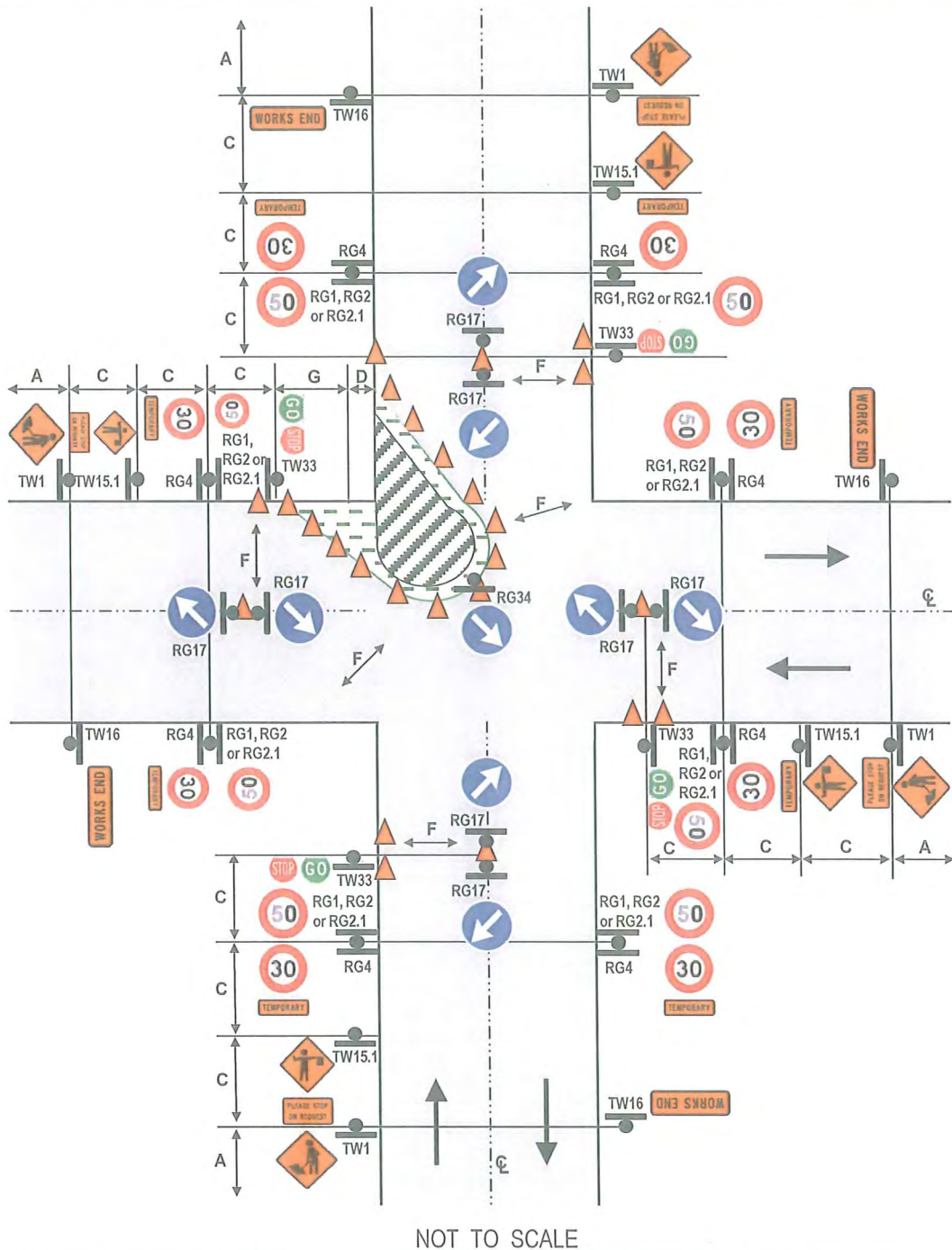
**INTERSECTION OR ROUNDABOUT**

Major obstruction

With speed signs **TMC approval required**

**102**

STATIC OPERATIONS



**Legend:**

Working Space   
 Safety Zones 

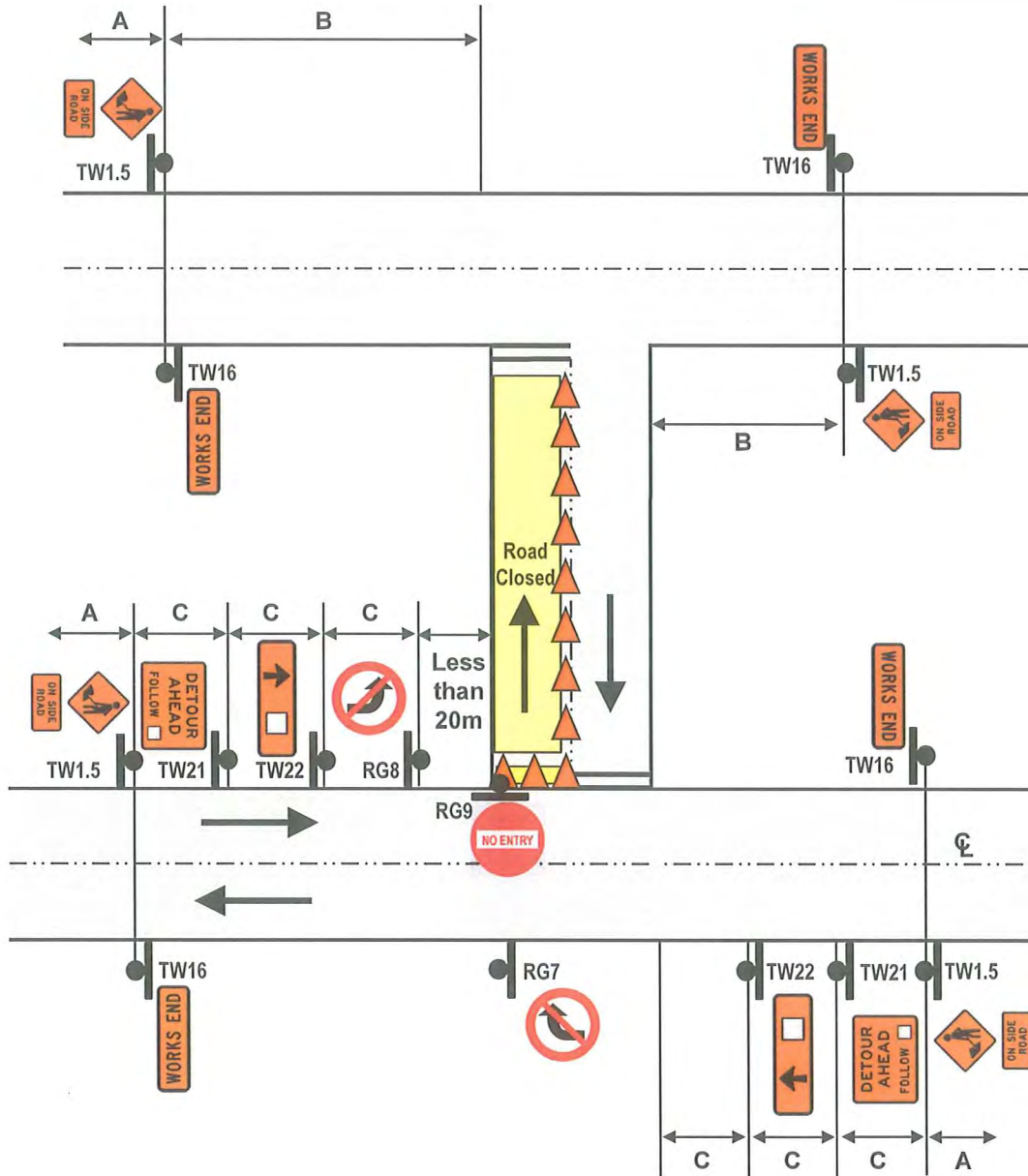
**Notes:**

1. TMC approval is required to use this TMD
2. This diagram may be used at a T intersection by removing any one of the roads
3. 30km/h **must** be used for this layout

**PARTIAL CARRIAGEWAY CLOSURE  
ONE WAY**

**121**

**Example TMC approval required**



NOT TO SCALE

**Notes:**

1. TMC approval is required to use this TMD
2. Signpost all intersections to return diverted traffic back to normal/intended route:
  - Use TW22 route signs before each intersection
  - Use TW23 signs to advise end of detour
  - Use TW21 route signs to indicate detour ahead
3. Detour Route Plan required with this layout

Hutt City Council  
Road and Traffic Division  
30 Laings Road, Private Bag 31912,  
Lower Hutt, New Zealand  
Telephone: 04-570 6912 , Facsimile: 04-569 1625,  
Email: [chris.bennett@huttcity.govt.nz](mailto:chris.bennett@huttcity.govt.nz) , Web: <http://www.huttcity.govt.nz>

*Email*

File No : **DIV/11/1894** **Urgent:**  
Date : **19 April 2011** Telephone: **570-6864**  
To : **Mark Drummond**  
Organisation: **Higgins Contractors Ltd**  
Fax No : **499 6622**  
From : **Chris Bennett**  
Number of pages (including cover sheet): 1

**MESSAGE:****Notification of receipt of Traffic Management Plan.**

Thank you for your TMP for **Wingate, Cambridge Terrace, Eastern Hutt Rd intersection** (Excavate and replace pavement). The reference number for this TMP is **DOC/11/35949**.

Redirecting pedestrians as outlined and reducing or redirecting traffic lanes by coning around the work-site is approved. The minimum lane width shall be 3.00m. However this may be reduced 2.75m if 30 km/h speed restriction is applied.

You may proceed with works on **Wednesday 20<sup>th</sup> April 2011** between hours 7.30am - 5.00pm  
If works cannot be completed by **Thursday 27<sup>st</sup> April 2011**, please contact me on DDI (04) 570-6864 to arrange for an extension to this TMP.

**A copy of this Traffic Management Plan is to be held on site at all times.**

Thank You

Chris Bennett  
Asset Management Officer

This fax is to be regarded as the original - no further copy will be forwarded

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# MEMORANDUM



*Our Reference*            1

**TO:**                    **David Crowther, CDS**

**FROM:**                **Ted Greig**

**DATE:**                **20 August 2004**

**SUBJECT:**            • **WINGATE CRESCENT/EASTERN HUTT ROAD**  
                              • **BARNES STREET**

Hi Dave,

Two sites to look at please.

- Wingate Crescent/Eastern Hutt Road intersection - alternative intersection layout and improvements. Your office has previously had a look at this intersection. MWH have also had a look at it. Petronic Industries have bought the old Telecom Line Depot site and have an entrance off E H Road next to Metallion. They have some concerns with turning traffic. Contact there is David Percy 567 3229, ext. 801. Can you re-visit this one and come up with some schematic options. I have included the information we have on the intersection.
- Barnes Street, Seaview - Kokiri marae have many vehicles entering and leaving the site as well as children crossing the road to attend te kohanga each week day. There is a problem with vehicles turning right entering the marae, and with other vehicles using the street. Can you please investigate the possibility of installing a right turn bay off Barnes Street into the marae.

Thanks

A handwritten signature in black ink, appearing to read "Ted Greig". The signature is stylized and somewhat cursive.

**TED GREIG**  
**TRAFFIC ENGINEER**

# FAX TRANSMISSION



Hutt City Council  
Road and Traffic Division  
30 Laings Road, Private Bag 31912,  
Lower Hutt, New Zealand  
Telephone: 04-570 6912 , Facsimile: 04-569 1625,  
Email: [chris.bennett@huttcity.govt.nz](mailto:chris.bennett@huttcity.govt.nz) , Web: <http://www.huttcity.govt.nz>

File No : **DIV/11/1894**    **Urgent:**  
**Date :**                    **19 April 2011**                    **Telephone:**                    **570-6864**  
**To :**                         **Mark Drummond**  
**Organisation:**           **Higgins Contractors Ltd**  
**Fax No :**                    **499 6622**  
**From :**                     **Chris Bennett**  
**Number of pages**        **(including cover sheet): 1**

## MESSAGE:

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HUTT CITY COUNCIL  
 20 FEB 2007



**Barclay Traffic Planning**

1st Floor, 72 Queens Drive - P.O.Box 31531 - Lower Hutt 5040  
 Phone: 04-939 0823 Fax: 04-939 3546 Email: barclay@barclaytraffic.co.nz  
 Website: www.barclaytraffic.co.nz

19 February 2007

NS73-7-2

Ms Rachel Helme  
 Resource Consent Planner  
 Hutt City Council  
 Private Bag 31912  
 LOWER HUTT 5040

FILED TO	Date	Initials	Action
R Helme			
FILE	RECALL		

Dear Ms Helme

PROPOSED SIGNS, WINGATE

Hutt City Council has applied to erect signs at two locations:

- The intersection of High Street, Percy Cameron Street, Wingate Overbridge and Oxford Terrace.
- The intersection of High Street and Eastern Hutt Road.

The signs are to identify and promote the Wingate industrial area, and modify an earlier proposal for which consent was granted in 2004. The 2004 consent provided for three signs at the above two locations and also at the intersection of Wingate Overbridge and Eastern Hutt Road. The sign at the intersection of High Street and Eastern Hutt Road was not erected. The current application provides for a new larger sign opposite Percy Cameron Street, and the existing sign to be relocated to the High / Eastern Hutt intersection.

1. The new sign at the intersection of Percy Cameron and High Street will be 7.0 metres high instead of the present 5.0 metres. It will be more prominent, however I would not expect a significant adverse effect on traffic operation as a result.
2. I would expect relocation of a sign to the High Street / Eastern Hutt Road intersection to be covered by the 2004 consent. Although in an exposed location on the roundabout island, it will not present a major additional physical or visual obstruction.
3. I support the application.

Yours faithfully

Bill Barclay

c:\data\jobs\j055\123601.doc

M07/967



# MEMORANDUM



*Our Reference*            1

**TO:**                    **David Crowther, CDS**

**FROM:**                **Ted Greig**

**DATE:**                **20 August 2004**

**SUBJECT:**            • **WINGATE CRESCENT/EASTERN HUTT ROAD**  
                              • **BARNES STREET**

Hi Dave,

Two sites to look at please.

- Wingate Crescent/Eastern Hutt Road intersection - alternative intersection layout and improvements. Your office has previously had a look at this intersection. MWH have also had a look at it. Petronic Industries have bought the old Telecom Line Depot site and have an entrance off E H Road next to Metallion. They have some concerns with turning traffic. Contact there is David Percy 567 3229, ext. 801. Can you re-visit this one and come up with some schematic options. I have included the information we have on the intersection.
- Barnes Street, Seaview - Kokiri marae have many vehicles entering and leaving the site as well as children crossing the road to attend te kohanga each week day. There is a problem with vehicles turning right entering the marae, and with other vehicles using the street. Can you please investigate the possibility of installing a right turn bay off Barnes Street into the marae.

Thanks

A handwritten signature in black ink, appearing to read "Ted Greig". The signature is stylized and somewhat cursive, with a long horizontal stroke extending to the left.

**TED GREIG**  
**TRAFFIC ENGINEER**

Hutt City Council  
 Road and Traffic Division  
 30 Laings Road, Private Bag 31912,  
 Lower Hutt, New Zealand  
 Telephone: 04-570 6912 , Facsimile: 04-569 1625,  
 Email: [chris.bennett@huttcity.govt.nz](mailto:chris.bennett@huttcity.govt.nz) , Web: <http://www.huttcity.govt.nz>

*EW 21/11*

File No : **DIV/11/1894**    **Urgent:**  
 Date : **19 April 2011**                      **Telephone:**                      **570-6864**  
 To : **Mark Drummond**  
 Organisation: **Higgins Contractors Ltd**  
 Fax No : **499 6622**  
 From : **Chris Bennett**  
 Number of pages (including cover sheet): **1**

**MESSAGE:**

**Notification of receipt of Traffic Management Plan.**

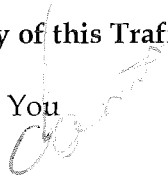
Thank you for your TMP for **Wingate, Cambridge Terrace, Eastern Hutt Rd intersection** (Excavate and replace pavement). The reference number for this TMP is **DOC/11/35949**.

Redirecting pedestrians as outlined and reducing or redirecting traffic lanes by coning around the work-site is approved. The minimum lane width shall be 3.00m. However this may be reduced 2.75m if 30 km/h speed restriction is applied.

You may proceed with works on **Wednesday 20<sup>th</sup> April 2011** between hours 7.30am – 5.00pm  
 If works cannot be completed by **Thursday 27<sup>st</sup> April 2011**, please contact me on DDI (04) 570-6864 to arrange for an extension to this TMP.

**A copy of this Traffic Management Plan is to be held on site at all times.**

Thank You



Chris Bennett  
 Asset Management Officer

This fax is to be regarded as the original - no further copy will be forwarded

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Much of the previous analysis remains valid, and for the present study has been reviewed and updated.

### Wingate Overbridge / Eastern Hutt Road

At the Wingate overbridge northbound traffic on Eastern Hutt Road passes under the bridge on Wingate Crescent. The overbridge itself connects with a different roadway which provides for two-way traffic to both the north and south.

The result is a complex of intersections with unconventional layouts and operation. In safety terms these have proved problematic, and in the five year period 2001 to 2005, twelve crashes were recorded including one fatality. There were a variety of crash types, including loss of control, manoeuvring and intersection-related crashes such as turning and rear end collisions.

Recent remedial work has been carried out at the Wingate Crescent / Eastern Hutt intersection, with construction of a kerb extension to improve channelisation. Although small-scale measures of this type may produce useful benefits, in the longer term some reconfiguration of the connections will need to be considered. These should be directed toward simplifying linkages and forming intersections of a standard layout.

Figure 5 illustrates in diagrammatic form four possible intersection configurations. Option (a) represents the present layout, with three intersections and Wingate Crescent providing one-way movement under the overbridge.

Diagram (b) involves construction of a northern roundabout, at the junction between Wingate Crescent and Eastern Hutt Road. The section of Cambridge Terrace between the overbridge and the southern end of Wingate Crescent would be closed. Although the concept is undoubtedly viable, design of the roundabout will be complicated by driveways for adjacent industrial properties.

Diagram (c) reverses the arrangement, with a roundabout at the southern end of Wingate Crescent. Property frontages at this point are residential, and design of the roundabout will be easier to reconcile with accesses.

Both options are relatively inefficient, requiring some motorists to use circuitous routes to get to their destinations. The configurations are fairly unconventional, and drivers unfamiliar with the locality may not readily understand the layout.

Concept (d) is likely to be a more satisfactory option. It involves construction of a single three-leg roundabout at the end of the overbridge and closure of Wingate Crescent. The intersections at either end of Wingate Crescent would



be eliminated, with property access by way of service lane or right of way. (Short cul-de-sacs could also be considered, but in view of the small number of properties served are hardly justified.)

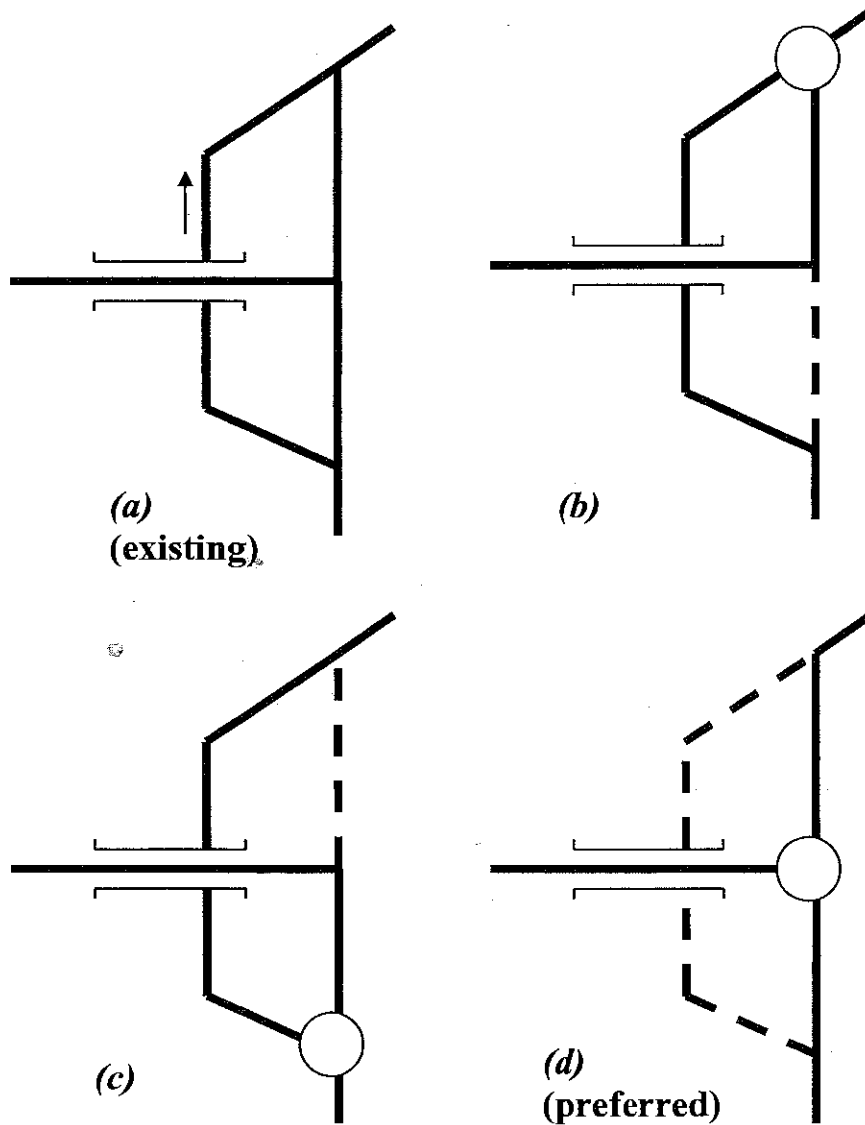


FIGURE 5: Possible intersection configurations

The layout is simple, efficient and intelligible, and the roundabout is at a position well clear of frontage activity. There is room for a roundabout with an inscribed circle diameter of 36 metres and a central island of 23 metres. A possible layout is shown in Figure 6, reproduced from the 2003 report.

A cost in the region of \$400,000 should be allowed for construction.

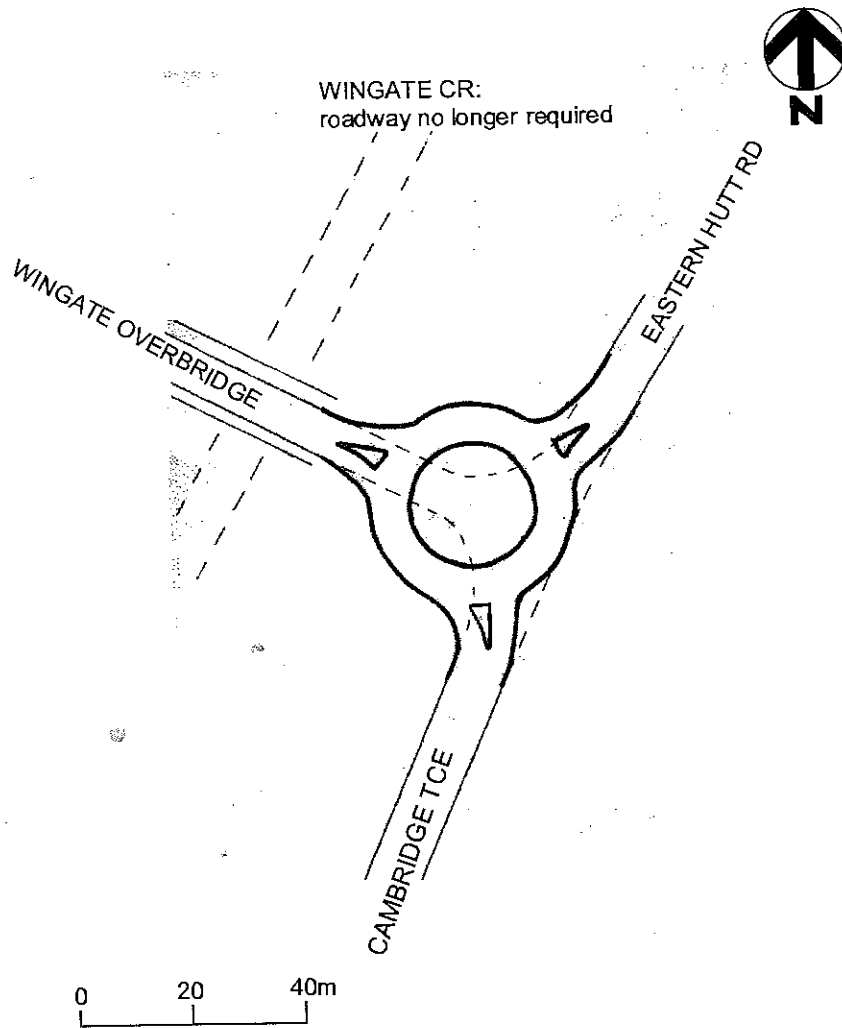


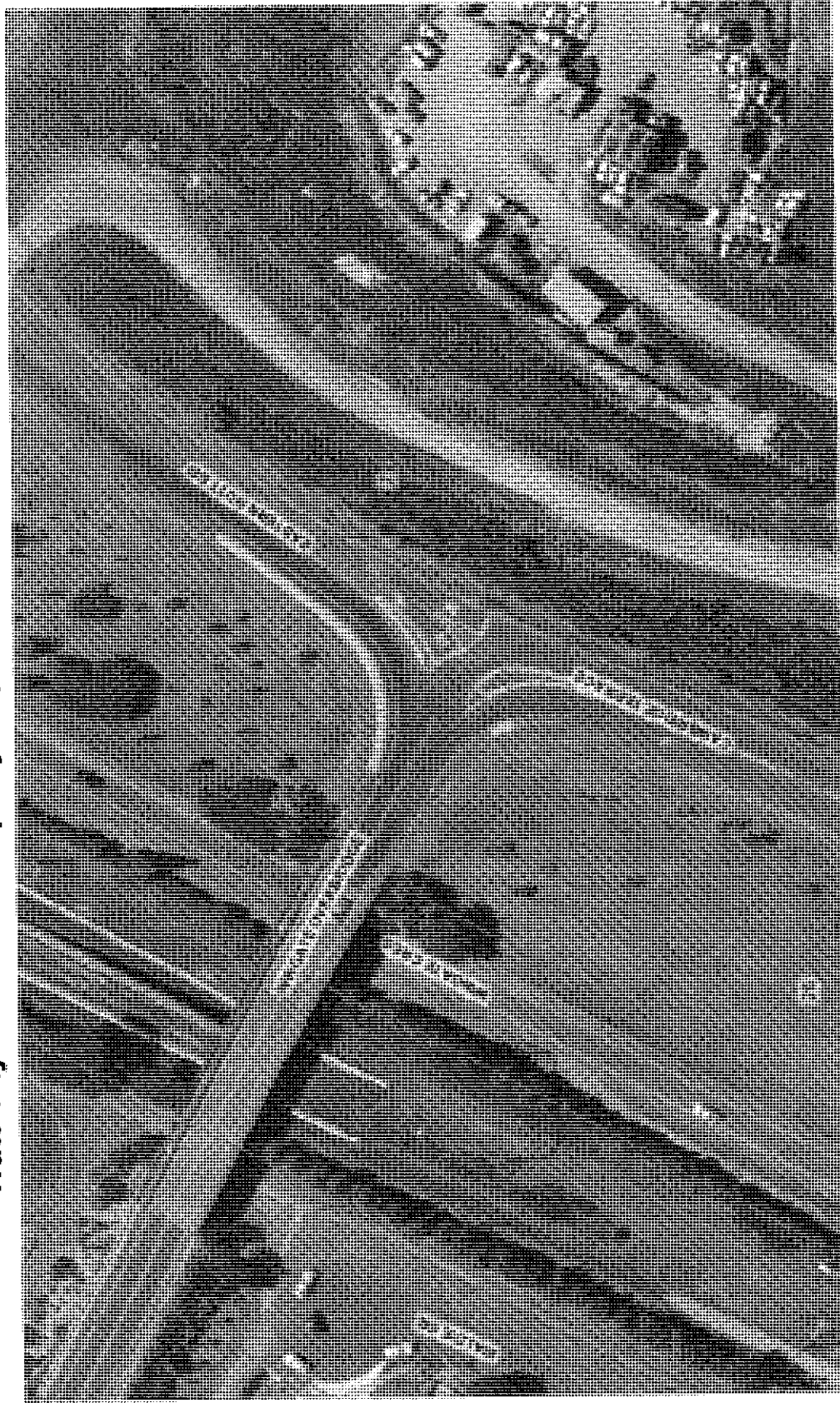
FIGURE 6: Roundabout design

Wingate Overbridge / High Street / Percy Cameron Street / Oxford Terrace

At the western end of Wingate Overbridge is another complex of intersections which over the years has regularly featured in crash reduction studies. For the 2001-2005 period, twelve crashes were reported, three of which resulted in injury.

The 2003 study discussed options for reconfiguring the intersection, including two possible roundabout layouts. A significant design issue however is the need to accommodate five intersection legs, either with a five-leg intersection, or by constructing secondary intersections to combine some of the approaches.

# Hutt City Council – Property Report



Aerial image was last updated on March 2003.

Scale 1:1000

**Legend**

- Schools
- Properties
- Parcels
- State Highways:
  - SH 1
  - SH 2
  - SH 51
  - SH 87
  - SH 58
- Roads Regional
- Railways

**IMPORTANT NOTICE :**

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Eastern Hutt Rd Wingate Cres

2 of 3

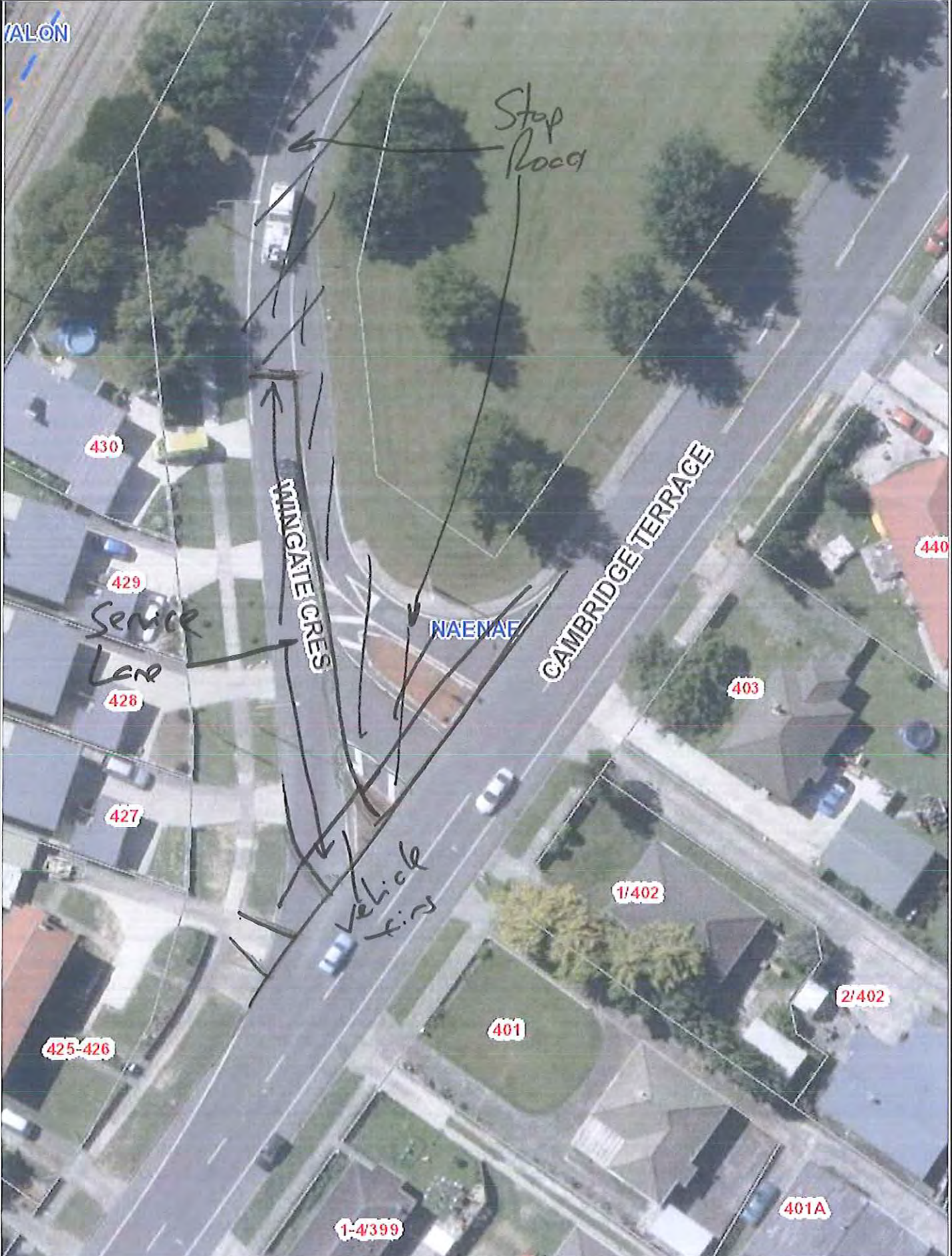


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Scale: 1:500  
Sheet Size: A4 - L

30/09/2014 02:25:10 PM  
Printed Date:

ALON





801-003754-03

30 October 2001

Street Services  
Hutt City Council  
30 Laings Road  
Private Bag 31912  
**LOWER HUTT**

*WS73-6-1/8*

From	TO	Date		
<i>B. Sparey</i>				

*BF06-193  
(B36B)*

RECALL HUTT CITY COUNCIL  
- 1 NOV 2001

**Attention: Bryan Sparey  
Traffic Engineer**

Dear Bryan

**Re: Intersection Priority: Eastern Hutt Rd / Wingate Cres**

**Introduction**

Hutt City Council (HCC) have commissioned MWH to design alternate road markings for the intersection of Wingate Crescent and Eastern Hutt Road.

Currently vehicles on Wingate Crescent have priority from vehicles northbound on Eastern Hutt Road, the new design has given the priority to Eastern Hutt Road traffic.

**Crash History**

A review of the LTSA's crash database revealed that 4 crashes have occurred at the intersection during the five-year period from 1996 to 2000.

Table 1 summarises the crashes at the intersection.

*Table 1 - Crashes at Eastern Hutt Road/Wingate Crescent Intersection (1996-2000)*

Year	Fatal	Serious	Minor	Non-Injury	TOTAL
1996				2	2
1997				1	1
1998				1	1
1999					
2000					
					4

- Two crashes involved vehicles performing a U Turn, both crashes resulted in minor injury crashes.

P:\003500up\801-003724-HCC Minor Traffic Investigations\03-Special Investigations\Wingate Cres\Eastern Hutt-Wingate Cres.doc







**MWH**

MONTGOMERY WATSON HARZA

Printouts from the LTSA's AIS database are attached.

## **Remedial Options**

Enclosed are 3 drawings with new intersection markings for the intersection

### ***Option 1***

Option 1 is similar to the existing layout except that the priority has been given to Eastern Hutt Road traffic.

### ***Option 2***

Option 2 has highlighted the issue of cars turning right into Eastern Hutt Road from Wingate Crescent. Although this movement is seldom used, it has in the past created conflict and two crashes have resulted from cars attempting a U-Turn 20m north of the existing intersection. Due to the nature of the existing road layout surrounding the nearby bridge, it is assumed that there will be few vehicle movements turning right from Wingate Crescent

### ***Option 3***

In order to discourage northbound vehicles entering Eastern Hutt Road at high speeds it would be best directed to 'T up' vehicles at the intersection. This will require the construction of traffic islands to prohibit vehicles from simply driving over a flush median. This option is viewed as the best to address safety concerns.

## **Recommendations**

Option 3 is recommended as the best solution to remedy the safety concerns as well as changing the priority. Consequently, if the construction of traffic islands is considered outside the scope of works, then option 1 is recommended.

Please review the drawings and if you have any questions or comments concerning this, please do not hesitate to contact myself.

Yours faithfully

**MWH NEW ZEALAND LTD**

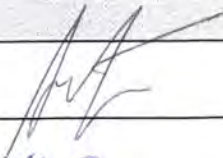

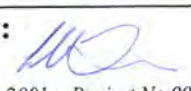
Andrew Fergus  
**Traffic Engineer**



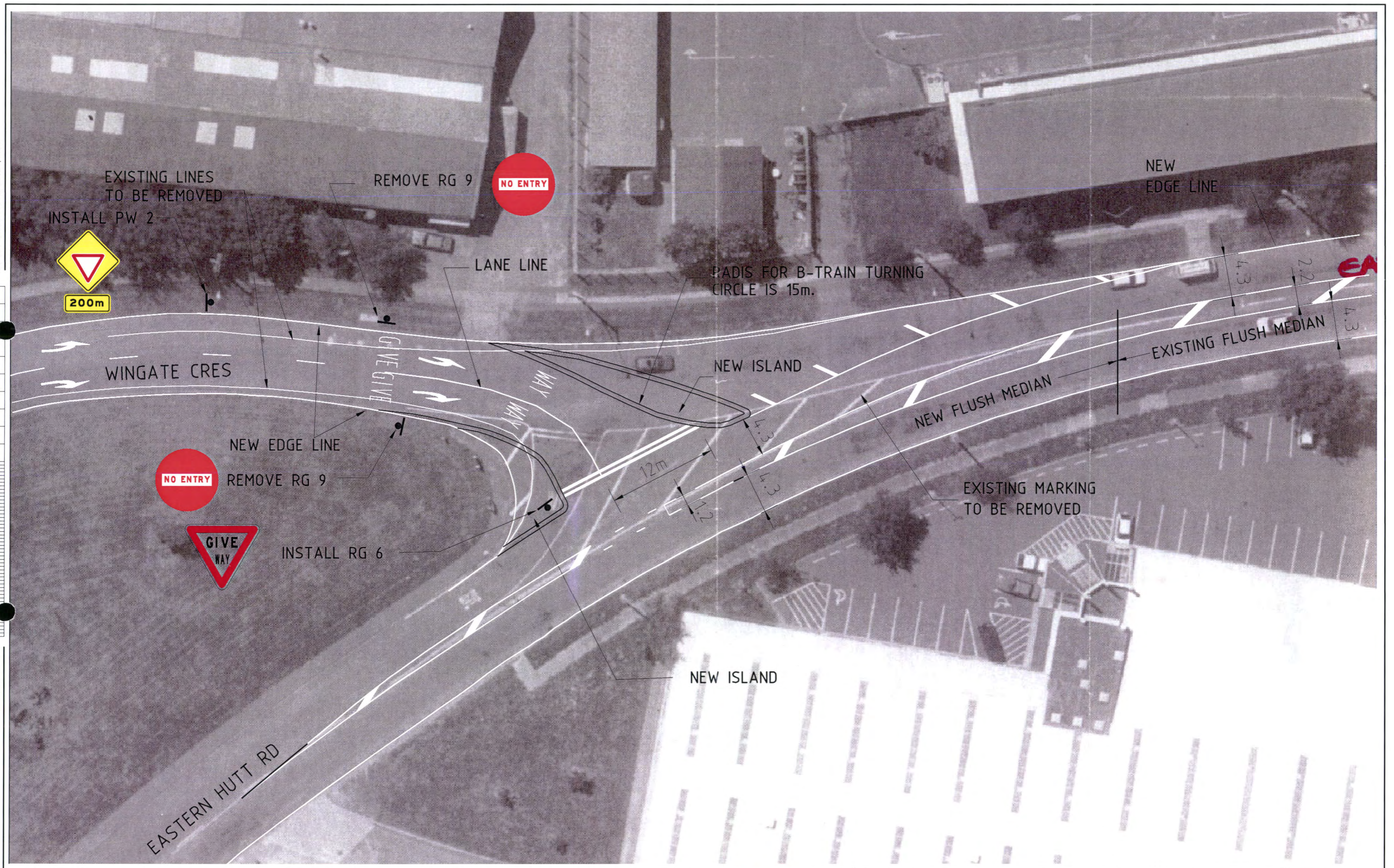
**MWH**

MONTGOMERY WATSON HARZA

Encl. Drawing Nos.0037245-03-01, 02,03  
LTSA Crash Records.

Quality Assurance Statement	
<b>Client:</b> Hutt City Council	<b>Prepared by:</b> Andrew W Fergus 
<b>Project Name:</b> Wingate Cres/Eastern Hutt Road Intersection.	<b>Reviewed by:</b> Glen Prince 
Project Manager: Glen Prince	<b>Approved for issue by:</b> Glen Prince  <i>October 2001 – Project No 003724-03.</i>

ORIGINAL SIZE A3  
DO NOT SCALE - IF IN DOUBT, ASK



CAD Ref : 003724-03

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MWH  
New Zealand Ltd

SCALES NTS		
	BY	DATE
SURVEYED	DG	09/01
DESIGNED	AWF	10/01
DRAWN	WCH	10/01
CHECKED	GMP	10/01
APPROVED	GMP	10/01



WINGATE CRES/EASTERN HUTT ROAD  
INTERSECTION IMPROVEMENTS

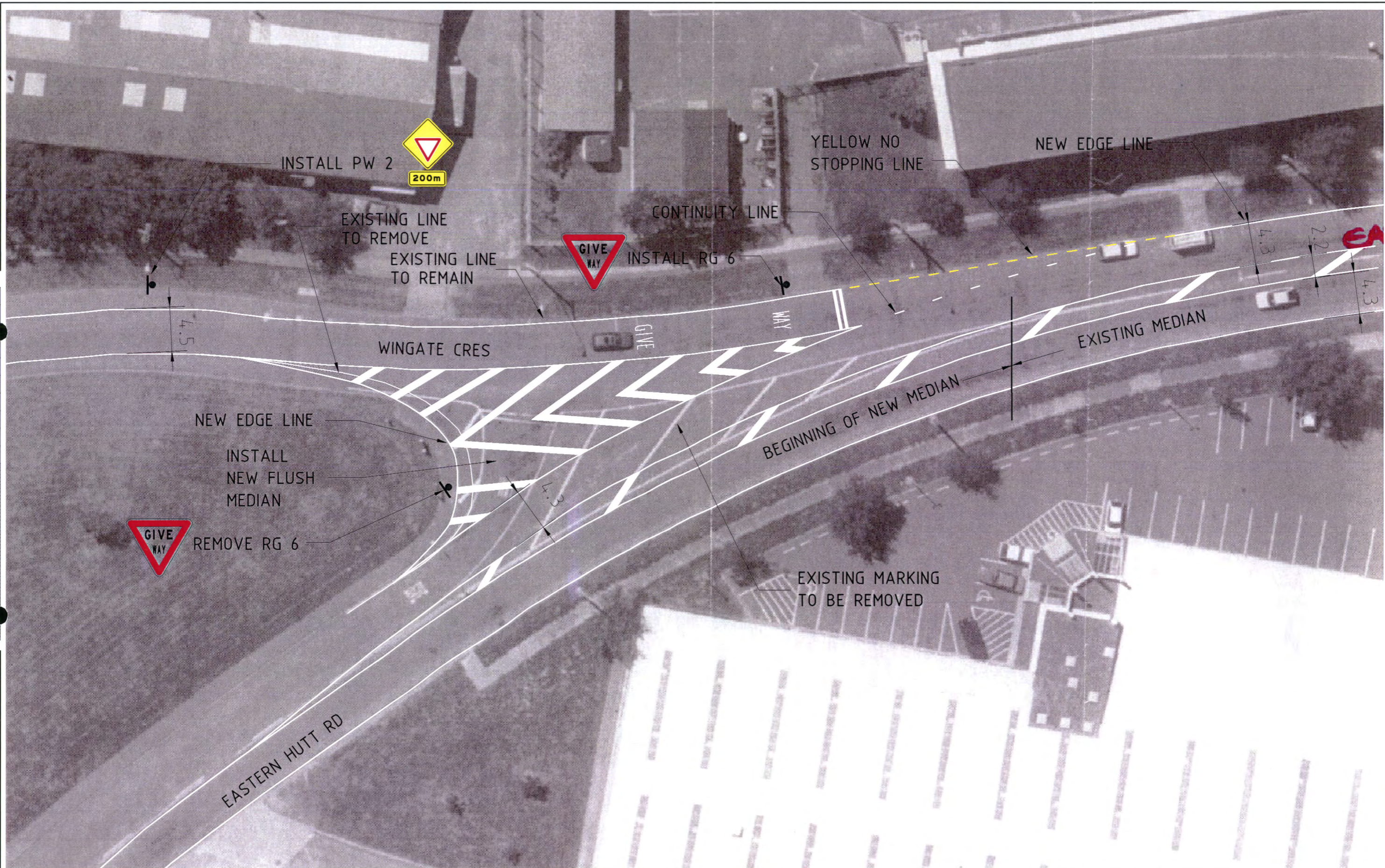
OPTION 3

Status Stamp	
Date Stamp	OCTOBER 2001
Job No.	003724-03
Sheet No.	
Rev.	

DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A3

CAD Ref : 003724-03



REV	AMENDMENTS	DATE	INIT

SCALES NTS		
	BY	DATE
SURVEYED	DG	09/01
DESIGNED	AWF	10/01
DRAWN	WCH	10/01
CHECKED	GMP	10/01
APPROVED	GMP	10/01



WINGATE CRES/EASTERN HUTT ROAD  
INTERSECTION IMPROVEMENTS

OPTION 1

Status Stamp			
Date Stamp	OCTOBER 2001		
Job No.	Sheet No.	Rev.	
003724-03			



ENGINEERING SECTION  
 LAND TRANSPORT SAFETY AUTHORITY

Plain english listing , run on 20 Sept 2001, Page 1

Key	First street	D I R	Landmark or second street	Number	Date	Day Time	Description of Events	Crash Factors (ENV = Environmental factors)	Conditions	Inter	Total	
	Distance				DD/MM/YY	DAY HHMM			L R o a d	W e a t h	J C u n t c r t l	inj F S M A E I T R N
1	EASTERN HUTT ROAD		20N WINGATE CRESCENT	51804	26/04/96	FRI 0805	VAN NBD on EASTERN HUTT ROAD hit approaching CAR doing U turn		Dry Overcast	Fine	Nil	
2	EASTERN HUTT ROAD		20N WINGATE CRESCENT	54447	30/08/96	FRI 1520	TRUCK NBD on EASTERN HUTT ROAD hit approaching CAR doing U turn		Dry Bright	Fine	Nil	
3	EASTERN HUTT ROAD		I WINGATE CRESCENT	52202	23/04/97	WED 1655	CAR1 NBD on EASTERN HUTT ROAD hit CAR2 merging from the right		Dry Bright	Fine	T GWay	
4	WINGATE CRESCENT		20W EASTERN HUTT ROA	52859	21/06/98	SUN 1100	CAR EBD on WINGATE CRESCENT lost control turning right, hit traffic signs	CAR : alcohol suspected, too fast entering corner	Dry Bright	Fine		

ENGINEERING SECTION  
 LAND TRANSPORT SAFETY AUTHORITY

Coded listing , run on 20 Sept 2001, Page 1

Key	First street	D I R	Landmark or second street	Number	Date	Day	Time	Movement	Factors and Roles	O B J E C T	C W L W J C M S	Total inj	P E Y	C D C	Grid ref
					DD/MM/YY	DAY	HHMM	T 1 234	A is for vehicle 1 B is for veh 2 etc						
			Distance												
1	EASTERN HUTT ROAD		20N WINGATE CRESCENT	51804	26/04/96	FRI	0805	MB VN1C			R D O F N C 050				267414 600020
2	EASTERN HUTT ROAD		20N WINGATE CRESCENT	54447	30/08/96	FRI	1520	MB TN1C			R D B F N P 050				267414 600020
3	EASTERN HUTT ROAD		I WINGATE CRESCENT	52202	23/04/97	WED	1655	KB CN1C			R D B F T G C 050				267412 600019
4	WINGATE CRESCENT		20W EASTERN HUTT ROAD	52859	21/06/98	SUN	1100	DA CE1 101A 111A		S	M D B F N 050				267410 600019

21/6/02

Andrew

Eastern Hutt Rd / Wingate Cres  
Intersection Improvements

Further to your letter of 12/3/02.

We are going with a modified option 3.  
Metallion would like access to their driveway from  
Eastern Hutt Rd for both left & right turners.

Please contact & meet Alan Brown of Metallion,  
ph 939 3004, to discuss their access.

We have no ~~any~~ problems with access of E. Hutt Rd  
provides flush median as advised to 2m & their  
is a loading zone for vehicles before they cross  
Wingate Cres into Metallion.

Any queries - since no c - ...

Bye



# FAX TRANSMISSION



HUTT CITY  
COUNCIL

30 Laings Road, Private Bag 31912,  
Lower Hutt, New Zealand  
Telephone: 04-570-6788, Facsimile: 04-569-1625,  
Email: [bryan.sparey@huttcity.govt.nz](mailto:bryan.sparey@huttcity.govt.nz), Web: <http://www.huttcity.govt.nz>

File No: Contract 3103  
Date: 2 September 2001  
To: **Andrew Fergus, Montgomery Watson Ltd**  
Fax No: 381 6739 (quick dial 13)  
From: **Bryan Sparey, Traffic Engineer.** Telephone: 570 6788

Number of pages (including cover sheet): 2

## Special Investigation

Andrew,

### Intersection Priority: Eastern Hutt Rd/Wingate Cres

At present the intersection is controlled by a Give Way control on Eastern Hutt Rd (north bound) as per attached aerial photo.

This causes problems for truck drivers on Eastern Hutt Rd who can't easily see south when making the northbound right turn, having come over the bridge, and they get caught by speeding cars coming around from Wingate cres.

It is proposed to change the priority by removing the Give Way from Eastern Hutt Rd & placing it on Wingate Cres.

Please design road marking layout for intersection for new Give Way control with Eastern Hutt Rd nth & sth bound as the main route.

You will need to discuss the proposal with the business at 13 Eastern Hutt Rd to maintain their access.

Thanks

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# Hutt City Council Cityscape

Distances measured from this map are not accurate.



Printed from Cityscape on 14 June 2001 at 09:17 AM

---	Water
- - -	Sewer
---	Stormwater
---	Property Boundaries

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The Error rate on urban data, in its composite form is ± 7m and on rural data, in its composite form the error rate is ± 25m. The confidence in these error rates is 95%. This map is a composite of property information (LINZ DCDB data) supplied under licence to Hutt City Council and Hutt City Council information on the extent and location of services. For accurate information each piece of data should be independently verified.

Accurate information relating to legal title can be obtained from Land Information New Zealand. A surveyor can provide accurate information on the services and boundaries for a property.

Cadastral information derived from the LINZ DCDB. CROWN COPYRIGHT RESERVED. Digital Licence No WN/354600/1.

14/06/2001

### Enquiry Trace Form

Enquiry: 6637

Logged by: leshea McDonald (8912)

on 30/05/01 16:35:29

Service: streets

Classification: Request For Service

Subject: General Traffic Enquiries

Details: Eastern Hutt Road @ Wingate wants to know if Wingate Cres can have giveaway put on it because truck drivers can't easily see south when making the northbound right turn having come over the bridge.

Site: Eastern Hutt Road

Area: Taita

Ward: Northern

Location: @ Wingate

Contact: (2)(a)

Telephone: [Redacted]

Current Status:

No.	Effective	Status	Officer	Follow up Date
1	30/05/01 16:35:29	Call Logged	Bryan Sparey	6/06/01 16:35:29

Revised Status:



Volumes now the same  
at accidents

Give way on wingate June 1999

Plan where a wingate double file  
on E. Hutt

Do plan - consult with Metallix

then in Alex (son)

← let him know timetable

Original report 26/5

Consulted to design layout  
of consult - 13 E Hutt Rd  
about their access

Name : ..... Signed : ..... Date : .....

THE HUTT CITY COUNCIL

WORKS GROUP

WS70-02  
and  
WS73-06  
24 May 1994

The Chairman and Members  
TRAFFIC SUBCOMMITTEE

EASTERN HUTT ROAD : GIVE WAY  
(NORTHERN WARD)

1. SHORT TITLE TO BE ADVERTISED

No. 24/94 Eastern Hutt Road : Give Way

2. RESOLUTIONS FOR ADOPTION BY TRAFFIC SUBCOMMITTEE

That the following be APPROVED

EASTERN HUTT ROAD - east bound traffic at Wingate Crescent  
**GIVE WAY**

3. BACKGROUND

A request has been received for some form of control at this intersection.

The intersection is an uncontrolled "Y" intersection and confusion exists for drivers over who has right of way. There has been only one accident in the past five years. This was a car eastbound on Eastern Hutt road at 11:20pm, lost control and hit a pole. Alcohol was involved and the driver sustained minor injuries.

4. COMMENT

Although the markings are for a east/west flow on Eastern Hutt Road with Wingate Crescent merging in, the major flow eastbound is Wingate Crescent. The traffic volume on Wingate Crescent is double that for Eastern Hutt Road eastbound.

Legally Wingate Crescent has to give way to Eastern Hutt Road, despite it being the major flow. This volume imbalance and the intersection layout no doubt leads to the confusion over right of way.

Installation of a Give Way control on Eastern Hutt Road will remove the confusion and define the major route.

5. CONSULTATION

The proposal will be advertised in accordance with standard procedures.

6. FINANCIAL IMPLICATIONS

Minor expenditure (estimate \$150.00) from within the signs and roadmarking operational budgets.

7. TIMETABLE

7.1	Traffic Subcommittee	Wednesday, 8 June 1994
7.2	Advertised in Hutt News	Tuesday, 14 June 1994
7.3	Objection Period Closes	Tuesday, 28 June 1994
7.4	Objections received and referred to Judicial Committee	Tuesday, 2 August 1994

Report prepared by:



B R Sparey  
ENGINEERING OFFICER, TRAFFIC

Report approved by:



J R Hewitt  
TRAFFIC ENGINEER, OPERATIONS



D P Bullen  
DIVISIONAL MANAGER, TRAFFIC  
for GROUP MANAGER, WORKS

TSC 425

N  
↑

Wingate Cres.

Oneway  
→

Existing  
Kerbline

Proposed GIVE WAY and  
painted island.

Eastern Hutt Rd

Proposed Give Way  
EASTERN HUTT ROAD

TS 9494

Scale 1:1000

12 July 2021

██████████  
██

Tēnā koe ██████████,

**Request for Information – Local Government Official Information and Meetings Act 1987**

We refer to your official information request dated 13 June 2021 for information regarding Wingate Intersection.

For ease of reference we have included our responses beneath each of your questions. Please note some questions have supporting tables, these have been referenced and can be found under the relevant question in Appendix 1.

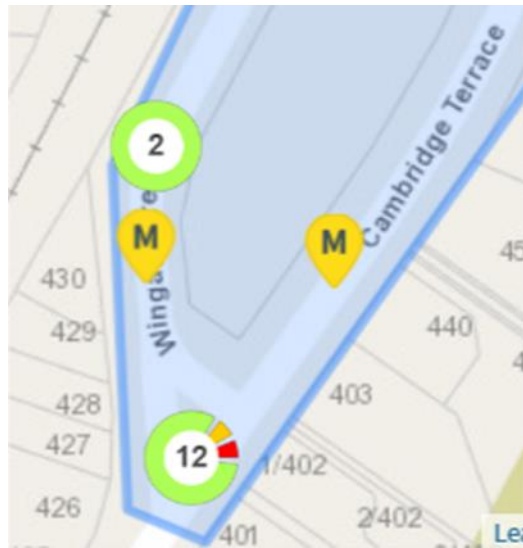
1. Can you please clarify (i.e. confirm the correct figures) for the following data discrepancies:
  - a) Page 20 of Appendix 1 and page 5 of Appendix 4 mention 1 fatality at the Wingate Overbridge intersection between 2001 and 2005 but the Excel dataset only shows 1 fatality from 1983.

**Response:** The CAS data used in response to the initial request took a 100m radius around the Overbridge Intersection. The 2004 fatality occurred outside of this radius at the intersection of Cambridge Terrace and Wingate Crescent.

Please refer to the attached graphs for question 1(a).

- b) Page 20 of Appendix 1 and page 5 of Appendix 4 mention 12 crashes at this intersection between 2001 and 2005 but only 2 crashes are recorded in Excel (crash ID 96662 and 60899) for this time period.

**Response:** As per the image below, the scope of the CAS Data supplied differs to that referred to in the report. The above shows the additional crash numbers between 2001 - 2005.



- c) Page 27 of Appendix 1 has a table showing 4 non-injury crashes (2 in 1996, 1 in 1997 and 1 in 1998) but none of the crashes listed in the Excel spreadsheet show Wingate Crescent as the side road (I note there are two without side road data from 1997 but this doesn't match with the numbers in the table).

**Response:** As per the response above, the scope of the CAS Data supplied differs to that referred to in the report. The above shows the location of the missing data sets referenced.

Since the original report, Waka Kotahi's Crash Analysis System has been updated, resulting in a change to the reference numbers as below:

- \* 51804 -> 9651804
- \* 54447 -> 9654447
- \* 52202 -> 9752202
- \* 52859 -> 9852859

ENGINEERING SECTION  
LAND TRANSPORT SAFETY AUTHORITY

Coded listing, run on 20 Sept 2001. Page 1

Key	First street	D I R	Landmark or second street	Number	Date	Day	Time	Movement	Factors and Roles	D R J E C T	C W E T V N H B E T S	L E T T E R S	M I C R O T R A F F I C S	Total Inj	P E D C A S I A L I N J U R Y	Grid ref	
					DD/MM/YY	DAY	HHMM	T	A is for vehicle 1 B is for veh 2 etc						East	North	
1	EASTERN HUTT ROAD	20N	WINGATE CRESCENT	51804	26/04/96	FRI	0805	MB VN1C		R	D	O	F	N	C	050	267414 500020
2	EASTERN HUTT ROAD	20N	WINGATE CRESCENT	54447	30/08/96	FRI	1520	MB TN1C		R	D	B	F	N	P	050	267414 500020
3	EASTERN HUTT ROAD	I	WINGATE CRESCENT	52202	23/04/97	WED	1655	KB CN1C		R	D	B	F	T	G	050	267412 500019
4	WINGATE CRESCENT	20W	EASTERN HUTT ROAD	52859	21/06/98	SUN	1109	DA CB1	101A 111A	S	M	D	B	F	N	050	267410 500019





- d) Page 33 of Appendix 1 lists 4 crashes that do not match any of the crashes listed in the Excel spreadsheet in terms of date, time and/or description of the accident (e.g. number 54447 from the table has the same date as crash ID 771932 but the description and time are quite different; the others do not share dates at all).

**Response:** Please refer to the above explanation.

2. Appendix 2 has an email from Danny Wood written in 2018. This email refers to a "number of complaints". How many has the Council received in total?

**Response:** The council call register shows two registered complaints since the Barclay report was written.

- a) Can you please provide copies of the "designs which cater for intersection controls" referred to in the email?

**Response:** The designs for intersection controls are contained within Austroads - Guide to Traffic Management Part 6 - Intersections, Interchanges and Crossings. See the link below.

[https://austroads.com.au/publications/traffic-management/agtm20/media/AGTM06-19\\_Guide-to\\_Traffic\\_Management\\_Part\\_6\\_Intersections\\_Interchanges\\_and\\_Crossings.pdf](https://austroads.com.au/publications/traffic-management/agtm20/media/AGTM06-19_Guide-to_Traffic_Management_Part_6_Intersections_Interchanges_and_Crossings.pdf).

The designs mentioned are generic treatments and not site specific. There are copyright issues with reproducing.

- b) When does the Council expect to "have something in place" for the Traffic Subcommittee?

**Response:** The response from Council Officer Wood stated;

'Once we have something in place (if we are able to assist further) this will need to go through the Traffic Subcommittee consultation. Although sometimes it can take a bit of time, just know I am looking into it.'

As noted in the email, Heavy Vehicle movements through the intersection compromise all possible pedestrian movements. To this end, no further options were available, and therefore no proposal has since then been taken to the Traffic Subcommittee for consideration.

3. On page 5 of Appendix 4 there is an "assessed value" calculation based on crash figures at different intersections. From what I can deduce, the following values appear to have been assigned to each crash: \$14,000 for non-injury, \$60,000 for a minor crash, \$100,700 for a serious crash, and \$1,008,000 for a fatality. Can you please confirm these values are correct?

**Response:** At the time of publishing, the social cost quoted (adjusted for local roads) was correct.

- a) Can you please provide equivalent/adjusted values that would be assigned to such crashes in 2021? I note 15 years have passed since the report was written. During this time, the Excel spreadsheet shows 8 further crashes at Wingate Overbridge, which includes 1 serious and 1 minor crash. I want to understand the cost incurred since the 2006 report.

**Response:** Values change yearly based on the statistical data obtained by Ministry of Transport (MoT). To individually calculate the social cost relevant to every individual crash year would take additional time.

Current Values as per MoT - Social Cost of Road Crashes

Fatality: 4.37m (\*VOSL)

Serious: 0.1VOSL

Minor: 0.04VOSL

Non Injury: \$20k

\*Value of Statistical Life

4. Page 12-14 of Appendix 4 proposed several solutions to the issues with Wingate Overbridge. It would seem none of these options have been adopted in the intervening 15 years. Why is this?

**Response:** Due to the funding requirements of the then Land Transport Agency, and now Waka Kotahi (NZ Transport Agency), and the crash history/makeup of the intersection.

- a) Option D was estimated to cost \$400,000 in 2006. What would this option cost if implemented in 2021?

**Response:** This figure could not be obtained without undertaking a detailed design of the proposal. The (scoping) report provided an estimate without actually investigation the recommendations viability. We are declining this question under section 17(g) of the LGOIMA as the information is not held, and there are no reasonable grounds to believe it is held by or more closely connected with another agency.

- b) Page 6 of the report has handwritten notes that show the Council re-prioritising the Wingate Overbridge intersection as its 6th highest priority even though the report determined it was the 3rd highest priority. Why was this re-assessed as a lower priority?

**Response:** The report itself did not rank the high priority sites. The list was provided based on the seven groups mentioned in the executive summary (item 4), and listed in Table 1. The initial prioritisation was made by Council Officer(s) as shown in the margins.

Site	
<u>High priority</u>	
③	High St / Taita Dr
⑦	Taita Dr / Harcourt Werry Dr
⑥	Wingate Overbridge / Eastern Hutt Rd
①	High St / Mitchell St
②	Waterloo Rd / Witako St
⑧	Birch St / Knights Rd
⑨	Kings Crescent / Pretoria St
Done →	<del>Pharazyn St / Block Rd</del>
Done →	<del>Bell Rd / Parkside Rd</del>
Master →	<del>Parkside Rd / Hutt Park Rd</del>
Done	TOTAL

*Analysis / design / cost 09/10*

- c) Why was option d not pursued (or indeed any of the other options) despite this site being identified as such a high priority?

**Response:** As noted in the Barclay Report, it was for scoping purposes only.

- d) Of the 24 sites analysed in the 2006 report, how many have been actioned (either in line with the report's recommendations or with some other resolution) in the 15 years since the report was written?

**Response:** Please refer to the tables in the appendix for question 4(d).

- e) The report said \$3.5 million was needed to implement improvements at all 24 sites. How much money has the Council spent in total on this work since the report was written?

**Response:** We are still looking at this information, and will provide you with a response as soon as practically possible.

5. What did it cost the Council to commission the 2006 Barclay report?

**Response:** \$9562.50 (excl gst)

6. In the past 15 years, what is the Council's budgeted and actual expenditure on safety/traffic improvements across the whole city? Please provide this broken down by year and include budget estimates for the next 5 years.

**Response:** Council's financial budget for the next 10 years can be found within the recently approved Long Term Plan.

[http://www.huttcity.govt.nz/contentassets/f9d7320b20d34afeb84c2f85cd93090d/080721\\_10-year-plan.pdf](http://www.huttcity.govt.nz/contentassets/f9d7320b20d34afeb84c2f85cd93090d/080721_10-year-plan.pdf)

We will release to you the past 15 years of budgeted and actual expenditure on safety/traffic improvements across the whole city. We are still collating this information, and will provide it to you as soon as practically possible.

7. Appendix 4 also contains a 2019 report about the Naenae/Treadwell Street intersection. Is this development definitely going ahead? If so, when? And why has this work been prioritised over the Wingate Overbridge intersection issue already identified many years ago?

**Response:** The potential work at Naenae/Treadwell is being included as part of the Naenae Revitalisation Project. You can read more about this here

<https://haveyoursay.huttcity.govt.nz/naenaespatialplan>

### Questions about pedestrians

1. Have there been any crashes at the Wingate Overbridge intersection involving pedestrians?

**Response:** The data provided, and referred to in the report takes into account all 'crashes' including those involving pedestrians reported to police. In the analysis there were no pedestrian centric crashes that occurred.

2. Does the Council have relevant material or analysis about pedestrian safety associated with the Wingate Overbridge intersection?

**Response:** Waka Kotahi's CAS data provides historical data associated with pedestrian incidents within the area. There does not seem to be any specific pedestrian surveys undertaken in this area. GWRC (Metlink) Public Transport data may show trip generation areas for nearby Train Stations and Bus Stops.

3. What is the current cost of installing a pedestrian crossing? Would the Council instal 2 pedestrian crossings to make it safer for people who walk up Cambridge Terrace and toward the Wingate train station? The footpath currently ends underneath Pick A Part, which forces two road crossings in rather perilous locations.

**Response:** There is national guidance around the selection of an appropriate crossing facility which can be found at <https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/guidelines-selection-of-pedestrian-facilities.pdf>

Council officers cannot provide an accurate costing associated with the installation of a formal pedestrian crossing or any other type of facility to any certainty without first undertaking the relevant investigations. We are declining this question under section 17(g) of the LGOIMA as the information is not held, and there are no reasonable grounds to believe it is held by or more closely connected with another agency.

If you would like to discuss this request please contact Charles Agate, Acting Traffic Asset Manager on 0273028620.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

Please note that this letter (with your personal details removed) may be published on the Council's website.

Nāku noa, nā



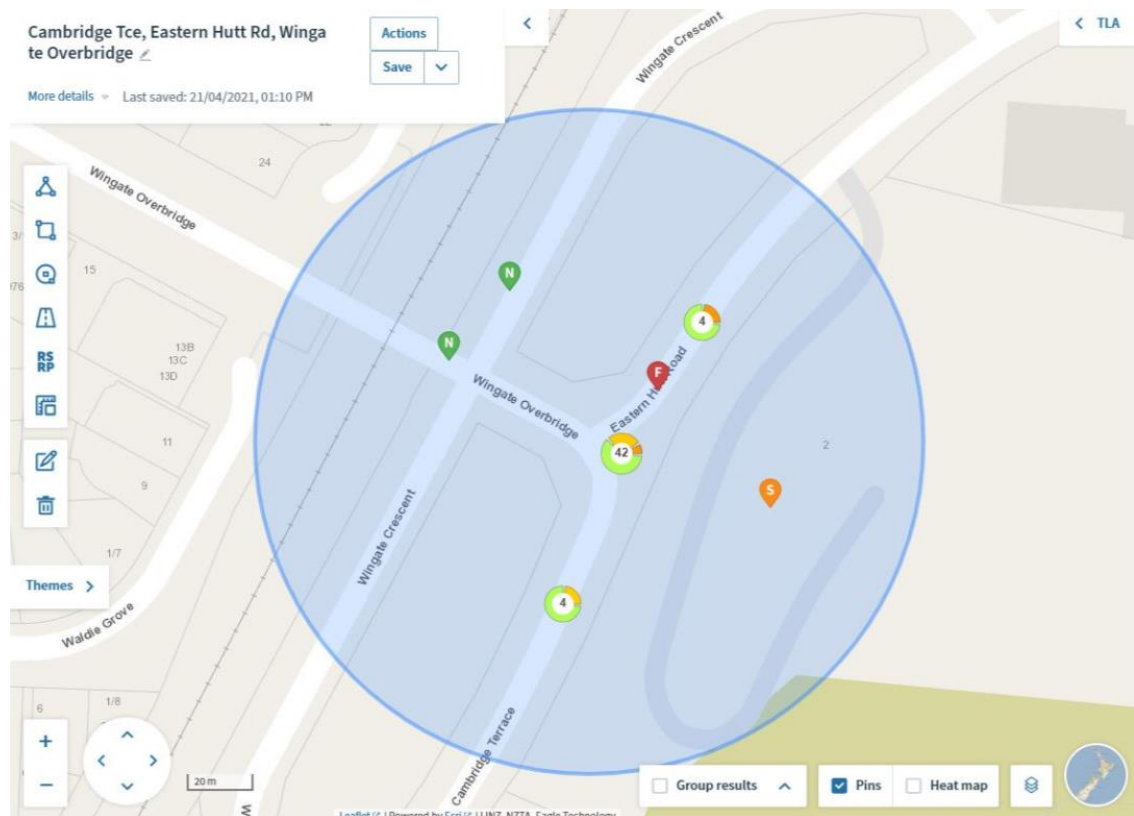
Charles Agate  
Acting Transport Planning & Engineering Manager

### Question 1 (a)

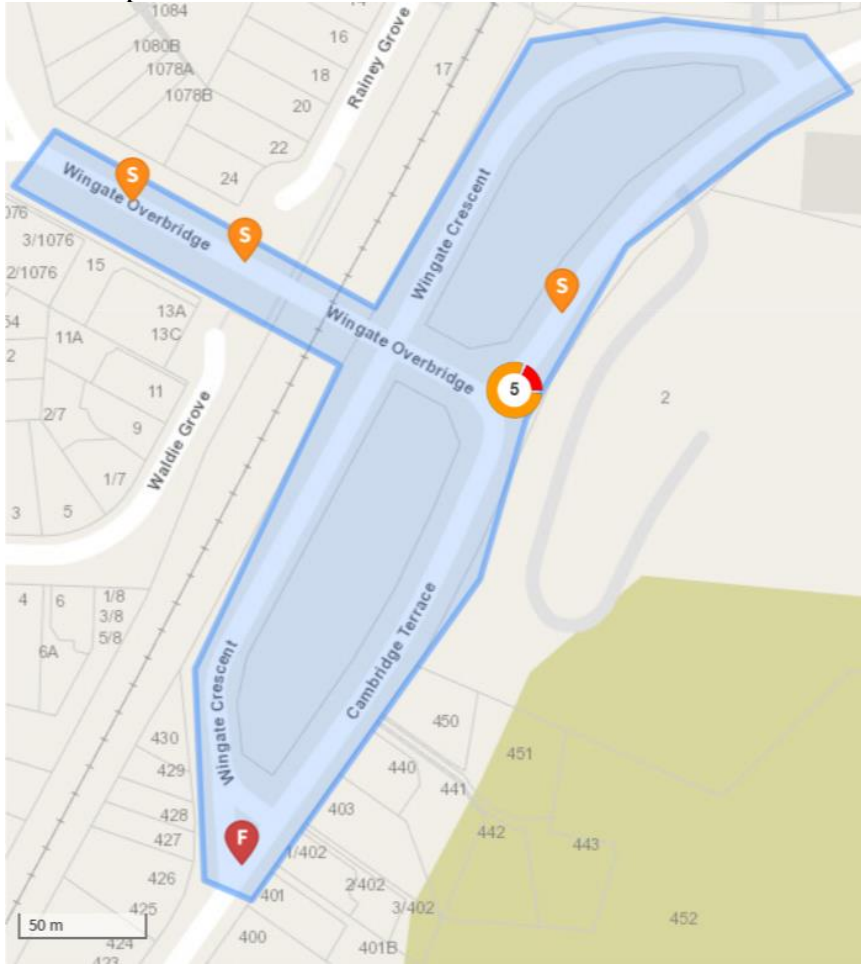
The result is a complex of intersections with unconventional layouts and operation. In safety terms these have proved problematic, and in the five year period 2001 to 2005, twelve crashes were recorded including one fatality. There were a variety of crash types, including loss of control, manoeuvring and intersection-related crashes such as turning and rear end collisions.

Site	Severity				Assessed value (\$)
	Fatal injury	Serious injury	Minor injury	Non-injury	
<b>1. Northern Ward improvements</b>					
Stokes Valley Rd /Wagon Rd	0	0	1	4	115,000
Stokes Valley Rd / Glen Rd	0	0	2	1	130,000
* High St / Taita Dr	0	1	1	7	1,163,000
* Taita Dr / Harcourt Werry Dr	0	0	2	5	188,000
<b>2. Wingate access route</b>					
*Wingate O'bridge / E Hutt Rd	1	0	0	11	1,162,000
*Wingate / High / P Cameron St	0	0	3	9	338,000
Percy Cameron St / H Werry Dr	0	0	0	0	0

### CAS Shapefile used



CAS Shapefile revised



**Question 4(d)**

Stokes Valley Rd / Wagon Rd	Monitor	No Improvements Recommended or Made
Stokes Valley Rd / Glen Rd	Monitor	Officers looking into possible revision of intersection controls
High St / Taita Dr	Roundabout	New residential developments and the Beltway mean that changes have been made, but not inline with the scoping report
Taita Dr / Harcourt Werry Dr	Roundabout	No changes have been made.
Wingate Overbridge / Eastern Hutt Rd	Reconfigure	No physical changes, but lighting has been improved.
Wingate Overbridge / High St / Percy Camron St	Roundabout	No Works Undertaken
Percy Cameron St / Harcourt Werry Dr	Monitor	No Works Undertaken
Naenae Rd / Cambridge Tce	No Action	No Works Undertaken
Naenae Rd / Waiwhetu Rd	No Action	No Works Undertaken
Naenae Rd / Clendon St	Turning Bay	No Works Undertaken
Clendon St / Cambridge Tce	Parking Restrictions	No Works Undertaken
High St / Mitchell St	Traffic Signals	Traffic Signals are proposed as part of the Summerset Development in Boulcott
Waterloo Rd / Waitako St	Roundabout	No Works Undertaken
Birch St / Knights Rd	Traffic Signals	
Kings Cres / Pretoria St	Traffic Calming	Works associated with pedestrian improvements are scheduled in the coming years once detailed designs have



		been completed.
Pharazyn St / Block Rd	Reconstruct	Intersection was altered in 2007
Marsden St / Pharazyn St	Monitor Only	
Parliament St / Bridge St	No Action	
Pharazyn St / Bridge St	Monitor	
Marsden St / Bridge St	Parking Restrictions	
Bell Rd / Gracefield Rd	Minor Works	Minor Roadmarking and Parking changes
Bell Rd / Parkside Rd	Reconstruct	Roadmarking changes made
Parkside Rd / Hutt Park Rd	Minor Works	
Moohan St / Main Rd	Upgrade to Stop Control	