





In Committee

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| Workshop Paper No. | 09/12/0306 |
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| Recommended by | Colin Crampton , Group Manager Highways and Network Operations  |
| Subject | MACKAYS CROSSING TO PEKA PEKA EXPRESSWAY OPTIONS CONSULTATION ANALYSIS |

Purpose

- 1 This paper provides further analysis on the submissions received for the MacKays Crossing to Peka Peka expressway options, and seeks approval for the *MacKays Crossing to Peka Peka Community Engagement Report* to be released to the public.

Recommendations

- 2 That the NZ Transport Agency Board:
 - a. **notes** this paper;
 - b. **agrees** to take Workshop paper 09/12/0306 in committee; and
 - c. **agrees** to make available to the public the *MacKays Crossing to Peka Peka Community Engagement Report* following the announcement of the preferred expressway option.

Background

- 3 Submissions on the expressway options proposed for the section of State highway 1 (SH1) from MacKays Crossing to Otaki closed on 30 October 2009. A total of 4688 submissions were received, including 4446 submissions on the expressway options proposed. Of the 4446 submissions:

- 1041 preferred the Eastern Option (or 23.5% of submissions);
 - 619 preferred the Western Option (or 14% of submissions);
 - 1609 preferred the WLR Expressway Option (or 36% of submissions); and
 - 1177 preferred 'other transport' options (or 26.5% of submissions).
- 4 In most cases, submissions provided reasons and/or comments as to why the submitter preferred a particular expressway option or why they considered another expressway to be inappropriate. As set out in the *MacKays Crossing to Peka Peka Community Engagement Report* (the *Community Engagement Report*), these reasons and/or comments enabled the following nine common submission themes to be identified:
- Effects on existing houses and property;
 - Costs of building the expressway;
 - Effects on the Paraparaumu and Waikanae Town Centre;
 - Location of the interchanges;
 - Works to start as soon as possible;
 - Effects on traffic during expressway construction;
 - Support for faster journey times and reduced congestion;
 - Environmental effects; and
 - Community severance effects.
- 5 The analysis of submissions also enabled expressway option preferences to be identified by geographical area.

Support for constructing an expressway

- 6 Although there were differences of opinion as to which expressway should be preferred, most submissions generally supported the construction of a new expressway or for 'other transport' options to be undertaken.
- 7 Approximately 3300 submissions expressed a preference for one of the three expressways with the other nearly 1200 submissions preferring 'other transport' options. The majority of these latter submissions supported the construction of the two-lane Western Link Road, the upgrading of SH1 and for improvements to existing rail services to be pursued. It is noted these transport improvement options mirrored the 'transport package' sought by the Kapiti Coast District Council (*KCDC*) in its submission. Very few submissions supported just undertaking public transport improvements as the only transport solution to be pursued.

- 8 Over 500 submissions commented that faster journey times and reduced congestion was of interest to them. Approximately, 90% of these submissions commented positively on this theme when expressing a preference for an expressway option. It was common for these submissions to state a desire for the existing congestion problems to be resolved as soon as possible, for local and through traffic to be separated and for a second bridge to be constructed over the Waikanae River. It was notable that twice as many submissions used this theme when supporting their preference for the WLR Expressway Option compared to number of submissions that used it when supporting either the Eastern or Western Options.
- 9 Over 600 submissions advised that they wanted work on improvements to the district's road network to start as soon as possible. Many of these submissions often expressed frustration that 'past promises' for SH1 and/or local road improvements had not eventuated. Almost all of the submissions that commented on this theme used it as a reason for supporting their preferred option. Just under 300 submissions supported the WLR Expressway Option based on this theme, which was significantly higher than those who used it to support either the Eastern or Western options. Many of the submissions that preferred the WLR Expressway Option noted that it could be started 'earlier' as it would be largely based on an existing two-lane Western Link Road project, which already had a designation in place. However, it appears that very few of these submissions understood that the local road component of the Eastern Option (eg the local road from Te Moana Road to Otaihanga Road) could be constructed prior to SH1 improvements being undertaken.

Costs

- 10 Submissions were far more positive towards the potential costs of constructing the WLR Expressway Option than they were towards the Eastern and Western Options¹. Most of the comments received on this theme supported the WLR Expressway Option, as many believed it would be a cheaper to construct because most of the necessary land had already been purchased as a consequence of the two-lane Western Link Road project.

Community effects

- 11 Many submissions made both positive and negative comments on the potential effects of the expressway options on the Kapiti Coast District community. Common 'community submission themes' included potential adverse effects on property, community severance, concern that there would not be enough local access points and concern that expressway construction would create disruption for local and through traffic movements.

¹ It is noted that the consultation brochures provided information on the potential costs for each option.

- 12 Over 1000 submissions commented on the effects that the expressway options would have on property. The majority of these submissions preferred the WLR Expressway Option as it was considered that it would have less potential adverse effects on property compared to the other expressway options, and in particular the Eastern Option. However, there were also a number of submissions that commented, when supporting the Eastern or the Western Options that the NZTA would need to ensure that affected parties were adequately compensated for any adverse effects. A number of submissions also advised that they were concerned with the impact of the expressway on the wider Kapiti community as a consequence of people and businesses either choosing, or having to, relocate outside of the district. There was also concern expressed that the Waikanae North urban developments (eg the Ngarara eco-development) would be adversely affected by the 'western options'.
- 13 Over 600 submissions commented on the proposed interchange locations. Many of these submissions stressed the importance of communities, and in particular businesses and emergency services, having good local access to the preferred expressway option. Other submissions stressed that having to 'back track' on local roads or for local roads to carry high volumes of traffic was not desirable.
- 14 The proposed interchange locations for the WLR Expressway Option drew the most comment, and in particular, the interchanges proposed for Te Moana Road, Ihakara Road and Kapiti Road. However, in addition to the local access that the proposed interchanges would provide, it appears that many of these submissions also thought that this option could be directly accessed by local traffic at other locations. Accordingly, many of these submissions may not have fully understood that local access to the WLR Expressway Option would be restricted to just the interchanges. There were a number of positive comments on the proposed interchange for Peka Peka, which was proposed for all of the expressway options. There were also a number of positive comments on the interchange locations proposed for the Eastern Option, including the Te Moana Road and Paraparaumu Central locations. The proposed interchange locality that drew most criticism was the Otaihanga Road interchange proposed for the WLR Expressway Option. Concern was expressed that such an interchange would have adverse cultural and urban sprawl effects.
- 15 Just over 500 submissions advised that expressway construction activity would adversely disrupt local and through traffic. This particular theme was used by many submissions as one of the reasons for supporting the WLR Expressway Option as well as for opposing the Eastern and Western Options. In particular, many of these submissions expressed concern that there would be major traffic delays in Paraparaumu and Waikanae during construction of the Eastern Option whilst noting that the WLR Expressway Option could be constructed without any material traffic delays on the existing SH1.
- 16 Over 500 submissions commented on potential community severance effects. Almost 200 of these submissions made positive statements, with nearly half of these preferring the Eastern Option. Support for the Eastern Option was largely based on the merits of keeping the state highway and rail 'corridors' together. A similar number of submissions made positive statements towards 'other transport' options, such as the 'transport package' proposed by KCDC.

- 17 Over 300 submissions simply stated that construction of any expressway would result in negative community severance effects. Over 150 submissions commented negatively on the 'western options', and in particular on the WLR Expressway Option. However, supporters of the WLR Expressway Option often advised that the local community had been planning for a road on this alignment for a long time (eg since the 'Sandhills' motorway was first proposed), and therefore its construction would be consistent with local community expectations and subsequent planning.

Effects on the Paraparaumu and Waikanae Town Centres

- 18 Almost 700 submissions commented on the effects that the expressway options would have on the character, amenity, and economies of the town centres of Paraparaumu and Waikanae. Almost 100 of these submissions noted that they thought the WLR Expressway Option would have a positive effect on the Paraparaumu Town Centre whereas very few submissions advised that it would have negative impact. In comparison, more submissions advised that the Eastern and Western Options would have more negative, rather than positive, effects on the Paraparaumu Town Centre.
- 19 Similar submission results were received for Waikanae. More submissions advised that the WLR Expressway Option would have more positive, rather than negative impacts on the Waikanae Town Centre. Whereas more submissions were more negative, rather than positive, towards the effects of the Eastern and Western Options.
- 20 It was common, however, for supporters of the Eastern Option to note that moving the state highway away from the town centres would have more negative impacts, rather than positive impacts.

Environmental Effects

- 21 Over 500 submissions commented on the environmental effects of the expressway options. The vast majority of these comments were concerned with the potential visual, noise, ecological and air pollution effects of constructing an expressway.
- 22 Potential noise effects received the most comment with most of it being negative rather than positive. Both the WLR Expressway and Western Options drew the most negative comment, although a number of negative comments were also received on Eastern Option. It was notable that most Waikanae Beach submissions were negative towards both the 'western options' with many advising that state highway noise was incompatible with the existing local environment. However, both the Eastern and WLR Expressway Options also drew some positive 'noise' comments. With regard to the Eastern Option, some submissions commented that 'focusing state highway and rail noise together in one particular location' would be a better overall outcome for the community.

- 23 A number of comments were made on the visual effects of the expressways, with most submissions making negative, rather than positive, comments. The WLR Expressway and Western Options drew the most negative comments, although the WLR Expressway Option did receive the most positive comments overall (eg whereas very few commented positively on the merits of the Western Option). Examples of negative comments included concern over the appearance of a four lane road and the potential effects of the 'western options' on the Waikanae North landscape.
- 24 There were a number of submissions that made negative comments on the effects of the expressways on local ecology. Examples of concerns included the potential effects of the WLR Expressway Option on QE2 Park in Raumati and the potential effects of the 'western options' on the Nga Manu Bird Sanctuary in Waikanae. Despite these negative comments, the WLR Expressway Option did receive more positive comments than the other expressway options ultimately received.
- 25 Potential air pollution effects also drew a number of negative comments, with most submissions being particularly concerned about the potential adverse effects on schools and other similar land use activities. Very few positive comments were received on this theme, however, of the ones that were received they tended to favour the WLR Expressway Option and to a lesser extent the Eastern Option.

Submissions by geographical area

- 26 Of the almost 4500 submissions received on the expressway options, approximately 4100 originated from Waikanae, Paraparaumu, Otaihanga and Raumati postal addresses with the balance of the submissions coming from postal addresses located outside of the Kapiti Coast District². A notable trend in most of these submissions was the focus they placed on the effects of an expressway option on a certain locality and/or community rather than commenting on the entire expressway option itself.
- 27 Approximately 1300 submissions were received from Waikanae postal addresses, with the majority being received from Waikanae West and East postal addresses.
- 28 The majority of the Waikanae Beach submissions supported the Eastern Option whereas the majority of the Waikanae East and West submissions supported the 'western options', and in particular the WLR Expressway Option. The submission preferences for Waikanae Park (ie central Waikanae) were split evenly between the Eastern Option and WLR Expressway Option. However, many of the submissions from Waikanae Park advised that the impact of the two western options on this locality was not materially different in any way. Based on this line of argument, it could be concluded the submissions from Waikanae Park were more favourable overall towards a 'western option' rather than the Eastern Option.

² See Section 5 of the Community Engagement Report for further information on submissions by geographical area. It should also be noted that there were submissions received from other areas of Kapiti such as Paekakariki that have not been referred to in this paper.

- 29 Almost 20% of the Waikanae submissions supported 'other transport' options. In most cases, these submissions supported the type of 'transport package' improvements sought by KCDC. However, there was a particularly strong desire within these submissions for a second bridge to be built across the Waikanae River.
- 30 Over 150 submissions were received from Otaihangā postal addresses. The majority of these submissions supported the WLR Expressway Option, although there was also strong support for the type of 'transport package' improvements sought by KCDC.
- 31 Over 1100 submissions were received from Paraparaumu postal addresses, with the majority of submissions being received from Paraparaumu Central.
- 32 The preferences of the Paraparaumu Beach North and South submissions were split evenly between the Eastern and WLR Expressway Options whereas the Paraparaumu Central submissions tended to favour the WLR Expressway Option. However, many of the Paraparaumu Central submissions noted that the alignment of the Eastern and the Western Options through the 'Paraparaumu section' was not materially different in any way. Based on this line of argument, it could be concluded that the preferences of the Paraparaumu Central submissions were more evenly split between the WLR Expressway Option and the Eastern and Western Options.
- 33 Almost 25% of the Paraparaumu submissions supported 'other transport' options. In most cases, these submissions supported the type of 'transport package' improvements sought by KCDC.
- 34 The majority of submissions received from Raumati postal addresses were split evenly between the Eastern and WLR Expressway Options, although there was some support for 'other transport' options such as the 'transport package' improvements sought by KCDC.

Public release of the MacKays Crossing to Peka Peka Community Engagement Report

- 35 The decision on the preferred expressway option will be of interest to submitters, key stakeholders, the general public and local and national media. It can also be anticipated that there will be a number of official information requests made following the decision. Accordingly, it is recommended that the *MacKays Crossing to Peka Peka Community Engagement Report* be made available to the public.

Attachments

There are no attachments to this paper. However, this paper should be read in conjunction with the *MacKays Crossing to Peka Peka Community Engagement Report*, which was provided prior to the November Board meeting.

In Committee Status

- 36 Board Paper 09/12/0310 is in Committee to allow the Board free and frank discussion of the issues. We recommend Board paper 09/12/0310 remains in committee until such time as the public has been informed about the decision regarding SH1 Kapiti Coast Expressway Alignment.