

CURRENT STATE HIGHWAY 1 MODIFICATION

Consultation Report

October 2011



MacKays to Peka Peka Expressway

Contents

Executive Summary	2
1 Consultation Process	3
2 Methodology	6
3 Summary of Submissions	7
4 Summary of Key Stakeholder Consultation	13

Appendix A - Consultation Brochure

Appendix B - Stakeholder Letter

Appendix C - EXPO Information Panels

Appendix D - Media Releases and Advertisements

Appendix E - Advertising Schedule

Appendix F - Feedback Form

Current State Highway Modification Consultation

Executive Summary

The current State Highway 1 (SH1) through Paraparaumu and Waikanae will become a local road once the Mackays to Peka Peka (M2PP) Expressway becomes operational. In September 2010 (when the Kāpiti Coast District Council (KCDC) joined the M2PP Alliance), KCDC and New Zealand Transport Agency (NZTA) agreed to undertake conceptual design development to investigate how the current SH1 could be modified and revitalised.

The current SH1 will provide for local traffic once the M2PP Expressway is operational, and the opportunity exists to revitalise the town centre. Provision can be made for improved cycleways, pedestrian connectivity, landscape treatment, carriageway realignment and altered traffic speeds.

Feedback from general public and stakeholders on concepts

A consultation brochure which included conceptual sketches, cross-sections and images was sent out to Kāpiti residents in August 2011 (Appendix A). Feedback was sought on the concepts and ideas presented, with the feedback form specifically requesting comments on the following design aspects:

- Changes to intersections or local roads
- Car parking in the town centres
- What the road might look like in rural and urban areas
- Opportunities for future adjoining land uses next to the current SH1
- Opportunities for walking, cycling, and horse riding
- Connections to public transport
- Landscaping and stormwater management

A total of 275 submissions were received. This report details the process undertaken and a summary of the feedback received during the consultation period from 7 August – 5 September 2011.

1 Consultation Process

1.1 Objectives

The SH1 modification concept development had the following objectives.

- **Transport function**
Retain SH1 as the district arterial and main spine road for the local road network. Retain SH1's critical function as a national distributor road in the event of the expressway being rendered non-operational.
- **Local Planning**
Maintain economic viability of the District's existing major town centres as social, employment, retail and transport nodes.
- **Safety**
Exhibit best practice in the design of the local network including the existing State Highway and be consistent with urban design standards.
- **Urban form**
Accommodate the impacts of projected passenger transport movement and growth, vehicle movement and growth, pedestrian and cycle movements and enhance the town centres.
- **Strategy**
Achieve consistency with the District's Development Management Strategies and associated regulatory policy (including the District Plan and Plan Changes 79 and 80)
- **Value for Money**
Deliver project solutions which demonstrate value for money and are consistent with NZTA's funding requirements.

1.2 Methods of consultation

Different methods were used to provide information and seek feedback on the concept plans presented.

1.2.1 Information brochure

A brochure presenting concepts and ideas was mailed out in August 2011. The brochure covered potential modifications to the existing carriageway, particularly focusing on the Paraparaumu and Waikanae town centres.

Around 21,000 consultation brochures were mailed out. Copies of the brochure were also made available at Council offices, libraries and the Expressway Information Centre in Coastlands Mall. The brochure is also available on the project website (www.nzta.govt.nz/projects/mackays-to-peka-peka). A copy of the brochure is attached as Appendix A.

1.2.2 Communication with Key Stakeholders and Interested Parties

Letters were sent to all key stakeholders on July 2011, advising of the upcoming consultation (Appendix B).

Meetings were also held to present the concepts and discuss which changes would provide the best solutions for both urban and rural areas. The Alliance met with residents, business owners, business groups/associations, and the Greater Wellington Regional Council on several occasions.

1.2.3 Expos

Two Expos were held at the start of the consultation period: the first in Waikanae and the second in Paraparaumu. Residents took the opportunity to find out more about the revitalisation concepts, ask questions, request further information and give feedback.

Detailed information panels (Appendix C), aerial maps and plans were on display, and members of the project team were present to answer questions. The brochure and feedback forms were also available at the Expos.

Expo timetable

Date	Time	Location	Attendees (approx)
Sunday 7 August 2011	11am-3pm	Waikanae Memorial Hall	126
Wednesday 10 August 2011	4pm-7pm	Kāpiti Community Centre, in Paraparaumu	48

1.2.4 Media releases

A media release was issued to publicise the Expos and the revitalisation concepts. The media releases were also posted on the project website (see Appendix D).

1.2.5 Advertising

Advertising was undertaken in local media to publicise the Expos and to advise the public about the consultation period. (See Appendix D for copies of the advertisements and Appendix E for the advertising schedule).

1.2.6 Information Centre

The Expressway Information Centre, located in Coastlands Mall, was open six days a week (Monday to Saturday). The Information Centre provided up-to-date information, including the material displayed at the Expos. More than 1,250

people visited the Information Centre during the consultation period (this number covers visitors interested in both the Expressway and the SH1 project).

1.2.7 Project website

NZTA has a dedicated project website (www.nzta.govt.nz/projects/mackays-to-peka-peka) which contains all available information and resources, including the consultation brochure, Expo information panels, the feedback form, and contact details for enquiries and feedback. The website also had an online feedback facility that generated 14 responses

1.2.8 Project phone line

A toll-free phone line dedicated to the SH1 and expressway projects was available during standard business hours, five days a week (0508 M2PP INFO or 0508 6277 4636). This service was extended to include the first two weekends of the consultation period. Queries were received and answered during the consultation period.

1.2.9 M2PP info email

The project email was another channel to provide feedback and ask questions (info@m2pp.co.nz). A total of 14 queries were received and answered during the consultation period.

1.2.10 Feedback form

Apart from the channels stated above, feedback could also be given via a form, which asked for submitters' contact details and provided space for comments on design detail (see Appendix F).

The feedback form was available at the Expos, on the project website, at Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

2 Methodology

2.1 Data collection

All submissions are recorded in the project consultation database (Darzin). Details include:

- Name and contact details of the submitter
- Type/method of submission made
- A summary of the comments made

From the data collected, we identified issues, concerns and preferences for specific options. We then produced an analysis of the feedback which identified common submission themes.

2.2 Form of submissions

Submissions came in various formats, including feedback forms, letters and emails. All of these different forms of feedback have been included in the submission summary and analysis contained in this report.

2.3 Anonymous submissions

A total of 11 anonymous submissions were received. These submissions have been recorded in the consultation database and are included in this report's submission analysis and summary.

2.4 Pro-forma submissions

A number of pro-forma submissions (individually signed template submissions) were received. These submissions were included as individual submissions and recorded under the name of the signatory.

2.5 Multiple submissions

In some cases, multiple submissions were made by a single submitter (i.e. different submissions lodged on different dates but from the same submitter with the same contact details). These submissions were summarised as one submission entry.

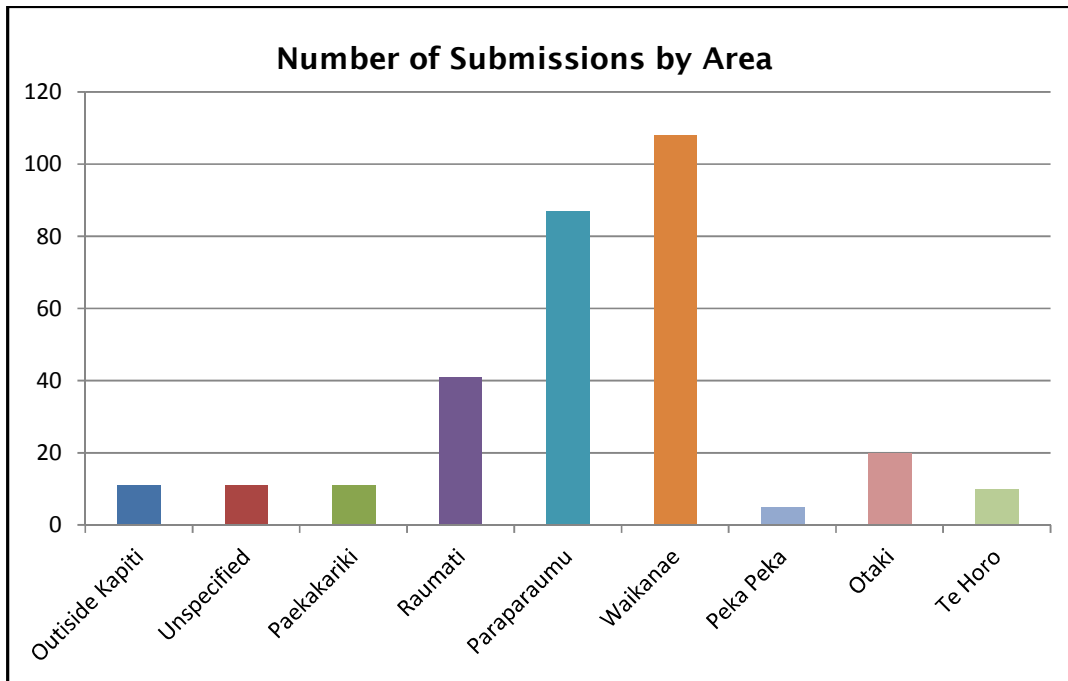
2.6 Late submissions

A total of 26 submissions were received after the consultation period closed on 5 September 2011. These submissions were summarised in the consultation database and are included in this report.

3 Summary of Submissions

3.1 Number and locality of submissions

A total of 275 submissions were received. The following graph shows the total number of submissions received by locality of submitter.



3.2 Feedback

Although feedback was sought on specific matters, many people commented on the overall project. The main topics raised within submissions were landscaping, cycleways and pedestrian connectivity.

Main themes raised in submissions were:

- Paraparaumu Town Centre
- Waikanae Town Centre
- Landscape treatment
- Cycleway
- Pedestrian connectivity
- Public transport
- Reduction in carriageway width
- Parking
- Traffic speed
- Future land use

- Support for concepts

The feedback on these themes is summarised as follows:

3.2.1 Paraparaumu Town Centre

- Paraparaumu public transport hub needs a complete redesign, including: providing bus and taxi access for north and south bound trains, allowing intercity buses, considering purchase of adjoining land to allow future expansion
- A leafy entrance to Paraparaumu is suggested
- Commission a statue
- Develop Rimu Road as a new entrance for the shopping mall, with retail shops along the Rimu Road frontage
- The existing subway at Coastlands is adequate
- Support for a new town centre, Coastlands does not provide amenity for a town centre with large sealed areas and dominant parking areas
- There appears to be no future strategic planning for the whole village and the State Highway, planning appears to be ad hoc
- Extending the town centres across to the Railway Station could enhance amenity for those visiting the Kapiti Coast
- Town centres should be pedestrian orientated, with carparking located on the fringes
- Shared spaces i.e cars and pedestrians reinforce the idea that vehicles and pedestrians have equal use status
- Avoid renaming the current SH1 “main road”

3.2.2 Waikanae Town Centre

- Underpass at Elizabeth Street with a link across to Te Moana Road (potential for a roundabout) suggested
- Alternative connection to eastern Waikanae is needed (in addition to the Elizabeth Street crossing over the rail line)
- Boulevards are suggested. Use Mooloolaba in Australia as a reference for how things can look
- 80kph speed limit is suggested between Raumati and the Waikanae town centre
- Roundabouts help remove the State Highway atmosphere
- The petrol station on the corner of SH1 and Ngaio Road should be demolished and the area improved
- Close SH1 north of Elizabeth Street, turn this area into car parking and a town centre area with fountain
- Marae Lane should become the main north bound road linking onto Ngaio Rd. Connect Marae Lane with roundabouts at Te Moana Road and Ngaio Road
- The redesign of the Waikanae village centre needs to be planned with the SH1 modifications. Once the village centre planning has been completed a more suitable main street may present itself
- Buses should be able to cross onto Ngaio Road
- Marae Lane should be closed off except for the part from Te Moana Road to just north of the Marae

- Connectivity from the Waikanae town centre to the Railway Station needs improvement
- Concern that there will continue to be traffic congestion at the SH1 Elizabeth Street intersection unless an underpass is established
- If an underpass is installed at the Elizabeth Street and SH1 intersection then the traffic lights can be removed
- The traffic lights at the Elizabeth Street/SH1 intersection are poorly sequenced, and don't allow enough time for pedestrians to cross
- The flow of traffic at the Elizabeth Street intersection has been improved with the installation of the traffic lights
- Large diameter roundabouts connecting Te Moana Road and Elizabeth Street are suggested
- A pedestrian crossing near New World would be useful in anticipating future growth
- The pedestrian footpath (300m to the south) in Waikanae from the Railway Station to the town centre is not considered adequate

3.2.3 Landscape treatment

- Provide community open space where people can relax and have lunch
- Trees placed on the centre traffic island may obstruct lines of sight for drivers
- Provision should be made for street furniture, consider options that deter vandalism
- Planting deciduous trees near buildings should be avoided
- Landscaping and reduction in carriageway width will create bottlenecks and hazards in the town centres
- Native trees should be planted to promote native bird life
- Plant trees at regular intervals on the western side of the current SH1 to screen the railway line
- The Expressway will take customers away from the town centres. Why beautify this area?
- More landscaping will encourage pedestrian movements and reduce the speed of traffic
- Keep the landscaping simple and save money

3.2.4 Cycleway

- The cycleway should be completely separated from vehicle traffic in both urban and rural areas. Planting between the road and cycleway will assist in providing separation
- A cycleway between car parking and traffic is dangerous, parked cars opening doors and cars pulling out onto the road often do not see cyclists
- Cycleways next to pedestrian footpaths are supported
- Smooth asphalt is supported
- A reduction in traffic speed will enhance cycleway safety
- Car proof barriers should be installed to protect cyclists from traffic
- Use the existing road to establish cycleway, this will save money
- Request for a continuous cycleway from Waikanae to Peka Peka
- A small number of submissions oppose provision for cycleways citing the high costs of construction and the demand for cycle facilities not being high enough to justify the expense

- Roundabouts are hazardous for cyclists, further investigation is needed to address this issue
- Make sure cycle tracks don't disappear at bridges, intersections and roundabouts

3.2.5 Pedestrian connectivity

- The existing pedestrian crossing over SH1 at Elizabeth Street is unsafe. Elderly do not have enough time to cross, this is important given the number of community facilities located to the east of the railway line i.e Senior Citizens Hall, Waikanae Memorial Hall and Churches
- Wide footpaths are supported to allow mobility scooters, and people walking two abreast
- Connectivity and quality footpaths will help activate retail shops
- Crime Prevention through Environmental Design (CPTED) design principles should be adopted within future concept development
- Pedestrian only space is supported
- Over bridges are supported instead of level crossings which reduce traffic speed and cause congestion
- Make streets feel more like people spaces than car spaces

3.2.6 Public Transport

- Support for greater connectivity between bus and rail services
- Funding should be used to enhance public transport facilities instead of on the Expressway and the modifications to the current SH1
- Electrified trains should be extended from Waikanae through to Levin (via Otaki)
- Trains and buses are currently uncoordinated therefore everyone is forced to use a private car
- Concern for connectivity from Waikanae beach to the Waikanae township on the existing SH1
- More bus stops along the current SH1 are requested
- Use of public transport is growing, access to this is important
- Single lane access into the Waikanae Railway Station (shown in the concepts) from SH1 is not sufficient
- More weather protection (i.e shelters) for bus stops and the Railway Station are supported
- Concepts for Waikanae Railway Station do not provide a safe pedestrian environment, because the concept plans show that customers will need to cross carriageways
- The Railway Station bus stop shelter should be closer to where the train stops, to accommodate elderly passengers
- Requests for a Railway Station in Raumati South

3.2.7 Reduction in carriageway width

- The width of the carriageway should be maintained to allow for future population growth
- The road must still accommodate large service vehicles, and the design must reflect this use

- Merge lanes need to be long enough to allow cars to get up to speed
- Allow traffic to flow by using merging lanes and roundabouts instead of traffic lights. Removing all footpaths, road signs, stoplights and roadlights slows traffic down
- Review the actual volume of traffic on SH1 after the Expressway is built, then plan for modifications
- Concerned that road narrowing may cause problems with traffic flow, pedestrian crossings will slow traffic down further
- A reduction in carriageway width will create bottlenecks and hazards in the town centres
- Carparking space (on the edge of the carriageway) currently provides a safety buffer for pedestrians from the traffic. Removing the parking would bring pedestrians closer to the traffic and create safety concerns
- The width of the current SH1 in rural areas should not be reduced. The current width is helpful for future subdivision and development in these areas
- Provision for emergency services needs to be provided in stationary traffic (so ambulance and fire engines can get through)
- Careful design is required on intersection corners to allow buses enough room to make turns
- Double lanes through Waikanae and Paraparaumu should be retained as this road will still be a main route. It will also be a main link to the interchange at Peka Peka
- The concepts need to provide for over-dimensioned loads, to allow building movers to operate in the area
- A wide flush median would also be useful for properties near Otaihanga Road on SH1 to wait and turn off at Waikanae Downs
- Reduce the number of centre islands, they prevent vehicles being able to make U turns

3.2.8 Parking

- The success of the Waikanae Railway Station improvements has increased demand for car parking, particularly for commuters. More car parking is required to address this problem
- Use the excess road width to install more parking
- Ensure car parks in town centres allow for free drop off and pickup areas. People should not have to walk more than 400m to use public transport
- Carparks in streets and supermarkets should be metered to deter "overstayers"
- Dedicated parking for commuters is needed, casual users are not well supported
- More disabled parking is needed
- A two-storied car parking building would solve parking issues in Waikanae
- No additional parking is required in Paraparaumu and Waikanae, there are already large off-street parking areas
- Park and ride areas are a great idea
- Parking for local retailers and businesses is needed
- Additional parking near Bunnings is required

3.2.9 Traffic Speed

- Use visual cues (i.e signage) to lower speed instead of speed humps
- The intersection at SH1 and Raumati Road is dangerous, due to the high speed environment (100kph). It is particularly bad at night when it is hard to anticipate the speed of traffic approaching
- Outer residential areas should have 70-80kph traffic speed limits, particularly around uncontrolled intersections (i.e Raumati Road/SH1)
- Some support for a 30kph speed limit in the town centres and 80kph in the rural areas to improve road safety
- A roundabout at Otaihanga Road is supported

3.2.10 Future land use

- KCDC should consider changing the zoning along the current SH1 to allow denser urban development
- Support for the Lindale intersection being reinstated
- Costs of future development accessed off SH1 should be paid by the developer
- Changes to SH1 should be consistent with the Waikanae North Development Zone
- Businesses with frontages to SH1 should be persuaded to landscape their sites

3.2.11 Support for concepts

- General support of the concepts was commonly backed up with a request that the concepts be quickly developed and implemented
- The new Expressway will allow a city to be developed on the Kapiti Coast
- Town centres need to be attractive for through traffic on the Expressway to visit the Waikanae and Paraparaumu shopping areas
- The concepts will create a more liveable town area
- Consider the traffic safety record before altering the road layout

4 Summary of Key Stakeholder Consultation

4.1 Key Stakeholders/Interested parties

Key stakeholders and interested parties have had meetings with the Alliance during the consultation period. The ongoing engagement with these stakeholders has informed the detailed design. The following businesses and organisations have been consulted with:

- Paraparaumu and Waikanae Community Boards
- Coastlands Shopping Centre
- Kiwi rail
- Mana Coachlines
- Greater Wellington Regional Council
- NZ Heavy Haulage Association
- Kāpiti Chamber of Commerce
- Vision Impaired Group

Appendix A - Consultation Brochure

Your thoughts?

Drawings and diagrams shown in this newsletter present various ideas to change the character and form of the current State Highway 1 and allow for future planning of the town centres of Paraparaumu and Waikanae.

It is important to note that these are concepts only. The cost, timing and funding of any improvements will be determined once feedback has been received and the scope of any improvements has been agreed.

We welcome your comments and any ideas you might have for the future of the current State Highway 1. We will summarise the comments we receive in a newsletter.

Some concepts would involve action or investment beyond what is directly controlled by the Council or NZTA. Where feedback relates to separate processes (e.g. Regional Land Transport Planning) this will be sent to the organisation responsible to feed into their processes.

We welcome your comments on the ideas for the future of the current State Highway 1 by Monday 5 September 2011



How you can provide comments

By post

To provide comments fill in the form included with this newsletter and post to MacKays to Peka Peka Expressway, PO Box 8044, The Terrace, Wellington 6011.

In person

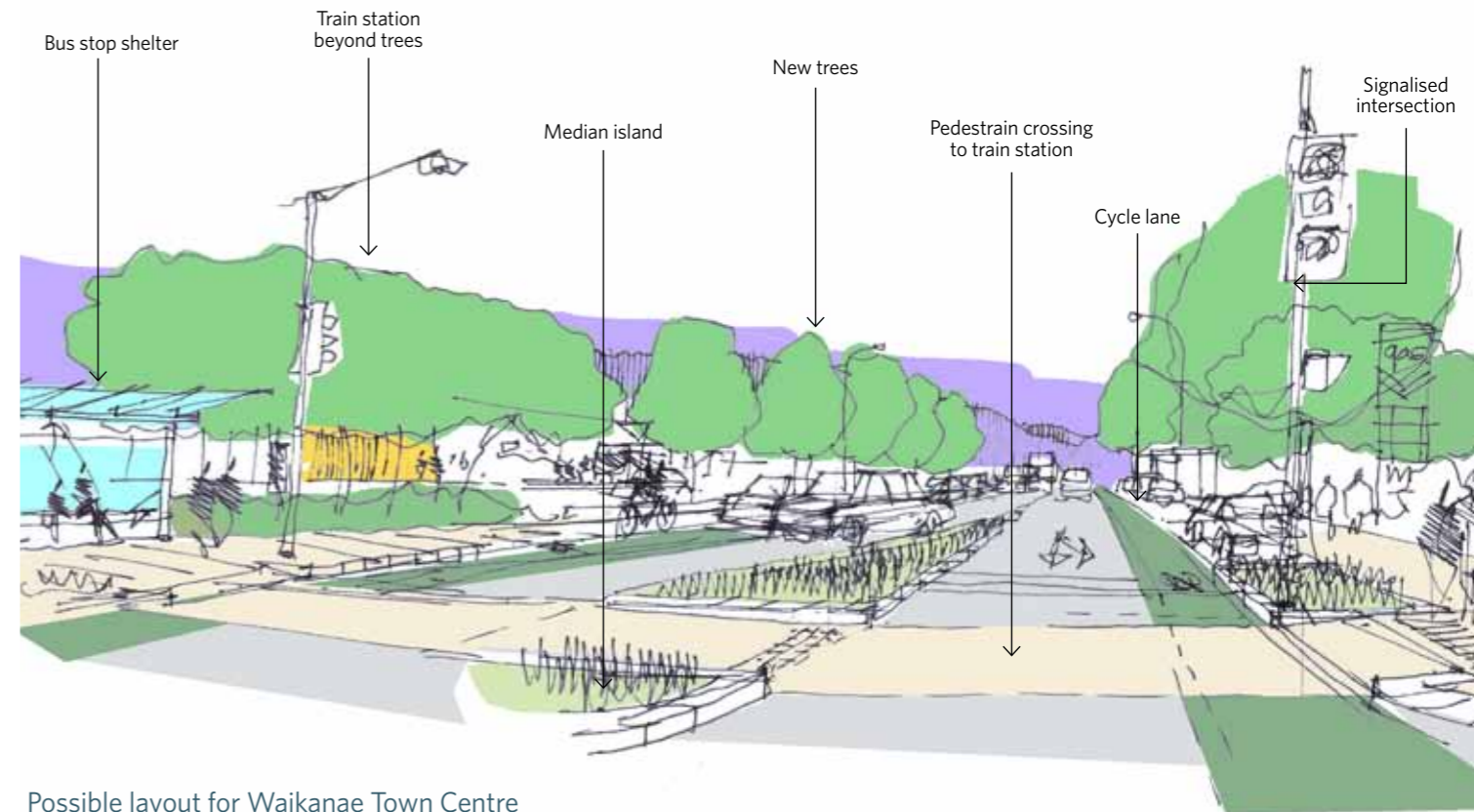
Your comments can be provided at the Expo's by filling in a form and giving it to a member of the project team, or by visiting the M2PP Expressway Information Centre at Coastlands Mall.

Online

If you wish to provide comments electronically, please visit www.nzta.govt.nz/m2ppproject

Current State Highway 1 modification between MacKays Crossing and Peka Peka

August - September 2011



Possible layout for Waikanae Town Centre

Kāpiti Coast District Council and the NZ Transport Agency, are looking at how the current State Highway 1 between MacKays Crossing and Peka Peka can be modified when it becomes a local road managed by the Council. We would like your comments and ideas.

We have an opportunity to change the character of the current state highway to improve safety for all road users and create a more attractive environment, including more cohesive town centres at Waikanae and Paraparaumu.

We are seeking your input at this early stage so that we are able to develop a plan for the future of the current state highway before we lodge our application for consents for the MacKays to Peka Peka Expressway with the Environmental Protection Authority.

Your feedback and ideas will help us to complete our plan for the road in a way that allows the Council and the community to advance planning for the future of the town centres at Paraparaumu and Waikanae.

The drawings and diagrams presented here show a snapshot of various concept options to modify the current highway, mainly in the two town centres. It is important to note that the cost, timing and funding of improvements have yet to be determined.

What do you think?

We welcome your comments on the concepts presented here and at the Expos. We would also be grateful to hear any other ideas you might have for the future of the current State Highway 1 when it becomes a local road managed by the Council.

State Highway 1 Expo

Expos, hosted by the Council and Community Boards, are being held in early August. You are invited to attend or write in with your ideas and views:

- **Sunday 7 August — 11am - 3pm**
Waikanae Memorial Hall
- **Wednesday 10 August — 4pm - 7pm**
Kāpiti Community Centre

A team will be available to answer questions at the Expos.

We will receive written comments on the concepts, or other ideas until Monday 5 September 2011.

Our contact details

For further information please contact the Alliance Project Team or Kāpiti Coast District Council:

MacKays to Peka Peka Expressway
PO Box 8044, The Terrace, Wellington 6011
Email: info@m2pp.co.nz
Telephone: 0508 M2PP INFO (0508 6277 4636)
www.nzta.govt.nz/m2ppproject

Kāpiti Coast District Council
Private Bag 60601, Paraparaumu 5254
Telephone: 0800 486 486 or 04 296 4700
www.kapiticoast.govt.nz/expressways

Appendix B - Stakeholder Letter

Character change

The possible modifications aim to change the character and form of the current State Highway 1 to make it a better fit to its town centre or rural context. Ideas being explored include making parts of the road more pedestrian, cycling and public transport friendly, achieving a safer and more pleasant driver experience through lower speed limits in urban areas, and changes that could support investment in urban and economic development.

Community planning

The potential to make the current State Highway 1 a district arterial road provides an opportunity for the community to advance its town centre planning with a higher level of certainty about central government intentions.

Once clarity has been gained on what the current State Highway 1 as a local arterial might look like, and how any changes will be funded, the Council with the community will recommence planning the future of both the Waikanae and Paraparaumu Town Centres. It is expected that this wider process will begin in late October/November 2011.

Walking and cycling

Council's Transport Strategy supports reducing reliance on private transport and provides options for cycling, walking and bridle paths for sport, commuting and recreation.

Accommodating these activities on the current highway would involve changing the speed environment in some areas, improving pedestrian cross connections in the town centres, and improving non-vehicle transport choice.



Town centre modification

Modification of the current State Highway 1 will create the potential to promote economic development and change the character of the Waikanae and Paraparaumu town centres. Ideas include:

- Create a more pleasant walking and shopping environment
- Narrow the road carriageway
- Reduce speed limits on the adjacent roadway
- Open up pedestrian routes with pleasant generous paths across roads
- Improve the linkage between bus stops and train stations
- Enhance pedestrian connections from train stations to shops
- Improve footpath and street furniture
- Make safer traffic islands for pedestrians
- Plant trees in traffic islands and between carparks to slow traffic
- Support economic vitality

Carriageway reallocation

The narrowing of the vehicle lanes also presents opportunities for including dedicated cycle lanes and re-use of pavement for other purposes (e.g. as an off road shared cycleway/walkway).

Some of this road width could be transformed into stormwater treatment channels.

Other ideas include recycling redundant road metal for cycle paths and walkways in rural areas.

Road reconfiguration

Key concepts being considered for reconfiguring the current State Highway 1 are:

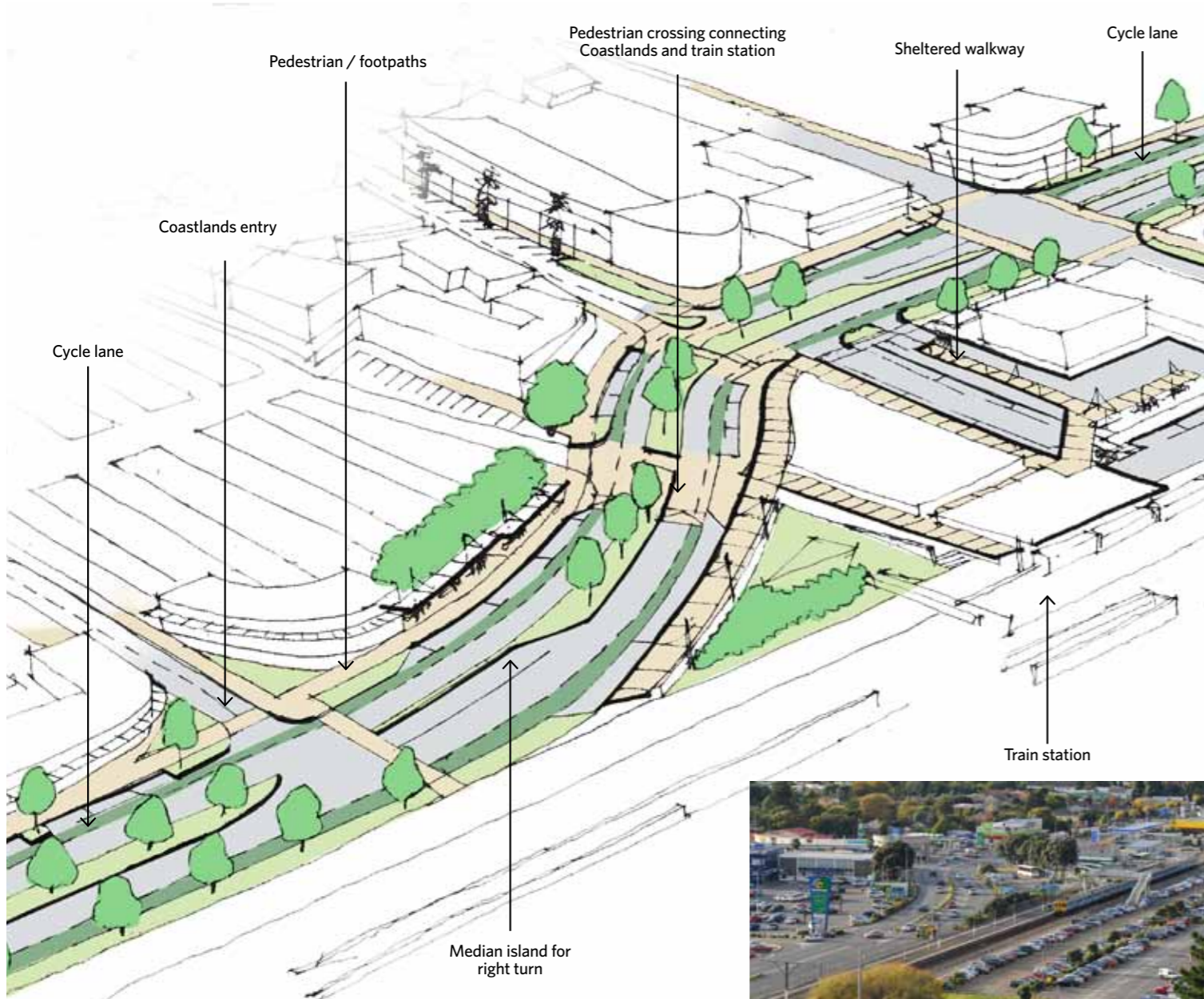
- A safer road environment
- Safer intersection crossing points for pedestrians
- On road marked cycle lanes
- Pedestrian and off-road cycling
- Narrowing of the road width generally to 11 metres in rural zones
- Roundabouts at intersections at Raumati, Ihakara and Otaihanga Roads
- Stormwater run-off treatment channels in some rural areas
- Improved pedestrian/cycling facility across the Rimutaka Street rail bridge and the Waikanae River bridge
- Landscaping and tree planting

Traffic volumes

Traffic modelling shows that the road will function as an arterial with single lanes in each direction, except at intersections. With the new expressway, traffic volumes in 2026 will be approximately 13,500 vehicles per day, half the current level.

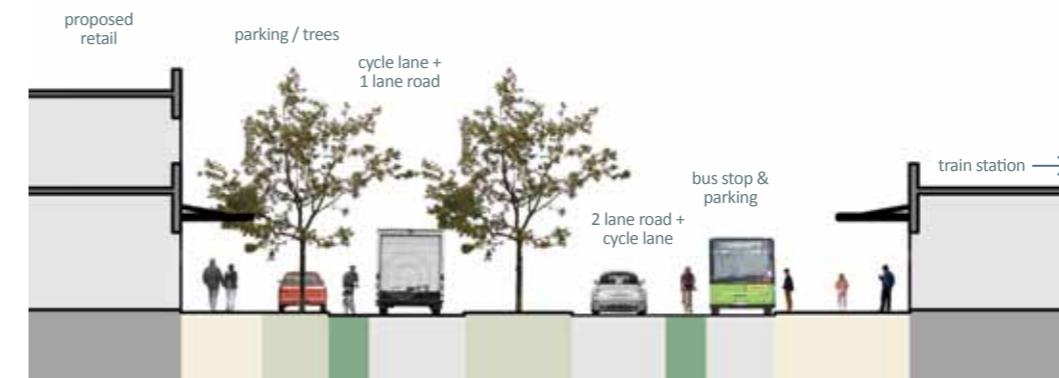
Speed environment

Single lanes in each direction and increasing roadside development would allow the speed limit to be reduced in town centres improving safety and user comfort. Higher speeds will still be possible on the rural sections.



Possible layout for Paraparaumu Town Centre

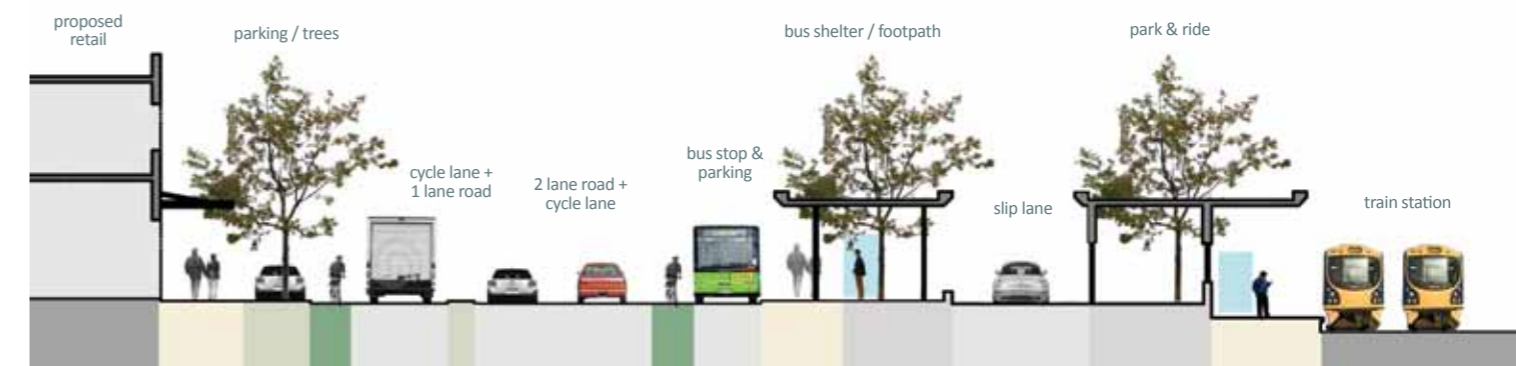
Concept cross section through Paraparaumu Train Station



CONCEPT ONLY

It is important to note that these are concepts only. The cost, timing and funding of any improvements will be determined once feedback has been received and the scope of any improvements has been agreed.

Concept cross section through Waikanae Train Station



Current State Highway 1 modification between MacKays Crossing and Peka Peka

Level 2, 17-21 Whitmore Street, Wellington
PO Box 8044, Wellington 6143
T: +64 04 460 1766

<Recipient Organisation Name>
<Recipient Address Line 1>
<Recipient Address Line 2>
<Recipient Address Line 3>
<Recipient Address Town/City> <Recipient Address Post
Code>
<Recipient Country>

28 July 2011

Attention: <Recipient Display Name>

Dear <Salutation>

<Document Title>

I am writing on behalf of the Kapiti Coast District Council and the New Zealand Transport Agency to let you know about the public consultation for the future of the current State Highway 1 when it becomes a local road managed by the Council.

The Council and the NZTA are presenting concepts at Expos on how the current State Highway 1 can be modified once the proposed MacKay's to Peka Peka expressway is open. The Expos, hosted by the Council and Community Boards, will take place in August 2011. This is an opportunity for the public to see the concepts and give us their ideas on how the character and form of the current state highway could be changed.

Enclosed is the newsletter that has been sent to all Kapiti residents, outlining the project and concepts.

The dates for the Expos are as follows:

- 11am - 3pm, Sunday 7 August at the Waikanae Memorial Hall
- 4pm -7pm Wednesday 10 August at the Kapiti Community Centre

We look forward to seeing you at the Expos, however we are happy to discuss the project with you during the consultation period if you would prefer. Please contact Jane Black to arrange a time if you would like us to meet with you (phone 0272491867 or email jane.black@m2pp.co.nz).

We look forward to hearing from you and if you have any queries concerning this please do not hesitate to contact Jane.

Yours sincerely

A handwritten signature in black ink that reads "Jim Bentley". The signature is written in a cursive style with a long, sweeping tail on the final letter.

Jim Bentley

Alliance Project Manager

MacKays to Peka Peka Expressway Project

on behalf of

MacKays to Peka Peka Alliance

Appendix C - EXPO Information Panels

Current State Highway 1 modification

Welcome

to the future of the current State Highway 1 Expo

What do you think?

Your views are invited on some possible long term options for the current State Highway 1 between MacKays Crossing and Peka Peka.

Construction of the proposed expressway opens up a range of possibilities for the future of the current State Highway 1 when it becomes a local road. Kāpiti Coast District Council and the NZ Transport Agency are exploring ideas and concepts for this. We are seeking your input at this early stage so that we are able to develop a plan for the future of the current state highway before we lodge our application for consents for the expressway with the Environmental Protection Authority.

Your feedback and ideas will help us to complete our plan for the road in a way that allows the Council and the community to advance planning for the future of the town centres at Paraparaumu and Waikanae.

The opening of the expressway will provide opportunities to change the character and form of the current state highway when it becomes a local road, managed by the Council. We have the opportunity to improve safety for all road users and create a more attractive environment around the current state highway in the rural and urban areas, including more cohesive and viable town centres at Waikanae and Paraparaumu.

The drawings and diagrams presented here show a snapshot of various possible concept options for the modification of the current state highway, mainly in the two town centres - Paraparaumu and Waikanae. We welcome your feedback and ideas for the future of the road.

It is important to note that these are concepts only. The cost, timing and funding of any improvements will be determined once feedback has been received and the scope of any improvements has been agreed.



Objectives

The objectives of this work are:

- **Transport function** - Retain current State Highway 1 as main spine road for the local road network and allow it to function as a national distributor road in the event of an emergency.
- **Urban form** - Reduce road width and make the town centres more attractive places to live, work and shop.
- **Safety** - Ensure safety for all users.
- **Economic viability** - Encourage economic development in the town centres as social, employment, retail and transport centres.
- **Strategy** - Achieve consistency with the Council's Development Management Strategy and planning rules.
- **Value for money** - Deliver project solutions that are good value for money and are achievable for NZTA and the Council.

Character change

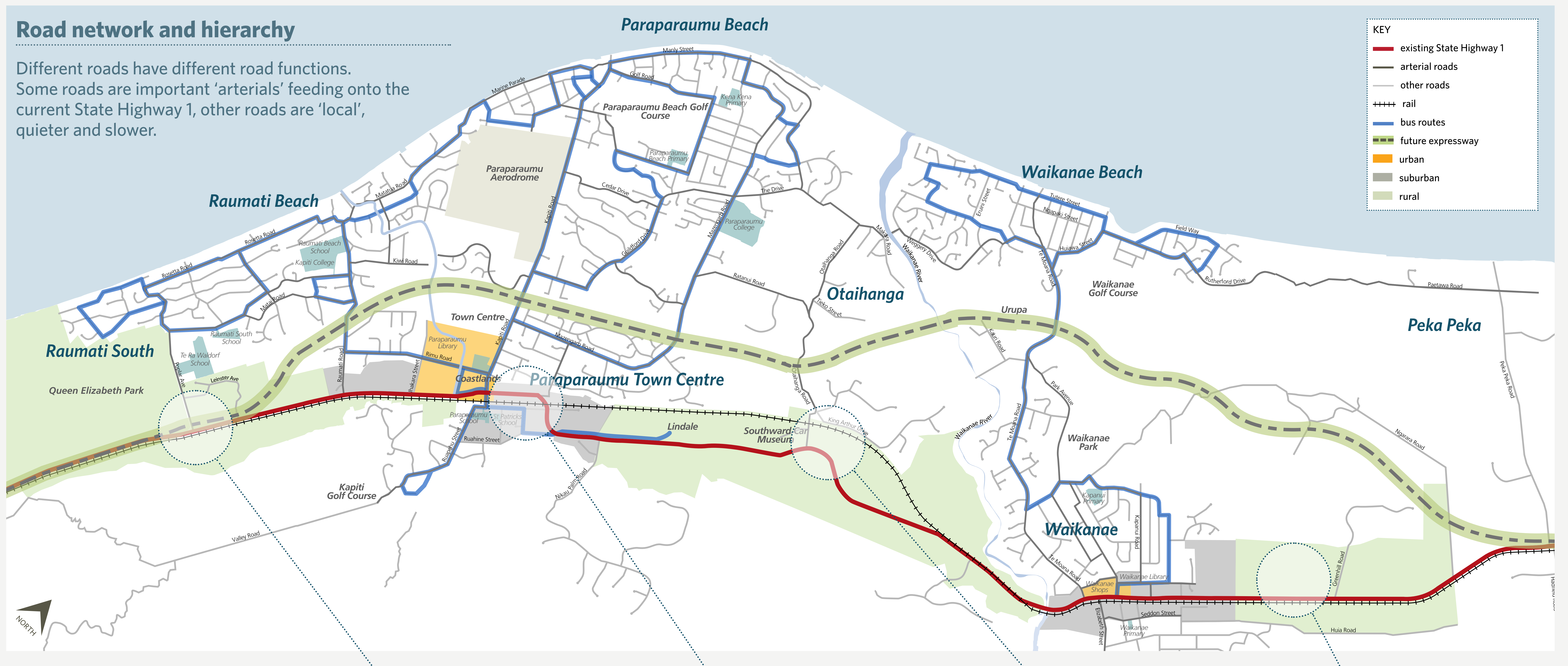
The possible modifications aim to change the character and form of the road to make it a better fit to its town centre or rural context.

Ideas being explored include making parts of the current State Highway 1 more pedestrian, cycling and public transport friendly, achieving a more pleasant driver experience through lower speed limits, and changes that could support investment in urban and economic development.

Current State Highway 1 modification

Road network and hierarchy

Different roads have different road functions. Some roads are important 'arterials' feeding onto the current State Highway 1, other roads are 'local', quieter and slower.



Land use context

Different stretches of the current State Highway 1 have different settings and will require different treatment.



Rural character (QE Park) & lower density residential urban



Urban character - residential and commercial



Rural-residential character



Rural character at the northern and southern ends

Current State Highway 1 modification

Key points and opportunities

The purpose, function, character and operation of current State Highway 1 will change when the road changes from the national main highway between Wellington and Auckland to a local arterial road and to the 'local main street' of the town centres of Waikanae and Paraparaumu.

Once the MacKays to Peka Peka Expressway is completed, the current State Highway 1 will revert to a 'district arterial' status. Ownership of the road designation over this length (approx 14.4km) will be transferred to the Council. The expressway will take significant volumes and size of traffic off the current State Highway 1. Some of the key points and opportunities are raised here.

Walking and cycling

Council's Transport Strategy supports reducing reliance on private transport and providing options for improved cycling, walking and bridle paths for sport, commuting and recreation.

Accommodating these activities on the current State Highway 1 would involve changing the speed environment in some areas, improving pedestrian cross connections in the town centres and improving non vehicle transport choice.

Road reconfiguration

Key features being considered for the future of the current State Highway 1 are:

- A safer road environment
- Safer intersection crossing points for pedestrians
- On-road marked cycle lanes and off-road walking/cycling paths
- Narrowing of the road width generally to 11 metres in rural zones
- Roundabouts at intersections at Raumati, Ihakara and Otaihanga Roads
- Stormwater run-off treatment channels in some rural areas
- Improved pedestrian/cycling facility across the Rimutaka Street rail bridge and the Waikanae River bridge
- Landscaping and tree planting

Speed environment

The speed environment for any given road is set by the 'Speed Limit New Zealand' standard.

Narrowing the road and increasing roadside development would require a reduction in the speed limit at these locations.

Traffic volumes

Traffic modelling shows that the road will function as an arterial with single lanes in each direction, except at intersections. With the new expressway, traffic volumes in 2026 will be approximately 13,500 vehicles per day, half the current level.

Community planning

The potential to make State Highway 1 a district arterial road and not the national highway provides an opportunity for the community to advance its town centre planning with a higher level of certainty about central government intentions.

Once clarity has been gained on what the current State Highway 1 as a local road might look like and how any changes will be funded, the Council with the community will recommence planning the future of both the Waikanae and Paraparaumu Town Centres.

Town centre modification

Modification of the current State Highway 1 will create the potential to promote economic development and change the character of the Waikanae and Paraparaumu town centres. Ideas include:

- Create a more pleasant walking and shopping environment
- Narrow the road carriageway
- Reduce speed limits on the adjacent roadway
- Open up pedestrian routes with pleasant generous paths across roads
- Improve the linkage between bus stops and train stations
- Enhance pedestrian connections from train stations to shops
- Improve footpath and street furniture
- Make safer traffic islands for pedestrians
- Plant trees in traffic islands and between carparks to slow traffic
- Support economic vitality

Carriageway reallocation

The narrowing of the road presents opportunities for including dedicated cycle lanes and re-use of pavement which is no longer needed, as off road shared cycleway/walkway.

Some of this redundant road width could be transformed into stormwater treatment channels.

There may be an opportunity to recycle redundant road metal for cycle paths and walkways in rural areas.



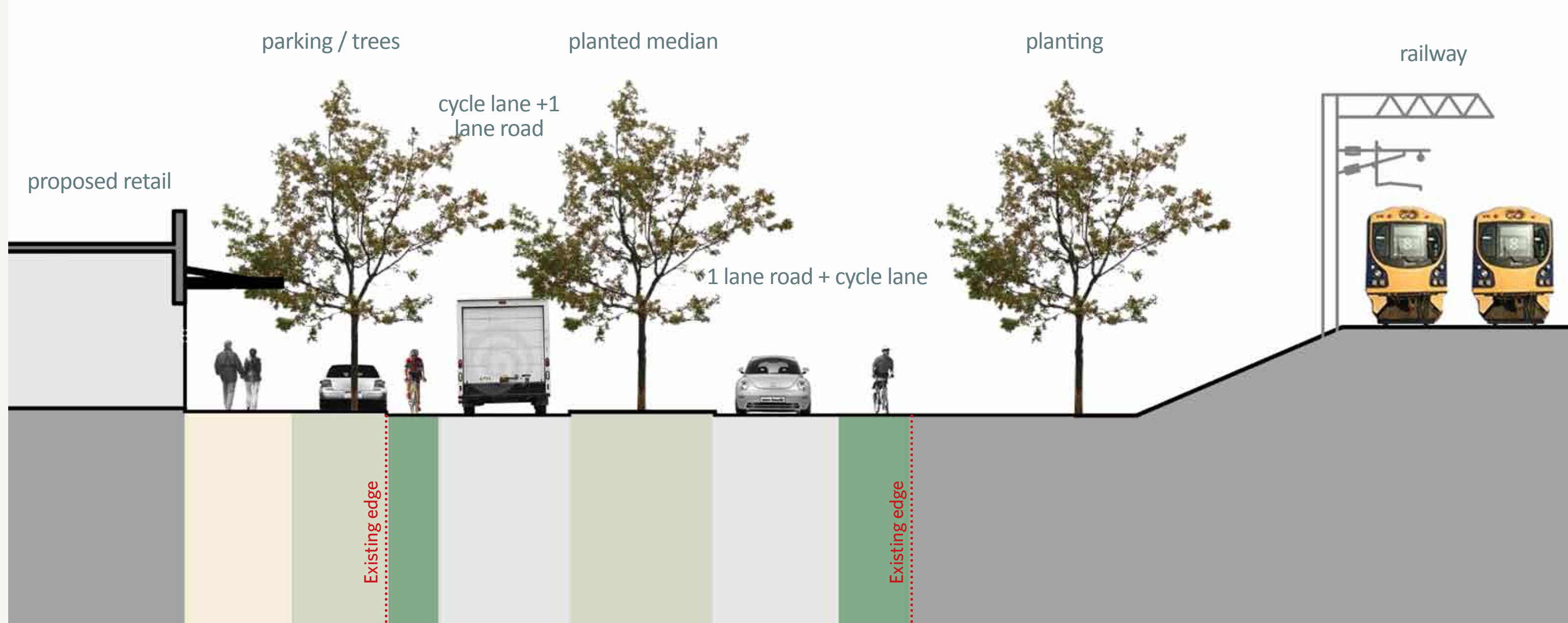
Current State Highway 1 modification

Paraparaumu Town Centre

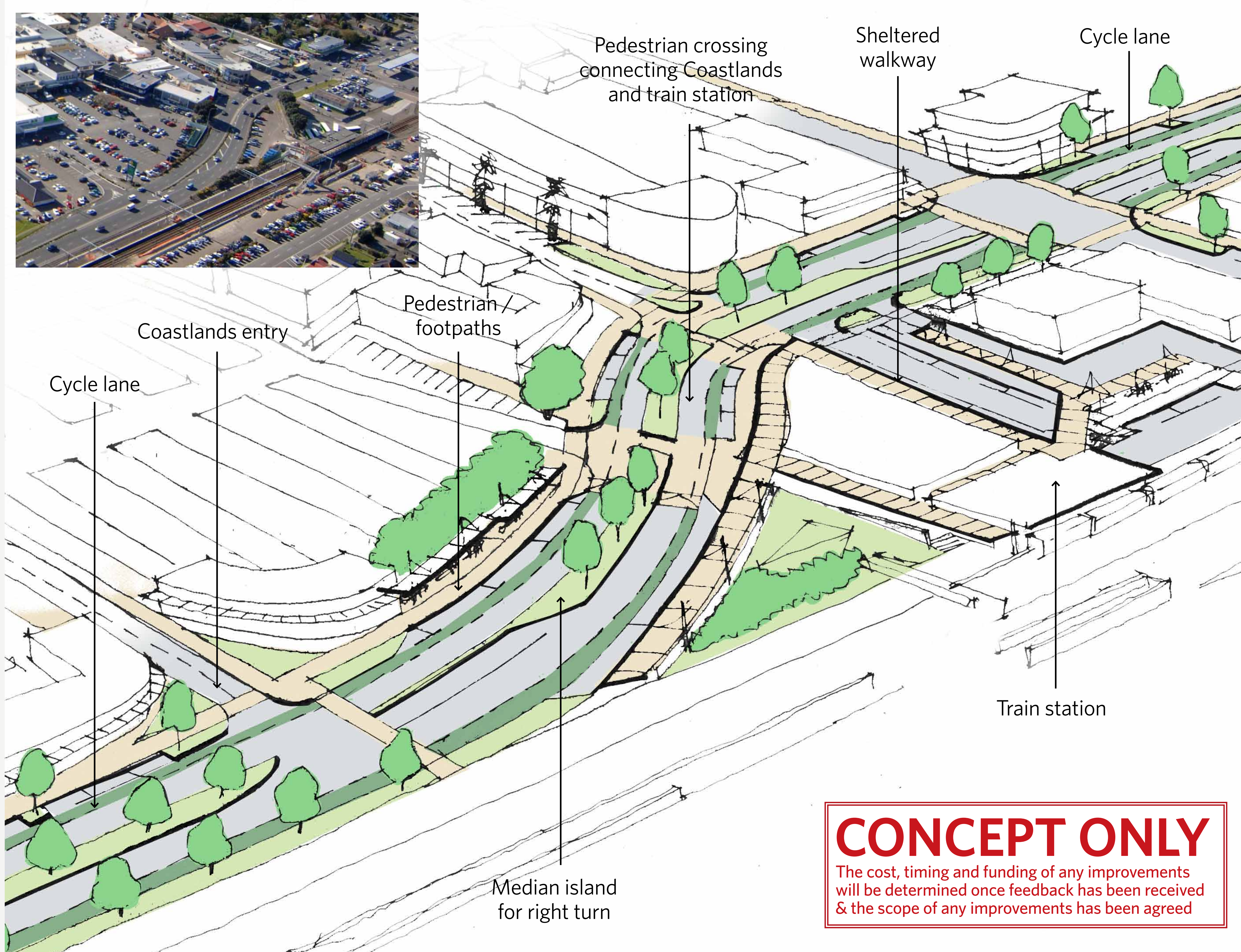
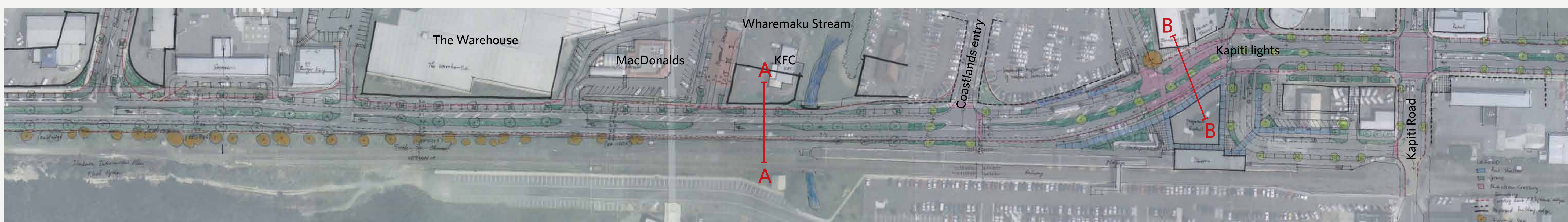
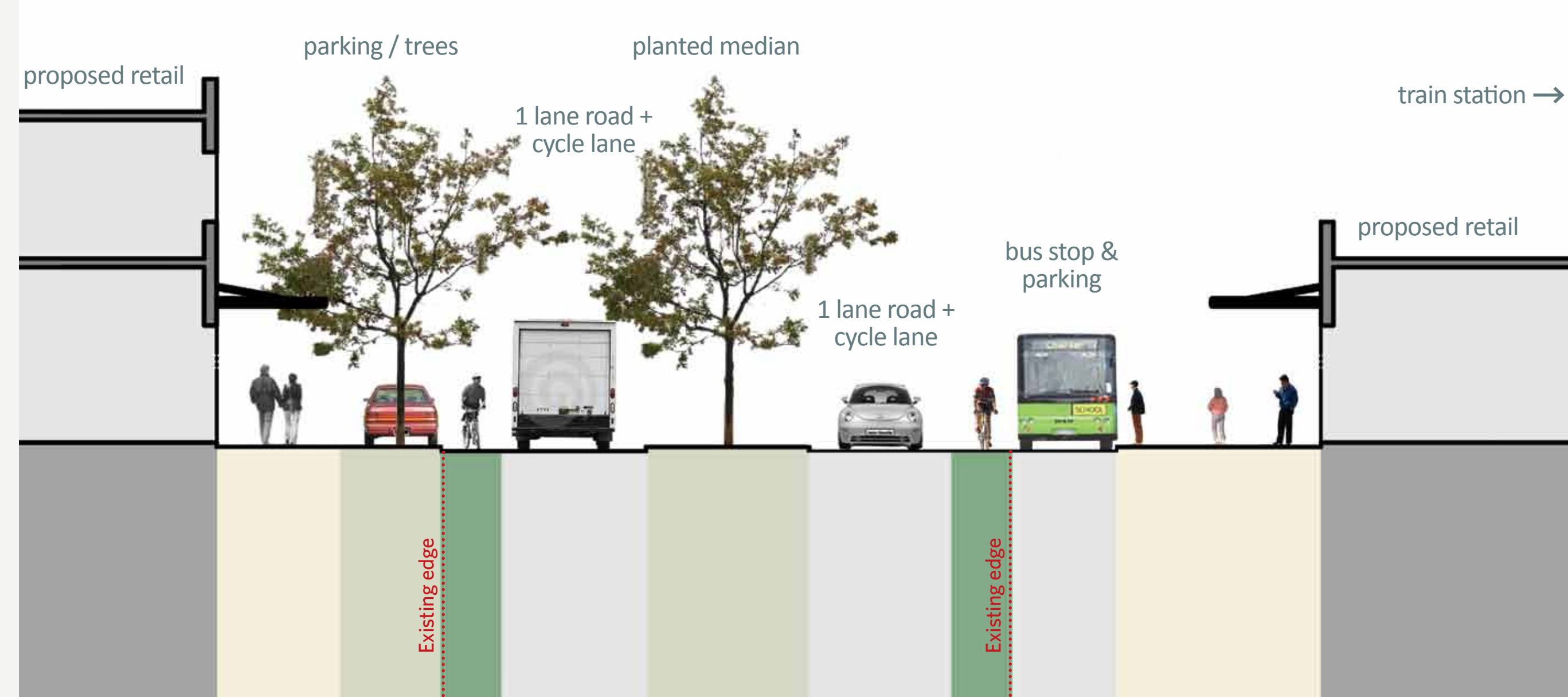
Concept options

- Create a more pleasant walking and shopping environment including footpath and street furniture improvements
- Enhance pedestrian flow from train station to Coastlands and shops across the road, with wider footpaths and pedestrian crossings
- Create a more pleasant, better oriented bus stop/interchange between train station, street and shops
- Locate bus stops on street frontage to improve bus routes
- Reduce through traffic and speeds
- Plant trees between carparks and in raised medians to create amenity and reduce traffic speed
- Encourage new shop fronts with new kerbside parking and improved pedestrian amenity
- Create a narrower carriageway with tighter bends
- Use the road improvements to encourage new business, shopping and other amenities

Possible cross section through Paraparaumu town centre (see A-A below)



Possible cross section through Paraparaumu Train Station (see B-B below)



CONCEPT ONLY
The cost, timing and funding of any improvements will be determined once feedback has been received & the scope of any improvements has been agreed

Possible layout for Paraparaumu Town Centre

Current State Highway 1 modification

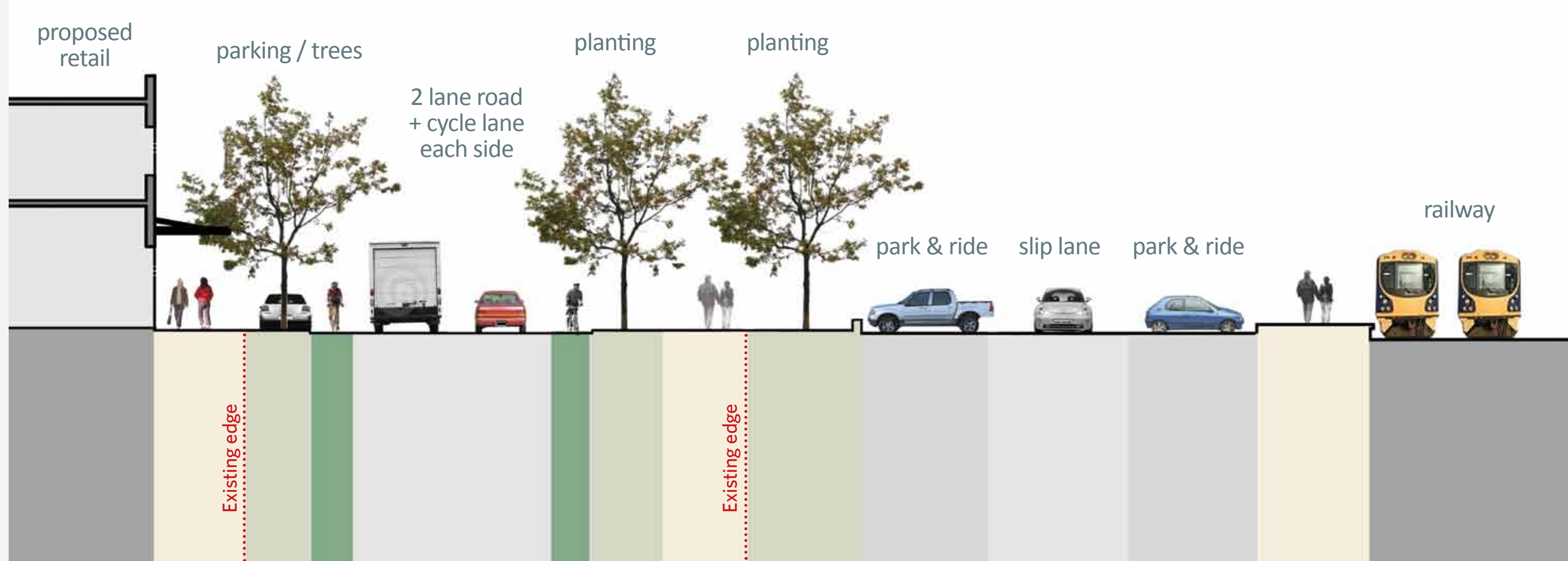
Waikanae Town Centre

Concept options

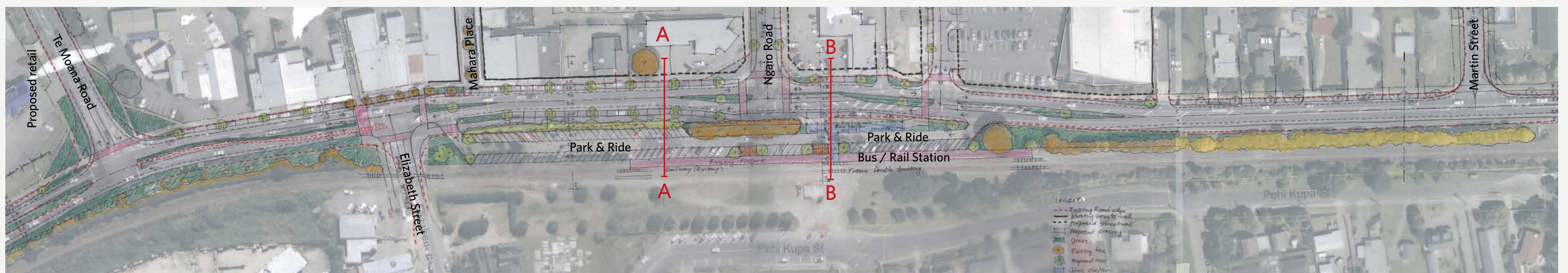
- Create a more pleasant walking and shopping environment, including footpath and street furniture improvements
- Provide pedestrian access with pleasant crossings
- Enhance pedestrian flow from train stations to shops across the current State Highway 1
- Provide for pedestrian crossings and vehicle movements at grade due to lower traffic volumes
- Locate bus stops on the main road beside the train stations
- Provide a new signalised intersection at Ngaio Street
- Create a narrower carriageway with tighter bends
- Plant trees between carparks and in raised medians to create amenity and reduce traffic speed



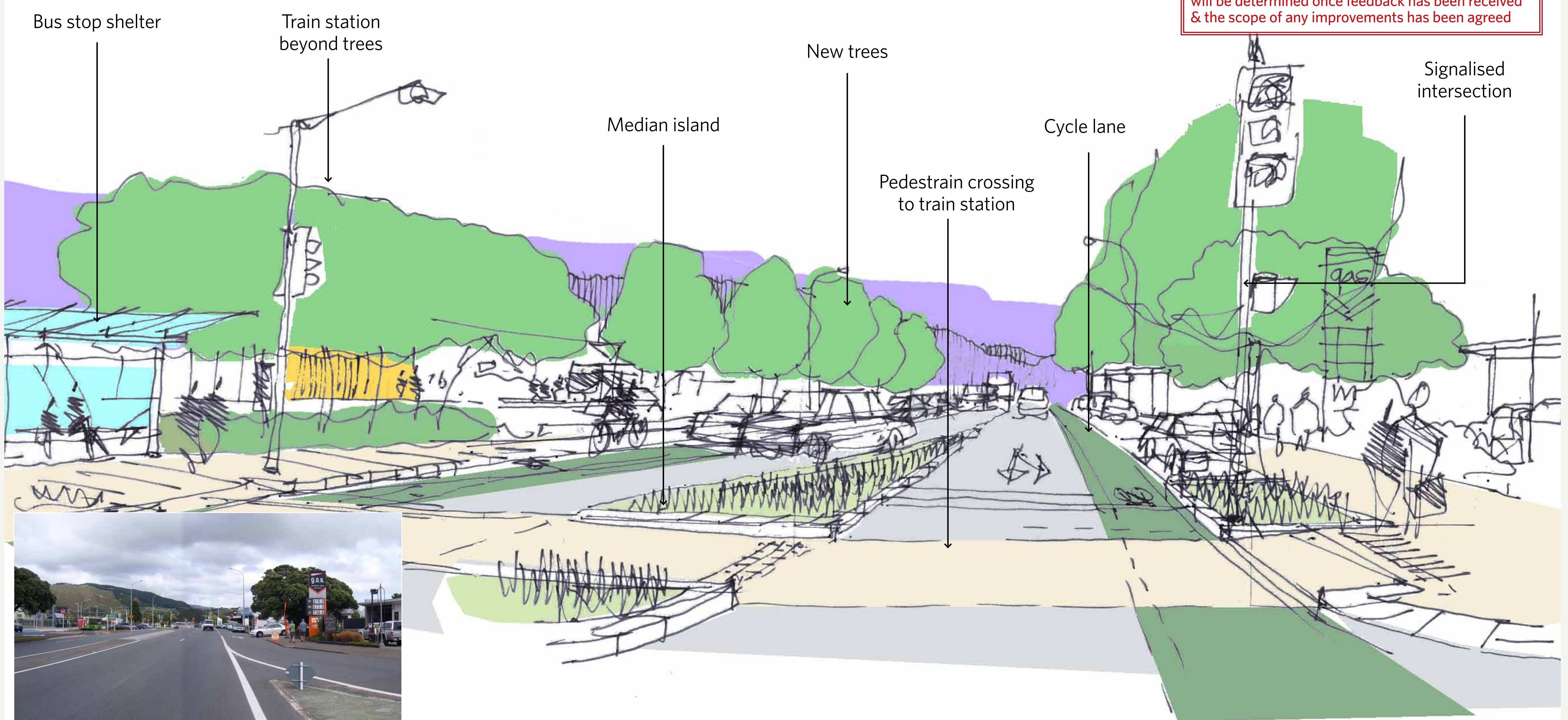
Possible cross section through Waikanae town centre (see A-A below)



Possible cross section through Waikanae Train Station (see B-B below)



Possible layout for Waikanae Town Centre



Current State Highway 1 modification

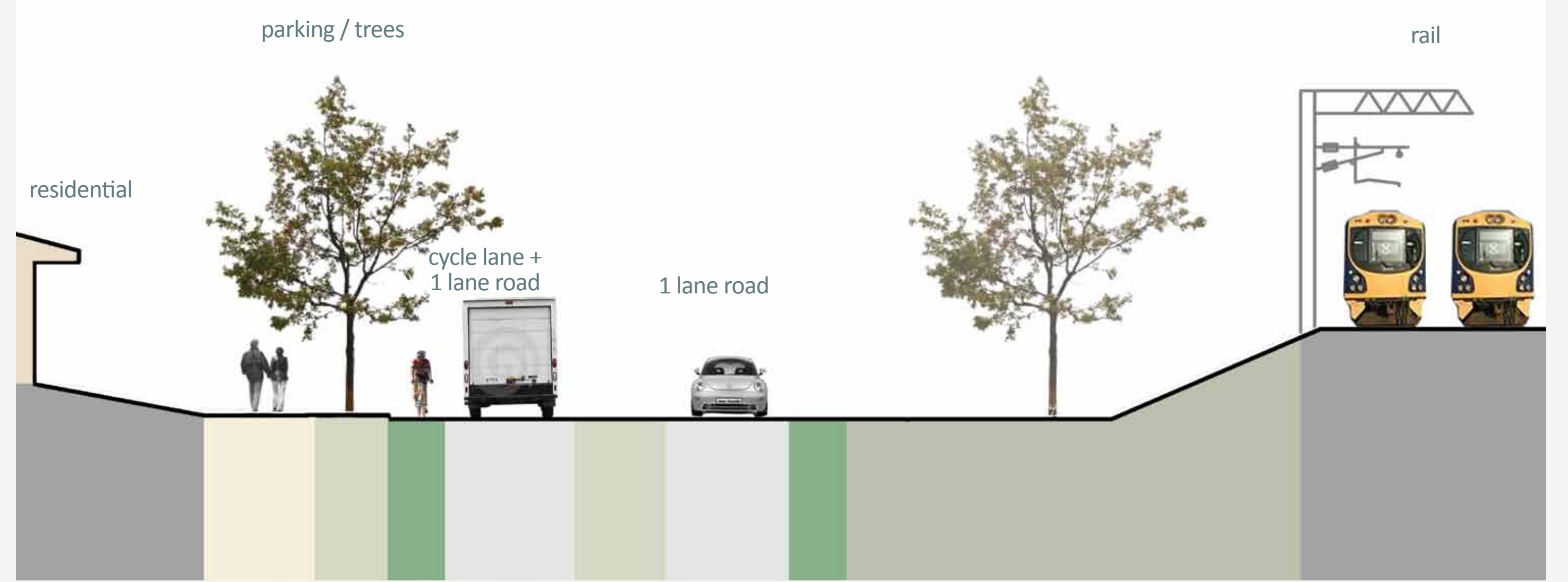
Suburban areas

Concept options

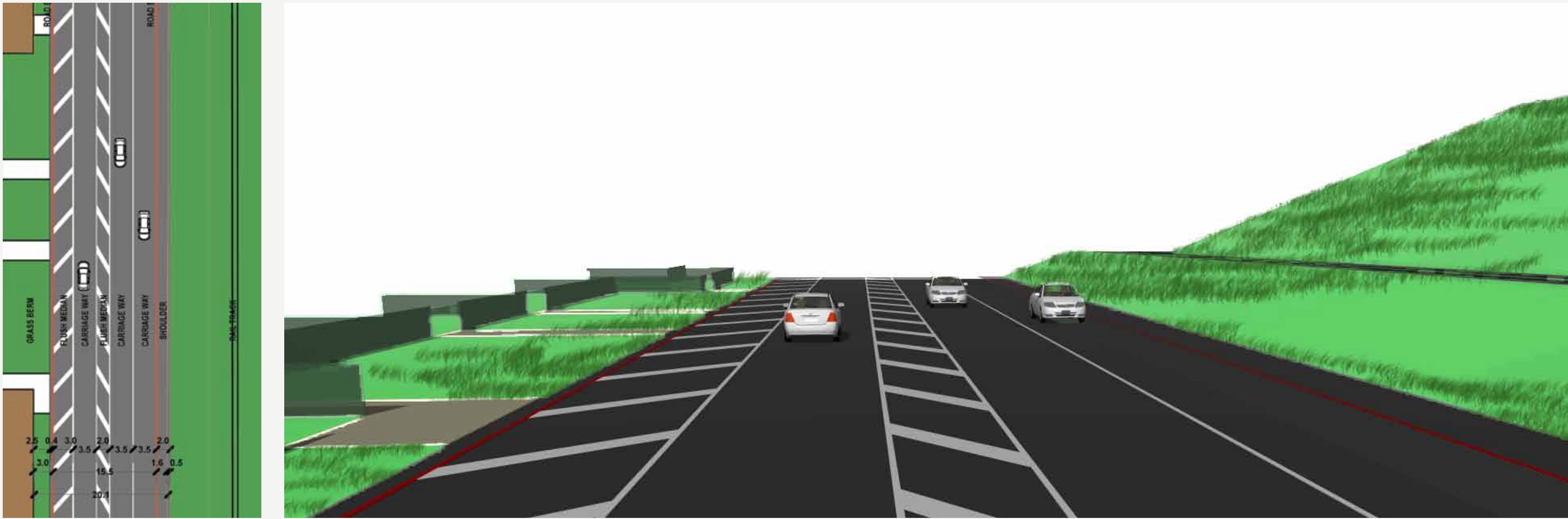
- Remove one southbound lane and reduce road width to create on-road cycle lanes and off-road shared cycle/walkway on west edge and provide space for kerbside parking
- Provide space for planting which creates 'screens' for pedestrians, slows traffic and improves amenity
- Consider the option of removing flush medians* in order to provide space for cycle lanes, tree and car parking

* Flush medians are painted lines between opposing lanes

Typical cross section showing trees and parking at kerbside



Existing street view



Parking kerbside and trees behind footpath



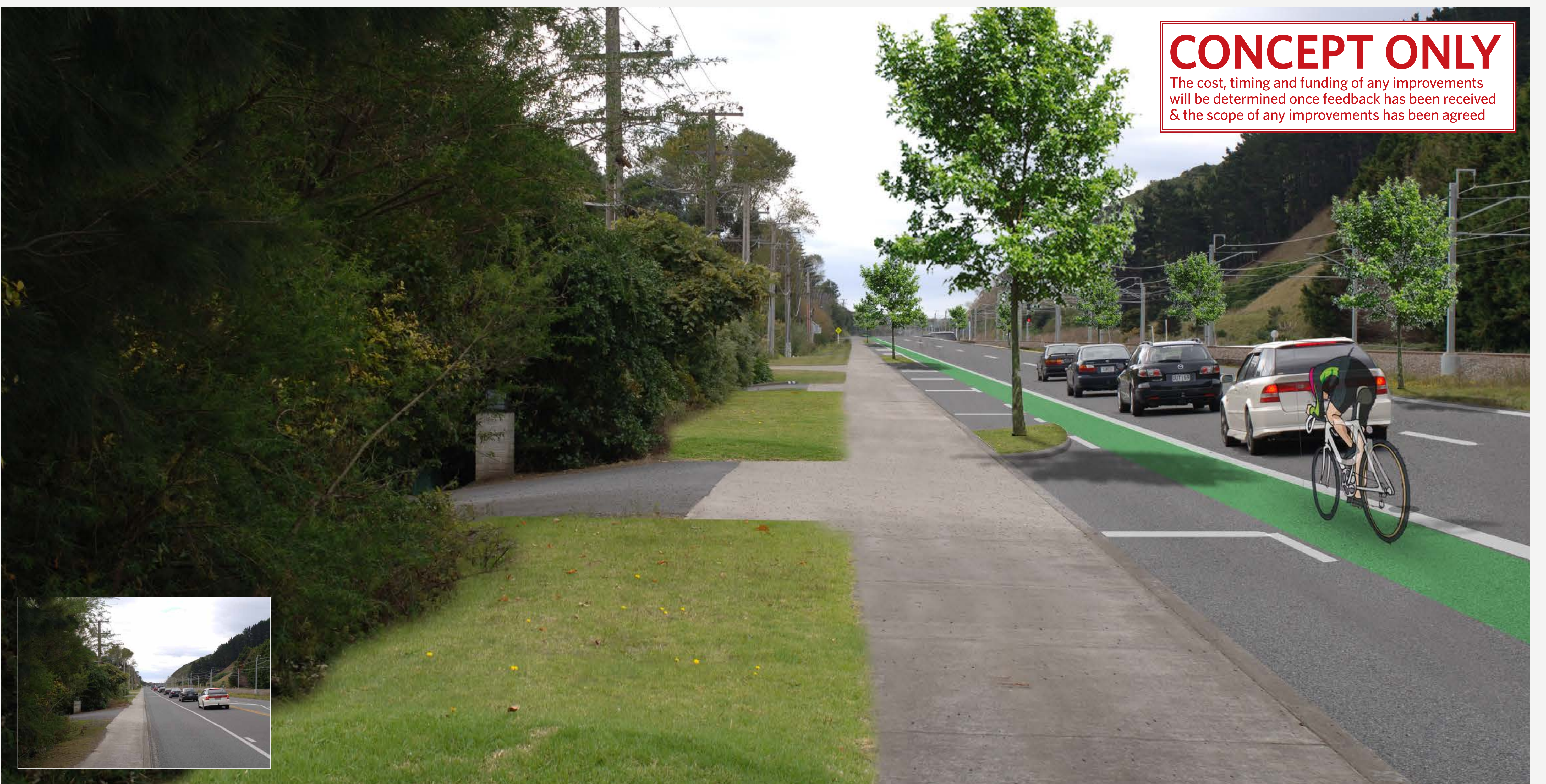
Trees and parking at kerbside



No parking, trees at kerbside



Trees and parking at kerbside without flush median



Current State Highway 1 modification

Where to from here?

We have illustrated ideas that could create a safer and more attractive environment around the current State Highway 1 when it becomes a local road, allowing for more cohesive and viable town centres at Waikanae and Paraparaumu.

What do you think?

We would like your comments on these ideas. We value your local knowledge and we are very interested to hear your response to these concepts and any new ideas you might have for the future of the current State Highway 1.

Key matters that we would like your comments on include:

- Changes to the intersections or local roads
- Car parking in the town centres
- What the road might look like in rural and in urban areas
- Opportunities for future adjoining land uses next to the current State Highway 1
- Opportunities for walking, cycling, and horse riding
- Connections to public transport
- Landscaping and stormwater management



How you can provide comments

To make comments, fill in the form provided and either give it to a member of the Alliance Project team or post to MacKays to Peka Peka Expressway, PO Box 8044, The Terrace, Wellington 6011.

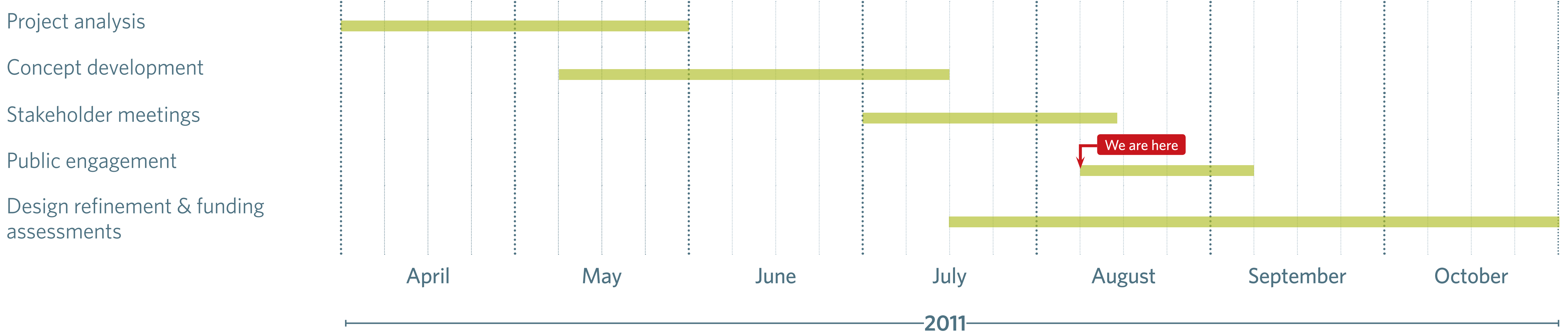
You can also visit and provide comments at the MacKays to Peka Peka (M2PP) Expressway Information Centre at Coastlands Mall.

If you wish to give comments electronically, please visit - www.nzta.govt.nz/m2ppproject.

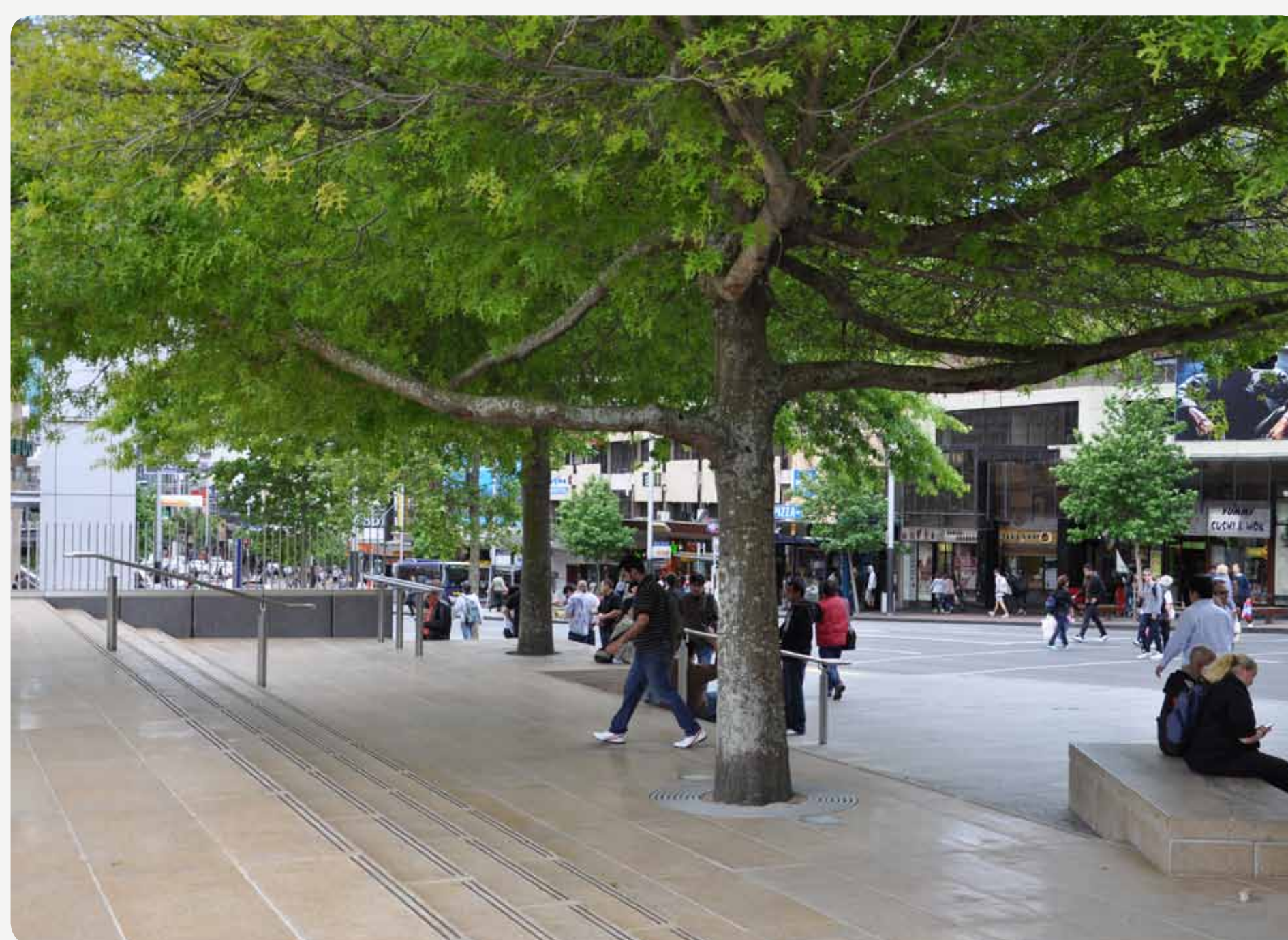
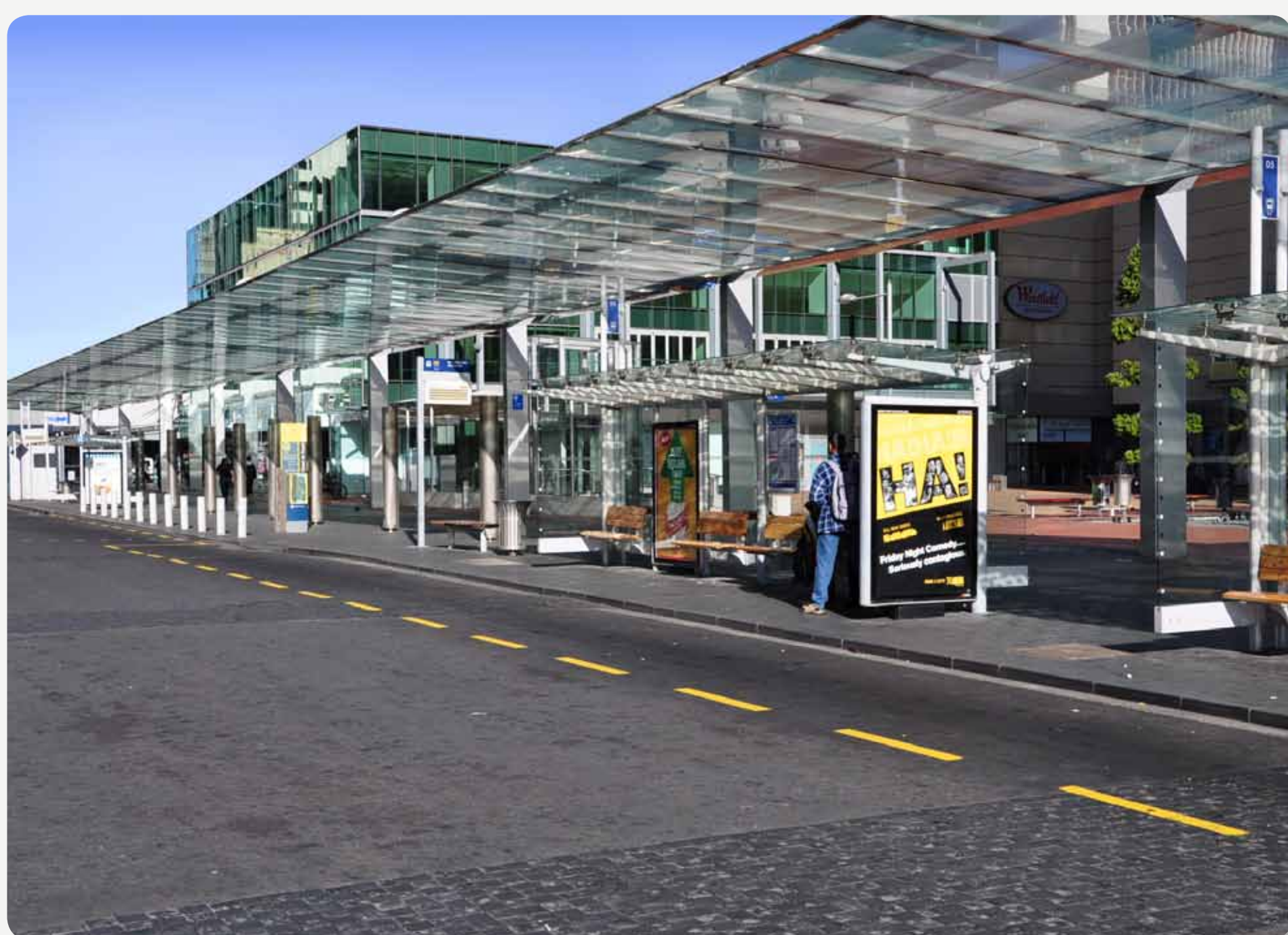
Please provide your comments by Monday 5 September 2011.

We will summarise the comments we receive on this work in a M2PP newsletter. For further information please contact the Alliance Project Team on 0508 M2PP INFO (0508 6277 4636) or email info@m2pp.co.nz

Timeframe



It is important to note that these are concepts only. The cost, timing and funding of any improvements will be determined once comments have been received and the scope of any improvements has been agreed.



Appendix D - Media Releases and Advertisements

1 August 2011

MEDIA RELEASE

Kāpiti Coast District Council / NZ Transport Agency

Kāpiti community's feedback sought on SH1 revitalisation

Kāpiti Coast District Council and the NZ Transport Agency are asking the public for feedback on how the existing state highway 1 can be revitalised . This proposal is being looked at alongside the MacKays Crossing to Peka Peka Expressway project.

The Council and the NZTA have announced public expos for the community to see and discuss concepts and ideas for the road's revitalisation.

The dates, times and locations for the expos are:

- Sunday 7 August — 11am – 3pm
Waikanae Memorial Hall
- Wednesday 10 August — 4pm – 7pm
Kāpiti Community Centre

Kāpiti Mayor Jenny Rowan says she encourages the public to get involved and have their say.

“This is a real opportunity to influence the character of the current state highway to improve safety for all road users and create a more attractive environment, including more cohesive town centres at Waikanae and Paraparaumu.

“By planning ahead we can ensure we make these town centres more user-friendly for the local community, and make them a destination, rather than a pit stop, for our town visitors.”

NZTA Regional Director Jenny Chetwynd says that upon completion of the proposed MacKays to Peka Peka Expressway, the existing state highway would no longer need to accommodate large volumes of high speed traffic, and can be modified accordingly.

“As a local arterial, this would mean lower traffic numbers and a safer speed environment. With that improved safety for pedestrians, cyclists and motorists comes the prospect of upgrading the road to better suit the needs of the Kāpiti community.”

Ms Chetwynd says the public are being asked for their input at this early stage to enable the MacKays to Peka Peka Expressway Alliance to develop a concept for the future of the current state highway, before lodging its application for consents for the MacKays to Peka Peka Expressway with the Environmental Protection Authority.

The proposals are at concept stage, with the cost, timing and funding of any improvements to be determined once feedback has been received and the scope of any improvements has been agreed.

Information on the proposals can be found at www.nzta.govt.nz/m2pp or www.kapiticoast.govt.nz/expressways.

For more information contact

Roger Foley

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Kāpiti Coast District Council

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Media Manager – Central

NZ Transport Agency

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027 213 7617

anthony.frith@nzta.govt.nz

Current State Highway 1 modification between MacKays Crossing and Peka Peka

You are invited to the Expo for the future of the current State Highway 1

The NZ Transport Agency and the Kāpiti Coast District Council would like your comments on how the current State Highway 1 can be modified once the expressway is open. The Expos, hosted by the Council and Community Boards, will take place in August 2011. They are an opportunity to see the concepts and give us your ideas on how the character and form of the current state highway could be changed allowing for future planning of the town centres.

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

Sunday 7 August	11am – 3pm	Waikanae Memorial Hall
Wednesday 10 August	4pm – 7pm	Kāpiti Community Centre

If you can't make it to the Expo, you can still see all the display material on the project website www.nzta.govt.nz/m2ppproject and at the Information Centre in Coastlands.

For more information, please contact the Alliance Project Team:

Tel: 0508 M2PP INFO (0508 6277 4636)

Email: info@m2pp.co.nz

Post: MacKays to Peka Peka Expressway, NZ Transport Agency
PO Box 8044, The Terrace, Wellington 6011

We look forward to seeing you there.



Appendix E - Advertising Schedule

SH1 Modification

Advertising Schedule - August 2011

Date	Form	Content/Purpose
3 & 10 August	Advertisement - Kapiti Observer	Inform community of consultation dates and details.
4 & 11 August	Advertisement - Kapiti News	Inform community of consultation dates and details.

Appendix F - Feedback Form

