



Wellington Northern Corridor

MacKays to Peka Peka Expressway

November 2010 - February 2011

Public consultation

The MacKays to Peka Peka route has been identified as one of eight sections in the Wellington Northern Corridor (Wellington Airport to Levin) road of national significance requiring improvement to ease congestion and improve travel time reliability. The government's priority for the roads of national significance is that they support New Zealand's economic growth and productivity by moving people and freight faster, safer and more efficiently.

In 2009, Kāpiti residents were consulted on options for a four-lane expressway. Following the consultation, a preferred route largely following the Western Link Road Corridor was chosen. Since then further investigation and design work has been carried out to determine the proposals for the various components of the expressway.

Now the NZ Transport Agency (NZTA) is seeking feedback on the proposals for the MacKays to Peka Peka Expressway including:

- how the expressway connects to the current state highway and local roads at the southern end
- the location and design of interchanges at Paraparaumu town centre and Te Moana Road, Waikanae
- how the expressway connects to the current state highway and local roads at the northern end.



Improving State Highway 1 within Kāpiti

The need to improve the route between MacKays Crossing and Peka Peka

The Kāpiti Coast is one of the fastest growing districts in New Zealand. In just five years from 2001 to 2006, the population increased by nearly 10% to 46,000. Raumati, Paraparaumu and Waikanae have become key commuter towns for Wellington. Future population, industry and traffic growth requires investment and planning to cater for the anticipated increase.

The need to provide relief from the current road congestion

The volume of traffic currently on the MacKays to Peka Peka route has seen this road operating beyond its capacity and become severely congested at peak times.

This has not allowed efficient access to local roads on the Kāpiti Coast where an effective, parallel local road network does not exist. The expressway will assist in addressing these issues and prevent further deterioration of the situation.

The need to enhance safety for road users

The need to enhance safety for road users travelling on the MacKays to Peka Peka route is a prime consideration for the NZTA. The current state highway has seen a high number of crashes due to the lack of traffic separation, along with too many local accesses directly connecting on to the highway. The proposed four-lane separated expressway will result in safer journeys for road users.

The need to improve journey time reliability

During peak periods congestion on the current MacKays to Peka Peka route does not allow for the smooth flow of through traffic. The planned expressway will not only provide peak period travel time savings, but also equally importantly, improved journey time reliability.

The need for quicker road access to Wellington's key facilities

Once complete the MacKays to Peka Peka Expressway will enable quicker and easier access for Kāpiti residents to important facilities such as Wellington airport, hospitals, Wellington port, central business district, museums and universities.

Background

The roads of national significance

The roads of national significance programme represents one of New Zealand's biggest ever infrastructure investments. This policy direction is the basis of the investment priorities outlined in the NZ Transport Agency's National Land Transport Programme.

The seven roads of national significance projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. The projects are:

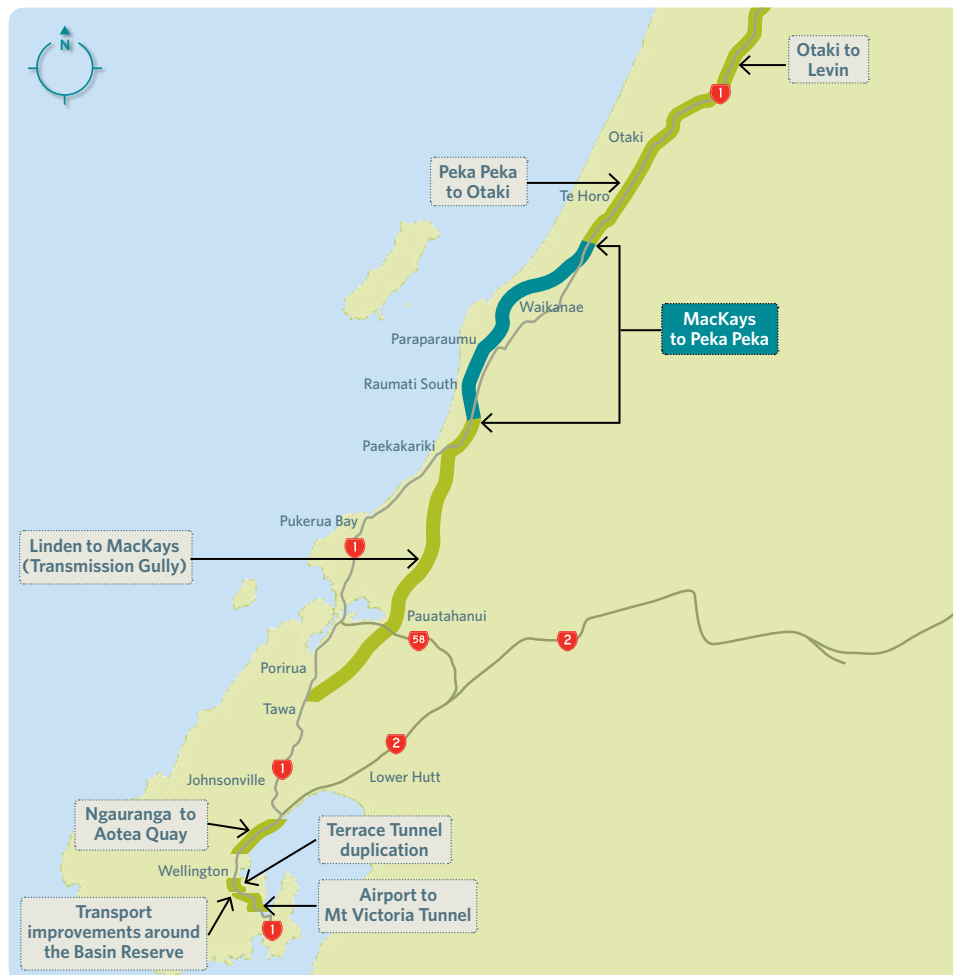
- Puhoi to Wellsford - SH1
- Completing the Western Ring Route, Auckland - SH16 and SH20
- Victoria Park Tunnel, Auckland - SH1
- Waikato Expressway - SH1
- Tauranga Eastern Link - SH2
- Wellington Northern Corridor - SH1
- Christchurch Motorways

Wellington Northern Corridor

The Wellington Northern Corridor comprises eight sections as shown on the map below.

The focus for the next two to three years is on investigations and consents. Following this, construction work will be undertaken in three phases:

- The first phase will concentrate on Ngauranga to Aotea Quay, Basin Reserve, MacKays to Peka Peka and Peka Peka to Ōtaki.
- The second phase will focus on Linden to MacKays (Transmission Gully).
- The third phase will involve Mt Victoria Tunnel duplication and Ruahine Street widening followed by Ōtaki to north of Levin, and then the Terrace Tunnel duplication.



2009 Public Consultation

The NZ Transport Agency (NZTA) consulted residents in 2009 to ascertain their views on three expressway options, one eastern and two western routes.

Following the public consultation, the NZTA Board determined that the option utilising the Western Link Road Corridor was to be progressed.

When compared with the Western Link Corridor the Board found that the other route options:

- impacted severely on Waikanae town centre and Paraparaumu businesses
- were considerably more expensive
- directly affected 300-400 properties.

Post consultation

In early 2010, the NZTA selected a consortium to deliver the MacKays to Peka Peka Expressway, part of the Wellington Northern Corridor road of national significance. The consortium, comprising Beca, Fletcher Construction and Higgins Group, joined the NZTA to form the MacKays to Peka Peka Expressway Alliance. In September 2010, the Kāpiti Coast District Council (KCDC) joined the Alliance.

Since establishment, the Alliance has been developing proposals for the expressway for further public consultation. As part of this work, the Alliance has been:

- investigating the form and location of interchanges providing access to the local road network
- assessing the alignment against current planning requirements
- working with KCDC, iwi, local community boards and the community in general to come up with preferred solutions.

What we considered in developing the proposals

Aims of the MacKays to Peka Peka Expressway

- Increased roading capacity providing for future regional and national economic growth and productivity.
- Interchanges at Waikanae and Paraparaumu providing good local access.
- New additional bridge over Waikanae River giving route security.
- Retention of the east-west links, maintaining good local connections.
- Provision for pedestrian and cycle access where appropriate.
- Avoidance of significant wetlands and impacts on natural water systems, and creation/enhancement of wetlands for stormwater management and wetland restoration.
- Opportunity for existing State Highway 1 to become new local arterial, and to improve access down existing local roads.
- Enhanced connections within Waikanae town centre.
- Support of local economic, community and urban growth strategies and aspirations where possible.
- Provision for the long-term role and operation of State Highway 1 within Kāpiti.
- To follow the Western Link Road designation, unless an alternative alignment provides safety and/or environmental improvements.

What we have heard you say so far

- Existing east-west roads need to be retained either under or over the expressway.
- Connections to the expressway (interchanges) must support local people and business traffic moving about the district.
- A direct link between Waikanae and Paraparaumu is needed.
- The expressway must avoid impacts on cultural values.
- It needs to be safe and comfortable to use for everyone.
- Recreational uses must be provided for e.g. walking to and from beach, along waterways, horse riding, cycling and other activities.
- Sensitive design – take cues from the local landscape.
- Pedestrian and cycleway provision along the route.
- Future proof and secure to ensure that we don't need to revisit it again.
- Support connections to rail and make it easier for buses on local routes.
- Protect health in terms of effects on schools and residential areas (e.g. noise and air quality).
- Use swales (shallow ditches) and other sustainable stormwater management tools for expressway water runoff.
- Avoid loss of parks and wetlands.

What we have assessed in developing the proposals

In assessing the effects of the corridor we are looking at the following aspects:

- Ecology
- Community interests
- Cultural and heritage values
- Economy and business interests
- Visual amenity
- Zoning and growth management
- Urban amenity
- Transportation modelling and assessment
- Landscape and landforms
- Ground conditions (Geotechnical)
- Stormwater and flood management
- Noise and vibration
- Air quality
- Construction effects



Processes followed for assessing options

- Using Geographical Information Systems (GIS), all environmental, topographical, statistical, legal and other information were mapped or recorded, using aerial photography recently obtained for the project, as well as research and field work, and updated traffic modelling.
- A series of option development workshops, using a broad range of environmental and engineering expertise, identified a wide range of potential alignment and connectivity options.
- Options were assessed through a series of workshops against a range of outcome-based criteria – options with the greatest environmental, cost and other factors compared with other options were eliminated.
- Connectivity options, including potential interchanges, were evaluated along the entire route and the local roading network, including impacts on levels of performance and safety.
- The alignment and interconnections were designed with sufficient detail to enable confidence in the evaluation process – more detailed design and evaluation to occur in next phase.

Consideration will be given to affected community groups and iwi

Input from iwi and community groups will be taken into consideration by the NZTA. The NZTA places emphasis on building relationships with iwi and community groups and keeping them informed about the project.

We are also committed to the principles of the Treaty of Waitangi and abide by our statutory responsibilities under the Land Transport Management Act and Resource Management Act to consult with iwi on all appropriate matters.

Our concept for the expressway

Where we are proposing the MacKays to Peka Peka Expressway should go

- Between MacKays Crossing to Peka Peka Road, approximately 18km in length, linking with the new Transmission Gully road and with the new Peka Peka to Ōtaki Expressway.
- Entire road would be a four-lane, median divided highway, with a new bridge over the Waikanae River, and with all local east-west roads crossing either under or over the expressway.
- Two full interchanges – at Paraparaumu and Te Moana Road – and part connections at the southern and northern ends. To optimise safety and travel efficiency, no other direct local road intersections are proposed.
- The expressway would follow the existing Western Link Road designation,* except where it joins the existing state highway or where improved safety and/or environmental outcomes would be achieved by a new alignment.
- North of MacKays Crossing, the existing SH1 'Raumati Straight' would be upgraded up to where the expressway follows a new alignment.
- North of Poplar Avenue, the road would divert to generally follow the alignment of the existing Western Link Road designation, it would cross** Raumati Road, and then Kāpiti Road, at which point an interchange servicing Raumati/Paraparaumu/Otaihanga would most likely be located.
- The expressway would then cross** Mazengarb Road and then Otaihanga Road, and cross over the Waikanae River east of Otaihanga settlement.
- The expressway would cross over Te Moana Road, at which point the second full interchange would be located to service Waikanae.
- From Te Moana Road to Peka Peka, the expressway would generally follow the existing designation except to avoid nationally significant wetlands.

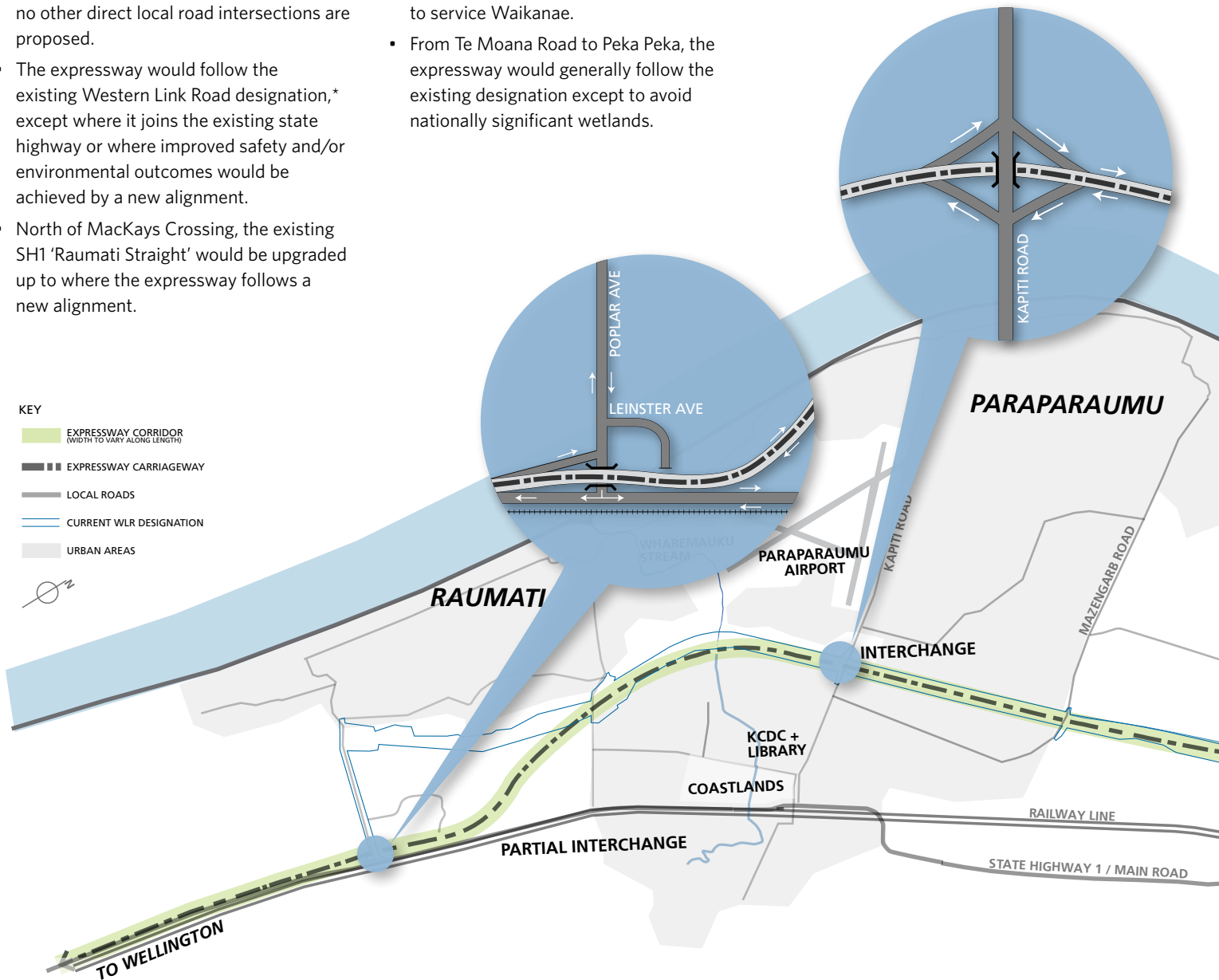
How we will maintain local connections

Existing east to west connections will be kept. We seek to include new opportunities where appropriate.

The final form of each road/expressway crossover is yet to be determined.

The ability of the expressway to assist with access to train stations and for bus routes is also part of our design work.

More detail will be provided in the first half of 2011.

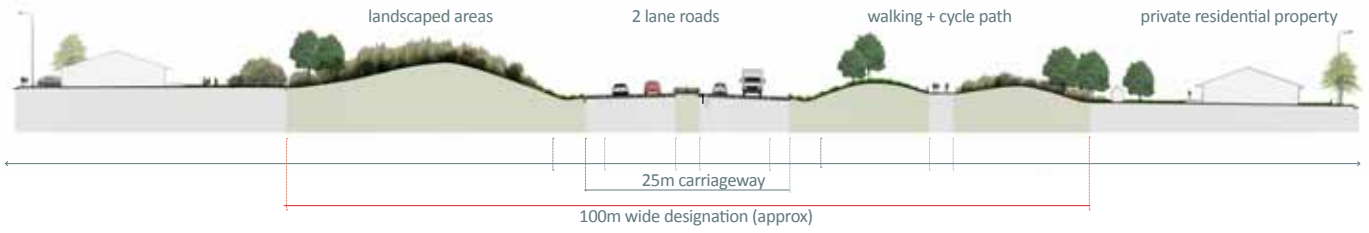


* A designation is a district plan provision for enabling public works

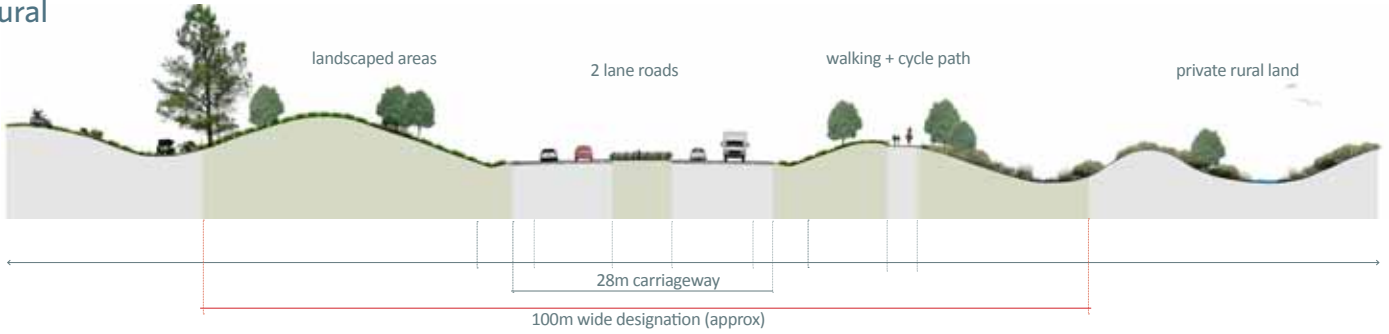
** Whether the expressway crosses under or over local roads will be determined in the next stage of design

Indicative expressway cross sections

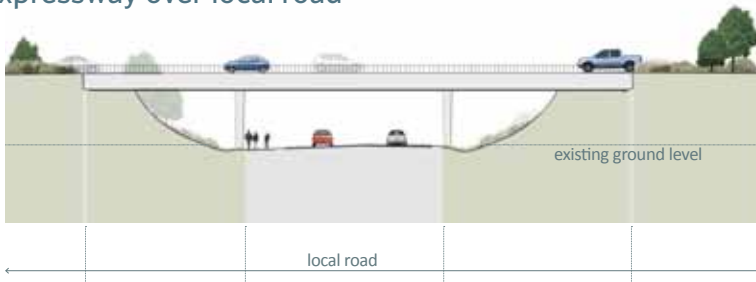
Urban



Rural

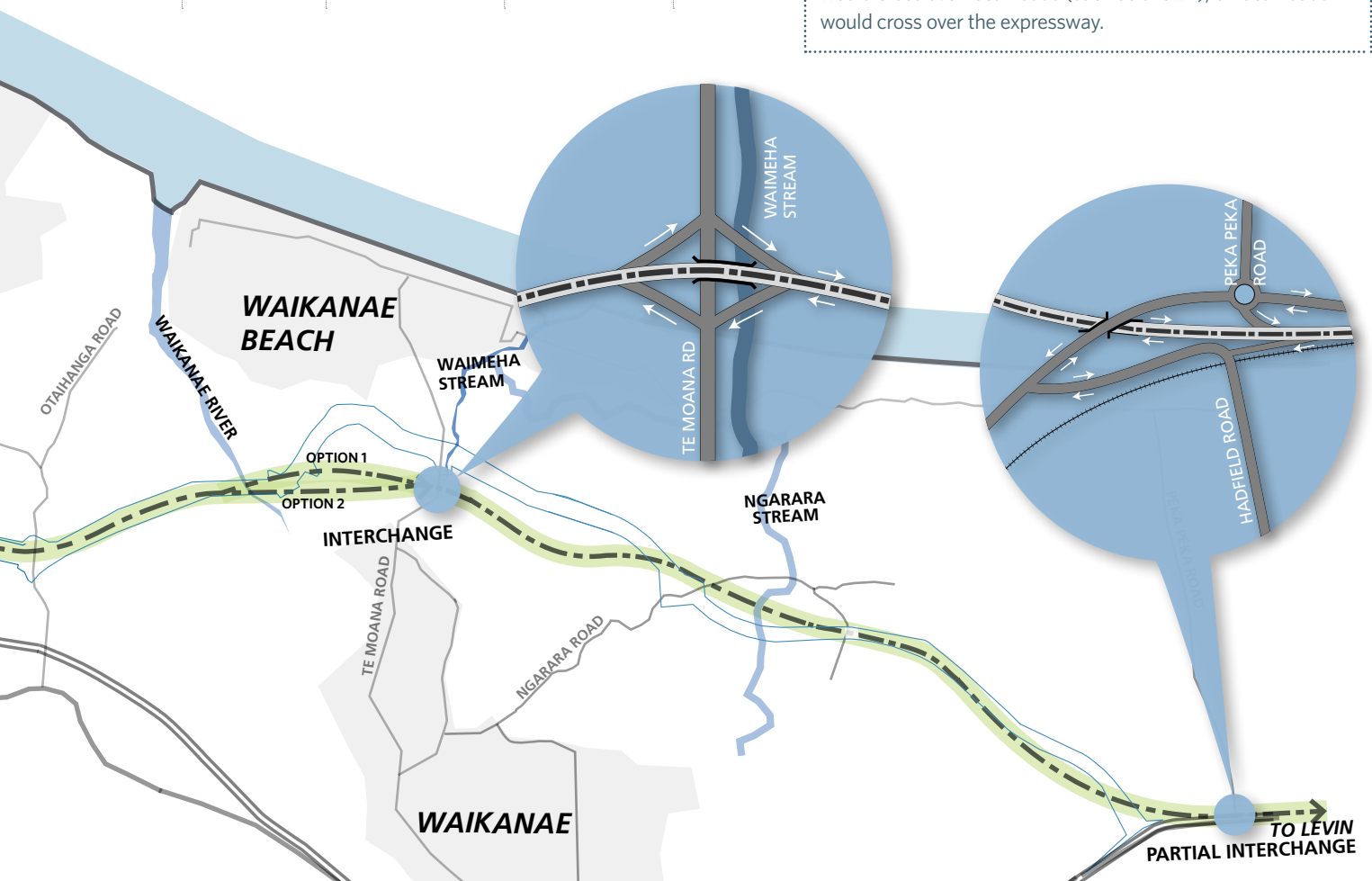


Expressway over local road



These indicative cross sections of the expressway show that the 100m wide (approx) corridor consists of a 25m wide road (shoulder to shoulder) in the urban sections and a 28m wide road in the rural sections. The corridor includes landscaping and mitigation measures. Footpaths and brideways will be provided alongside the road where possible.

There will be a number of ways that either the expressway would cross over local roads (such as shown), or local roads would cross over the expressway.



Southern end - The details of what we are proposing

Description

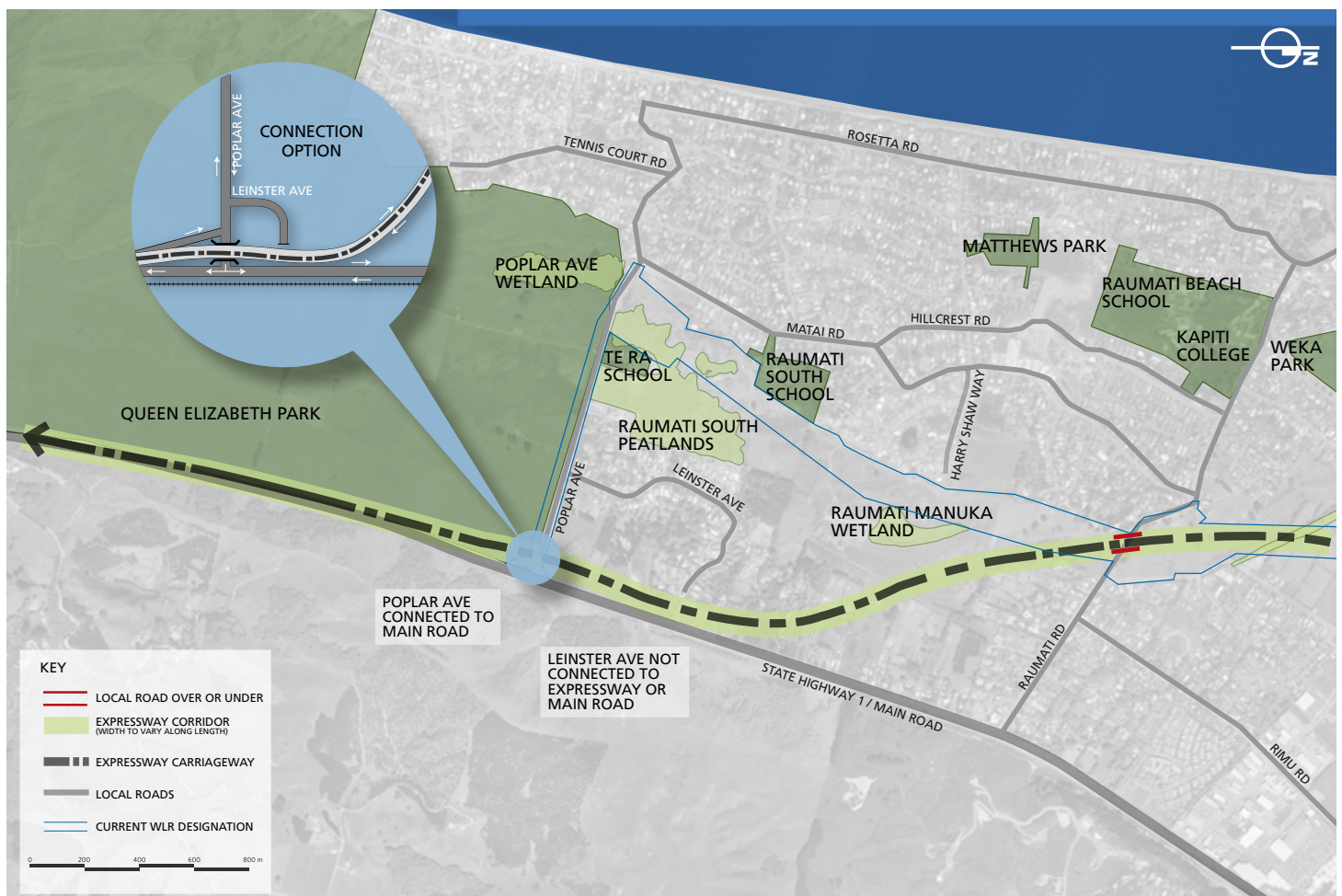
- North of MacKays Crossing, the existing state highway would be upgraded to expressway standards, to the point where it connects to the new expressway.
- Northbound travellers could leave the expressway at Poplar Avenue and exit onto the former state highway (Main Road), while southbound travellers on Main Road or from Raumati Road could join the expressway.
- North of Poplar Avenue, the expressway would divert westwards to connect with the existing Western Link Road designation at Raumati Road.

Considerations

- Requires all or part of 28 properties.
- Avoids social and environmental impacts for two schools along current designated route.
- Retains an ecological area by Poplar Avenue.
- Minor intrusion into Queen Elizabeth Park.
- Recognises cultural interests of local iwi.
- Retains Poplar Avenue connection to Main Road.

Alternative routes beginning south of Poplar Avenue were investigated but considered less favourable due to the:

- impacts on Queen Elizabeth Park
- impacts on two schools (e.g. noise and air quality)
- effects on an identified ecological area
- construction challenges of building over deep peat
- iwi and archaeological interests.



Proposal for the Southern end

Paraparaumu town centre - The details of what we are proposing

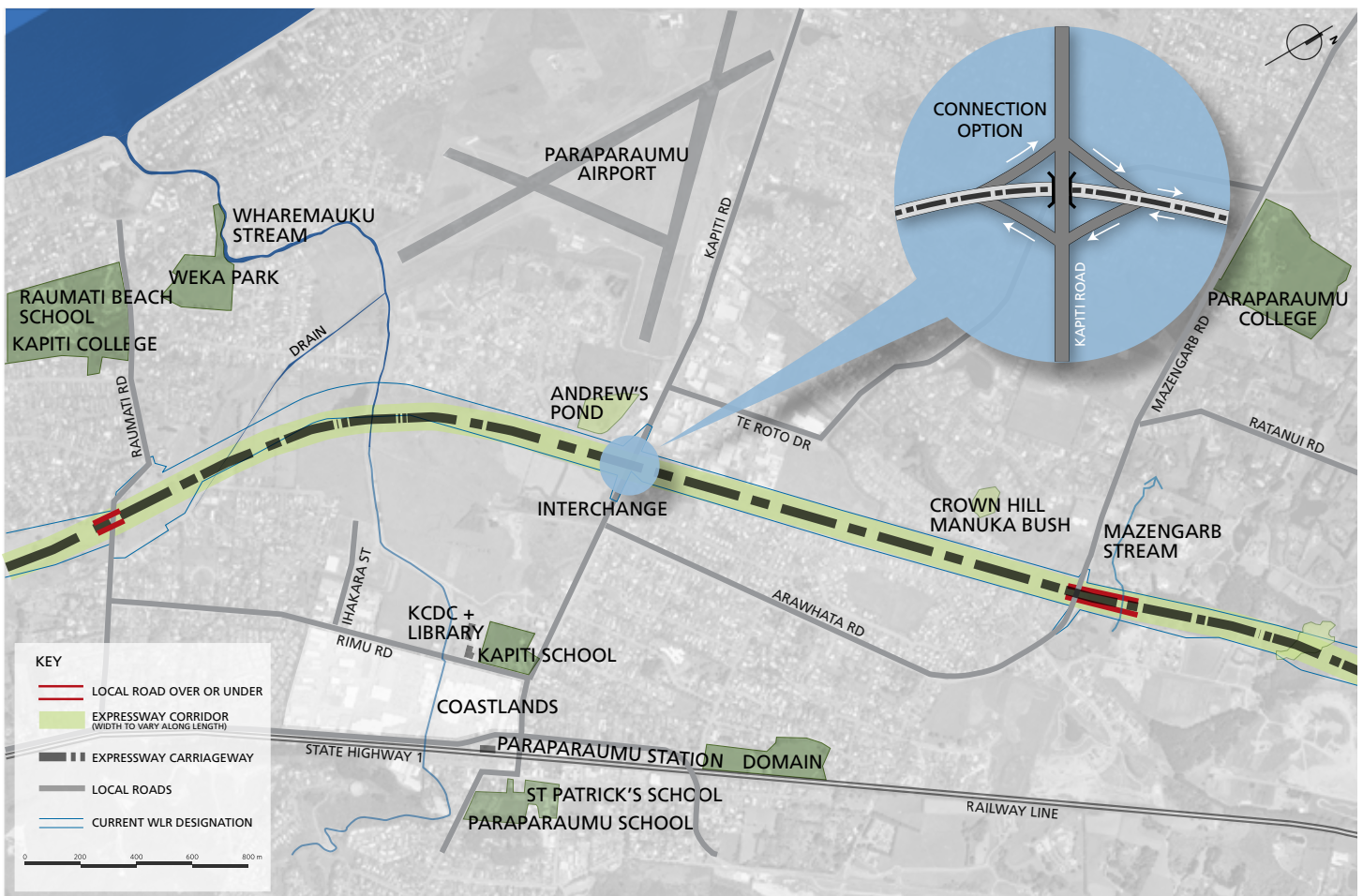
Description

- The expressway would cross* Raumati Road, and then sweep eastwards out of the existing designated corridor to shift the road away from residential areas.
 - A full interchange would be located at Paraparaumu town centre, most likely on Kāpiti Road - Kāpiti Road would cross the expressway. Upgrading options for Kāpiti Road are being examined with Kāpiti Coast District Council (KCDC).
 - Between Kāpiti Road and Otaihangā Road, the expressway would follow the existing Western Link Road designation, crossing* Mazengarb Road.
- * Whether the expressway crosses under or over local roads will be determined in the next stage of design

We also considered an alignment more closely along the Western Link Road designation but the opportunity to take the route away from more houses outweighed following the designated alignment.

Considerations

- A connection to the developing town centre at Paraparaumu, and the growing business and commercial activities in and near Paraparaumu Airport, provides for regional growth opportunities.
- Supports KCDC's aspirations and its emerging plans for the development of Paraparaumu town centre.
- Requires additional property outside the Western Link Road designation.
- Requires flood storage which can also be an ecological wetland benefit.
- All east-west connections to be retained.



Proposal for the Paraparaumu town centre

Waikanae - The details of what we are proposing

Description

- From Mazengarb Road to Otaihanga Road (near the former landfill), the expressway would follow the existing Western Link Road designation.
 - A section of Otaihanga Road would likely be straightened and would cross* the expressway.
 - The expressway would then cross over the Waikanae River, and cross over Te Moana Road, at which point a full interchange to service Waikanae would be located.
- * Whether the expressway crosses under or over local roads will be determined in the next stage of design

Considerations

- The cultural, environmental and social issues are considerable.
- All east-west connections to be retained.
- There is a registered Waahi Tapu¹ in addition to the wider historical and cultural area including the Takamore Urupa², the Maketu tree³, the site of a former kainga and burials from the influenza epidemic of 1918.
- It is in an old and established residential area.

¹ Sacred grounds ² Burial ground ³ Important grave site

Considerations for option 1

- Has an intrusion into the registered Waahi Tapu.
- Located between the Takamore Urupa and the Maketu tree.
- Requires all or part of 15 properties.

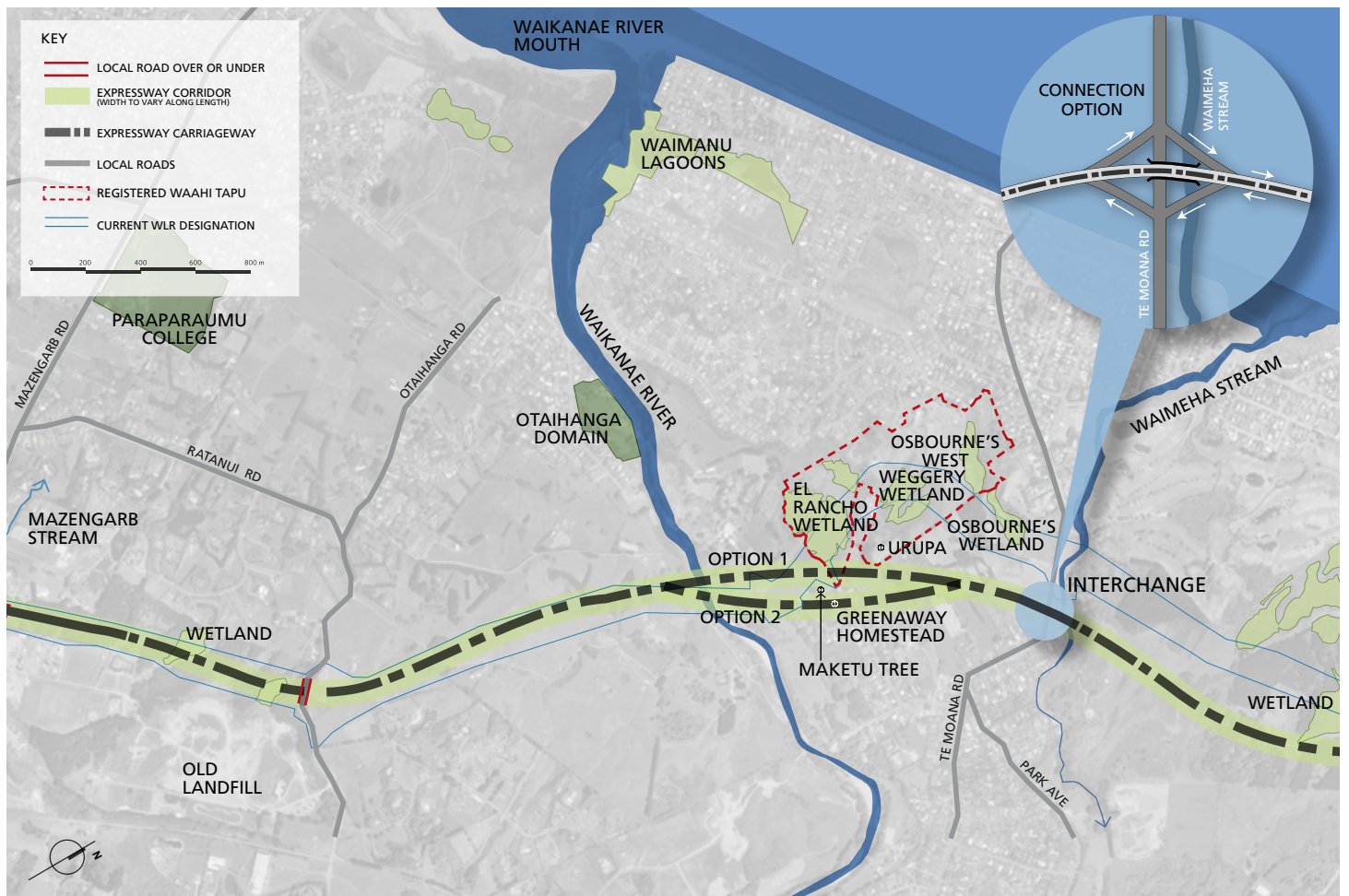
Considerations for option 2

- Avoids intrusion into the registered Waahi Tapu.
- Requires relocation of the historic house (Greenway Homestead).
- Requires all or part of 32 properties.

Elizabeth Street improvements

There are some short-term measures being undertaken to improve the operation of the Elizabeth Street intersection.

There is also a review being undertaken looking at the longer term needs in the vicinity of Elizabeth Street. This review is linked to the expressway project.



Proposal for Waikanae

Northern end - The details of what we are proposing

Description

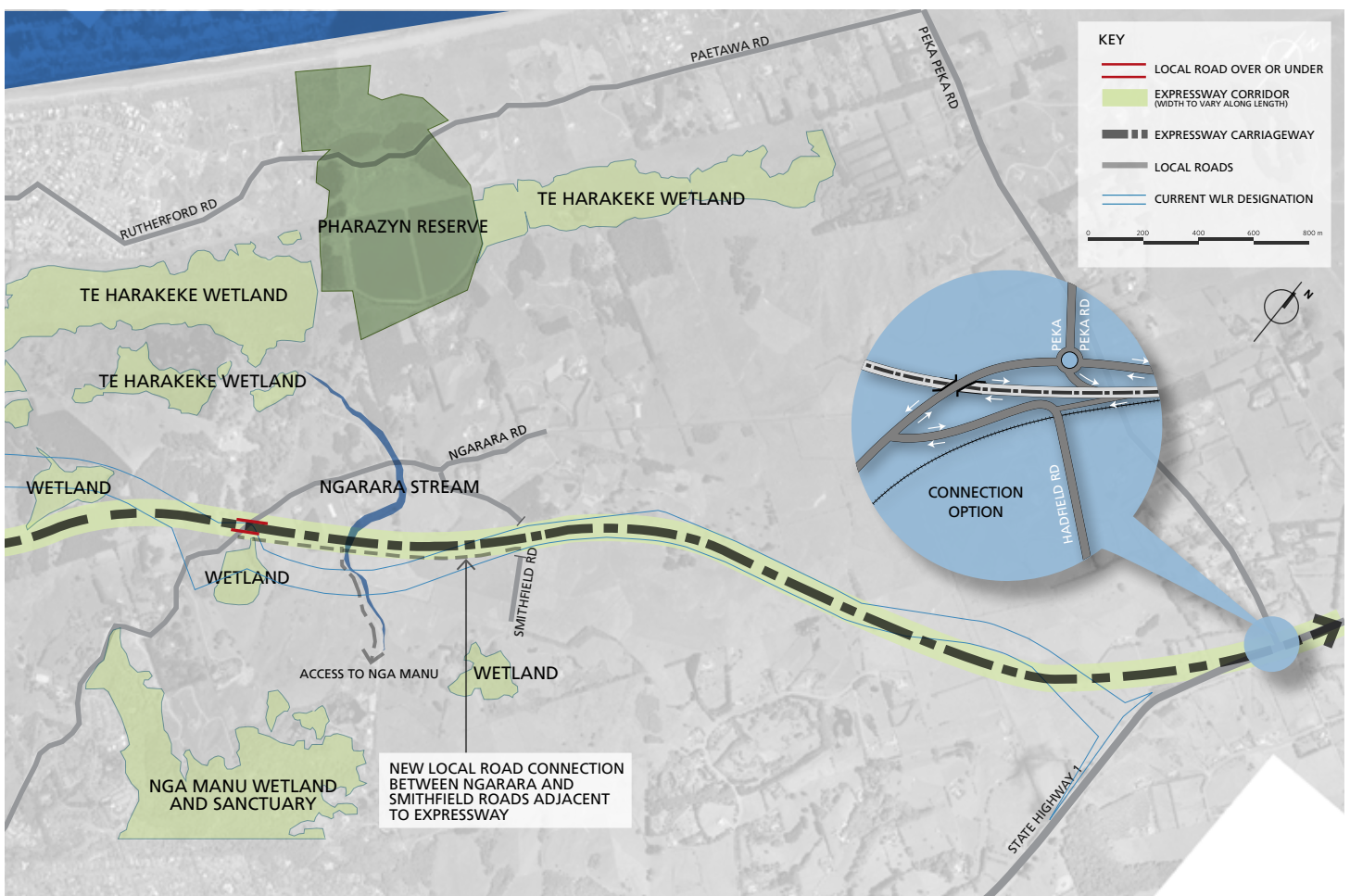
- Between Te Moana Road and Ngarara Road, the expressway would be aligned to avoid the nationally significant and QEII covenanted Te Harakeke Wetlands.
- The expressway would cross Ngarara Road and generally follow the existing Western Link Road designation except south of Peka Peka Road.
- A new access road would be required to service Ngā Manu Bird Sanctuary and the eastern end of Smithfield Road which would be disconnected by the expressway.
- At Peka Peka Road, the new expressway would join with the corridor of the former state highway, linking with the new Peka Peka to Ōtaki Expressway.
- Southbound travellers on the expressway would be able to exit off and drive south towards Waikanae township on the former state highway, or connect with Peka Peka and Hadfield Roads.
- Travellers from Peka Peka, Hadfield Road and the former state highway would be able to join the expressway and head north.

We also considered taking the alignment east of the designation to avoid a wetland, however the wetland is not of such significance to outweigh the increased impact on adjacent properties.



Considerations

- Avoids most wetlands.
- Removes part of redevelopment area for Waikanae North growth area.
- Uses Western Link Road designation to greater extent.
- The design of local road connections is still being developed and other configurations may be considered.

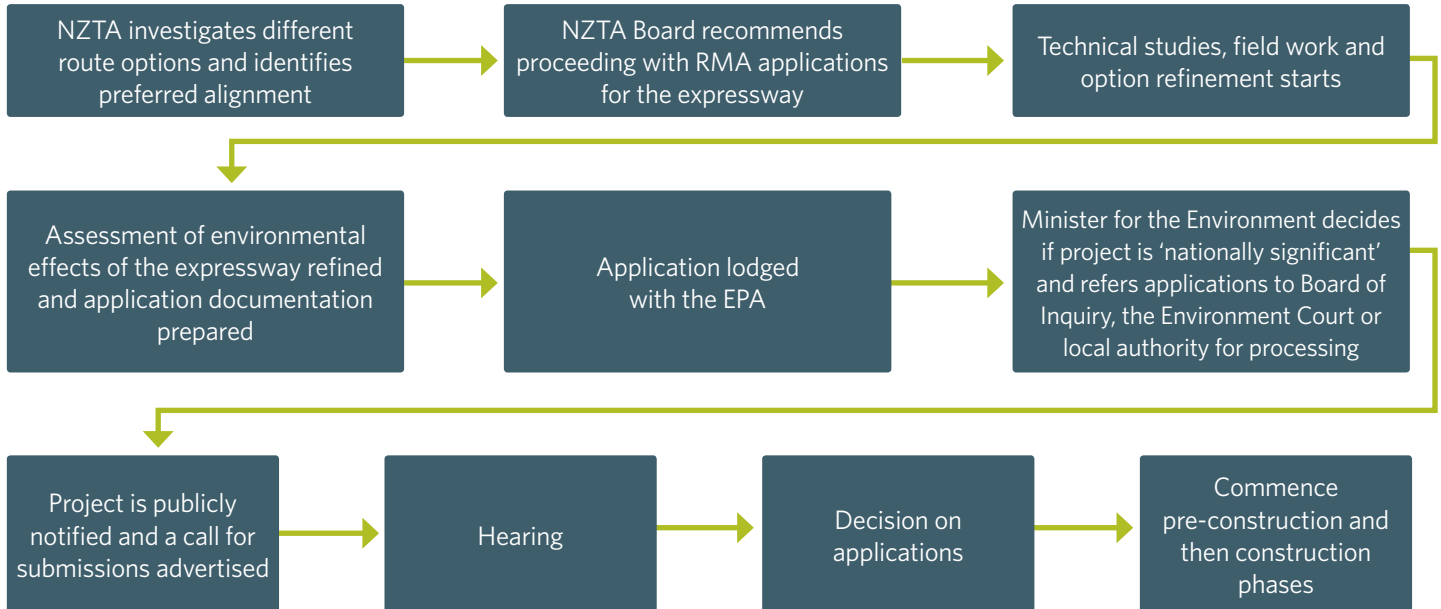


Proposal for the Northern end

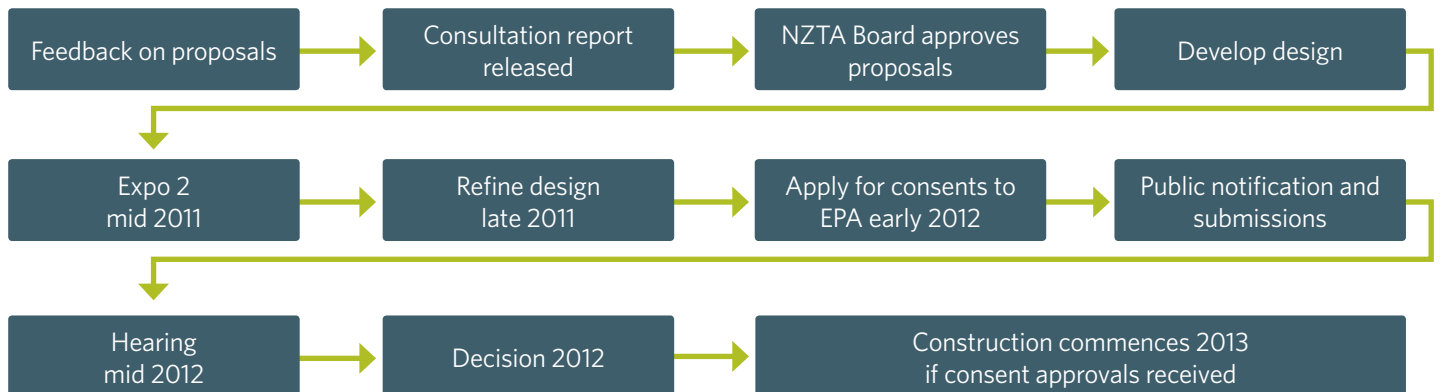
Resource Management Act Approvals

To construct the MacKays to Peka Peka Expressway, approvals are required under the Resource Management Act 1991 (RMA). The NZTA intends to lodge its consent applications with the Environmental Protection Authority (EPA). The Minister for the Environment will decide if the project is 'nationally significant' and refer the applications to a Board of Inquiry, Environment Court or local authority for processing.

Consenting process steps



Where to from here?





Frequently asked questions

Why do we need an expressway in Kāpiti?

The Kāpiti expressway is part of the Wellington Northern Corridor road of national significance between Wellington Airport and Levin. The government's priority for roads of national significance is that they support New Zealand's economic growth. Currently vehicles on SH1 between MacKays Crossing and Ōtaki face delays in Paraparaumu, Waikanae and Ōtaki. By creating an expressway, journeys will be faster, safer and will contribute to economic growth.

How does the MacKays to Peka Peka Expressway relate to the rest of the Wellington Northern Corridor road of national significance projects?

The MacKays to Peka Peka Expressway is part of the Wellington Northern Corridor from Wellington Airport to Levin along with Peka Peka to Ōtaki Expressway to the north and Linden to MacKays Crossing (Transmission Gully) to the south. Further development of other sections of the Wellington Northern Corridor is being progressed and the aim is to substantially complete this and the other six roads of national significance across the country in the next 10 years to improve New Zealand's productivity and economic growth.

What will the completion of the MacKays to Peka Peka section of the Wellington Northern Corridor mean?

The MacKays to Peka Peka Expressway is an integral component of the Wellington Northern Corridor which, when completed, will provide faster and safer travel, as well as improve journey time reliability, for motorists travelling along the Wellington Airport to Levin route.

What happens to the current state highway when an expressway has been built?

It will revert to a local road which the Kāpiti Coast District Council will operate and maintain. The NZTA will consult with the Council about the handover of the former state highway.

What are the benefits of improving this section of highway?

The route provides a completely new link through the Kāpiti region allowing use of the existing highway as a local arterial road. This efficiently separates highway and local traffic allowing safer and more efficient traffic movements. The expressway will provide support for a growing population and increasing freight volumes, improve journey times and relieve severe traffic congestion through the Kāpiti region.

What are my rights as a landowner?

The Public Works Act 1981 governs all land acquisitions for Crown Agencies and all transactions are guided by Land Information New Zealand (LINZ). The Landowner's rights booklet produced by LINZ provides information on landowner rights during public works. Under the Act, the NZTA is obligated to act fairly in dealings with affected landowners.

When will the NZTA advise me if my property is required or likely to be required for the expressway?

Property owners whose land may be required will have been contacted in the week prior to the Expo. It is aimed to have identified what land is needed and to have firm Land Requirement Plans by mid 2011 at which time the NZTA will contact all affected landowners.

What are Land Requirement Plans?

Land Requirement Plans show dimensions on an aerial map and confirm the extent of land required for public works.

How to get involved

The Kāpiti community is an important stakeholder on the MacKays to Peka Peka Expressway project and the NZTA is committed to public consultation to ensure the community has the opportunity to comment on the project. The consultation period runs from 28 November 2010 to 4 February 2011.

A Project Expo is being held at a number of venues so the Kāpiti community can find out more about the proposals being presented for feedback. Detailed information panels, maps and plans will be on display and members of the project team will be available to answer any questions on the project.

In addition to the Project Expo, the display material will be available at the MacKays to Peka Peka Expressway Information Centre in Coastlands Mall, Paraparaumu. The display material is also available online on the project website www.nzta.govt.nz/m2ppproject



Project Expo

We hope you can join us at one of the following sessions:

Sunday 28 November 2010	10am – 4pm	Southward Car Museum, Otaihanga
Tuesday 30 November 2010	4pm – 8pm	Kāpiti Community Centre
Wednesday 1 December 2010	4pm – 8pm	Waikanae Memorial Hall
Thursday 2 December 2010	4pm – 8pm	Raumati South Memorial Hall

How you can provide feedback

By post

To provide feedback consider the proposals outlined in the consultation brochure and fill in the comments form included with the brochure and post to MacKays to Peka Peka Expressway Consultation, PO Box 8044, The Terrace, Wellington 6011.

In person

Your feedback can be provided at the Project Expo by filling in a comments form and giving it to a member of the project team, or by visiting the Information Centre at Coastlands Mall.

Online

If you wish to make an electronic submission, please fill in the comments form on the project website www.nzta.govt.nz/m2ppproject

Note that your comments on the proposals for the expressway cannot be made or presented verbally at this stage. Please provide your feedback in one of the ways described above.

We welcome your comments on the proposals for the MacKays to Peka Peka Expressway by 4 February 2011

Our contact details

For further information please contact the Alliance Project Team:

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Email: info@m2pp.co.nz
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