

## Urban Design Review Panel

3 December 2009

The Panel was requested by the NZTA to review 3 options being considered for the Kapiti Coast Highway. A key task of the Panel was to give a view on which option is expected to result in Kapiti being a good place to live in 50 years time.

**Preferred option:** Eastern Option (expressway along railway corridor and the concurrent construction of a local road along WLR alignment).

### Reasons

1. Best district wide structure:
  - centrally located north/south arterial (along the WLR alignment)
  - multiplicity of routes
  - greatest capacity and flexibility
  - consistency with historic transport pattern.
2. Least Severance due to co-location of road/rail and placement of strategic corridor near eastern boundary of urban area
3. Most consistent with KCDC plans for future development in the area
4. Fewest environmental impacts – high speed through traffic is concentrated in areas which are already somewhat tolerant of adverse effects
5. Better deliverability – allows staging (including early start to local road) and more lead time for complex inter-agency planning of the expressway

Support for the eastern option is contingent upon the project being based on a network wide approach to improving both local and through movement and includes:

- a. Construction of whole of WLR as a local route (this is considered essential for delivering full benefits to strategic and local elements of the network)
- b. Detailed urban and infrastructure design to mitigate impacts at existing town centres
- c. Reconsideration of existing role and design proposition for WLR to encourage multi-modal use, improved urban edge conditions and permit local activity centres where needed along it.
- d. Design led decision-making within a single inter-agency process to effect the best place-based outcomes

## Risks

- i. Partial implementation of the network
- ii. Difficulty of property acquisition
- iii. Mitigation at town centres may increase costs

## **Option 2: Sandhills Motorway**

### Pros

1. Allows for the repair of town centres at Paraparaumu and Waikanae including improved east-west connections and re-orientation of development towards the local north-south arterial (existing SH1)
2. Better connections to bus/rail interchanges
3. Designated route largely in public ownership

### Cons

1. Fundamental structural problem – local north-south arterial is peripheral to urban development while the expressway cuts through heart of the district
2. Duplication of lines of severance – separate impermeable road and rail corridors
3. Greatest environmental impact, including visual, disturbance of natural landform and generation of noise in currently quiet locations
4. Delayed delivery of benefits – all or nothing approach
5. Reduced flexibility for future transportation network.

## **Option 3 – Western Option (Hybrid)**

### Pros

1. Reduced severance at Waikanae town centre

### Cons

1. Fails to deliver robust district-wide structure
2. Lack of clarity/legibility e.g. no single continuous local north-south arterial
3. Severance in northern part of district
4. Difficulty of property acquisition

## **Other comments**

1. In all three options, consideration of lower speed limit is suggested as this could simplify geometry, reduce footprint, reduce noise impacts and thereby deliver a better outcome. A lower speed would not materially affect travel time though the district.
2. The group has not compared the three options with any other alternatives. However, the group believes that consideration should be given to having two lower-speed north-south routes which each carry local and strategic traffic. By dispersing the load in this manner, it may be possible to avoid grade-separated

intersections, improve local connectivity, and provide a more multi-modal facility.