

1 Kapiti consultation extended



Options for MacKays Crossing to Peka Peka

The NZ Transport Agency has extended the consultation period on the proposed Kapiti State Highway 1 Expressway routes in response to community feedback for another option from MacKays Crossing to Peka Peka to be added to the two concepts provided in August 2009.

The consultation period has been extended to 30 October 2009 as a result of the community's desire for more information and a new option to be considered using the Western Link Road.

The three potential routes from MacKays Crossing to Peka Peka shown in the maps in this brochure are concept plans at this early stage, not detailed plans.

This brochure is intended to help residents compare the three concept plans against the criteria the NZ Transport Agency Board must use in deciding the preferred route. Those who have already made a submission are welcome to resubmit on the basis of the new information. Otherwise their previous comments will still be taken into consideration.

Input from Kapiti residents will be an important consideration when the Board makes its decision. Once the route is decided, a more detailed plan will be designed, which the NZ Transport Agency will discuss with the directly affected residents and the wider community.

Peka Peka to Otaki

The plan approved by the Transit NZ Board (now NZ Transport Agency) in 2002 for the highway from Peka Peka to Otaki is also presented again in this brochure. This plan was chosen for the Otaki Bypass and Peka Peka to Otaki River sections of the highway because, compared to other options, it minimised the impact on local businesses along the existing highway. It also uses the existing highway as a parallel road and efficiently separates highway and local traffic. The NZ Transport Agency wants to ascertain residents' current views knowing it has been some time since the plan was approved. Input on this will also be received up to 30 October 2009.

Roads of National Significance a priority

State Highway 1 between Levin and Wellington Airport is one of seven Roads of National Significance (RoNS) which have been given top priority by the Government. This highway is the major route in and out of the Capital for the lower North Island, linking the centres of Palmerston North, Wanganui and Levin with Wellington.

The importance of an efficient highway corridor through the Kapiti District has been highlighted in previous studies. The current Kapiti highway faces a number of issues, including safety concerns, congestion problems, and the need to create more efficient journeys for both local and State Highway traffic.

Local supporting roads that provide improved access for communities away from the highway are also an important component of the NZ Transport Agency's investigations.

An efficient transport corridor will contribute to economic growth by

providing better connections between all parts of the Wellington region and beyond. The highway south of MacKays Crossing is also an integral part of this corridor. An announcement on this section is expected by the end of this year.

The seven Roads of National Significance have been singled out as essential routes and are the most urgent projects near New Zealand's five largest population centres.

These roads will assist in creating more jobs, and reducing freight transport costs which will lead to productivity gains and increased competitiveness for New Zealand's export sector.

The Government has asked the NZ Transport Agency to develop plans to substantially complete these roads over the next 10 years, alongside other projects and activities in the National Land Transport Programme (a three-year programme of investment in land transport infrastructure).



Objective:

To provide a four-lane expressway through the Kapiti Coast District

Criteria

The NZ Transport Agency Board will decide on a preferred route for the proposed expressway.

When evaluating each option, the Board will give careful consideration to the views of the community and the extent to which each option:

- Assists economic development
- Assists safety and personal security
- Improves access and mobility
- Protects and promotes public health
- Ensures environmental sustainability.

The Board's decision must also take into account all relevant Government and regional strategies, including NZ Transport Agency's Investment and Revenue Strategy, the Government Policy Statement, the National Energy Efficiency and Conservation Strategy and the Wellington Land Transport Strategy.



What makes an expressway different to other highways?

Expressways are dual carriageways that allow motorists to drive at speeds of up to 100km/h.

They are designed to be straighter and flatter than other roads. For safety reasons, traffic in each direction is separated by a central barrier or strip of land.

A four-lane expressway allows for higher volumes of through traffic than can be accommodated by a two-lane road. Providing two lanes in each direction also allows fast-moving traffic to overtake slower-moving vehicles.

Access from local roads to the expressway is restricted to reduce the risk of crashes and allow more consistent travel times. Where access is provided, this usually takes the form of an interchange.

Interchanges are junctions with off-ramps and on-ramps. Off-ramps link to local roads and on-ramps allow local traffic to merge with expressway traffic heading in the same direction. Interchanges always include a bridge or underpass to cater for right-turning traffic.

For safety reasons, pedestrians and cyclists are not normally encouraged to use expressways. Often, dedicated cycling/walking paths are created instead, where needed.

As part of the planning process for the Kapiti Expressway, the NZ Transport Agency will take the needs of pedestrians and cyclists into account during the detailed design.

SH1 Expressway Peka Peka to Otaki - the 2002 Transit Board-approved plan

(See Pages 10 & 11 for the map)

History

In 2002 the community was consulted on options to improve journey times from Otaki to Peka Peka. Four alignment options north of the Otaki River and two south of the river (western, central, railway and eastern alignments) were considered before the Transit Board decided 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. Information on the previous consultation can be accessed on the NZ Transport Agency website www.nzta.govt.nz

Description

From Peka Peka the expressway would follow the current State Highway on the western side of the railway line to cross a railway overbridge just north of Sutton Road. The expressway would then run along the eastern side of the railway line.

A bridge over the expressway at Te Horo Beach Road and an 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 expressway at Peka Peka interchange and an on-ramp north of Otaki roundabout. An off-ramp from the expressway near Otaki Gorge Road would take highway traffic into Otaki.

The expressway would cross the Otaki River on a new bridge to the east of the railway bridge. North of the river, the expressway would continue east of the railway lines, bypassing the Otaki Retail Village and current roundabout.

The railway line would be realigned so the 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 that leads into Otaki. The expressway would connect with the current State Highway north of Otaki, before Taylors Road.

Benefits

The eastern alignment was chosen as it reduced the potential barrier between Otaki township and the Otaki community to the west. It did not require the relocation or demolition of existing businesses along the highway. It would also reduce the environmental effects of traffic on the developed areas along the highway.

Cost

- Likely cost in 2009 terms \$215 million to \$355 million.

Parcels of potentially affected land

- 150 - 200



MacKays Crossing to Peka Peka - three options

Eastern Option: SH1 Expressway following rail corridor with local supporting roads

(See Pages 4 & 5 for concept map)

Description:

This option would follow the current State Highway west of the railway line as far as the Paraparaumu Railway Overbridge. Instead of having a bridge across the line as the current highway does, the expressway would continue to follow the western side of the railway line past Lindale and on to Waikanae township. There it would join up with the current State Highway to Peka Peka.

A new expressway bridge would be constructed over the Waikanae River to the west of the current bridge. The current State Highway from Paraparaumu Railway Overbridge to Waikanae township would become a local arterial road and would use the existing Waikanae River Bridge.

This option allows for construction of two new sections of local road.

Interchanges would be provided at either Poplar Avenue or 200 Main Road South and at Peka Peka. Further consideration may also be given to providing interchanges at Ihakara Street, Kapiti Road, Otaihanga Road and/or at the junction of Te Moana Road, State Highway and Elizabeth Street. A final decision on the location and number of interchanges would be determined as the project progressed.

Considerations

- Building of local roads enhances movement of travellers through the district.
- Construction of local supporting roads could begin 2010 - 2011.
- Businesses by the current State Highway in Paraparaumu and Waikanae would be accessed from local roads, not the expressway.
- Significant property impacts along existing SH1 in both Paraparaumu and Waikanae.
- Difficult to provide an interchange in Waikanae town centre without severe visual and physical impact.

Cost

- Likely costs in 2009 terms \$610 million to \$930 million.

Parcels of potentially affected land

- 300 - 400

Western Option: SH1 Expressway avoiding Waikanae town centre with local supporting roads

(See Pages 6 & 7 for concept map)

Description:

This option would follow the current State Highway west of the railway line as far as the Paraparaumu Railway Overbridge. Instead of having a bridge across the line as the current highway does, the expressway would continue to follow the western side of the railway line until Lindale where it would veer northwest through Otaihanga.

It would use part of the Western Link Road designation to cross the Waikanae River on a new bridge, continuing through Waikanae's western suburbs and farmland to an interchange at Peka Peka. The current State Highway from Paraparaumu Railway Overbridge to Peka Peka would become a local arterial road.

This option allows for construction of one new section of local road.

Interchanges would be provided at either Poplar Avenue or 200 Main Road South and at Peka Peka. Further consideration may also be given to providing interchanges at Ihakara Street, Kapiti Road, Otaihanga Road and/or Te Moana Road. A final decision on the location and number of interchanges would be determined as the project progressed.

Considerations

- Removes through traffic from Waikanae township and retains current access to all businesses.
- Preserves the ability for the current Waikanae town centre to develop further.
- May be perceived as visually and physically cutting across the community, particularly between Waikanae Beach and township. Bridges or underpasses across the expressway would help mitigate this.
- On the northern side of the Waikanae River the expressway would pass close to an Urupa (Maori burial ground).
- The current State Highway would become a local road for local trips.

Cost

- Likely costs in 2009 terms \$410 million to \$680 million.

Parcels of potentially affected land

- 200 - 300

WLR Option: SH1 Expressway following the Western Link Road Corridor

(See Pages 8 & 9 for concept map)

Description:

This option would follow the Western Link Road Corridor, which is currently designated for a local link road, and would completely bypass the existing State Highway from either south of Poplar Avenue or 200 Main Road South to Peka Peka. This route would be a new road crossing through Raumati and Paraparaumu and between Waikanae and Waikanae Beach. The current State Highway would become a local arterial road.

Interchanges would be provided at the start of the new route either at Poplar Avenue or 200 Main Road South and at Peka Peka. Further consideration may also be given to providing interchanges at Ihakara Street Extension, Kapiti Road, Otaihanga Road west of the landfill and/or western Te Moana Road. A final decision on the location and number of interchanges would be determined as the project progressed.

Road bridges across the expressway would be provided at the following locations: Poplar Avenue (unless the expressway begins at 200 Main Road South), Raumati Road, Ihakara Street extension, Kapiti Road, Mazengarb Road, Otaihanga Road and Te Moana Road.

It is likely the expressway would pass outside the existing Western Link Road designation at three locations to maintain the expressway's 100km/h speed limit: at the southern end near Poplar Ave (or 200 Main Road South); immediately north of the new Waikanae River Bridge; and south of Peka Peka Road.

Considerations

- Avoids Waikanae town centre.
- Properties have already been acquired for the majority of the route.
- Expectations of a potential local transport corridor have already influenced development along the route.
- Likely to require a new designation as the route is currently designated as a local road.
- May be perceived as visually and physically cutting across the community. Bridges or underpasses across the expressway would help mitigate this.
- The current State Highway would become a local road for local trips.
- On the northern side of the Waikanae River, the expressway would pass close to an Urupa (Maori burial ground).

Cost

- Likely costs in 2009 terms \$380 million to \$500 million.

Parcels of potentially affected land

- 20 - 50

Your feedback is important to us

Please have your say on which option you think should proceed. It is important that the NZ Transport Agency Board makes its decision with input from the community as to which route is best suited for the expressway. A comment and freepost mailback form is enclosed in this brochure.

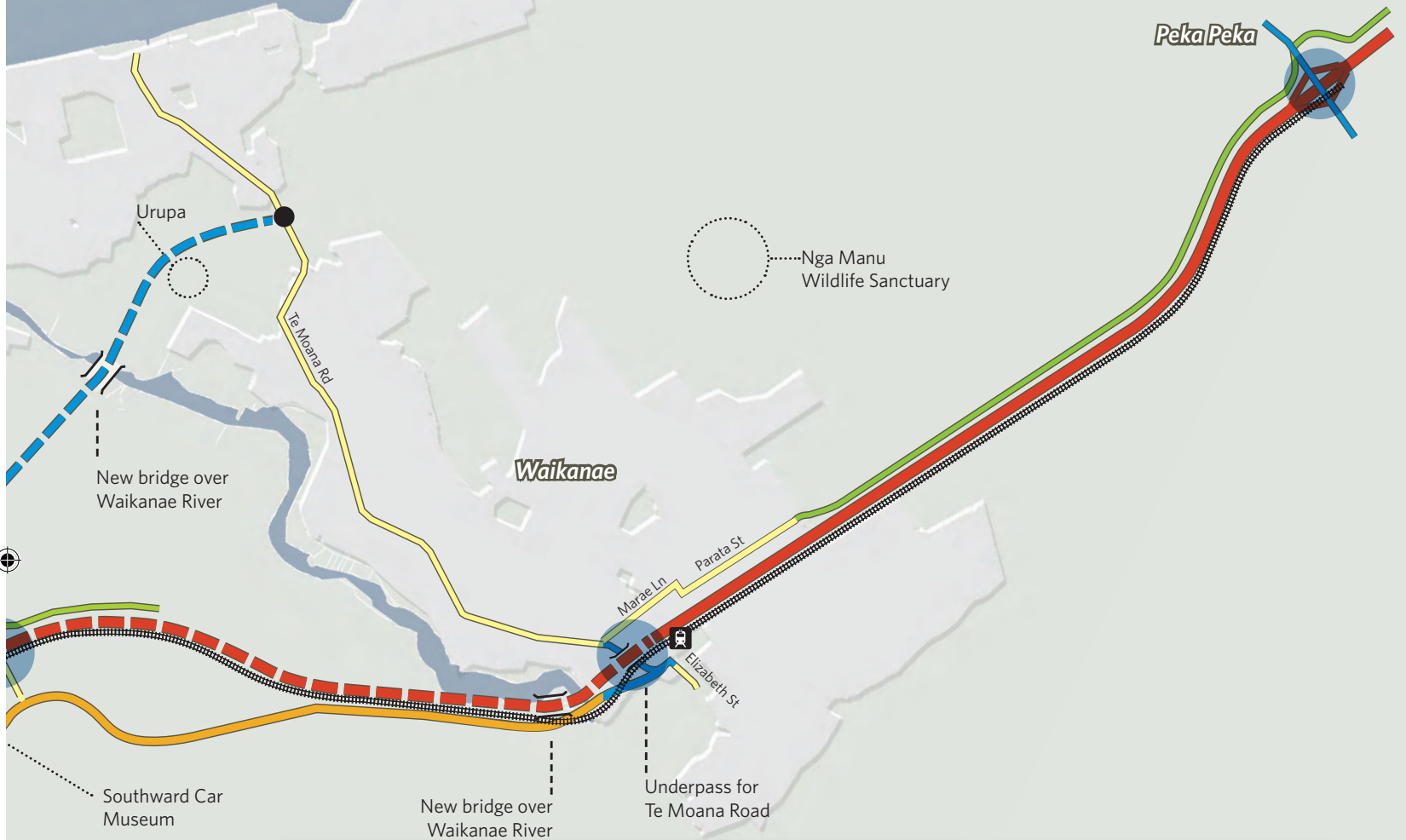
Mackays Crossing to Peka Peka - Concept Map

Eastern Option: SH1 Expressway following rail corridor with local supporting roads



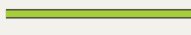
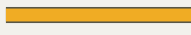








Project Sections

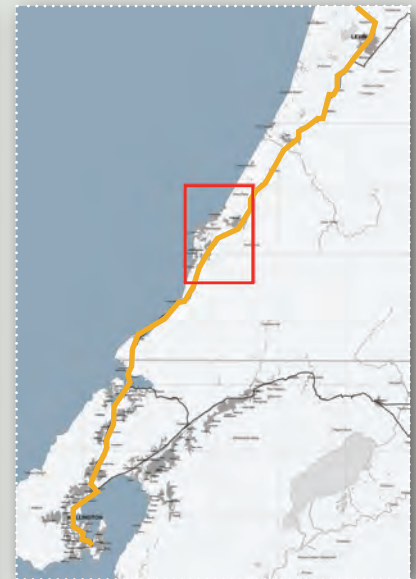
- 1 SH1 Expressway
- 2 Otaihanga Road to Te Moana Road - local road
- 3 Poplar Avenue to Kapiti Road - local road





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
-  Paraparaumu Domain
-  Local Landmarks
-  Interchange (possible locations: exact number and location to be determined)



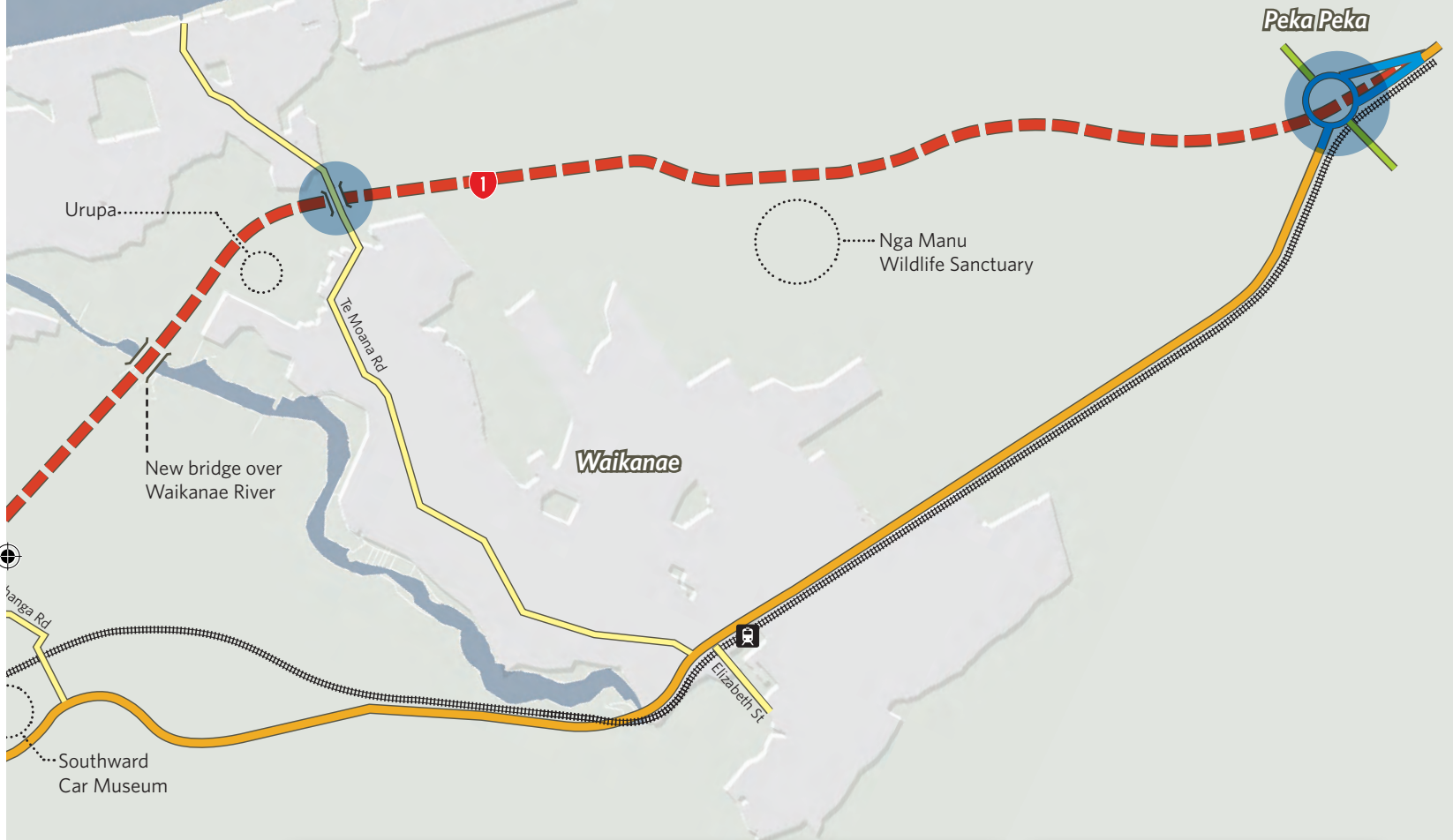
Mackays Crossing to Peka Peka - Concept Map

Western Option: SH1 Expressway avoiding Waikanae town centre with local supporting roads



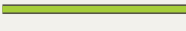
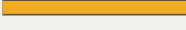
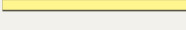
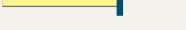






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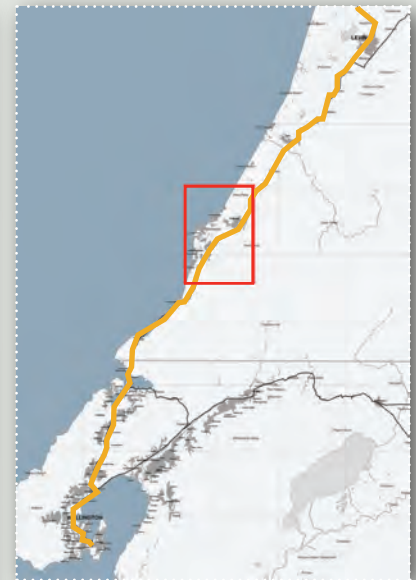
- 1 SH1 Expressway
- 2 Poplar Avenue to Kapiti Road
- local road





Legend

-  Upgraded/New SH1 Expressway
-  Upgraded/New Local Road
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-  Paraparaumu Domain
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-  Interchange (possible locations: exact number and location to be determined)

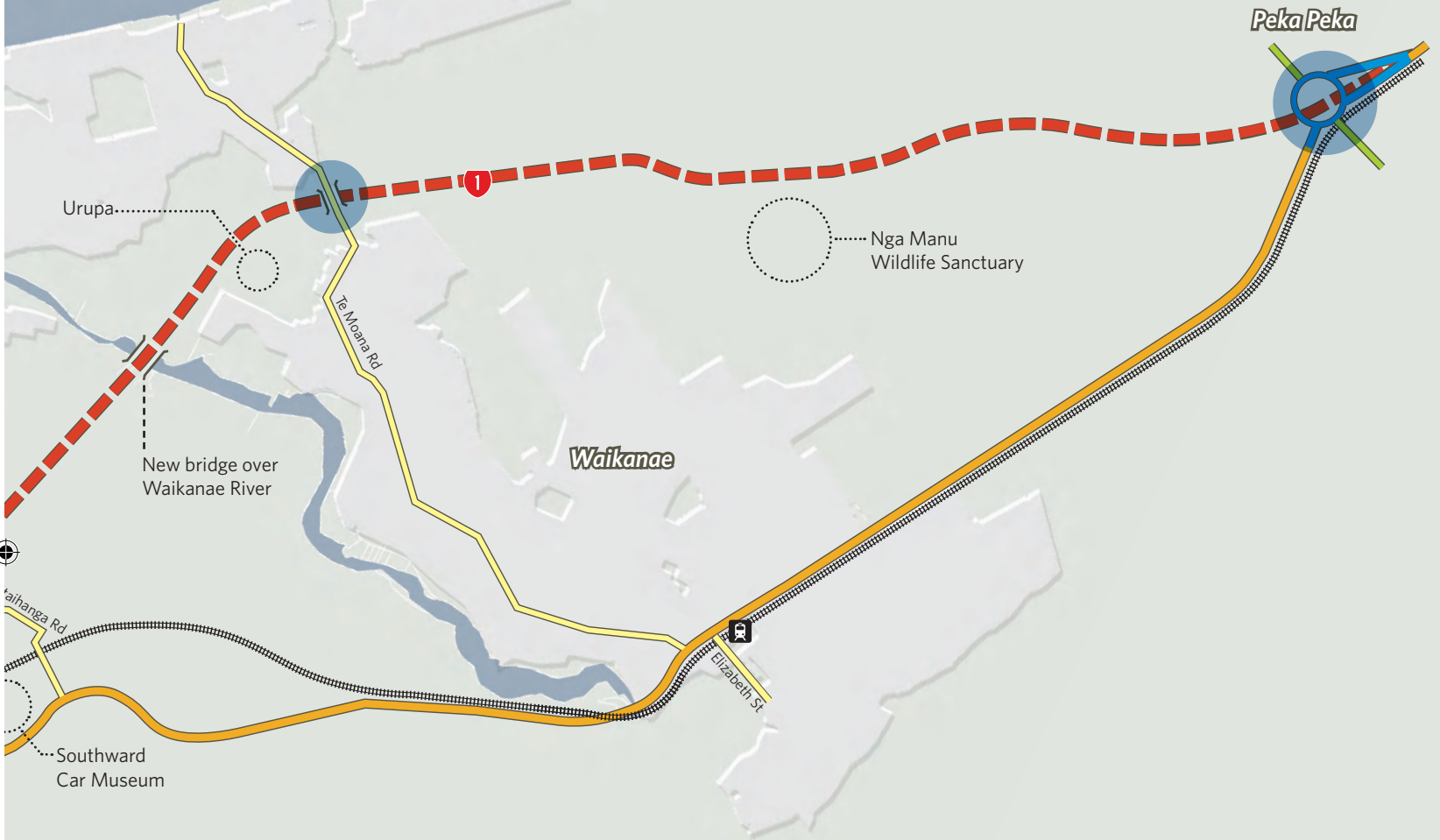













Mackays Crossing to Peka Peka - Concept Map

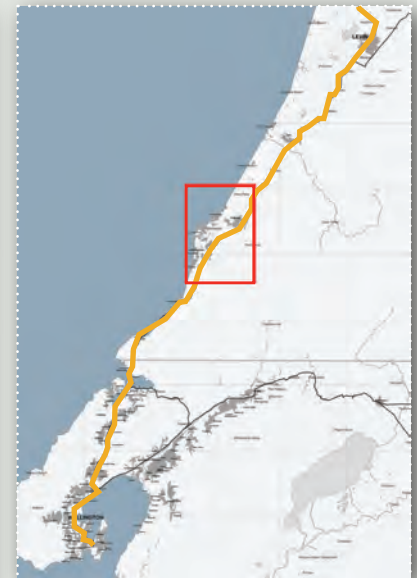
WLR Option: SH1 Expressway following the Western Link Road Corridor





Legend

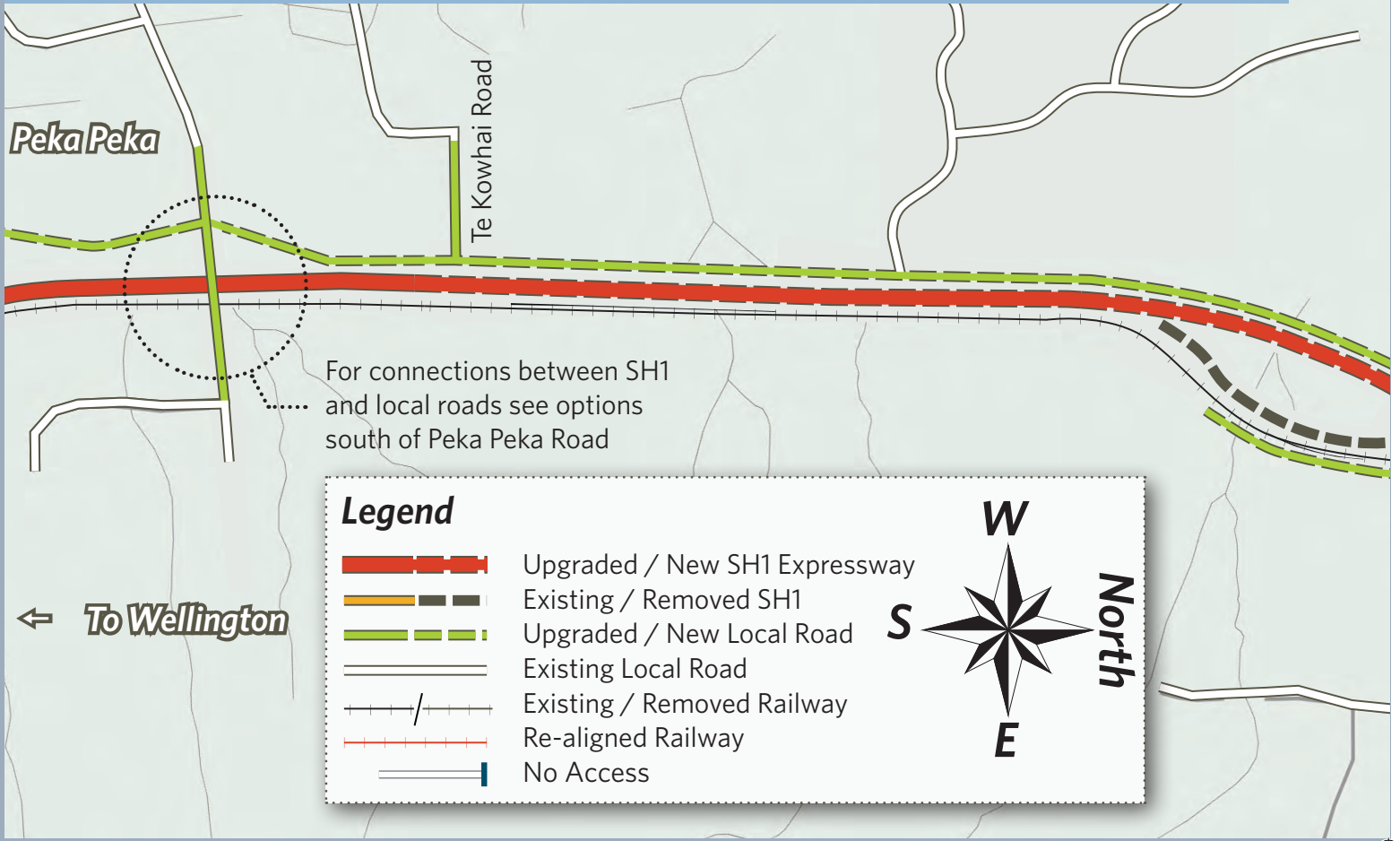
-  Upgraded/New SH1 Expressway
-  Upgraded/New Local Road
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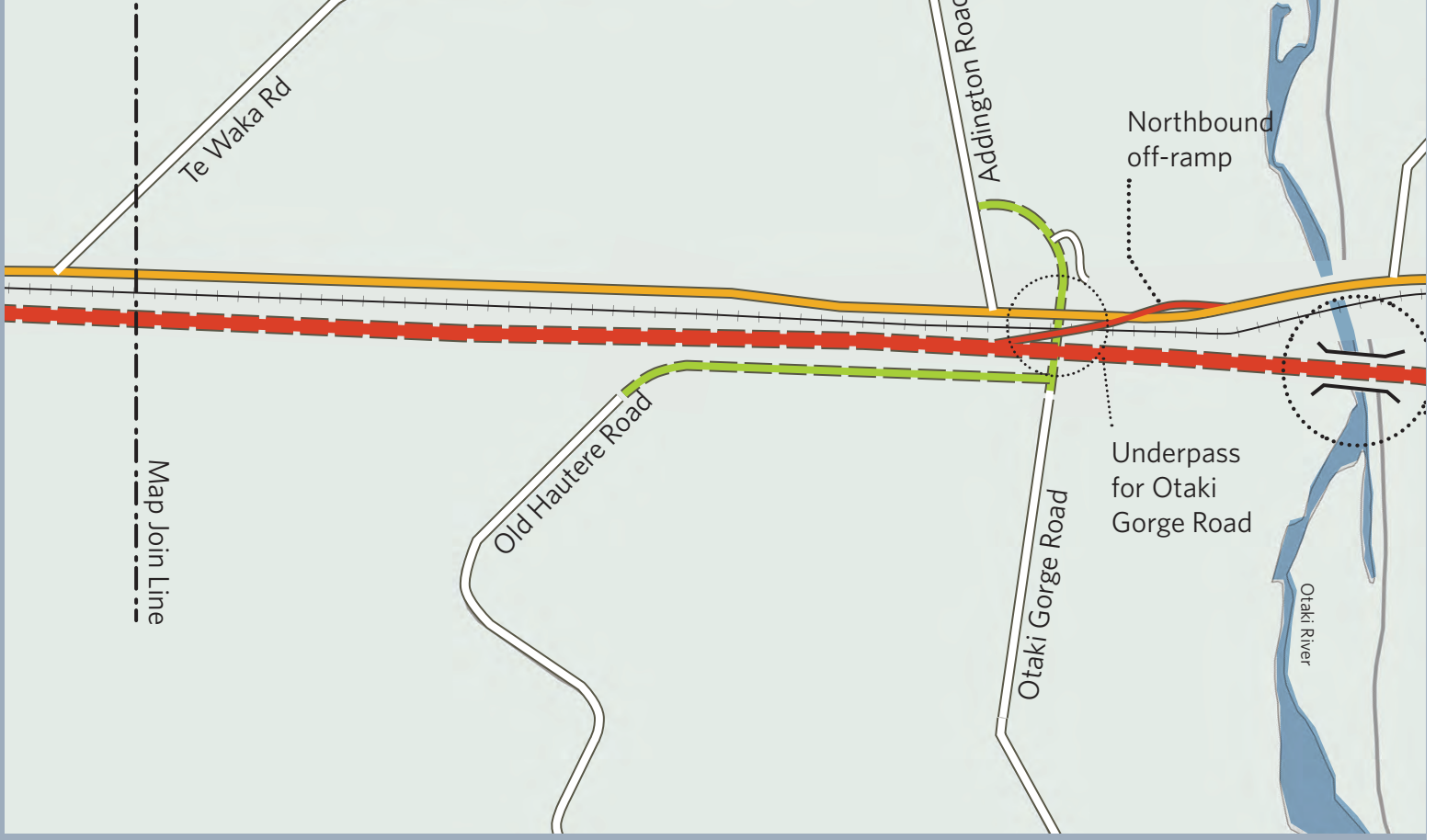
SH1 Expressway Peka Peka to Otaki - 2002 Transit Board approved

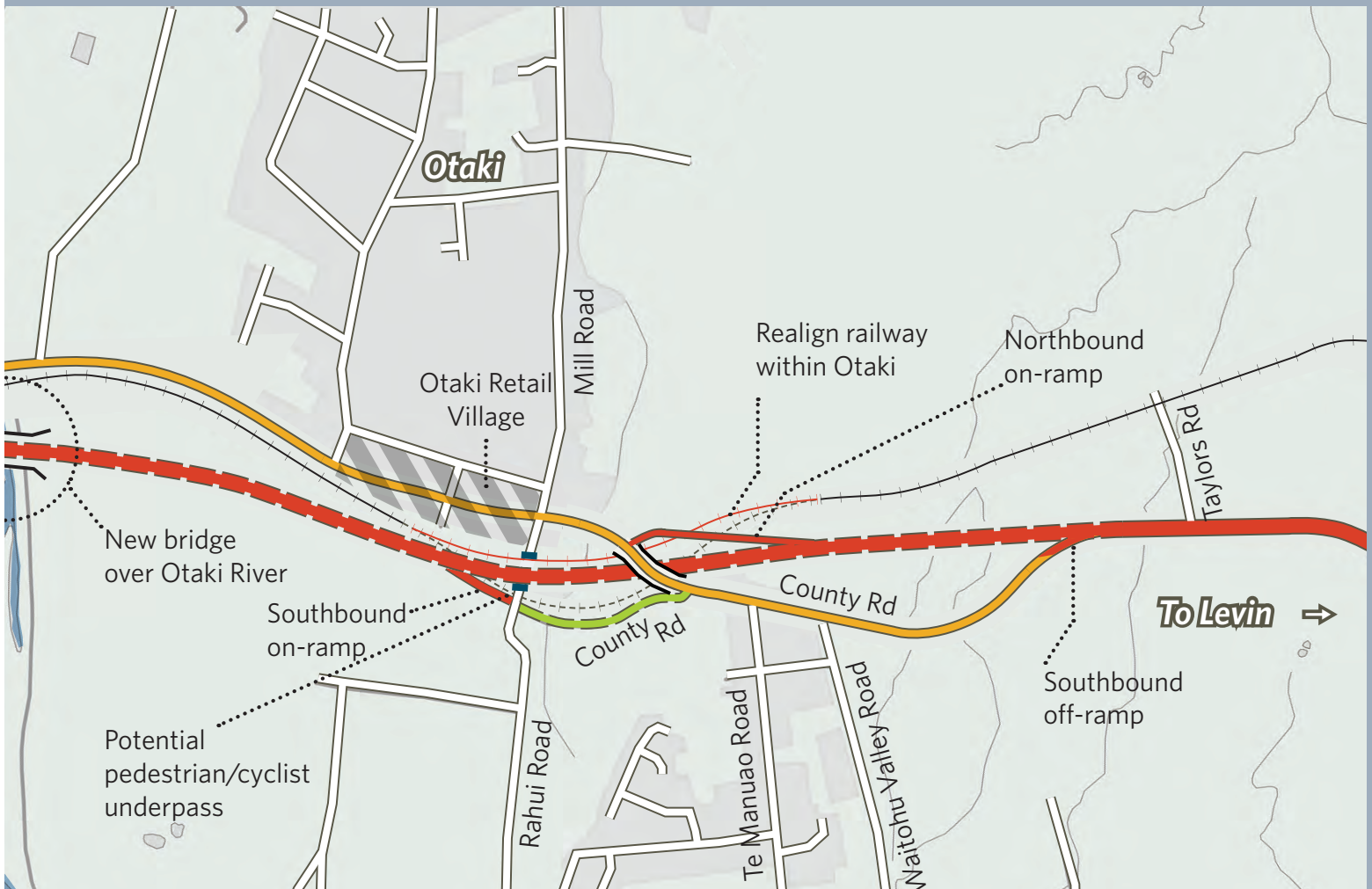
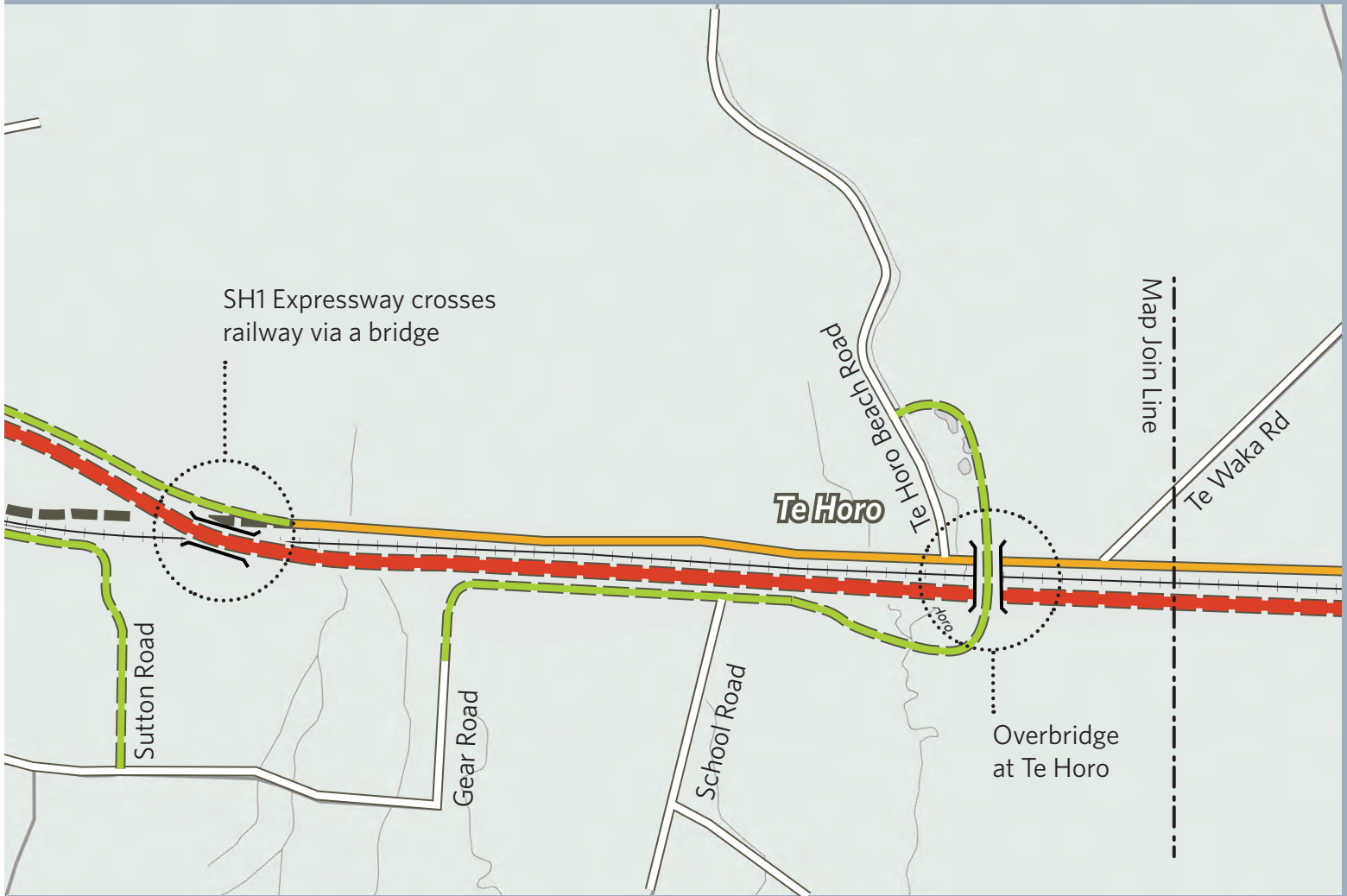
(Peka Peka to Te Horo segment of plan)



SH1 Expressway Peka Peka to Otaki - 2002 Transit Board approved

(Te Horo to Otaki segment of plan)





Questions and Answers

Why have you extended the consultation period?

The meetings held with the community in the consultation to date saw some residents requesting that another option be considered which would see the four-lane expressway proceed along the length of the proposed Western Link Road. NZ Transport Agency has taken the community's views on board and has included information on this option in this new brochure.

What will happen to the submission I have already sent in the consultation?

Those who have already made a submission are welcome to resubmit on the basis of the new information. Otherwise their previous comments will still be taken into consideration.

What is NZ Transport Agency's view on the "fourth" option talked about by the Kapiti Coast District Council?

NZ Transport Agency is very appreciative of the work done by the Council in considering the concept options to date and we will be including consideration of the KCDC option as part of the consultation process.

Why do we need the transport improvements?

The MacKays Crossing to Otaki corridor forms a critical part of the Road of National Significance (RoNS) between Levin and Wellington Airport. Currently vehicles on State Highway 1 between MacKays and north of Otaki face delays in Paraparaumu, Waikanae and Otaki as well as dangerous curves and intersections. By creating an expressway, journeys will be more reliable, safer, reduce bottlenecks and will contribute to economic growth.

What is a Road of National Significance?

Roads of National Significance (RoNS) are part of the Government's approach to prioritising the upgrade of seven major highway areas so they can make a better contribution to New Zealand's economic growth. The Government's prioritisation provides a committed investment

of \$10.7 billion over 10 years for RoNS and other projects. The seven highway areas are: SH1 Wellington Northern Corridor (Levin to Wellington Airport), SH1 Puhoi to Wellsford, completion of the Auckland Western Ring Route (SH20, 16, 18), SH1 Auckland Victoria Park Tunnel, SH1 Waikato Expressway, SH2 Tauranga Eastern Link and Christchurch motorway projects.

How does the Kapiti transport upgrade relate to the RoNS network?

The MacKays Crossing to Peka Peka and Peka Peka to Otaki sections of SH1 form part of the whole "northern corridor" from Levin to Wellington Airport. Further development of the Wellington RoNS is being progressed and includes projects already highlighted by the Regional Transport Committee and NZ Transport Agency for investigation, design or construction. The aim is to substantially advance this and the other six RoNS across the country in the next 10 years to improve New Zealand's productivity and economic growth.

Why aren't we considering four-laning SH1 on the current SH1 alignment?

This was investigated but was not progressed because the current alignment has too many curves and two new bridges over the rail line would be needed. It would also be costly and challenging to provide access to all the properties along the route. That plan did not improve local traffic options either. The routes under consultation improve local traffic options as sections of the old highway can be handed back to the community as a local road.

What is the process following the consultation period?

Following the consultation period, the NZ Transport Agency Board aims to make a decision before the end of 2009 on which route to progress. Following this, a scheme assessment to develop the details of the route and a detailed design process would need to be followed. A further round of consultation would also then occur as part of that process.

Does the NZ Transport Agency have a preference over the options provided?

The NZ Transport Agency remains neutral on all options. The purpose of this consultation is to obtain the views of the community which will then assist the NZ Transport Agency Board in making its final decision.

I think my property will be affected. What are my rights as a landowner?

Until the preferred option is decided by the NZ Transport Agency Board, it will not be known which properties will definitely be affected. Land Information New Zealand (LINZ) provides information on landowner rights with respect to public works: www.linz.govt.nz

How will you prevent the expressway from "intruding" on the community?

The impact of interchanges on the community could be minimised by lowering sections of the expressway below ground level and keeping interchanges as small as possible.

How will you communicate with the community on any issues?

We will speak directly with affected residents and property owners including the Kapiti Coast District Council and key stakeholders on the project.

Why do we need to "revisit" the Peka Peka to Otaki work?

It has been some time since consultation was held on this option. The NZ Transport Agency wants to ascertain residents' current views.

Was the route through Otaki approved?

The route for the Otaki bypass and Te Horo Expressway was approved by the Board of Transit (now NZ Transport Agency) in 2002. It was decided in 2003 not to apply for a designation because funding was not then available for construction. A process of applying for consents will still need to be carried out, at which point members of the public will have another opportunity to comment and submit on the plans.

MORE QUESTIONS & ANSWERS CAN BE FOUND ON

<http://www.nzta.govt.nz/projects/kapiti-consultation/index.html>

What happens next?

The NZ Transport Agency will continue the consultation period to 30 October 2009 so as to receive feedback from Kapiti Coast residents and potentially-affected landowners, iwi and interest groups.

Information desks during October 2009 will be available at:

District	Date	Information desk	Venue
Waikanae	Tuesday 13 October	12-4pm	Waikanae Library
Raumati South	Wednesday 14 October	12-4pm	Valhalla Community Centre
Otaki	Thursday 15 October	12-4pm	Otaki Rotary Lounge
Paraparaumu	Saturday 17 October	12-4pm	Coastlands

For more information, please visit the NZ Transport Agency website:

www.nzta.govt.nz/consultation/kapiticonsultation

To contact us:

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