

Project: Mt Welcome Subdivision  
To: Incite

Project No. 310206500

From: Stantec NZ

Date: 7 September 2026

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**Reference: Mt Welcome: Minute 18 Transport Response**

## **1 Purpose and Scope**

This memorandum addresses the transport-related matter raised by the Panel at Item #8 of Minute 18. The request arises from discussions during conferencing with the Panel on 3 September regarding the feasibility of an alternative active mode connection from the Site via State Highway 59 (SH59), and relates to my response (dated 28 August) to Minute 11, item (i) iii.

During conferencing, I described that provision has been made within the proposed Site access roundabout design at SH59 to allow sufficient width for a shared path to extend from the access point along the eastern side of the highway to the Site's northern boundary. From here, the path could then potentially continue north on the eastern side of the highway a further ~500m where the posted speed limit reduces to 50kph at Pukerua Bay, providing connection to the rail station and other local amenities.

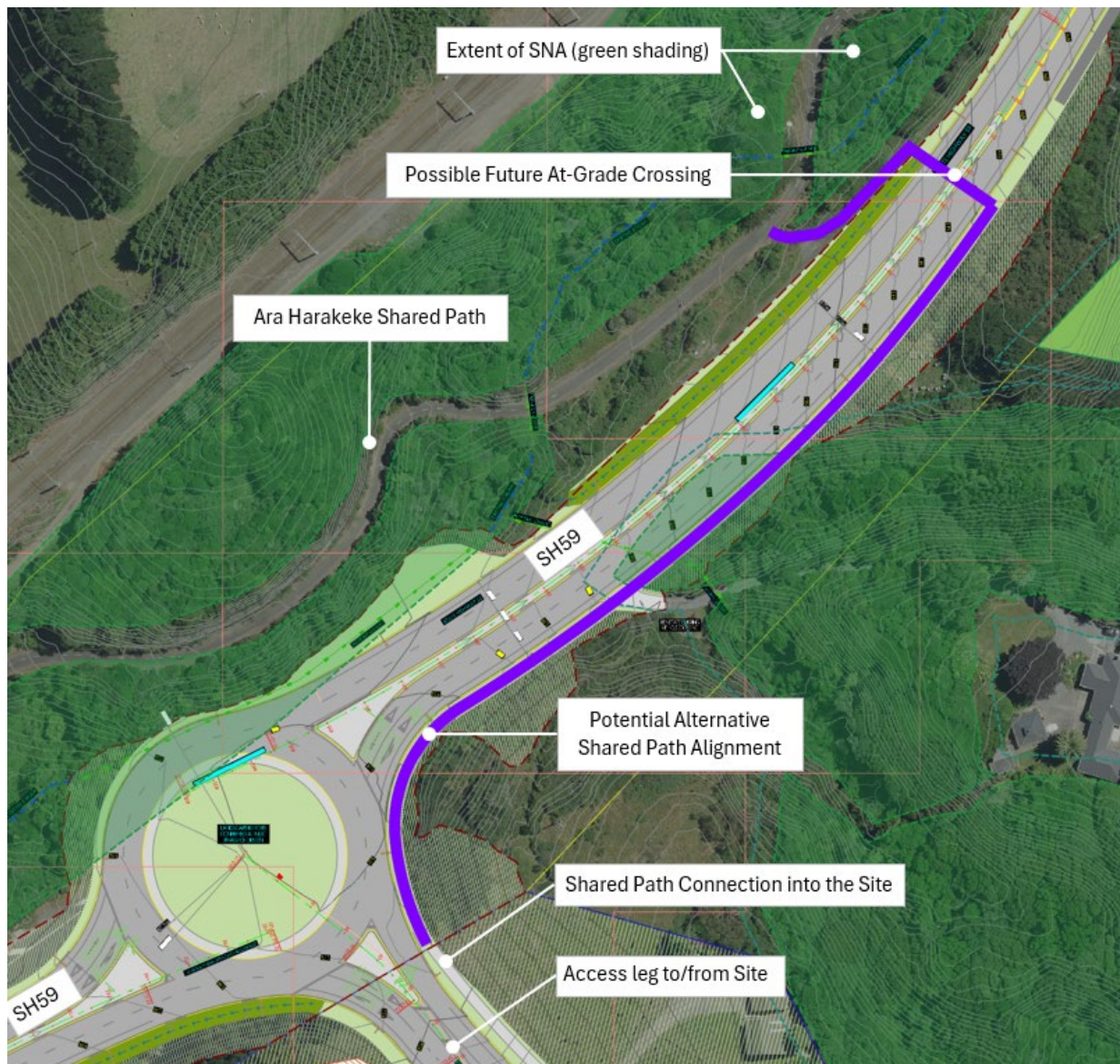
In relation to providing a crossing of the highway under the current 100kph speed limit, whilst I acknowledge there are examples of existing at-grade crossings on highways around the country with posted speed limits of 80-100kph, the introduction of a new at-grade crossing does not align with current Safe System principles. Accordingly, such a crossing is not considered feasible unless the current speed limit were reduced.

The Panel Chair subsequently enquired whether, should the NZ Transport Agency Waka Kotahi reduce the speed limit on the section of highway between the new Site access roundabout and Pukerua Bay, an at grade crossing could be provided to connect the alternative shared path on the eastern side of the highway with the Ara Harakeke path on the western side. In my view, were the current speed of 100kph to reduce then an at grade active mode crossing could be implemented at an appropriate location north of the roundabout. Commissioner McMahon then requested a graphic illustrating this potential alternative shared path arrangement to assist the Panel's understanding.

The figure below illustrates an example for a potential alternative shared path alignment (shown by the purple line) together with a possible location for an at-grade crossing assuming a future reduction in the posted speed limit on the highway, where SH59 operates as single lane in each direction to avoid crossing movements in areas affected by merging or diverging traffic. This crossing could incorporate a central refuge within the median island, enabling pedestrians and cyclists to cross the northbound and southbound in two stages. For context, the shaded green areas on the western side of SH59 identify the Significant Natural Area (SNA) boundary which influence the crossing location. Importantly, a

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connection between the proposed crossing point and the Ara Harakeke shared path can be achieved without encroachment into the SNA boundary.



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**Jamie Whittaker**  
Principal Transportation Planner