



Photo: The Dominion Post

1 Road transport upgrade through Kapiti

Kapiti residents: consultation on options for a four-lane expressway

The Government has made improving roading links through and within the Kapiti Coast a top transport priority.

The Levin to Wellington Airport corridor has been identified as a Road of National Significance. A quality link is needed to provide proper service to Wellington, the Kapiti Coast, Levin, Palmerston North and the lower North Island.

The existing highway through the district is regularly congested and has a very poor safety record. It limits the movement of people and goods through and around the district, restricting economic growth and causing frustration for residents, commuters and travellers.

A number of options have been identified over many years to try and improve the highway, including diverting local traffic on to the proposed Western Link Road.

The new priority is to provide a high standard four-lane expressway through the whole corridor, to the benefit of all road users. Therefore, the NZ Transport Agency has decided to seek residents' views as to where they would prefer the highway to be completed, before further advancing the existing proposals for the Waikanae Transport Interchange or the Kapiti Western Link Road.

Two options - MacKays Crossing to Peka Peka

There are two options for developing the highway: one alongside the existing alignment and the other along part of the alignment of the proposed Western Link Road.

One option means the highway continues to run through Paraparaumu and Waikanae townships. The other option moves the highway out of Waikanae township onto the proposed Western Link Road alignment between Otaihangā and Waikanae Beach.

Both options can be substantially developed during the next 10 years within a similar timeframe. However, one option requires less funding and, therefore, may be able to be completed earlier.

A further option was considered which involved building the whole highway along the Western Link Road alignment, but this was rejected because of the Kapiti Coast District Council's plan to see a new town centre develop in Paraparaumu between the current township and the airport.

Peka Peka to Otaki

This document also reviews the agreed alignment between Peka Peka and Otaki, which was consulted on six years ago. It is intended that this project be accelerated as part of the Wellington Northern Corridor Road of National Significance.

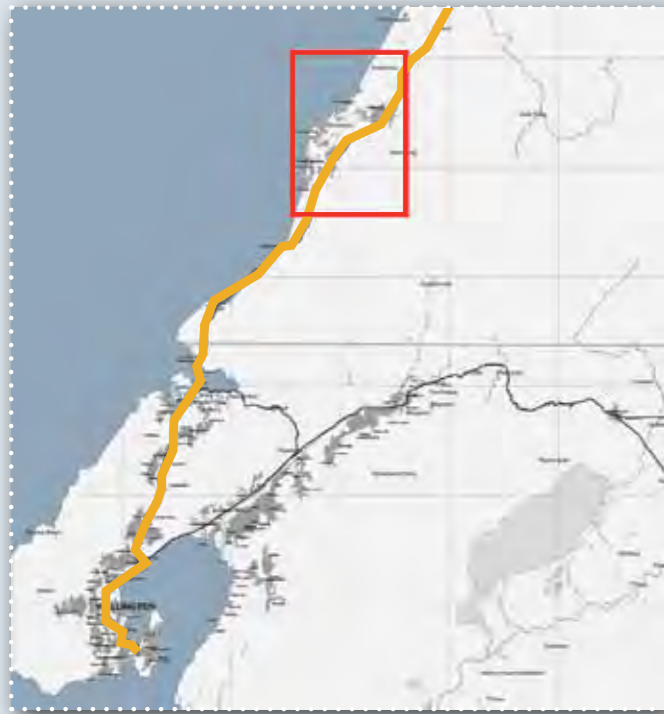
The Government has asked the Transport Agency to substantially advance all seven Roads of National Significance over the next 10 years to improve New Zealand's productivity and economic growth.

The Government has allocated \$10.7 billion to develop state highway infrastructure in support of that plan, and other projects.

Building an effective four-lane expressway through the Kapiti Coast, and associated supporting links, will greatly improve transport outcomes for locals, commuters and people travelling or moving freight through the district between Wellington and the lower North Island.

Please have your say on which option you think should proceed. It is important that decisions are made with community input as to which alignment is best suited for the state highway before we proceed further.

**FOR YOUR FEEDBACK FORM -
SEE PAGE 11.**



The Kapiti Coast highway – SH1 Expressway MacKays Crossing to Peka Peka

Four options were initially prepared for discussion. Two have been rejected:

- Four-laning SH1 on its current route. This was discarded because the current alignment has too many curves and providing access to all the properties along the route would be costly and challenging. The plan did not improve local traffic options.
- Turning the designated Western Link Road into a four-lane expressway. This was rejected as it would create too great a division through the centre of Paraparaumu.

The two remaining options set out in this brochure that we would like Kapiti residents to consider would both perform to similar standards and would allow for parallel local road networks to be put in place.

The Western Link Road has been researched for many years and has provided a major contribution to our options. We believe we have used the best of the research in their development. The options not only provide for an efficient national and regional link but also upgrade the local road network to provide more transport routes for Kapiti Coast residents.

At this stage the options are **CONCEPTS** only and we are seeking feedback to understand community opinions. The preferred option and its detail will be refined to include relevant community suggestions following consultation.

For example the Poplar Avenue to Kapiti Road section of local road is shown in both options as following the existing Western Link Road designation. But we are aware that a connection at 200 Main Road South had also been preferred at times.

When responses are received the NZ Transport Agency Board will make a decision on the option chosen. There will be another opportunity for public feedback when the option development is further refined.

What is a Road of National Significance?

The Government has prioritised the upgrading of seven major highway areas so they can make a better contribution to New Zealand's economic growth. These are called Roads of National Significance (RONS):

- Wellington Northern Corridor (Levin to Wellington Airport) – State Highway 1
- Puhoi to Wellsford – State Highway 1
- Completion of the Auckland western ring route – State Highways 20, 16, 18
- Auckland Victoria Park bottleneck – State Highway 1
- Waikato Expressway – State Highway 1
- Tauranga Eastern Corridor – State Highway 2
- Christchurch motorway projects

Wellington Northern Corridor – SH1 Levin to Wellington Airport

Upgrading the Wellington Northern Corridor is expected to lower the cost of road transport between Wellington and the rest of the North Island and will improve connections between all parts of the Wellington region.

The Government's immediate priority is to improve roading links through and within the Kapiti Coast.

The Kapiti Coast is one of the fastest growing districts in New Zealand, growing nearly 10% in five years to a population of 46,000 in 2006. Raumati, Paraparaumu and Waikanae have become key commuter towns for Wellington.

The high volume of traffic means the Kapiti highway operates beyond its capacity and can become severely congested at peak times.

The pressure on the local roads and State Highway 1 is such that the Kapiti Coast District Council has restricted some developments until road conditions are improved.

The NZ Transport Agency is developing the highway so efficient access to and from the local road network is also ensured. This is a challenging task on the Kapiti Coast where an effective, parallel local road network does not exist.

The proposed SH1 Expressway will depart from the current state highway in some places and, where this happens, the current highway will become a local access road. An example from both the options presented in this brochure is the stretch of highway from Paraparaumu Railway overbridge to Waikanae which will continue to be used – but as a local road.

MacKays Crossing to Peka Peka

Option: SH1 Expressway with local supporting roads

(See Pages 4 & 5 for concept map)

Description:

- The expressway and local supporting roads would be built in sections which could open to traffic as they were finished.
- One section would be a local connection from Paraparaumu to Waikanae Beach from Otaihanga Road across a new bridge over the Waikanae River to Te Moana Road.
- Another local section would be the upgrading of Poplar Avenue to Kapiti Road.
- The new SH1 Expressway in this option would follow the railway line all through the district.
- The current state highway from the Paraparaumu Railway overbridge to Waikanae would be used as a local road east of the SH1 Expressway.
- The SH1 Expressway would include interchanges (road junctions where one road passes under another and ramps let traffic on and off the expressway) at Poplar Avenue, Otaihanga Road and Peka Peka Road.
- The current SH1 through Waikanae township would be retained with a new underpass provided for Te Moana Road.
- Kapiti Road would pass under the SH1 Expressway.
- Two-lane service roads would provide access to properties next to the SH1 Expressway.

Considerations:

- The expressway could be substantially developed over the next 10 years.
- At this stage the costs in 2009 terms could be from \$610 million to \$930 million.

Option: SH1 Expressway that avoids town centres

(See Pages 6 & 7 for concept map)

Description:

- The expressway and local roads would be built in sections which could open to traffic as they were finished: the Otaihanga Road to Te Moana Road section of the expressway; the Poplar Avenue to Kapiti Road local road network; the remainder of the expressway.
- The SH1 Expressway would follow the railway lines from Poplar Avenue to south of Otaihanga Road.
- It would then bypass the current landfill area to link Otaihanga Road with Peka Peka – crossing Waikanae River on a new bridge to Te Moana Road and continuing on through what is currently rural land northwest of Waikanae township.
- The current state highway would become a local arterial road to the east from the Paraparaumu Railway overbridge, through Waikanae township to Peka Peka.
- The SH1 Expressway would include interchanges at Poplar Avenue, Otaihanga Road, Peka Peka and potentially at Te Moana Road.
- Kapiti Road would pass under the SH1 Expressway.
- The local road network from Poplar Avenue to Kapiti Road would be upgraded to provide more efficient access to Paraparaumu town centre.
- Two-lane service roads would provide access to properties next to the SH1 Expressway in Paraparaumu.

Considerations:

- The expressway could be substantially developed over the next 10 years.
- At this stage the costs in 2009 terms could be from \$410 million to \$680 million.

SH1 Expressway Peka Peka to Otaki – the 2002 approved plan revisited

(See Pages 8 & 9 for the detailed design)

History

The 2002-2003 consultations on the Peka Peka to Otaki north highway considered four alignment options north of the Otaki River and two south of the river before deciding on the preferred eastern route. A revision of the 2002 plan has resulted in a Te Horo overbridge and Otaki Gorge Road underpass to connect local roads.

Description:

- Connections to SH1 at Peka Peka are dependent on the option for the SH1 Expressway interchange there.
- The SH1 Expressway would follow the current State Highway on the western side of the railway lines from Peka Peka, then would cross the railway on a bridge just north of Sutton Road.
- The SH1 Expressway would then run along the eastern side of the railway lines.
- A bridge over the SH1 Expressway at Te Horo Beach Road and underpass at Otaki Gorge Road would link eastern and western Te Horo. Local roads would link to each other via the old State Highway and new or upgraded local roads.

- Local roads would connect to the SH1 Expressway at the Peka Peka interchange and an on-ramp north of Otaki roundabout. An off-ramp from the SH1 Expressway near Otaki Gorge Road would take highway traffic into Otaki.
- The SH1 Expressway would cross the Otaki River on a new bridge to the east of the railway bridge.
- North of the Otaki River, the SH1 Expressway would continue east of the railway lines, bypassing the Otaki Retail Village and current roundabout.
- The railway line would be realigned so the SH1 Expressway could pass under the current State Highway north of the roundabout and cut across rural land with a new bridge over the Waitohu Stream, bypassing the wide bend leading into Otaki.
- The SH1 Expressway would reconnect with the current State Highway north of Otaki, before Taylors Road.

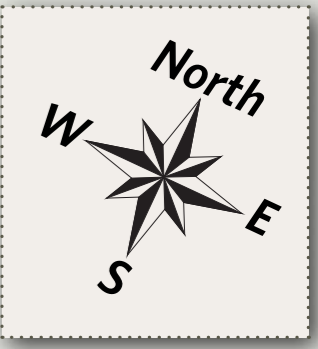
Considerations:

- Likely cost in 2009 terms could be \$215 million to \$355 million.
- Holiday and peak hour queues at Otaki roundabout would no longer occur.

Maps for each option follow overleaf

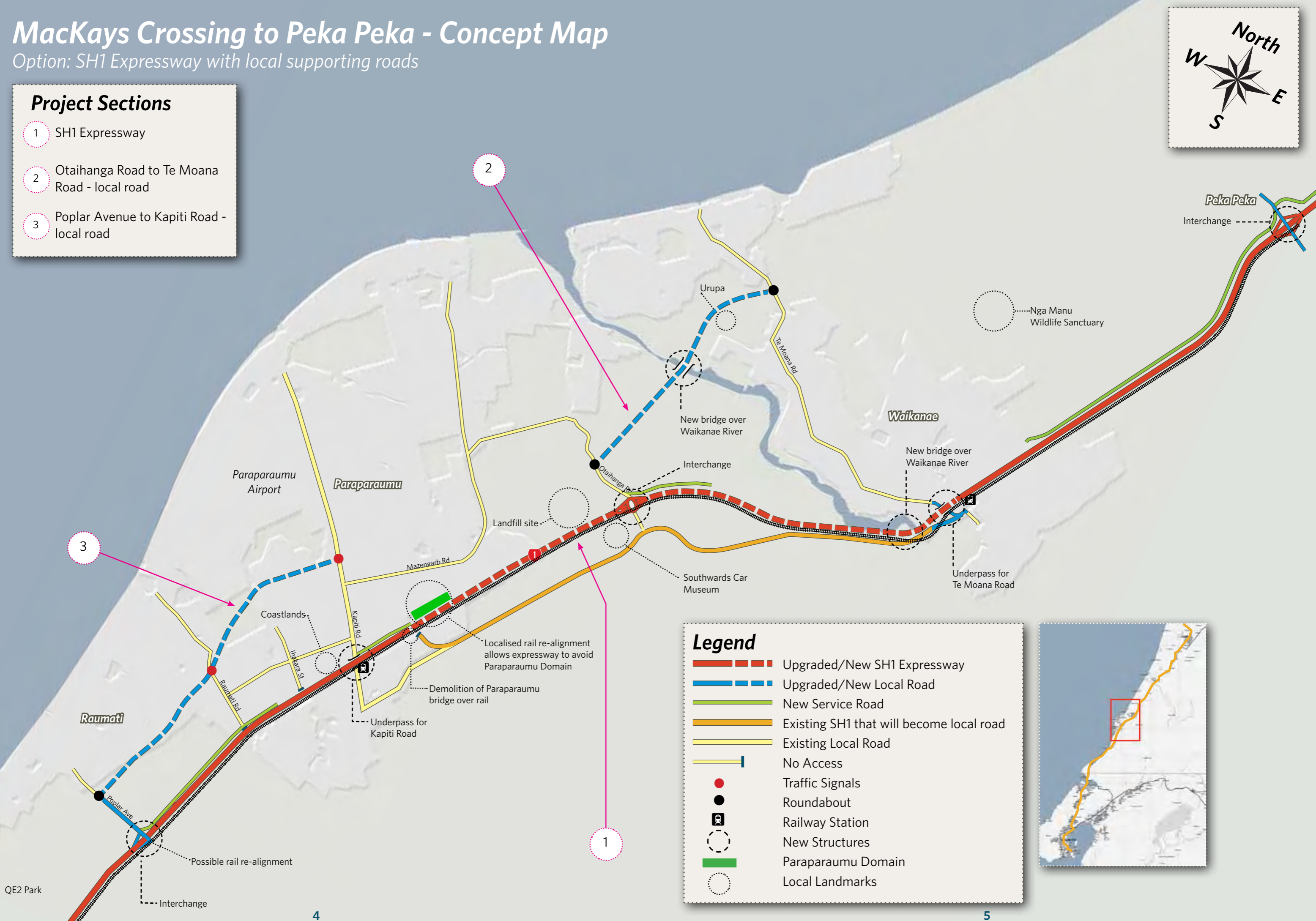
Mackays Crossing to Peka Peka - Concept Map

Option: SH1 Expressway with local supporting roads



Project Sections

- 1 SH1 Expressway
- 2 Otaihanga Road to Te Moana Road - local road
- 3 Poplar Avenue to Kapiti Road - local road



Legend

- - - Upgraded/New SH1 Expressway
- - - Upgraded/New Local Road
- New Service Road
- Existing SH1 that will become local road
- Existing Local Road
- No Access
- Traffic Signals
- Roundabout
- Railway Station
- New Structures
- Paraparaumu Domain
- Local Landmarks



MacKays Crossing to Peka Peka - Concept Map

Option: SH1 Expressway that avoids town centres



Project Sections

- 1 SH1 Expressway
- 2 Poplar Avenue to Kapiti Road - local road



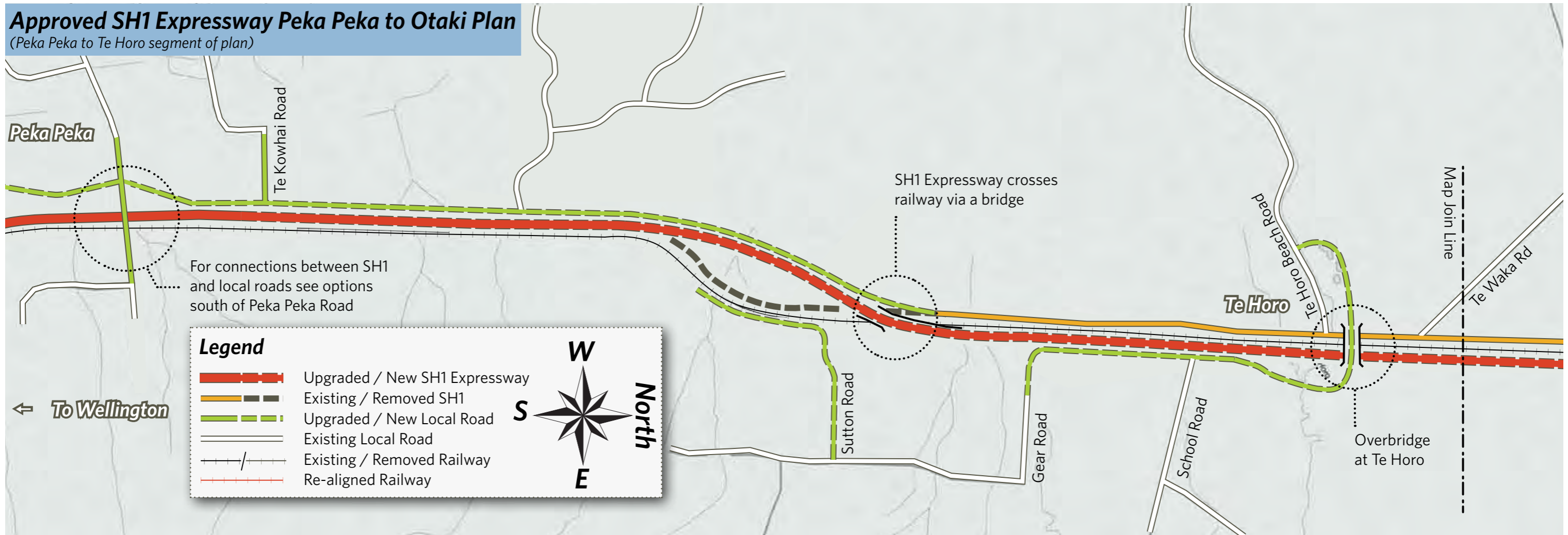
Legend

- - - Upgraded/New SH1 Expressway
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- Roundabout
- Railway Station
- New Structures
- Paraparaumu Domain
- Local Landmarks



Approved SH1 Expressway Peka Peka to Otaki Plan

(Peka Peka to Te Horo segment of plan)



Approved SH1 Expressway Peka Peka to Otaki Plan

(Te Horo to Otaki segment of plan)





What happens next?

We want your input

The NZ Transport Agency will discuss the options with Kapiti Coast residents and potentially-affected landowners, iwi and interest groups to receive their feedback.

While the MacKays Crossing to Peka Peka options will be new to Kapiti Coast residents, the plan affecting Otaki was discussed with the local community in 2002-2003 and is being presented here to give people the opportunity to let us know if your views have changed. We welcome your feedback.

Community feedback - timeline:

August

Kapiti Coast District Council briefed

Brochure mailed to all households (extra copies available at your local public library and online on the NZTA website)

Late August / September

Public information days

Discussions with groups / individuals affected by the changes

Friday 2 October 2009

Submissions using brochure forms close

What information is available?

Written material

- This brochure with a feedback form delivered to households - also available in public libraries.
- Reports written on the options can be downloaded from the NZTA website.

Online

www.nzta.govt.nz/consultation/kapiticonsultation

- Visit the NZTA website to download the brochure, view maps, images and frequently asked questions.

What your feedback means to us

We value your feedback to help us provide the best option for the SH1 Expressway through the Kapiti Coast.

All comments received will be recorded. The information will be collated and reported back to the NZTA Board to aid their decision.

We regard your written response as an important part of the total feedback process which will also include open information days.

Please take the time to fill in a feedback form from this brochure. These submissions close Friday 2 October 2009. However, your feedback is welcome at any stage of the development of the proposals.

Information days

Venues will be advised in local newspapers.

Want to know more or provide further feedback?

Website: www.nzta.govt.nz/consultation/kapiticonsultation

Email: kapiti.consultation@nzta.govt.nz

Phone: 0800 332 011

Complete the feedback form opposite: Fill in your comments, include your contact details, detach the addressed freepost form, fold, tape the edges together and post.

More detailed responses can be mailed to:

Wellington Corridor SH1 Kapiti Coast

Roads of National Significance

NZ Transport Agency

PO Box 5084

Lambton Quay

Wellington 6145

Feedback Form

1. Options - SH1 Expressway MacKays Crossing to Peka Peka

The NZ Transport Agency wants to know what you think about the two options for a four-lane State Highway through the Kapiti Coast from MacKays Crossing to Peka Peka before a final decision is made. Before completing this form, please read the brochure or refer to the website www.nzta.govt.nz if you need more information or attend one of our open information days to be advertised at a later date. You may attach more pages if you need more space to write.

Option: I support SH1 Expressway with local supporting roads

Option: I support SH1 Expressway that avoids town centres

I have other views

My comments / suggestions are:

Tick any boxes that apply to you

I believe my property will be affected by the SH1 options

I believe I live near the proposed routes

I represent an organisation that has an interest in the SH1 options. If appropriate, please specify the organisation and contact details.

I do not live near the proposed routes but am interested in the proposals because ...

2. SH1 Expressway Peka Peka to Otaki - the 2002 plan revisited

Any comment?

Tick any boxes that apply to you

I believe my property will be affected by the planned Peka Peka to Otaki route

I believe I live near the planned route

I represent an organisation that has an interest in the Peka Peka to Otaki route. If appropriate, please specify the organisation and contact details.

I do not live near the planned route but am interested in the proposals because ...

PLEASE RETURN YOUR COMPLETED FORM BY 2 OCTOBER 2009

Name:

Address:

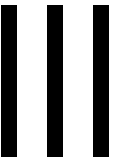
Email:



Thank you for taking the time to let us know what you think

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NEW ZEALAND TRANSPORT AGENCY
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