

MacKays to Peka Peka Expressway

Consultation Report

October 2011

PART 2: DESIGN DEVELOPMENT CONSULTATION

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List of Abbreviations

DOC	Department of Conservation
GWRC	Greater Wellington Regional Council
KCDC	Kāpiti Coast District Council
M2PP	MacKays to Peka Peka project
NZTA	New Zealand Transport Agency
RMA	Resource Management Act
PP2O	Peka Peka to Otaki Project

Part 2: Design Development Consultation

Executive Summary

The New Zealand Government has identified seven essential state highways that are linked to New Zealand's economic prosperity. Called the roads of national significance (RoNS), these highway projects are being delivered within the next 10 years. One of these RoNS is the Wellington Northern Corridor (SH1 Levin to Wellington). The MacKays to Peka Peka Expressway ("the Expressway") is one of eight sections of this corridor.

An important aspect of the development of the Expressway has been engagement and consultation with the local community. A summary of an earlier consultation on preferred route alignment was released in May 2011 and is available on the project website (www.nzta.govt.nz/projects/mackays-to-peka-peka/docs/public-consultation-report-may-2011.pdf)

Part 2: Design Development Consultation summarises findings from a second round of consultation, comprising two main areas of public engagement:

1 Feedback from general public and stakeholders on design detail

The alignment of the Expressway and the location of four interchanges along the Expressway route was confirmed in May 2011. Further consultation was then undertaken regarding the design development phase of the Expressway and its surrounding environment.

Consultation on the following design aspects was sought:

- Cycleways, walkways and bridleways
- Local road connections
- Possible mitigating measures, including earth bunding (embankments) and landscape treatment for visual and noise mitigation
- Noise, vibration and air quality
- Stormwater/drainage and wetlands
- Ecology

A total of 216 submissions were received. A variety of concerns and matters were raised and ten key submission themes identified. This report details the process undertaken and a summary of the feedback received during the consultation period from 15 May – 27 June 2011.

2 Notifying property owners of land requirements under the Public Works Act

Confirmation of the expressway alignment clarified which private properties would be directly affected. Directly affected property owners were advised how much of their property was required.

Property owners received phone calls and follow-up letters confirming requirements prior to the start of public consultation. Alliance staff (including NZTA property managers) offered to meet with each property owner to discuss the Public Works Act acquisition process and to answer questions about the project.

1 Consultation Process

1.1 Objectives

Consulting on design development for the Expressway had the following objectives.

- Inform the community of the decisions that have been made on the alignment, including options selected at the southern end, at Waikanae and interchange locations
- Communicate what the community told us during the last stage of engagement and show how their feedback influenced our decisions
- Seek feedback on proposed design details which were not available at the last stage of engagement
- Explain the process for making comments on the design and how these comments will inform final design decisions
- Explain the consent process and overall timing of the project

1.2 Methods of consultation

Different methods were used to provide information and seek feedback in order to meet the objectives set out above.

1.2.1 Communication with landowners whose land is required

As part of the original route alignment consultation, the Alliance had identified and contacted landowners whose land may be required. The Alliance called these landowners on 5 and 6 May 2011 to advise that an alignment had been finalised, and whether or not their properties were required. (Where landowners could not be contacted initially, follow up phone calls were made on 9 and 10 May.)

A letter confirming the phone conversation was sent to landowners on 6 May 2011. The letter included an indicative map outlining the specific land requirement (see Appendix A).

Best endeavours were made to contact all directly affected landowners before the general public was informed.

1.2.2 Postcards

Postcards were sent out in early May 2011 to all Kapiti households leading up to the design development consultation period. Around 21,000 postcards were sent, informing residents of the upcoming consultation dates and locations of the Expos. A copy of the postcard is attached as Appendix C.

1.2.3 Information brochure

A brochure confirming the Expressway alignment was mailed out in May 2011. The brochure was sent to all directly affected landowners, key stakeholders,

parties registered on the project mailing list and every household in the Kapiti Coast District. The brochure outlined why this alignment was selected and provided a summary of commonly raised matters from the earlier consultation.

Around 21,000 consultation brochures were mailed out. Copies of the brochure were also made available at the 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 C.

1.2.4 Communication with business owners and residents adjoining the Expressway and main interchanges

The Expressway will alter vehicle and pedestrian access for a number of properties. There will also be traffic noise, earth embankments and bridge structures not previously part of the environment.

The Alliance met with business owners and residents adjoining the Expressway on several occasions to give them a better understanding of the effects of the road on their properties. Discussions included specifics about the interchanges on Poplar Avenue, Kapiti Road, Te Moana Road and Peka Peka Road.

1.2.5 Communication with landowners regarding site investigations

Ground investigations were undertaken along the alignment to assist in developing a construction methodology for the project. This required access onto private properties. Access onto properties was obtained through land entry agreements.

Where ground investigations created noise or were highly visible (i.e drilling rigs), property owners in affected areas were advised in advance by letter and advertisements were placed in the Kapiti/Mana News and the Kapiti Observer.

Investigations included:

- Drilling bore holes (geotechnical investigations) to understand the substrate (underlying ground layer) and measure the depth of the water table
- Testing of sites that may be contaminated (i.e market gardens)
- Ground penetrating radar (GPR) investigations to identify sites that may have burial remains and taonga
- Noise monitoring to collect data on the existing SH1 operation
- Monitoring of air quality
- Installation of vibration transducers in dwellings near the existing SH1 to measure vibration from traffic

1.2.6 Expos

A series of project Expos were held at the start of the second consultation period. Several hundred people took the opportunity to find out more about the design development phase, ask questions, request further information and give feedback.

Detailed information panels (refer to Appendix D), maps and plans were on display and members of the project team were on hand to answer questions. The confirmed alignment consultation brochure and feedback forms were also available at the Expos.

Expo timetable

Date	Time	Location	Attendees (approx)
Sunday 15 May 2011	10am-4pm	Southward Car Museum, Otaihanga	478
Tuesday 17 May 2011	4pm-8pm	Waikanae Memorial Hall	212
Thursday 19 May 2011	4pm-8pm	Kapiti Community Centre	120
Friday 20 May 2011	4pm-8pm	Raumati South Memorial Hall	98

1.2.6 Media releases

A media release was issued to publicise the Expos and the design consultation. A second release was issued to remind people of the consultation closing date, and to thank those who had already made submissions. The media releases were also posted on the project website (see Appendix E).

1.2.7 Advertising

Advertising in local media (print and radio) to publicise the Expos and the design consultation was undertaken in early May 2011 and continued through the consultation period. (See Appendix E for a copies of the ads and Appendix F for the advertising schedule.)

1.2.8 Information Centre

The Expressway Information Centre located in Coastlands Mall was open six days a week and provides up-to-date information, including the material displayed at

the project Expos. More than 2750 people visited the Information Centre during the consultation period.

1.2.9 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, plans of the alignment and interchanges, Expo information panels, the feedback form, background material and resources, and contact details for enquiries and feedback. The website also had an online feedback facility that generated 44 responses. (See Appendix G for a copy of the website and Appendix H for site statistics).

1.2.10 Project phone line

A toll free phone line (0508 M2PP INFO, or 0508 6277 4636) dedicated to the Expressway project is available during standard business hours, five days a week. This service was extended to the first two weekends of the consultation period. Around 75 queries were received and answered during the consultation period.

1.2.11 M2PP info email

Another channel to provide feedback and ask questions is the project email (info@m2pp.co.nz). A total of 56 queries were received and answered during the consultation period.

1.2.12 Feedback form

Apart from the channels stated above, feedback could also be given via a form designed specifically for this purpose.

The form, which asked for a submitter's contact details, provided space for comments on the design detail (see Appendix I).

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

1.2.13 Focus group workshops

Waikanae Design Workshop

This workshop was held in June to discuss the Expressway design, including the Te Moana Road interchange. A team of Alliance experts, including acousticians, stormwater/drainage engineers, urban designers, landscape architects, designers and planners were in attendance to discuss concerns with residents of Puriri Road, Kauri Road and Te Moana Road. Cross-section plans and stormwater/flood modelling plans were provided.

The discussions informed the team as they developed the design. Key themes included:

- Screening the view of the Expressway from residential properties
- Understanding how the flood plain modelling works
- Ensuring that the width of the underpass to El Rancho is sufficient to provide room for buses, cyclists and pedestrians
- Consideration of the impact of increased heavy vehicle traffic on Te Moana Road
- Accessing supermarkets and shops in Waikanae
- Demonstration on the ground where the Expressway will go
- Ensuring that east/west connectivity is maintained

Cycleway, Walkway and Bridleway workshop (CWB)

A workshop was held with a KCDC cycling, walking and bridleways reference group to discuss how the Expressway design provides for cycling, walking paths and bridleways. The Alliance team presented the draft design plans and discussed these with the group.

Key themes included:

- Provision of safe CWB routes, away from busy roads (i.e Kapiti Road)
- Separation of users, particularly cyclists and horse riders
- Consideration for the needs of different subsets within each user group (i.e. mountain bikers, school children cycling home from school, road cyclists)
- Landscaping on the edges of the tracks to provide visual screening from the Expressway and enhance amenities
- Low level and eco-efficient lighting on pathways
- Appropriate lighting under bridges in urban areas to provide a safe environment for users

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. We also invited visitors to the Expos to make comments on post-it notes on a feedback board. (A copy of the post-it notes are attached as Appendix J.)

All of these different forms of feedback have been included in the submission summary and analysis contained in this report.

2.3 Anonymous submissions

We received eight anonymous submissions. These submissions have also been recorded in the consultation database and have been 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.

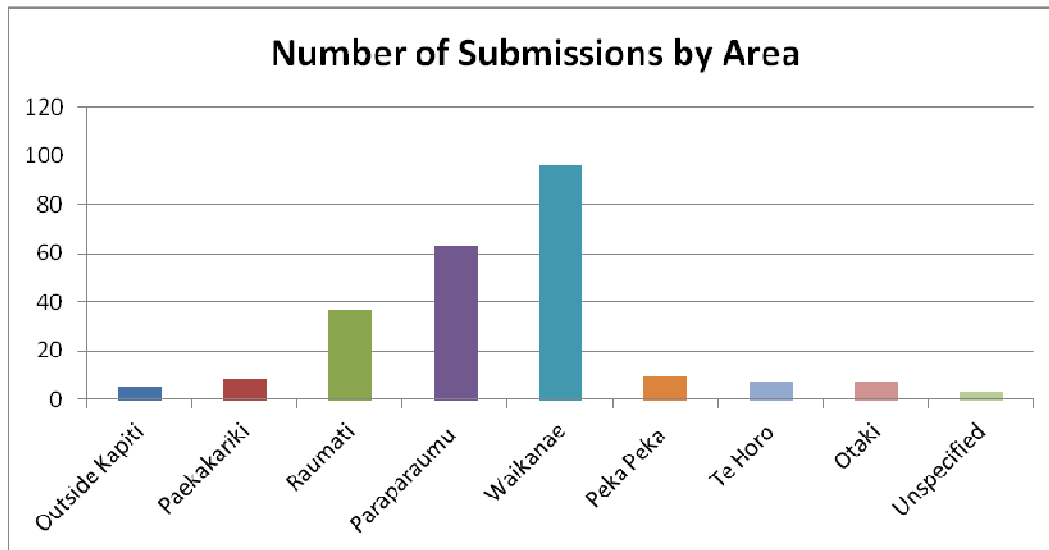
2.6 Late submissions

A total of 31 submissions were received after the consultation period closed on 27 June 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 216 submissions were received. The following graph shows the breakdown of the total number of submissions received by locality of submitter.



3.2 Submission themes

Although feedback was sought on specific design detail, many people commented on the overall project. Slightly more than half of the feedback was supportive of the project and had simple messages including requests that the project be fast tracked.

There was also some opposition to the Expressway, in particular concerns that the Raumati community would be disrupted, the high cost to build and visual impacts of earth embankments and bridge structures.

A number of common themes relating to design detail emerged:

- Accessibility for alternative forms of transport (non-motorised & public)
- Environmental considerations
- Interchange design
- Health and safety
- Consultation
- Private property
- General design

- Road network operation
- Community
- National and regional economic impact

Listed below are commonly expressed views on these themes.

3.2.1 Accessibility for alternative forms of transport (non-motorised & public)

Cycleway

- Support for provision for a Cycleway along the full length of the Expressway
- Cycleways need to have an asphalt surface for the full length
- Cycleway needs to be an appropriate width
- Cycleway needs to be of a high enough standard to get cyclists off the shoulder of the Expressway
- Consider Cycleway underpasses at Raumati Road and Kapiti Road
- Cycleway must have clear markings and signage
- Consider Cycleway connectivity for primary age school children, particularly at the Te Moana Road interchange
- Cycleway needs to access recreation areas such as the Waikanae River
- Importance of safe crossings on local roads, i.e Raumati Road
- Support for a family friendly bike track through QE park

Walkway

- Safe pedestrian access across Kapiti Road needs to be provided
- Access for mobility scooters, particularly on busy roads, i.e Kapiti Road
- Importance of maintaining informal walking tracks in Raumati
- Vertical walls in the design of walkway underpasses not welcome as they create a sense of enclosure
- All local road bridges over the expressway in urban areas should have footpaths on both sides of the road
- No benefit and not necessary

Bridleways

- Bridleways needs to be wide enough to accommodate users
- Bridleways must be separated from cyclist and pedestrian activity
- No benefit and not necessary

Public transport

- There is no public transport around Leinster Avenue because people tend to walk to Coastlands
- NZTA should be encouraging alternative options to private vehicle use

3.2.2 Environmental Considerations

Landscape/Urban Design

- Provision for generous landscape treatment around the interchanges on and off ramps is supported
- The removal of mature trees in Raumati is discouraged
- Planting on earth bunds should be fast growing. Consider having non-native plants first to provide protection of native plant species, and then removing non-natives once natives have matured
- Earth bunds to provide visual mitigation in Raumati is supported;
- The Expressway will blend into the landscape over time and people will forget about the construction disruption
- Establish green areas along the Expressway, particularly around cycle and walking tracks to mitigate the visual effect of hard built structures such as bridges
- Construct the Expressway as low as possible with local roads rising over the Expressway
- Need for quality bridge designs, with safe, attractive walking and cycling areas under the bridges
- Bridges should be designed to allow natural light spill through

Noise and Vibration

- Expressway traffic noise will be introduced to a number of domestic neighbourhoods
- Request for noise mitigation measures for properties within 100m of the Expressway
- Support for low noise tarmac (OGPA) on the Expressway
- The Expressway needs to be lower to reduce noise levels
- Earth bunds to provide noise mitigation are supported
- Noise walls and bunds should be established prior to construction
- The prevailing north-westerly wind needs to be considered in noise modelling
- Noise from heavy vehicles needs to be considered at on/off ramps and mitigated
- Temporary construction noise is of concern to a number of residents adjoining the Expressway
- Traffic noise in quiet rural areas must be addressed
- Noise mitigation walls should have regard to crime prevention through environmental design (CPTED) principles to provide safe walking and cycling routes
- Compensation requests have been made from property owners near the Expressway as a result of heightened noise and visual effects
- Noise mitigation (i.e noise walls and earth bunding) should be of suitable height

Air pollution

- A number of medical care businesses near the proposed Kapiti Road interchange are concerned about the effects of air pollution from vehicles on their business

- Submitters are unsure of what effects the expressway would have on air quality and how these issues will be resolved

Stormwater/drainage and wetlands

- Interest in how stormwater from the road will be treated, especially near the Waimeha Stream
- Design of the Expressway needs to address the existing stormwater/drainage issues for properties on Puriri Road
- Concern that the principle of hydraulic neutrality (flood-neutral design) is not being adhered to

Lighting

- Street lighting in rural areas should be avoided
- Concern for light spill on adjoining residential areas
- Lighting needs to be low impact and energy efficient

Construction Effects

- Concern that it will be difficult to construct the road on peat and through wetland areas
- There will be noise and dust nuisance during the construction period, which will affect sensitive residential land use
- A number of home owners adjoining the expressway queried whether wind-blown dust would be cleaned from their houses
- Work must be carried out during normal working hours, with no work in weekends and holidays

Ecology

- The removal of large mature trees in Raumati will affect bird life by removing their food source and shelter
- Enhancement of wetlands on Puriri Road will improve the habitat for water birds
- Ponding on the edges of the Expressway would capture rubber and fuel runoff from the road – such contamination may compromise bird and fish life
- Structures to assist movement of fish up stream must be incorporated into the design

Cultural heritage

- A number of roading projects around the country have encountered Maori burials sites - the issues surrounding these significant sites need to be resolved

Natural Hazards

- Concern about building an expressway on a fault line

- The dangers of liquefaction have been highlighted by the recent earthquake in Christchurch

3.2.3 Interchange Design

Poplar Avenue Interchange

- Disappointed proposed interchange is only partial
- With population growth, surely NZTA will have to convert the partial interchange to a full interchange in the near future

Kapiti Road Interchange

- The traffic lights on Kapiti Road will impede traffic flow on the already congested Kapiti Road
- Supportive of the Expressway going over Kapiti Road
- Property owners near the interchange are concerned that access in both directions along Kapiti Road will be unsafe due to the volume of traffic that it will create
- The height and scale of the interchange will be dominant when viewed from nearby residential areas

Te Moana Road Interchange

- Traffic lights at Te Moana Road are supported instead of the two roundabouts
- The footprint of the Te Moana interchange should be reduced
- The height of the Te Moana Road interchange should be lowered to lessen both visual and noise effects
- Concern about flood management around the Te Moana interchange
- The embankments proposed for the interchange may 'dam' ground water and surface water during flood and storm surge events
- The interchange will sever the Te Moana Road community

Peka Peka Road Interchange

- Disappointed proposed interchange is only partial
- Te Horo residents are unhappy that they cannot use the Peka Peka interchange to head south on the Expressway
- Omission of an off ramp driving north will impact on business for the local garden centre
- A full interchange would enable emergency services to efficiently access the Expressway for incidents south of Peka Peka
- A full interchange would support future growth planned south of Te Horo township
- The interchange design does not support the project purpose of improving journey time reliability

3.2.4 Health and Safety

- The separation of traffic on the Expressway will significantly enhance road safety
- Property owners adjoining the Expressway are concerned that accidents where the Expressway runs over local roads could cause vehicles to enter private properties
- Concern for degraded air quality in residential areas near the Expressway
- Concern that school children will need to be deterred from crossing the Expressway in areas where they are used to old shortcuts, i.e Rata Road and Gabriel Road
- Adequate barriers needed to separate the cycle and walkways from the Expressway
- Elderly people are seeking safe vehicle and pedestrian connections between townships, and to local emergency services

3.2.5 Consultation

- The way in which the Alliance has engaged with the public must be commended
- A number of people still consider that the WLR should be an option
- Support for less consultation and more action
- Support for positive community involvement
- Requests for a scale model of the Expressway showing detail
- Many Te Horo residents had not been aware of the partial interchange proposal at Peka Peka. The project boundaries for M2PP and PP2O have created confusion
- Encourage further consultation on detailed plans clarifying noise and visual mitigation

3.2.6 Private property

- Concern about impact of raised interchanges on character of area
- The confirmed alignment will allow property developers to develop the sandhills in Raumati
- Concern that people will lose their homes
- Unacceptable to remove homes instead of unused QE Park land
- The land bounded by Kapiti Road, the Expressway and Arawhata Road would be landlocked

3.2.7 General Design

Design in general

- Good support for the northern corridor proposal (Wellington Airport to Levin)
- Too many lanes are proposed
- Underpasses should be installed on the SH1 and Kapiti Road intersection
- Bridge over the Waikanae River should be constructed first and made operational whilst the rest of the Expressway is constructed
- The alignment should seek areas where ground conditions are favourable, building a road on peat is expensive

- The Expressway should provide adequate clearance heights and width for over-dimensioned and overweight vehicles

Local Roads

- Ngarara Road should be straightened
- Provision should be made for Ihakara Street extension through to the airport
- A north bound off ramp at Ihakara Street should be investigated
- Local roads around the Paraparaumu and Waikanae shopping centres need to be reconfigured
- Support for the Expressway going over the local roads in Raumati
- Local roads will become safer with through traffic being contained on the Expressway
- Concern that a number of existing local roads will become extremely busy, i.e Park Avenue
- Requests for Otaihanga Road to be straightened

Non-project design related comments

- Questions over what the Alliance will do about the bottle-neck at Paekakariki
- Design of the Expressway shall not preclude establishment of a potential future railway station and associated car parking area in Raumati

3.2.8 Road Network Operation

- Providing traffic needs for the next 100 years is over the top
- Design will enable people and freight to move faster, safer and more efficiently
- Heavy vehicles should be made to use the Expressway
- East/west connectivity is essential
- The Ihakara Street extension should be established prior to the completion of the Airport development
- The design needs to address future growth in the Ngarara/Waikanae North area

3.2.9 Community

- Concern about impact on the culture and heritage of the area
- The proposal will disturb many people
- It will divide the community
- Consider the needs of the elderly they need to feel safe on the road
- The Expressway is important for the viability of the community
- Interchanges as proposed will allow Paraparaumu and Waikanae to develop a town centre
- More consideration needs to be given to severance of residential areas, schools and shopping areas

3.2.10 National and regional economic impact

- Government is irresponsible spending money on expressways, pushing the country further into debt

- Consider future generations - don't burden them with more debt
- The Expressway will promote regional economic development
- Expenditure for roading projects in the wake of the Christchurch earthquake will increase pressure on the national economy
- Concern about additional costs on Kapiti residents for maintenance of additional local roads, i.e the former SH1
- The cost/benefit ratio does not support the project

4 Summary of Key Stakeholder Consultation

4.1 Kāpiti Coast District Council

The submission from KCDC provided detailed comment on the following areas:

- Design of the interchanges
- Local Road connections
- Cycleways, walkways and Bridleways
- Design quality
- Stormwater and flood management
- Ecology
- Noise and lighting

4.2 Other key stakeholders

The other key stakeholders who provided feedback in the earlier consultation period have had a number of meetings with the Alliance. The ongoing engagement with these stakeholders has informed the detailed design.