

MacKays to Peka Peka Expressway

Consultation Report

May 2011



MacKays to Peka Peka Expressway

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List of Abbreviations

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

Executive Summary

The New Zealand Government has identified seven roads of national significance which it seeks to plan and deliver. The Wellington Northern Corridor (SH1 Levin to Wellington) is one of the Roads of National Significance, with the MacKays to Peka Peka Expressway (“the Expressway”) being identified as one of eight sections of this corridor.

An important phase of the development of the MacKays to Peka Peka Expressway was to re-engage with the community, one year after the original consultation held in October 2009. This was undertaken between 28 November 2010 and 4 February 2011, with the purpose being to consult on the preferred route alignment options developed to date for the proposed Expressway.

In addition to consultation on the preferred route alignment options, feedback was also sought on the following key issues:

- The route options between north of Waikanae River and Te Moana Road;
- The number and location of interchanges;
- The Northern connection at Peka Peka Road; and
- The Southern connection around Poplar Avenue.

Overall, 1617 submissions were received during the consultation period. A variety of concerns and matters were raised in the submissions, with 17 key submission theme areas being identified.

Feedback covered a wide spectrum of topics ranging from comments on the various proposed design and alignment options to environmental and community considerations.

At the southern end, we said that an alignment through Main Road was the preferred route and we asked you if there were other considerations that we should take into account. Feedback covered a range of issues and while not a voting exercise, more people preferred an alignment through Queen Elizabeth Park over the Main Road proposal.

Of the 1617 submissions received, 461 specifically mentioned the southern end. Of these 362 opposed the Main Road proposal.

There were two options at Waikanae and feedback expressed concerns with the impacts of both. However, the western route, Option 1 (that being the option closest to the Urupa) generally was preferred overall.

Of the total submissions received, 259 specifically mentioned the Waikanae options. Of these 142 preferred the western option (Option 1).

This report provides an outline of the process undertaken and a summary of the feedback received during the November 2010 – February 2011 MacKays to Peka Peka Expressway consultation.

1 Consultation Process

1.1 Objectives

The objectives for consulting on the preferred route alignment options for the proposed MacKays to Peka Peka Expressway were to:

- Inform the public about investigation work taken place and the conclusions reached.
- Provide information about the options that NZTA were considering around the four key issues.
- Provide further information about the alternatives that NZTA had considered and why these options were not being pursued.
- Obtain information and feedback from the public and stakeholders on the options being considered.
- Inform the community about the process for consultation and further opportunity for engagement.

1.2 Methods of Consultation

Different methods were used to provide information and seek feedback on the proposed alignment options. These methods were designed with the purpose of meeting the objectives set out above.

The type of consultation information provided, how this was accessed and the methods used to gain feedback are detailed as follows.

1.2.1 Communication with directly affected landowners

Members of the Alliance team visited landowners living within the District who were identified as being directly affected by the preferred Expressway alignment options on Thursday 25 November 2010.

The purpose of these visits was to inform the landowners whose property may be required by any of the options of the preferred alignment route directly affecting their property, prior to the information being presented to the public at the commencement of the consultation on Sunday 28 November. Letters were also hand delivered on these visits, providing detail on how further information could be obtained (refer to Appendix A for a copy of this letter). Where landowners were not home the letter and a calling card inviting the landowner to call us, were left in the appropriate letter box.

Follow up phone calls and visits were carried out on Friday 26 and Saturday 27 November with landowners with whom contact was unable to be made during the Thursday visits.

Where landowners did not live on the affected property, particularly those who lived outside the District, the affected properties were not visited and instead letters were sent to the landowners (at their alternative or postal address) on Thursday 25 November. The letters were similar to those hand delivered during the landowner visits, informing the landowner of the potential effect on their property and providing detail on how further information could be obtained (refer to Appendix A for a copy of this letter).

Best endeavours were made to contact all directly affected landowners prior to the commencement of the consultation on 28 November.

In addition to the pre-consultation visits, directly affected landowners also received the consultation brochure and postcards which were sent to all households within the Kapiti Coast District (see below).

Follow up discussions and provision of further information with directly affected landowners is on-going.

1.2.2 Communication with key stakeholders

Letters were sent to all key stakeholders identified in the Stakeholder List attached as Appendix B on Monday 29 November.

The letters informed the key stakeholders of the commencement of the public consultation period and where further information could be obtained. It also invited stakeholders to meet with the Alliance team to discuss the preferred proposal further (refer to Appendix B for a copy of this letter).

1.2.3 Consultation brochure and postcards

A consultation brochure was mailed to all directly affected landowners, identified stakeholders, parties registered on the project mailing list, and every household in the Kapiti Coast District (from Paekakariki to Otaki) at the commencement of consultation in late November 2010. In total approximately 21,000 consultation brochures were mailed out.

The brochure included background information on the project, detail on the alignment options being considered, the process and steps to follow, frequently asked questions, and detail on how to get involved and provide feedback.

Copies of the brochure were also available on the project website, at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

Postcards were also sent out to all Kapiti households leading up to the consultation period to inform residents of the upcoming consultation dates and locations of the Expos. A total of three different postcards were sent out prior to consultation.

A copy of the brochure and postcards are attached as Appendix C.

1.2.4 Expos

A series of project Expos were held at the following locations around the District at the start of the consultation period:

Date	Time	Location	Attendees (approx.)
Sunday 28 November 2010	10am–4pm	Southward Car Museum, Otaihanga	617
Tuesday 30 November 2010	4pm–8pm	Kapiti Community Centre	280
Wednesday 1 December 2010	4pm–8pm	Waikanae Memorial Hall	260
Thursday 2 December 2010	4pm–8pm	Raumati South Memorial Hall	220

The Expos provided the opportunity for people to find out more about the preferred alignment options being considered, ask questions and request further information, and give feedback on the project. Detailed information panels (refer to Appendix D), maps and plans were on display and members of the project team were available to answer any questions and provide further explanation. Consultation brochures and feedback forms were also available at the Expos.

In addition the opportunity was provided at the Expos for individual meetings to be held between directly affected landowners and members of the Alliance team.

1.2.5 Individual meetings

The Alliance team members attended meetings with interested parties during the consultation period. This included meetings with potentially directly affected landowners who had requested meetings, key stakeholders including iwi, Kapiti Coast District Council, Greater Wellington Regional Council, the Department of Conservation and QEII National Trust, and various interested community and business groups.

1.2.6 Media releases

Media releases were produced to announce the consultation timeline, publicise the commencement of consultation, remind people of the closing date and thank the community for their submissions and involvement. A total of 5 media releases were issued during November 2010 and February 2011 to a wide range of Wellington and Kapiti Coast media. Copies of these media releases were posted on the Project Website and are attached in Appendix E.

1.2.7 Advertising

An advertising campaign was undertaken using print and radio media. The advertising commenced early November 2011 and extended through the

consultation period. An advertising schedule is attached in Appendix F providing detail when and how advertising was undertaken, and a copy of the advertisements are attached in Appendix E.

1.2.8 Information Centre

The Expressway Information Centre is located in Coastlands Mall, Paraparaumu and opened on 30 July 2010 to provide information about the project. It was staffed during the hours 9.30am – 2.30pm Monday to Friday and 10am – 2pm Saturday and was open to the public for viewing all other times the Mall was open.

The Information Centre was kept up to date with all the latest consultation information, including the material displayed at the project Expos. Staff also answered any queries, provided information and recorded general concerns or comments raised. Over 3000 people visited the Information Centre during the course of the consultation period.

1.2.9 Project website

Information regarding the project and the consultation was available on NZTA's dedicated project website (www.nzta.govt.nz/projects/mackays-to-peka-peka). During the consultation period this site was recorded as being the highest-use sub-site for NZTA.

The information available on the website included the consultation brochure, draft plans, Expo information panels, the feedback form, background material and resources, and contact details for enquiries and feedback. A copy of the project website content is provided in Appendix G.

There was also the opportunity provided through the website to lodge feedback online. In total 614 responses were received via the online feedback form.

Detail of the use of this website is provided in the table of website statistics in Appendix H.

1.2.10 Project phone line

A dedicated project toll free phone line (0508 M2PP INFO (6277 4636)) was staffed by the Alliance team during normal business hours. Alliance team members answered questions, took enquiries and set up further meetings through this phone line. Approximately 150 phone calls were made to the 0800 phone line over the course of the consultation period.

1.2.11 M2PP info email

A project information email address (info@m2pp.co.nz) was staffed by the Alliance team during normal business hours. Alliance team members replied to queries, supplied requested information, and set up further meetings through this email address. Over 150 emails enquiries were received on the info email address over the course of the consultation period.

1.2.12 Feedback form

Feedback forms (together with the consultation brochure) were sent to every Kapiti household seeking their feedback on the proposed options for the Expressway. Copies of the feedback form were also available on the project website, at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

Information sought on the feedback form included contact details, the area where the submitter lives and comments on what the different aspects of the proposals meant to the submitter. A copy of the feedback form is attached as Appendix I.

Feedback forms were able to be lodged online, posted, or handed over personally at the Expos and Information Centre. The closing date for lodging feedback forms was 4 February 2011.

2 Submission Methodology and Analysis

2.1 Methodology

As detailed above, feedback forms were received online, by hand at the Information Centre and Expos, and via email and by post. Every submission received has been recorded in the project consultation database (named Darzin). Details recorded included:

- Name and contact details of the submitter;
- The type/method of submission made;
- Opinions expressed; and
- A summary of the comments made.

From the data collected, issues, concerns and preferences have been identified. An analysis of the summary of comments has been undertaken with a set of common submission themes being produced as a result (discussed under summary of submissions below).

In recording and summarising the content of the submissions the following protocols were applied.

2.1.1 Form of submissions

Submissions were received in the form of the feedback form, letters and emails. In addition comments provided on post-it notes which were used as a communication tool at the Expos have also been recorded in the consultation databases feedback. 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.

2.1.2 Anonymous submissions

In total 23 submissions received were anonymous (in that they did not state names and/or addresses). These submissions have been recorded in the consultation database and are included in this report's submission analysis and summary.

2.1.3 Pro-forma submissions

A number of pro-forma submissions were received. These are template submissions which contain exactly the same content, but which have been lodged or signed by individual submitters. These submissions have been treated and summarised as individual submissions, recorded under the name of the undersigned.

2.1.4 Multiple submissions

In some cases multiple submissions have been received from one individual submitter i.e. different submissions lodged on different dates but from the same

submitter with the same contact details. These submissions have been treated and summarised as one submission entry, with each multiple submission being added onto the initial submission summary entry.

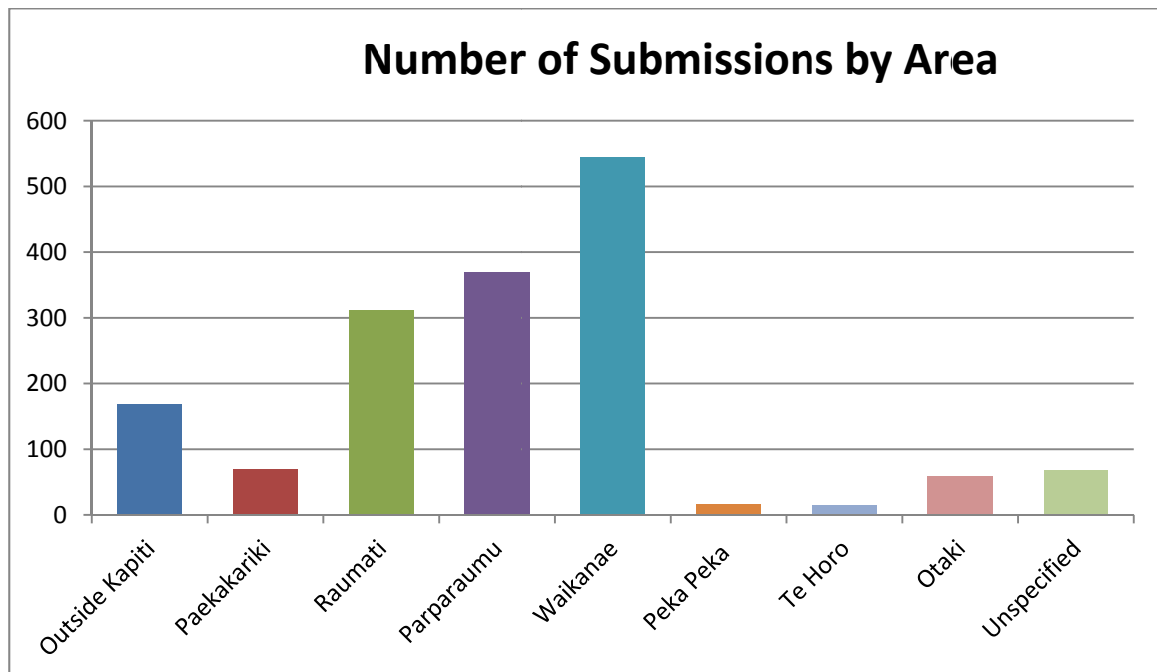
2.1.5 Late submissions

Up to 100 submissions were received after the consultation period closed on 4 February 2011. These submissions have been summarised in the consultation database and are included in this report.

2.2 Analysis

In total, 1617 submissions were received via feedback form, letter and email during the course of the consultation period. Feedback was categorised into 17 topic areas.

The greatest number of submissions received by area was received from submitters located in the Waikanae area. The following graph shows the breakdown of the total number of submissions received by locality of submitter.



3 Summary of Submissions

An analysis of the summary of submission comments identified a number of common submission themes. For ease of reporting these have been grouped within 17 topic areas and include:

- Support for proposals on which feedback was sought
- Opposition for proposals on which feedback was sought
- Design
- Accessibility and Connectivity
- Construction
- Environmental Considerations
- Social and Community
- Health and Safety
- Amenity and Urban Design
- Culture and Heritage
- Economic Factors
- Property
- Transportation
- Local Network
- Justification of Route
- Other Route Options
- Consultation

A summary of the common submission themes is provided as follows under each appropriate topic. It is noted that the following is a summary of the common themes raised in submissions and is not a summary of every individual submission.

3.1 Support

Support for the proposals included the following common reasons:

- Would like it to be constructed as soon as possible;
- Long overdue;
- Will benefit all;
- Will improve traffic management and travel times;
- Will enhance environmental outcomes;
- Will improve quality of life for the region; and
- The Waikanae river crossing is urgently required.

3.2 Opposition

Common reasons expressed in feedback for opposition to the proposals are summarised as follows:

- No benefit and not necessary;
- Irreversible damage of the proposals, including on natural environment;
- Not worth the impact on people affected by the proposals;
- Impact of loss of homes;
- Impact on Waikanae town centre;
- Will divide the community;
- High cost to build;
- Opinions of Kapiti residents have not been taken into account; and
- Should invest in public transport as opposed to new roads.

3.3 Design

Key areas addressed in submissions regarding the proposed design of the Expressway related to the Southern end options, the Waikanae options, the proposed interchanges, the local road and Expressway crossings, the Waikanae river crossing, and local access. A summary of the feedback on these key design aspects is provided as follows:

Southern End

Feedback on the two options proposed for the Southern end of the Expressway expressed greatest support for the Queen Elizabeth Park option. Feedback can be categorised into either support/opposition for the Main Road option or support/opposition for the Queen Elizabeth Park option.

Common reasons used by submitters to support the Main Road option included:

- It will not divide the community;
- It will protect wetlands and ecological/bird corridors;
- Protection of public land for future;
- The option will avoid schools and retain walkways to the schools; and
- It avoids earthquake damage through liquefaction in area of deep peat.

Common reasons used by submitters in opposition to the Main Road option included:

- There is lack of credible evidence and a sufficient argument for the option;
- It is too expensive;

- Too many homes and residents will be affected;
- It will cut off the eastern end of Leinster Avenue and part of Main Road South;
- It will affect access to a future Raumati South train station;
- Will cut off access to existing walking tracks;
- Important ecological biodiversity and habitats will be destroyed;
- Concerns over functionality in civil defence emergency; and
- Noted there are peat issues for both options.

Common reasons used by submitters to support the Queen Elizabeth Park option included:

- It avoids disruption and devastation to residents;
- It is cheaper to address peat than compensate property owners;
- Existing schools can be moved or buffered;
- The subject land is unproductive;
- There is no public access to the Park;
- Peat is a problem for either option;
- Construction will be faster;
- Cultural and environmental significance does not exist in this portion of the land; and
- Can compensate any ecological loss with other land.

Common reasons used by submitters in opposition to the Queen Elizabeth Park option included:

- Schools and the health and safety of children will be affected;
- Wetlands and Regional Park plans will be impacted;
- It will limit the areas for horse grazing in Kapiti;
- There is a need for the Park for future generations; and
- The Park is significant culturally and environmentally.

Waikanae

Feedback on the two options proposed for the Waikanae area of the Expressway expressed greatest support for Option 1 (being the Western Option). The feedback can be categorised into either support/opposition for Option 1, support/opposition for Option 2 (being the Eastern Option), and suggestions of alternative routes.

Common reasons used by submitters to support Option 1 included:

- It affects fewer properties;
- Graves can be relocated (example used includes the Wellington Motorway and Bolton Street);
- It would be a straighter route; and
- Living people are important.

Common reasons used by submitters in opposition to Option 1 included:

- Iwi land should be protected under the Treaty of Waitangi; and
- Greatest impact on El Rancho.

Common reasons used by submitters to support Option 2 included:

- It avoids waahi tapu, the Maketu Tree and wetlands;
- Burial sites are more important than houses; and
- Wetlands and urupa cannot be relocated unlike houses.

Common reasons used by submitters in opposition to Option 2 included:

- It affects too many properties; and
- It would cost more.

Suggestions of alternative options included:

- Shift Option 2 further west to reduce the number of houses required;
- Consider an option through the eastern end of El Rancho;
- Expressway to overpass the iwi land;
- The optimum road corridor sits between the two current options; and
- Both options will have significant impact on the Greenaway Manor and as such suggests the Manor be relocated.

Interchanges

Of the submissions commenting on the interchanges a lot of support was expressed for the interchanges as proposed, particularly the Kapiti Road interchange. Feedback on the proposed interchanges can be categorised into the location of interchanges, the number of interchanges, full interchanges versus partial interchanges, and comments on each of the individual interchanges proposed at Poplar Avenue, Kapiti Road, Te Moana Road and Peka Peka Road.

Common views expressed regarding the location of the interchanges included:

- Proposed interchanges are in the correct places;

- Provide interchanges at each end, with none in-between – this will separate local traffic from through traffic;
- Provide interchange at Mazengarb and Otaihanga Roads in addition to all those already proposed;
- Do not support interchanges at Mazengarb or Otaihanga Roads;
- One full interchange at Kapiti Road is not enough, add others at Raumati and/or Otaihanga;
- An alternative northern exit is needed in addition to Kapiti Road interchange to accommodate growth in the Paraparaumu residential area extending north;
- Should have an interchange at Ihakara Street as opposed to Kapiti Road – would avoid disruption to residents and services;
- Consider off ramps at Raumati Road/Raumati South, Paraparaumu suburbs and Waikanae to avoid congesting Kapiti and Te Moana Roads; and
- Do not support an interchange at Te Moana Road – Waikanae residents will have adequate connections via old SH1.

Common views expressed regarding the number of the interchanges included:

- The number of interchanges needs to be limited for the Expressway to be effective;
- Support four interchanges; and
- There is the right number of interchanges in the proposal.

Common views expressed regarding the use of full interchanges versus partial interchanges included:

- All four interchanges need to be full interchanges;
- The Southern interchange needs to be a full interchange;
- Support the Peka Peka Road interchange as proposed due to growth pressures and to maintain the existing character of area;
- Support a full interchange at Peka Peka;
- Access is needed south at the Peka Peka Road interchange;
- Consider an off ramp for those heading north at the Peka Peka Road interchange;
- Too much land will be taken by full interchanges; and
- Make the provision for full interchanges to be added in future.

Common views expressed regarding the Poplar Avenue interchange included:

- Support the proposed interchange;
- Require a full interchange;

- Impact on Leinster Avenue access;
- Partial interchange will impact congestion on Kapiti Road;
- Noise impacts for local residents; and
- It should blend in with surrounding environment.

Common views expressed regarding the Kapiti Road interchange included:

- Support for the interchange;
- Oppose the design of interchange as it will require removal of dwellings and create unacceptable noise levels for residents;
- Will result in more congestion on Kapiti Road;
- Will improve future growth of the area; and
- Will support town centre development.

The Te Moana Road interchange generated the most comments. Common views expressed regarding the Te Moana Road interchange included:

- Support the interchange, it is essential;
- Will improve future growth of area;
- Not necessary;
- Do not support location, should be moved further north;
- Will divide the community;
- Impact on local traffic;
- Northbound interchange not required;
- Te Moana interchange to be in form of a roundabout with the Expressway passing over; and
- Significant impacts for residents if the Expressway passes over Te Moana Road.

Common views expressed regarding the Peka Peka Road interchange included:

- Support for the proposed interchange;
- Reconsider interchange;
- Require a full interchange;
- Require a southern interchange; and
- A partial interchange will place pressure on Waikanae.

Local Road/Expressway Crossings

Common feedback regarding the local road and the Expressway crossings included:

- Expressway should go underneath local roads to preserve the character of the area and ease of use;
- Expressway should cross over Kapiti Road to reduce impacts on access to adjoining properties;
- Expressway should pass over Raumati Road to avoid disruption to pedestrian and cyclist traffic and adjoining properties;
- Issue of high water table where local roads cross under the Expressway;
- Need to consider safety of underpasses; and
- Prefer that the Expressway travels over the top of all local roads so that there are no height impediments for high loads.

Waikanae River Crossing

Common feedback regarding the Waikanae river crossing included:

- The design and quality of the Waikanae bridge must recognise the important status it will have;
- Consider the treatment of land under the bridge;
- The bridge will need to be high to cross the Waikanae River flood plain;
- Access must be provided across the river for walkers and cyclists in the vicinity of the bridge and along the river corridor; and
- A second crossing over the Waikanae River for local access will also be needed.

Local Access

A general concern regarding local access was that the proposed Expressway will not provide full access between some parts of Kapiti, thereby requiring local trips on the existing State Highway 1. As such there was a common request to keep east west links and access in all directions for locals.

More specific feedback expressing concern over local access generally related to Kapiti Road, Ihakara Street, Elizabeth Street and the southern end of the Expressway as summarised as follows:

Feedback regarding Kapiti Road included:

- Limited access for Kapiti residents;
- Congestion issues are currently associated with Kapiti Road and there is concern that this may impact on the proposed Kapiti Road interchange or that the interchange will worsen this situation;
- Additional local roads are required to alleviate future congestion of Kapiti Road; and
- The airport requires full connection with Kapiti Road and a north-bound off ramp to Ihakara Street west.

Feedback regarding Elizabeth Street included:

- Review and improvement of Elizabeth Street is urgent;
- An underpass is needed at Elizabeth Street;
- Better pedestrian access from Waikanae town centre across SH1 is essential; and
- Consider a full interchange at Elizabeth Street.

Feedback regarding the southern end of the Expressway included:

- Need to consider the effect on residents of the closure of Leinster Avenue/Sydney Crescent;
- Impact on access to the proposed Raumati South rail station; and
- Extra distance for emergency vehicles to travel if access to Leinster Avenue is cut off.

Feedback regarding Ihakara Street generally sought greater information on the extension of Ihakara Street, in particular when the extension would occur and if the option of a connection with Milne Road was likely. Comment was also made that the connection of Ihakara Street extension with the Expressway was needed to provide an alternative access to the airport.

3.4 Accessibility and Connectivity

A number of views were expressed in feedback with regard to accessibility and connectivity for other users within the District. Common views included:

- Provision of access to schools, library, parks, local centres, and services;
- Need frequent access points for cyclists and walkers to the Expressway, as well as east west access across;
- Provide continuous cycling track from Poplar Avenue/Main Road interchange as far north as Te Moana Road Interchange;
- Doesn't provide bridleway along the entire length;
- Existing pedestrian/cycle/horse tracks on both sides of the Waikanae River should be retained;
- Avoid underpasses for cycle/walkways – use overpasses instead;
- If using overpasses be aware of height; and
- Add cycleway/footpath onto the old SH1.

3.5 Construction

Common views expressed in relation in the construction of the proposed road include:

- Priorities identified: Otaihanga to Waikanae; Kapiti Road to Te Moana Road; Te Moana Road Intersection;

- A new bridge over the Waikanae River should be a priority;
- Construction effects and disruption to local residents and businesses during construction;
- Effect of noise, vibration and dust impacts; and
- Effect on local road of transporting in raw materials for construction.

3.6 Environmental Considerations

A number of submissions commented on a range of environmental considerations, the common themes of which are summarised as follows:

Hydrology/Drainage

- Increased/continued ponding/flooding at the southern end and around Waikanae;
- There are significant stormwater management constraints at Te Moana and Kapiti Roads.
- Impact of increased runoff and potential impact on the habitats of wildlife and waterways;
- Complex wetlands and flood paths are present along the route which needs consideration; and
- Need for protection of aquifers.

Ecology

- Damage to wetlands;
- Loss of dunes;
- Needs to be minimal ecological damage to the fragile wetlands and local flora and fauna;
- Need to maintain ecological/bird corridors;
- Impact on green belts;
- Impact on the Waikanae river corridor;
- Impact on Waimea Stream which supports whitebait and long fin eel; and
- Damage to natural ecosystems should be off-set by enhancement of margins along the Expressway.

Noise and vibration

- Need to do more than just the minimum mitigation;
- Use quiet roading surface materials;
- Consider topography of immediate area;
- Retain dunes for mitigation;

- Impact of increased traffic on through roads/local roads;
- Noise effects associated with the interchanges; and
- Mitigation measures need to be constructed early to also reduce construction effects.

Emissions

- Impact on communities' health;
- Dust impacts on private property; and
- Impact from odours.

Hazards

- Vulnerable to natural hazards including sea level rise and tsunami;
- Stability of Expressway in an earthquake;
- Issues associated with peat; and
- Provision should be made for west-east evacuation routes in event of an emergency.

Mitigation

- Imperative that proper and robust mitigation of environmental impacts be carried out; and
- The road corridor should be wide enough to provide the highest level of mitigation to avoid noise and air pollution for the neighbouring properties.

3.7 Social and Community

Common community and social themes raised in feedback includes:

- Doesn't take into account the needs of the Kapiti community;
- High social costs to community;
- Division of community socially, visually, culturally, and economically;
- The Expressway will no more divide the community than SH1 already does;
- Impact on coastal, rural and recreational lifestyles of residents and tourism;
- Impact on the amenity and community dynamics due to increased car usage;
- Will become commuter corridor with no heart; and
- Social, environmental and health costs have not been factored into the cost estimates.

3.8 Health and Safety

Common themes addressed in submissions regarding health and safety includes:

- Consideration needs to be given to the safety of the community and their access to and crossing of the Expressway;
- Increased traffic leading to fatal accidents;
- East-west access is needed for evacuation in times of emergency;
- Consideration needs to be given to mental health and wellbeing; and
- Consideration needs to be given to barriers for safety purposes at any bridge or structure, and interaction of cycleway/walkway and bridleway at interchanges.

3.9 Amenity and Urban Design

Feedback commenting on amenity and urban design aspects of the proposal includes the following common themes:

- Impact of raised interchanges on character of area;
- Need extensive planting around interchanges and along road verges to reduce visual effects;
- Impact on rural areas;
- Impact on existing views;
- Need to consider aesthetic treatment of abutments; and
- Need to consider impacts of lighting on surrounding areas.

3.10 Culture and Heritage

- Impact on the culture and heritage of the area;
- Options are culturally insensitive;
- Cultural significance of Waikanae and around the Waikanae River has not been fully respected in this project;
- Emphasis on avoidance of archaeological material is the preferred option;
- Te Moana Road to Peka Peka has the highest concentration of archaeological sites, but this has not been highlighted in public consultation documents; and
- Cultural and heritage values should be given equal consideration against other sectors of community.

3.11 Economic Factors

Common views provided in feedback regarding economic factors include:

- Enhances economics of region and country as a whole;
- Economic arguments are not transparent or acceptable;
- The cost/benefit ratio of the Expressway is too low;
- It will destroy viable communities and town centres;
- Impact on SH1 businesses and dislocation of local business;

- Cost of the project on local economy and increased rates;
- The cost of the Expressway will be much greater than that estimated;
- The cost of building the Expressway will be far higher due to engineering issues such as building over wetlands, in flood areas and design for liquefaction; and
- Social, health and environmental costs have not been factored in.

3.12 Property

Concerns expressed in feedback regarding private property included:

- Impact on property values and compensation;
- Loss of peoples' homes cannot be compensated;
- Request that properties are bought quickly and outright when the final route has been decided;
- Require certainty about the property purchase process;
- Compensation of adjacent properties for impacts including devaluation, noise, air pollution, and health risks;
- Need to subsidise the installation of noise protection for those who adjoin the Expressway: and
- Excess land be put into public ownership, such as parks and reserves, and not sold to private landowners.

3.13 Transportation

Feedback included matters in relation to transportation, in particular carparking and public transport as summarised as follows:

Carparking

- Provide a Raumati South railway station car park;
- Provide commuter car parks at interchanges for carpooling; and
- Extend carriageway by 5m each side to provide space for parking and broken down vehicles, etc.

Public Transport

- Consideration needs to be given to accessibility to public transport and active transport networks;
- Prioritise sustainable public transport;
- Need to make using cars a less attractive option;
- It is not possible to have just rail and no Expressway; and
- Transfer road freight to sea/rail.

3.14 Local Network

Feedback expressed a variety of concerns regarding the local road network. The common themes raised included:

- The existing SH1 is an integral part of the Expressway project which needs to be considered and early on;
- The cost of upkeep of SH1;
- Maintenance of local roads in general;
- Substantial upgrading of local roads is required to handle increased traffic volumes;
- Need to upgrade Matai Road and Raumati Road intersection, which will get worse as a result of the Expressway;
- Need to continue access from Rata Road to Raumati Road;
- When Expressway is built Park Avenue will become major feeder, however already concerns regarding the safety of this road; and
- Impact of increased traffic volumes and congestion on Te Moana Road.

3.15 Justification of Route

Common views regarding the justification of the proposed route include:

- Justification of the route is needed;
- Question why the Expressway is the investment priority when other areas need the money more;
- Limited benefits to travel time, traffic and locals;
- Traffic projections are over optimistic;
- The Expressway will not solve the congestion problem; and
- It is unsustainable given sea level rise, global warming, future oil supplies and climate change.

3.16 Other Route Options

Two common alternative options were discussed in feedback with regard to alternative routes, that being the use of the Western Link Road and the upgrade of State Highway 1.

Examples of reasons for supporting the Western Link Road option included:

- It Is what the community expected;
- Provides for the actual requirements of the District;
- Will not destroy the character of Kapiti;
- Will address traffic issues by removing local traffic from SH1;
- Will produce less noise impacts and be more environmentally sound;
- Will affect less property; and

- It will cost less.

Examples of common reasons for support of the State Highway 1 option included:

- This route still achieves all the requirements for a fast unimpeded route;
- Combined with Western Link Road it will address the traffic issues;
- It is less obtrusive;
- It will not divide community;
- It will cost less and be constructed quicker; and
- It will not impact homes.

3.17 Consultation

- Supports the consultation process undertaken;
- No more consultation is necessary, need to start the project;
- Community are not being listened to;
- Consultation process is not transparent;
- Lack of consultation with Peka Peka residents regarding the proposed interchange; and
- Request that more information be provided at Expo 2.

4 Summary of Key Stakeholder Consultation

A summary of feedback and submissions received from the following key stakeholders has been provided below:

- Kapiti Coast District Council
- Greater Wellington Regional Council
- Takamore Trust
- NZ Historic Places Trust
- Waikanae Community Board
- Paraparaumu/Raumati Community Board
- Regional Public Health
- Nature Coast Enterprise
- Kapiti Coast Chamber of Commerce

4.1 Kapiti Coast District Council

The submission of the Kapiti Coast District Council (KCDC) advises of their position on a number of aspects of the proposal. A summary of their position on the more significant issues surrounding the proposal is provided as follows:

- Supports the proposed location and nature of the interchanges and highlights a range of specific mitigation measures in regard to the likely effects from all four interchanges.
- In regard to Waikanae North, the KCDC is not convinced that the east to west connections will be provided for as outlined in the precinct plans. Given the urban development intentions for this area, road seal to minimise noise and appropriate lighting is advised.
- In regard to the two options in Waikanae, the KCDC recognises the complexities and the values associated with both, however at this time, is in support of the Eastern Option unless agreement can be reached with tangata whenua that the corridor can pass through the waahi tapu.
- The Waikanae River crossing should be carefully designed to reflect the gateway status and minimise adverse effects on the river and riparian environment.
- Otaihanga Road should fit the character of this rural area. To achieve this it should be retained as a simple winding road.
- Between Kapiti Road and the Waikanae River, access across the Expressway needs to be maximised, particularly to employment areas.
- Between Kapiti Road and Raumati Road, good access across the Expressway needs to be maximised, particularly to the town centre. The Wharemauku Stream route and the quality of bridging remains a concern.

- In regard to the Southern end of the route, KCDC requires further clarity regarding the position of the Department of Conservation and Greater Wellington Regional Council. KCDC support the preferred route based on the current information, with the view that NZTA can and should further minimise the potential property impacts.
- KCDC have concerns that the effects on the local network have not been addressed or modelled adequately.
- The design and undertaking of works on the existing SH1 should be brought forward in the work programme.
- The dune system is highly valued by the community and all efforts should be made to protect it as a first principle.

4.2 Greater Wellington Regional Council

The Greater Wellington Regional Council (GWRC) submission advises that they have a direct interest, as the administering authority, in any proposals that would impact on Queen Elizabeth Park. As such, the submission identifies that the GWRC has a strong preference for options that impact least on the overall integrity of the Park and consequently supports the current proposed alignment at the Southern end.

The GWRC do however recognise that there is a wide range of community issues that would need to be taken into account.

In their feedback the GWRC details potential impacts on the Park from an alternative route. In the event that an alternative alignment is chosen that impacts more significantly on the park, the GWRC believes that significant mitigation will be required to both mitigate direct impacts as far as possible and offset impacts by compensating for the loss of land and its inherent ecological and recreational values.

Greater Wellington Regional Council also note that the proposed works will have a significant effect on rivers, land and the flood hazard environment that the GWRC holds responsibility over. The GWRC are happy to continue to work with the Alliance team to better understand the potential impacts of the proposed route and how any impacts can be appropriately mitigated.

4.3 Takamore Trust

The submission of the Takamore Trust identifies that they have been very satisfied with how the NZTA and the Alliance have entered into consultation with the Trust. The submission however notes that it is unfortunate the Trust has been required to deliberate on two options for the Waikanae area, both of which have an adverse impact on the Takamore waahi tapu and their relationship with ancestral lands.

The Trust advises that within the context of being required to make that choice therefore, and for no other purposes, the Trust's position is:

1. Both Option 1 and Option 2 will have an adverse impact on the Takamore waahi tapu, and their relationship with their ancestral lands and taonga, including their obligations of kaitiakitanga or guardianship for the generations to come;

2. The Trust acknowledges that in any choice of option for alignment, others in the community will also be affected and this is regrettable;
3. Of the two options made available by NZTA and the Alliance:
 - a. the Trust opposes Option 1 as being fundamentally detrimental to their values and tikanga; and
 - b. the Trust has yet made no formal decision to accept or oppose Option 2, but does regard Option 2 as a more positive option in relation to which the Trust is prepared to engage constructively with NZTA and the Alliance to ensure that Takamore values and principles are respected as much as possible;
4. The Trust records that its position in this submission is without prejudice to its legal rights under the Resource Management Act in circumstances where the adverse impacts on the Takamore waahi tapu are unable to be avoided, remedied or mitigated.

4.4 NZ Historic Places Trust

The NZ Historic Places Trust submission states that overall there is insufficient detail for the Trust to form an opinion as to the relative merits of the proposed option in respect to the effects on historic heritage and in particular archaeological values.

The submission recommends that further archaeological survey and investigation be carried out along the proposed roading corridor to inform the decision making process, with an emphasis on the avoidance of archaeological material as the preferred option.

Nonetheless, all things considered the Trust advises a preference for Option 2 in Waikanae in that it avoids the Takamore waahi tapu area. Although they note that the historic heritage values of the Greenaway Homestead should be recognised in the planning process and further consideration should be given to other options in discussion with the Historic Places Trust.

The Trust also recommends that the heritage values of the Stringer Wind Rain House at 224 Main Road, SH1, Paraparaumu be investigated and established to inform the decision making process at the Southern end of the project.

Finally, the submission notes that they are supportive of investigating other options that would avoid historic heritage.

4.5 Waikanae Community Board

The Waikanae Community Board submission advises that the majority of Board members do not support the Expressway and prefer the option of reinstating the local Western Link Road and upgrading State Highway 1.

The Board's position as expressed in the submission is that no homes should be affected through Waikanae. They believe further negotiation over the waahi tapu is required before Option 1 is discounted and homes affected.

The submission notes that an underpass at Te Moana Road is preferred over an interchange. The proposed interchange will impact on residents' quality of life by way of noise, visual impact and safety risk from increased traffic.

Finally it is noted that residents need design and mitigation information at Expo 2 to better inform them. They request detailed information regarding the environment, route, design, interchanges, construction, cultural impacts and a project review of the costs and benefits.

4.6 Paraparaumu/Raumati Community Board

Paraparaumu/Raumati Community Board supports the expressway project proceeding as expeditiously as possible.

The Paraparaumu/Raumati Community Board supports the QE Park route as the preferred route for the Raumati Road to Poplar Avenue section of the expressway due to the impact the preferred route would have on 15 houses and 28 properties in the Raumati Community.

Both southern route options include QE Park land and involve similar Reserves Act Consenting process. It is therefore considered that both options would be subjected to similar timing issues.

4.7 Regional Public Health

The submission of Regional Public Health expresses strong support for:

- Local movement area surveys that aim to preserve or improve active travel and recreation routes for local residents;
- The planned separated walking/cycling path that is proposed to run alongside the Expressway;
- The conversion of SH1 to a local road as an opportunity to create a more walkable and cycle friendly route across the district;
- Aims to reduce greenhouse gas emissions and increase the rate of active transport; and
- The approach Kapiti Coast District Council has taken to plan for future growth of the District and remedy sprawl.

In the submission Regional Public Health recommends that:

- Consideration be given to mental health and wellbeing and specifically suicide prevention with the design of the Expressway. Appropriate barriers for safety purposes should be used for any bridge or structure; and
- Separate walking/cycling pathway along Kapiti Road to avoid the interchange.

4.8 Nature Coast Enterprise

Nature Coast Enterprise supports NZTA in their decision to invest in the roading network throughout our region. They support the interchanges at Kapiti Road and Te Moana Road as vital for the economic wellbeing of the district.

Nature Coast Enterprise encourages NZTA to act with urgency in giving certainty to the residents and business on the Kapiti Coast as to the exact alignment of the Expressway and the timeline associated with its construction.

Nature Coast Enterprise encourages NZTA to continue with this programme with urgency as other major economic initiatives rely on the speedy development of this major infrastructure development.

They seek that NZTA consults closely with KCDC to mitigate any detrimental impacts on existing property owners and businesses in the district.

4.9 Kapiti Coast Chamber of Commerce

The submission by Kapiti Coast Chamber of Commerce supports the building of the Expressway as soon as possible. They support the general locations and configurations for the Expressway access points.

The Kapiti Chamber of Commerce (KCC) considers that:

- prompt and fair dealing with affected parties is very important.
- mitigation of Expressway effects (noise, visual, etc) and 'beautification' is very important.
- complimentary use of the Expressway designation for biking, walking and bridleways and non-vehicular crossings are also important,
- the continued active participation of the KCDC as an Alliance member is critical to the success of the project and the representation of the views and issues of the Kapiti community.

The submission supports the revised interchange locations and the ability of local residents to use the Expressway as a second river crossing.

The Kapiti Coast Chamber of Commerce notes that the almost unanimous feedback from business people on the Kapiti Coast has been essentially to "get on and build it, dealing fairly and promptly with affected people".

The submission is limited to the key issues affecting business. It notes that there are many other issues which need to be taken into account (such as concerns of segments of the community, or residents of specific areas).

Appendix A – Letters to Directly Affected Landowners

PO Box 8044
Wellington 6143
New Zealand
www.nzta.govt.nz/m2ppproject

25 November 2010

Dear Sir/Madam

MACKAYS TO PEKA PEKA EXPRESSWAY

I am writing on behalf of the MacKays to Peka Peka Expressway Alliance who are developing proposals for the expressway. The planned expressway route is generally within the designation of the Western Link Road although the road will need to extend outside the designation in places.

In respect of the property at **(insert identifier here)** the proposals being developed for the project may require all or a portion of the property. Because of this possibility, it is important that we contact you prior to the start of public consultation on 28 November 2010.

Our aim is to keep you fully informed, particularly in relation to questions about the project and your rights as a property owner.

In this regard, please advise as to how you would like us to communicate with you. This can be done by telephone or personal visit. Please contact us on 0508 M2PP INFO (0508 6277 4636) or by email at info@m2pp.co.nz to arrange this.

In addition, we have a series of Project Expos starting on Sunday 28 November. The dates and locations of the Project Expos are:

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

If you have any other questions about the Project Expos or the project generally, please call 0508 M2PP INFO (0508 6277 4636).

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

MacKays to Peka Peka Expressway Alliance Project Manager

Appendix B – List of Stakeholders and Stakeholder Letter

Key Stakeholders

Political	Minister of Transport MP's for Otaki and Mana Maori MP for Te Tai Hauauru Labour Spokesperson on Transport
Territorial Authorities/Organisations	Greater Wellington Regional Council Manawatu -Wanganui Regional Council Horowhenua District Council Kapiti Coast District Council Porirua City Council Regional Transport Committee
Statutory Agencies	Department of Conservation Ministry for the Environment Environmental Protection Authority NZ Historic Places Trust
Transport Industry	Automobile Association NZ Road Transport Association Road Transport Forum NZ Wellington Regional Transport Committee Passenger Transport providers
Business Groups	Grow Wellington Wellington Regional Chamber of Commerce Kapiti Coast Chamber of Commerce
Community Interest Groups	Nature Coast Enterprise Paekakariki Community Board Paraparaumu-Raumati Community Board Waikanae Community Board Other interest groups
Emergency Services	NZ Police NZ Fire Service Wellington Free Ambulance
Maori	Manawhenua: Te Ati Awa ki Whakarongotai Takamore Trust Tangata Whenua: Muaupoko Ngati Raukawa ki te Tonga Ngati Toa Rangatira Maori Interest Groups: Te Whakaminenga o Kapiti (KCDC)

Schools???

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

<Recipient Organisation Name>

23 November 2010

<Recipient Address Line 1 >

<Recipient Address Line 2 >

<Recipient Address Line 3 >

<Recipient Address Town/City> <Recipient Address Post
Code>

<Recipient Country>

Attention: <Recipient Display Name>

Dear <Salutation>

<Document Title>

I am writing on behalf of the MacKays to Peka Peka Expressway Alliance. The purpose of this is to inform you of the upcoming public consultation period for the expressway route proposals.

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.

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 Authority (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; and
- how the expressway connects to the current state highway and local roads at the northern end.

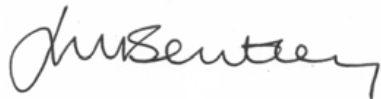
Public consultation will commence with an Expo being held on the 28th November, and three smaller Expo's to be held in Paraparaumu, Waikanae and Raumati. The dates and venues of these are outlined below:

- Expo 1 – 10am – 4pm, Southward Car Museum, Otaihanga Road, Sunday, 28th November;
- Expo 2 – 4pm – 8pm, Kāpiti Community Centre, Tuesday 30th November;
- Expo 3 – 4pm – 8pm, Waikanae Memorial Hall, Wednesday 1st December; and
- Expo 4 – 4pm – 8pm. Raumati South Memorial Hall. Saturday 2nd December.

We welcome (insert stakeholder name here) to attend the Expos to find out more about the MacKays to Peka Peka Expressway. However we are happy to come and discuss the project 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 04 460 1766 or email jane@incite.co.nz).

I look forward to hearing from you and if you have any queries concerning this request please do not hesitate to contact me.

Yours sincerely



Jim Bentley

Alliance Project Manager

MacKays to Peka Peka Expressway Project

on behalf of
MacKays to Peka Peka Alliance

Appendix C – Consultation Brochure and Postcards



MacKays to Peka Peka Expressway

Public Consultation

You are invited to the MacKays to Peka Peka Expressway Project Expo

The NZ Transport Agency is presenting its proposals on the MacKays to Peka Peka Expressway for public consultation from 7 November 2010 to 17 December 2010. The Project Expo is another opportunity to come and view our plans, meet the team, learn about the proposals and offer your comments on them.

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

Sunday, 7 November 2010	10am – 4pm	Southwards Car Museum, Otaihanga
Tuesday, 9 November 2010	4pm – 8pm	Waikanae War Memorial Hall
Wednesday, 10 November 2010	4pm – 8pm	Raumati South Memorial Hall
Saturday, 13 November 2010	10am – 2pm	Paraparaumu Memorial Hall

We look forward to your attendance.





To the Householder

In the event that you are unable to attend the Project Expo, all display material will be on the project website for you to view at www.nzta.govt.nz/m2ppproject

In addition, a public consultation brochure and submission form will be sent to every household in the Kāpiti district.

For further 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
PO Box 599, Paraparaumu 5254

Information for Kāpiti residents

MacKays to Peka Peka Expressway consultation to be rescheduled

Public consultation for the MacKays to Peka Peka Expressway was to commence on Sunday 7 November. This postcard is to let you know that we have decided to postpone the commencement of this consultation.

The reason for the postponement is to enable us to build on the work we've done to date and to further refine our proposals so as to provide more certainty to landowners and the wider community, on the proposals for the expressway.

This means we will not be contacting property owners (whose land may be required) this week as originally scheduled, and the planned Project Expos will now also be held at a later date.

We do regret the short notice for this change to the timetable and the impact it may have on you. It is important however that we present proposals for this expressway that provide the greatest certainty for property owners and the wider community.

As soon as possible next week, we will be advising Kāpiti residents about the new timetable for public consultation.

The latest information on the public consultation will also be available on the project website www.nzta.govt.nz/m2ppproject and at the MacKays to Peka Peka Expressway Information Centre in Coastlands Mall. If you have any questions about the Project Expos or the project generally, please call 0508 M2PP INFO (0508 6277 4636) or email info@m2pp.co.nz

Yours sincerely



Jenny Chetwynd
Regional Director Central

PO Box 599, Paraparaumu 5254

New Zealand
Permit No. 700



Address to go here



MacKays to Peka Peka Expressway

New dates for public consultation

You are invited to the MacKays to Peka Peka Expressway Project Expo

The NZ Transport Agency is presenting its proposals on the MacKays to Peka Peka Expressway for public consultation from 28 November 2010 to 4 February 2011. The Project Expo is an opportunity to come and view our plans, meet the team, learn about the proposals and offer your comments on them.

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

The consultation period has been extended from six weeks to ten weeks to accommodate the December/January holiday break.

We look forward to your attendance.





In the event that you are unable to attend the Project Expo, all display material will be on the project website for you to view at www.nzta.govt.nz/m2ppproject and at the Information Centre in Coastlands.

In addition, a public consultation brochure and submission form will be sent to every household in the Kāpiti district.

For further 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
PO Box 8044, The Terrace, Wellington 6011





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.

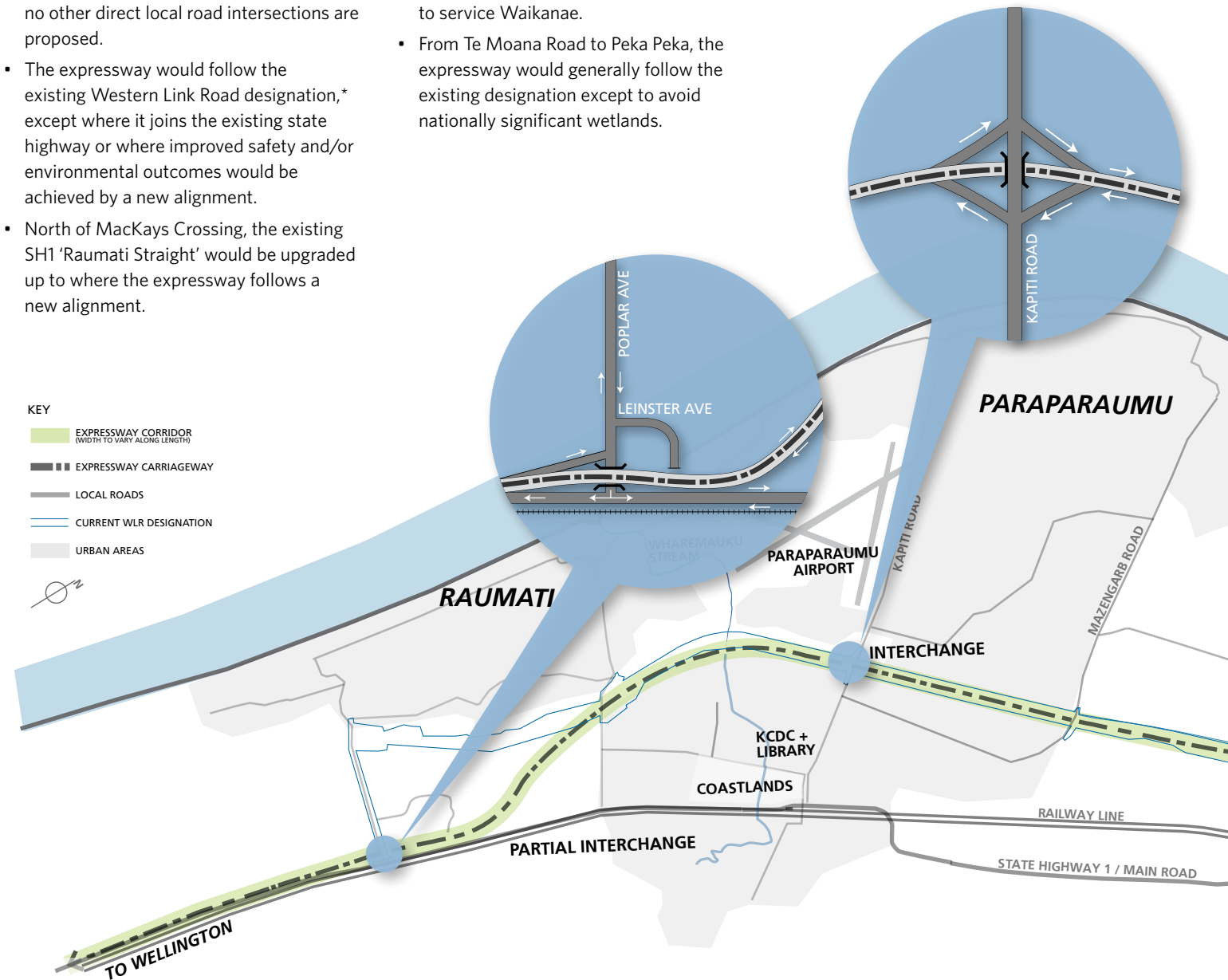
How we will maintain local connections

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.

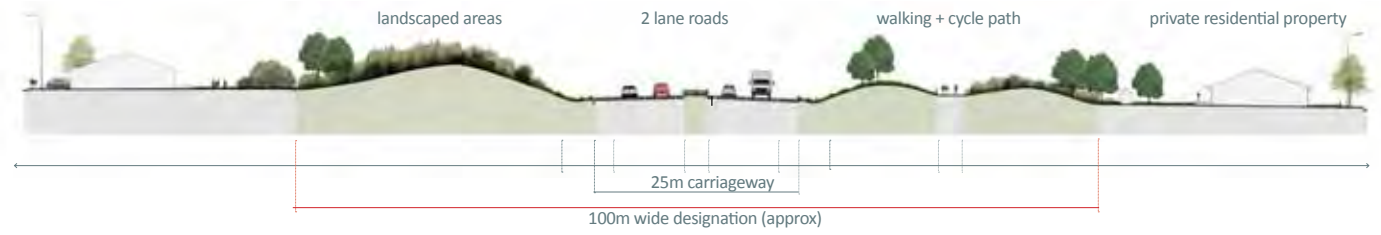


* A designation is a district plan provision for enabling public works

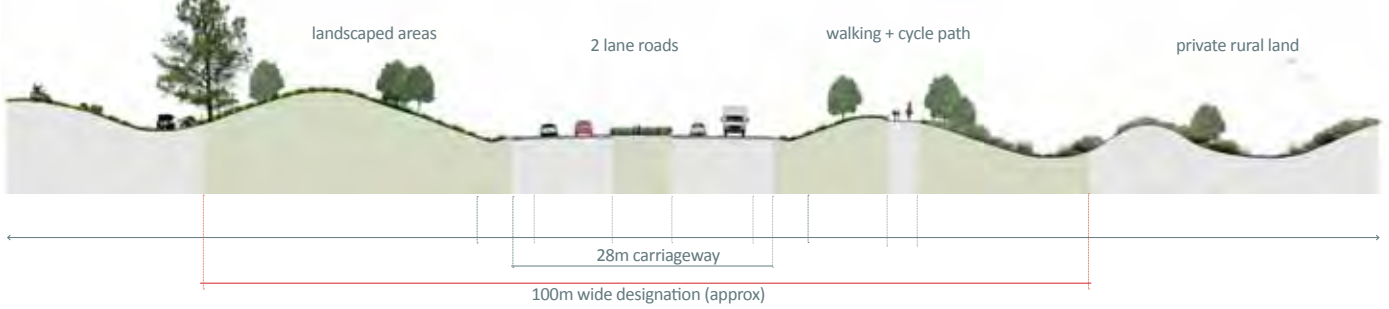
** Whether the expressway crosses under or over local roads will be determined in the next stage of design

Indicative expressway cross sections

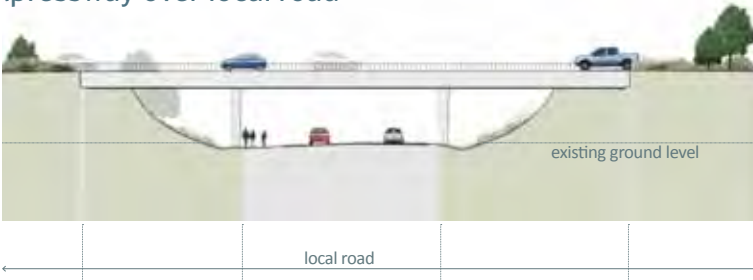
Urban



Rural

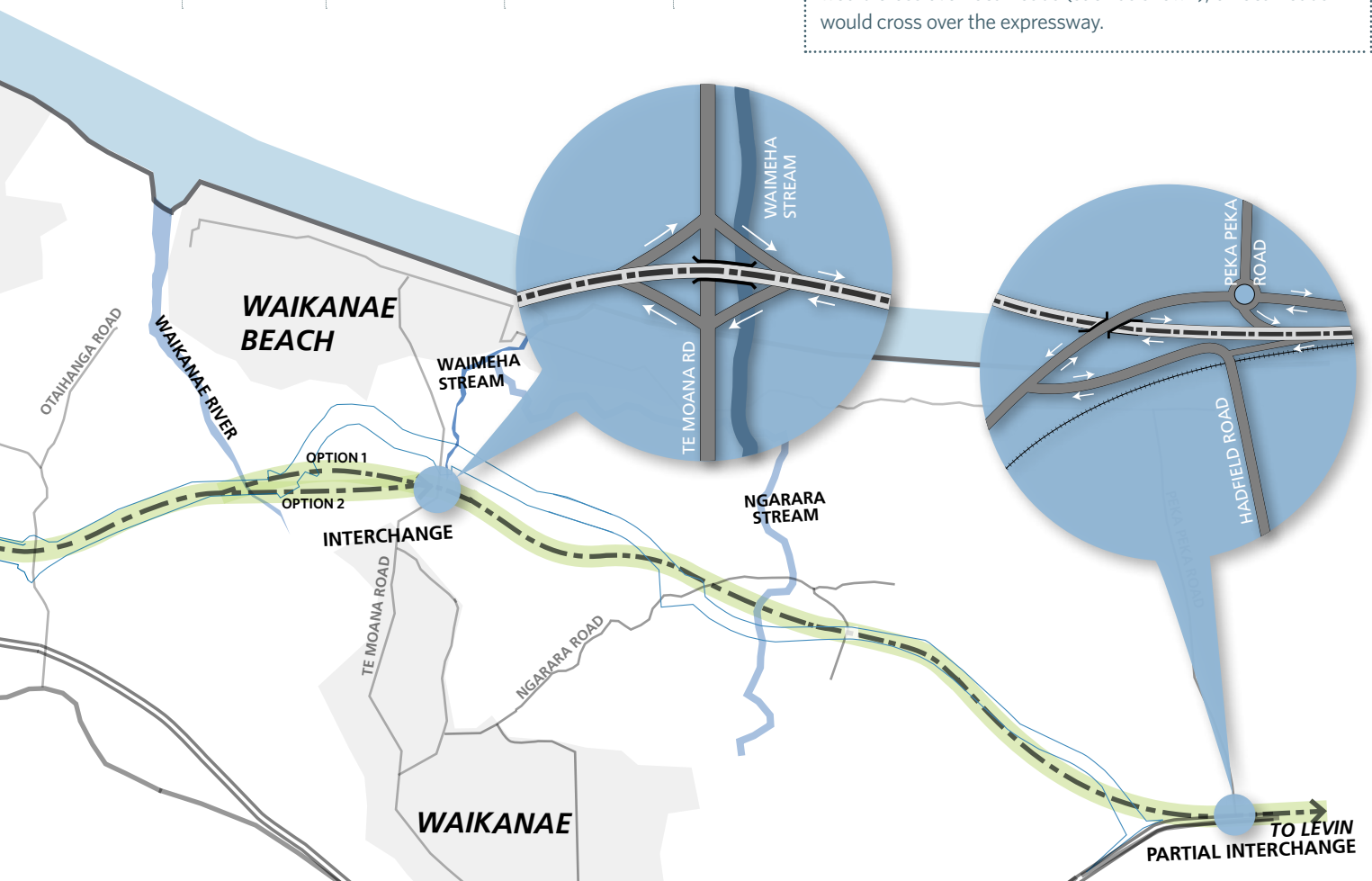


Expressway over local road



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 bridledways 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

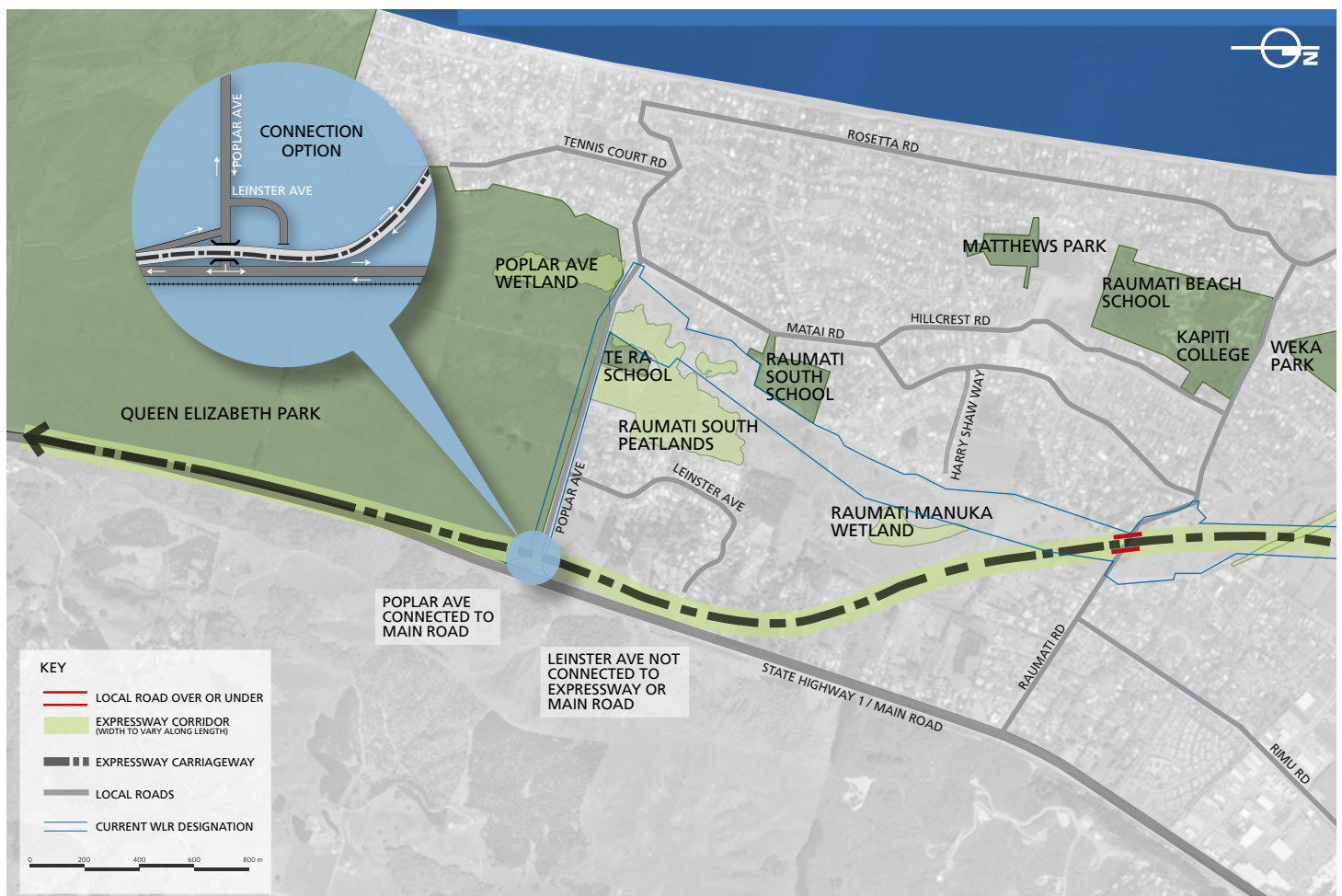
- North of MacKays Crossing, the existing state highway would be upgraded to expressway standards, to the point where it connects to the new expressway.
- Northbound travellers could leave the expressway at Poplar Avenue and exit onto the former state highway (Main Road), while southbound travellers 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

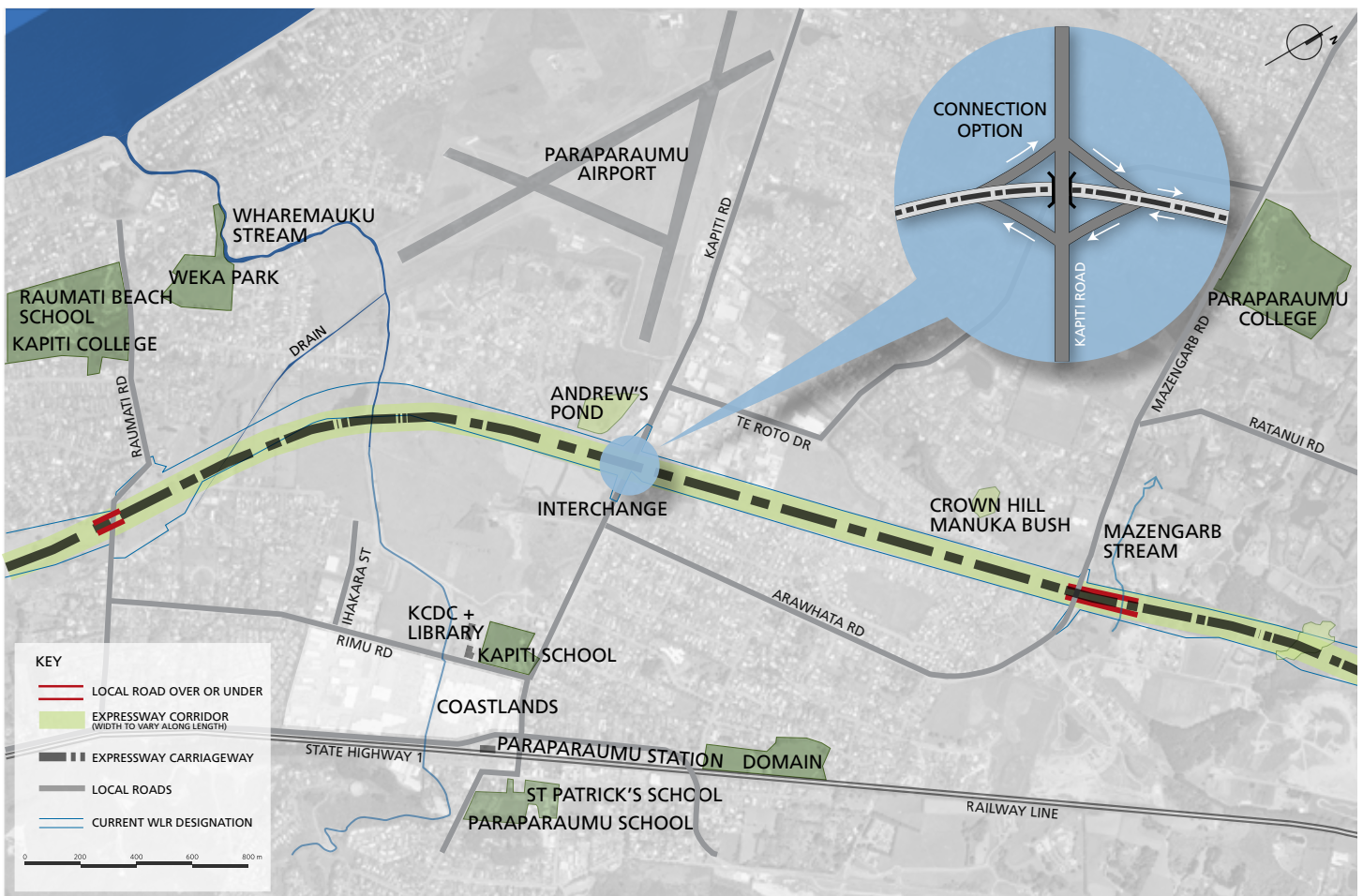
- The expressway would cross* Raumati Road, and then sweep eastwards out of the existing designated corridor to shift the road away from residential areas.
- A full interchange would be located at Paraparaumu town centre, most likely on Kāpiti Road - Kāpiti Road would cross the expressway. Upgrading 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.

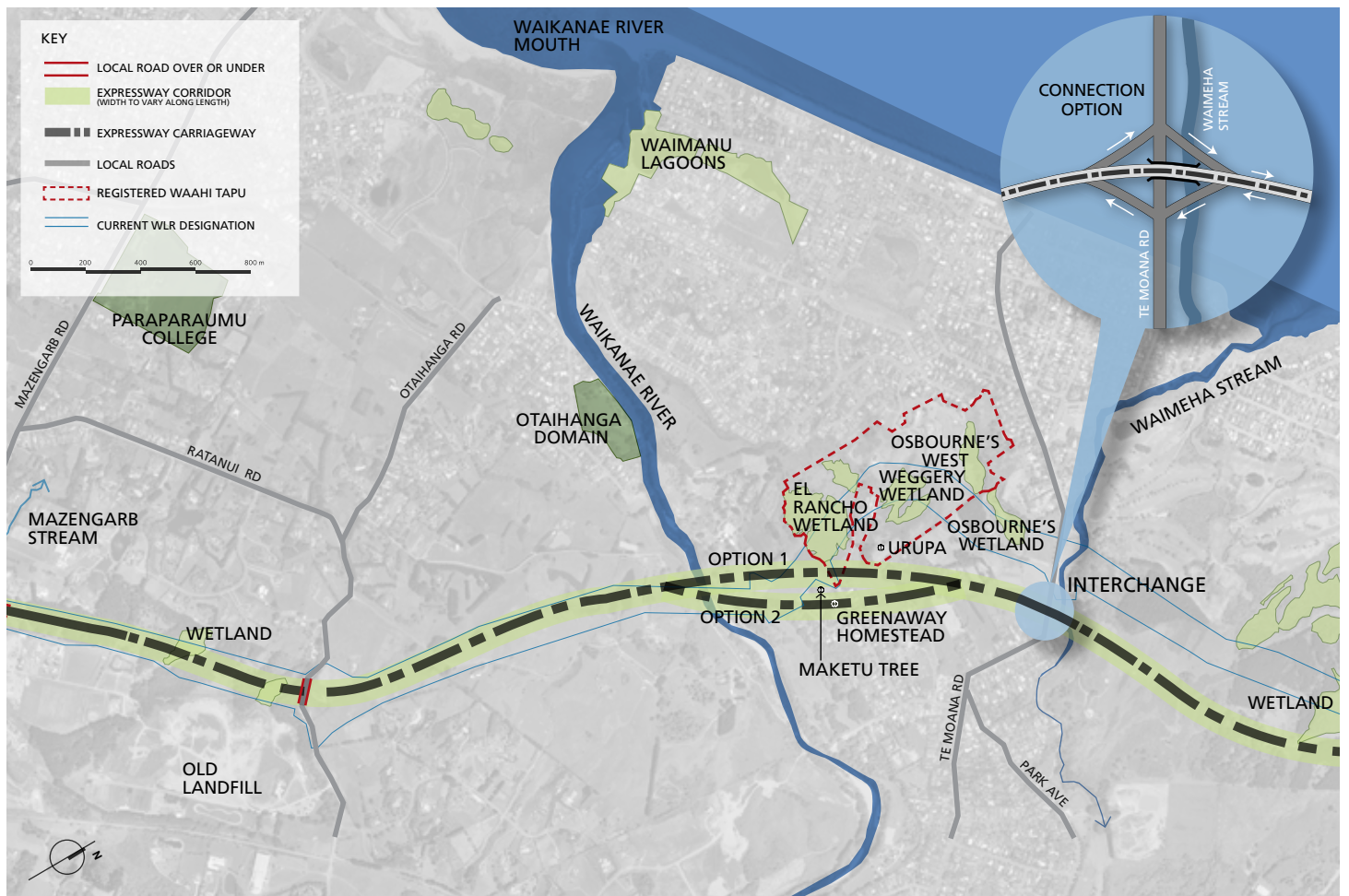
Considerations for option 2

- 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

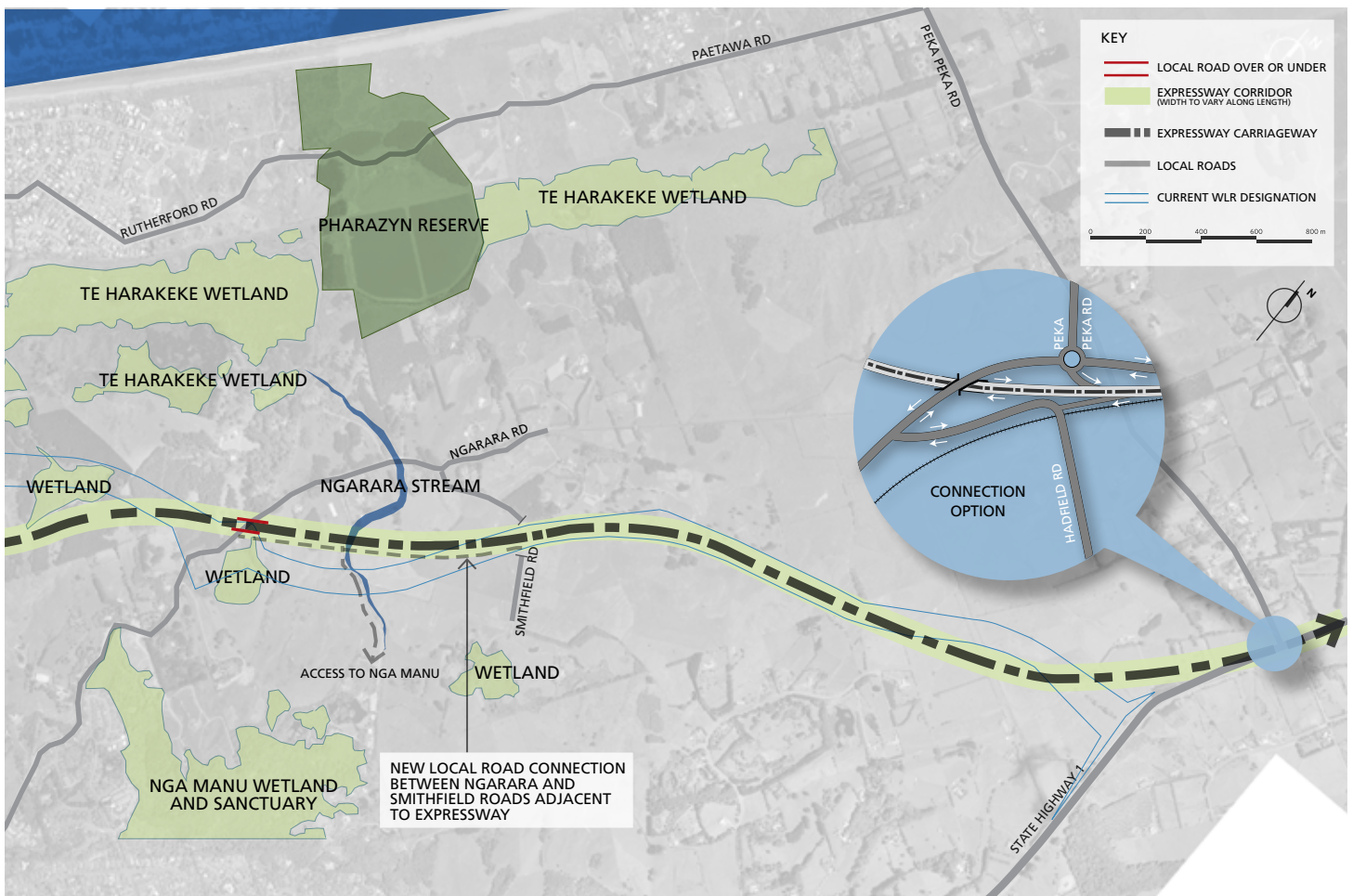
- Between Te Moana Road and Ngarara Road, the expressway would be aligned to avoid the nationally significant and QEII covenanted Te Harakeke Wetlands.
- The expressway would cross Ngarara Road and generally follow the existing Western Link Road designation except south of Peka Peka Road.
- A new access 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.

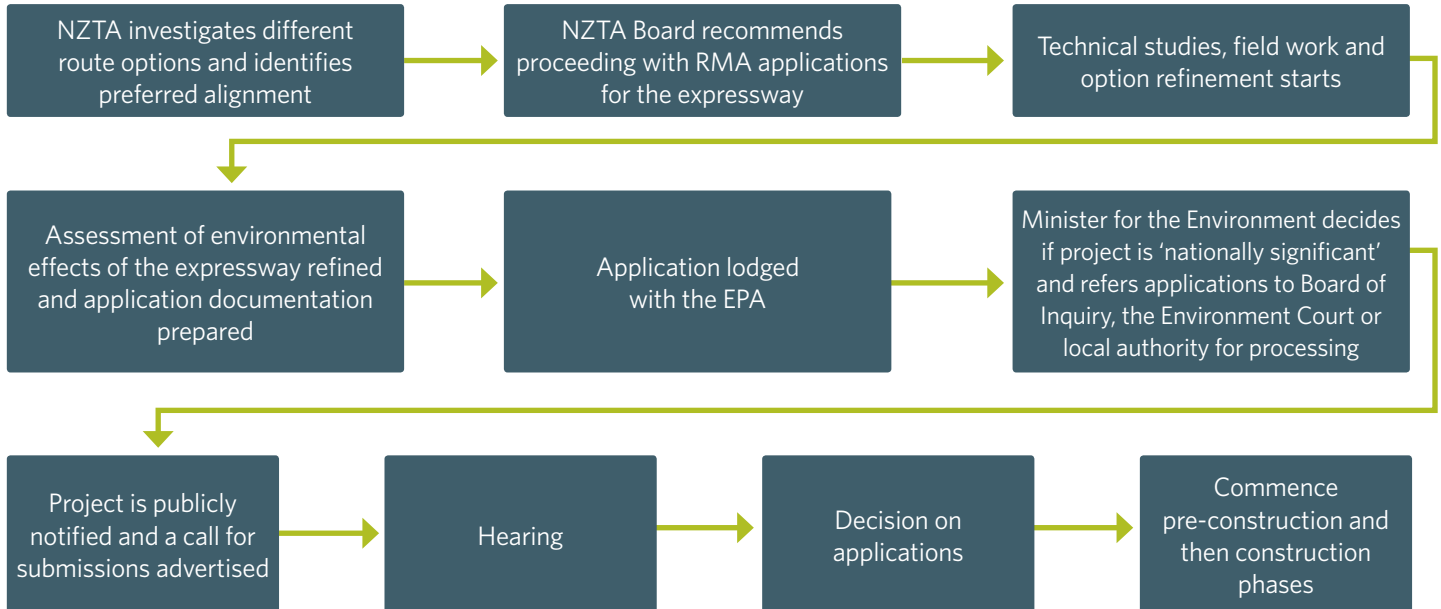


Proposal for the Northern end

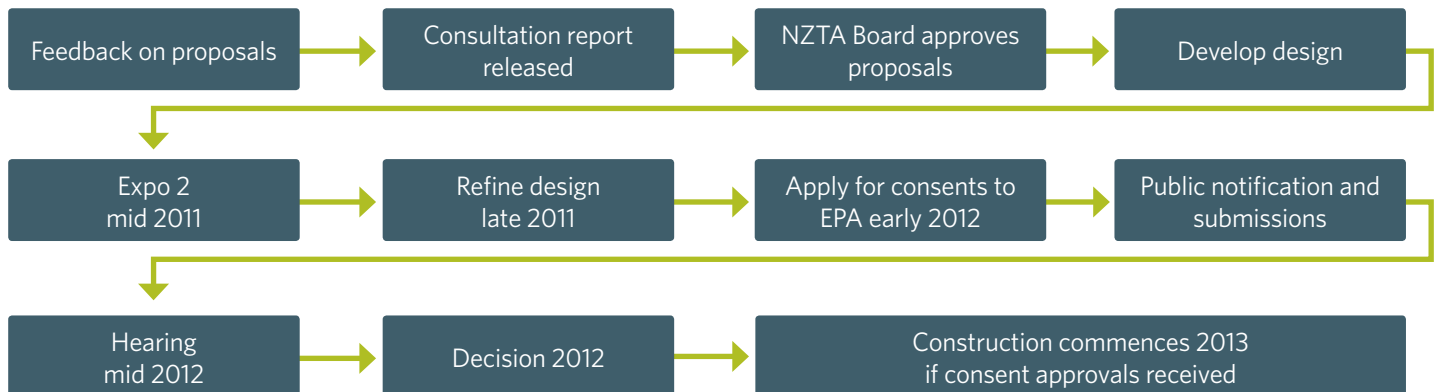
Resource Management Act Approvals

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:

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



Appendix D – Expo Displays

1 MacKays to Peka Peka Expressway

Welcome

to the MacKays to Peka Peka Expressway Expo

We are here to talk to you – please look for a project team member with a name badge

The Expo is an opportunity to

- Find out about expressway planning so far
- Provide feedback until 4 February 2011

Have your say

- Feedback forms are available here today – look for the boxes
- Brochures on the project are available and include feedback forms
- You can also take a feedback form away and respond – drop it into the information centre, post it or visit our website

If you run out of time to see everything today, or think of any new questions, please call into one of our other open days.





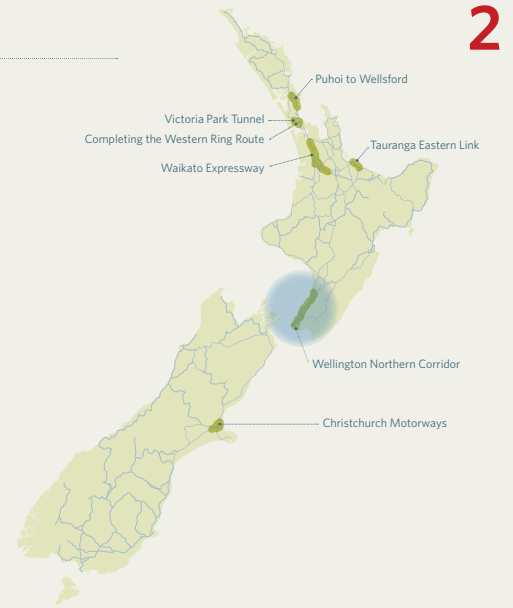
1 MacKays to Peka Peka Expressway

Roads of national significance

The government has identified seven essential state highway projects that are linked to New Zealand's economic prosperity.

Called the roads of national significance, the NZ Transport Agency (NZTA) is charged with substantially completing this programme of state highway improvements within the next 10 years. The roads of national significance programme represents one of New Zealand's biggest ever infrastructure investments.

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



2



Wellington Northern Corridor

The Wellington Northern Corridor runs from Wellington Airport to Levin and completing it will assist regional and national economic growth as well as delivering a range of benefits including:

- support for a growing regional population
- support for the transport of increasing freight volumes
- relief from the current road congestion
- improved safety for road users
- improved journey time reliability
- improved access to Wellington's key facilities such as the port, central business district, airport and hospitals.

The Wellington Northern Corridor is made up of the following eight sections as shown on the map. The focus for the next two to three years is on investigations and consents. Following this, construction work will be undertaken.

Phase 1

- Transport improvements around the Basin Reserve
- Ngauranga to Aotea Quay
- MacKays to Peka Peka
- Peka Peka to Otaki

Phase 2

- Linden to MacKays (Transmission Gully)

Phase 3

- Airport to Mt Victoria Tunnel (including tunnel duplication)
- Terrace Tunnel duplication
- Otaki to Levin

1 MacKays to Peka Peka Expressway

Our concept for the expressway

3

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 Paraparumu 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 '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 ¹ Raumati Road, and then Kāpiti Road, at which point an interchange servicing Raumati/Paraparumu/Otaihanga would most likely be located.
- The expressway would then cross ¹ 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 north, except to avoid nationally significant wetlands, until rejoining the existing state highway alignment at Peka Peka.

¹ Whether the expressway crosses over or under local roads will be determined in the next stage of design



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 Paraparumu providing good local access.
- New additional bridge over Waikanae River which gives 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 a new local arterial, and to improve access down existing local roads.
- Enhanced connections within Waikanae town centre.
- Provision for the long-term role and operation of State Highway 1 within Kāpiti.
- Support of local economic, community and urban growth strategies and aspirations as possible.
- To follow the Western Link Road designation, unless an alternative alignment provides safety and/or environmental improvements.

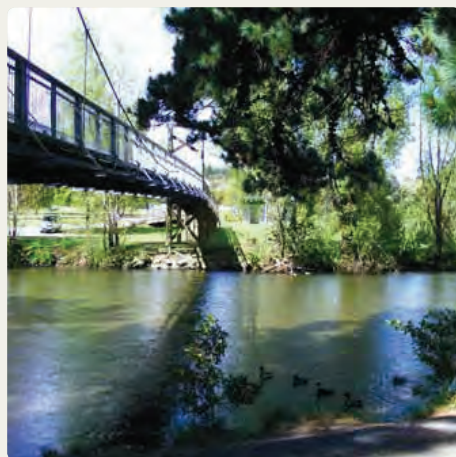
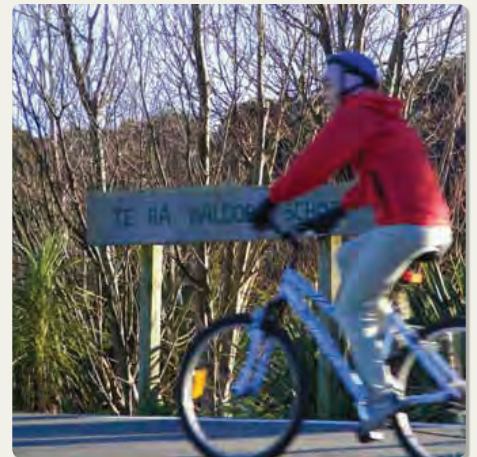
1 MacKays to Peka Peka Expressway

What we have heard you say so far

4

There has been feedback about the expressway already. This what we have heard so far...

- Existing east-west roads need to be retained either over or under 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.
- Avoid loss of parks and wetlands.
- Future proof and make it 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.



Have we missed anything?



1 MacKays to Peka Peka Expressway

Considerations along the corridor

5

What we are looking at

- 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



1 MacKays to Peka Peka Expressway

Indicative cross sections

6

The following cross sections are examples of how the expressway could look. More detailed designs will be available for public comment and feedback in early 2011.

Urban cross section

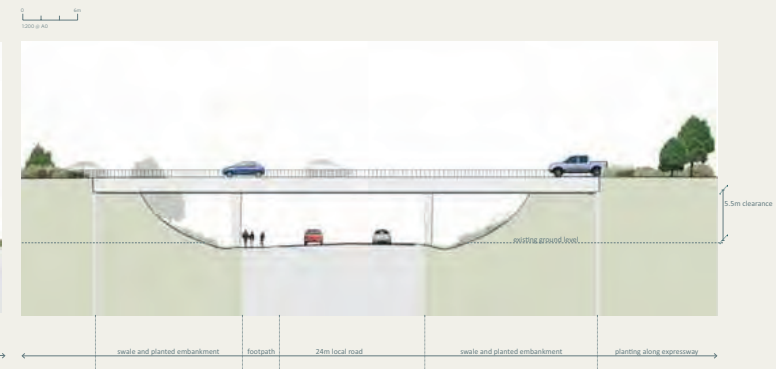


Design philosophy
A design philosophy is being developed which draws on work from previous Kāpiti projects plus our design team's expertise.

Rural cross section



Expressway over local road section

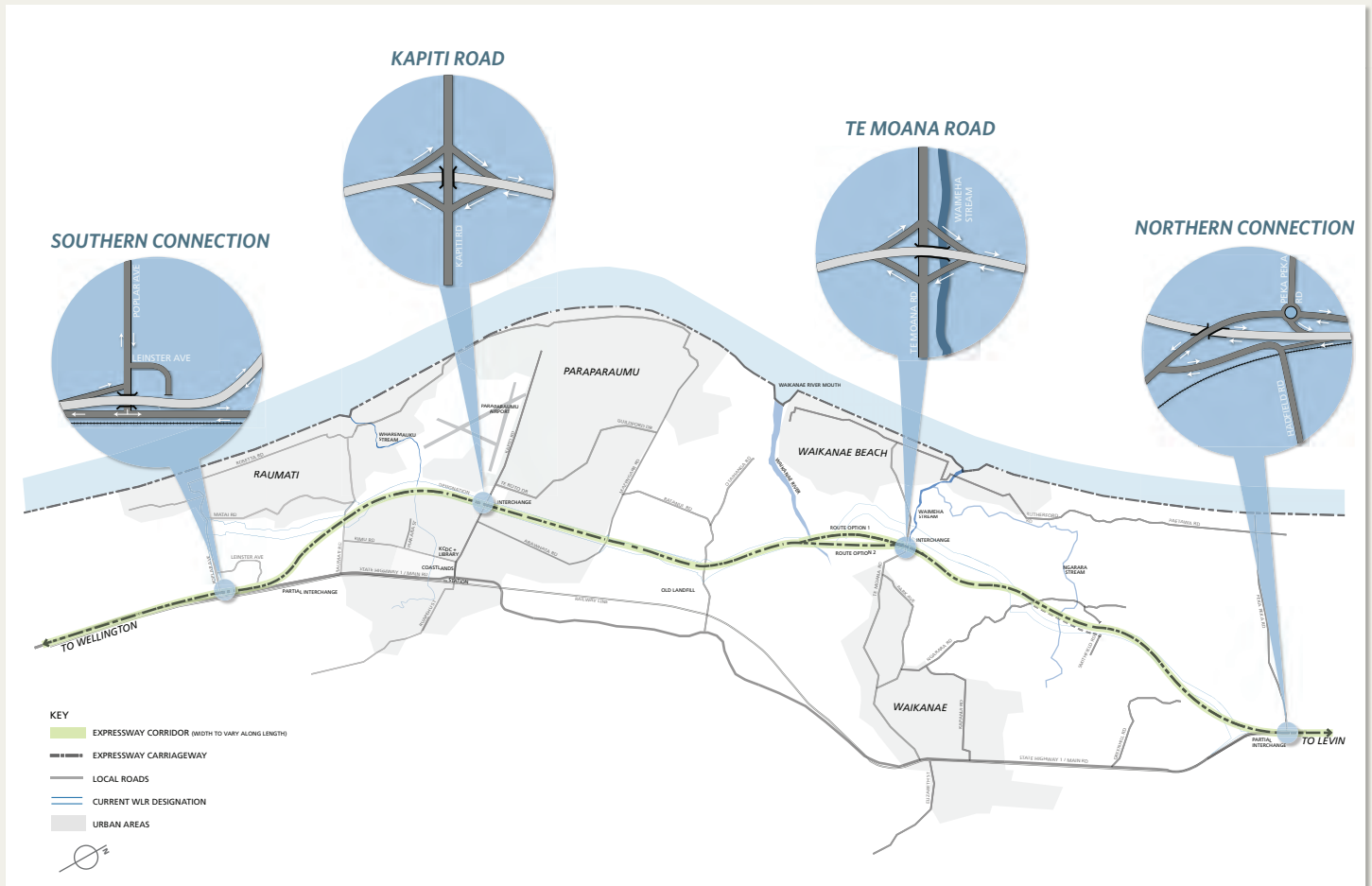




1 MacKays to Peka Peka Expressway

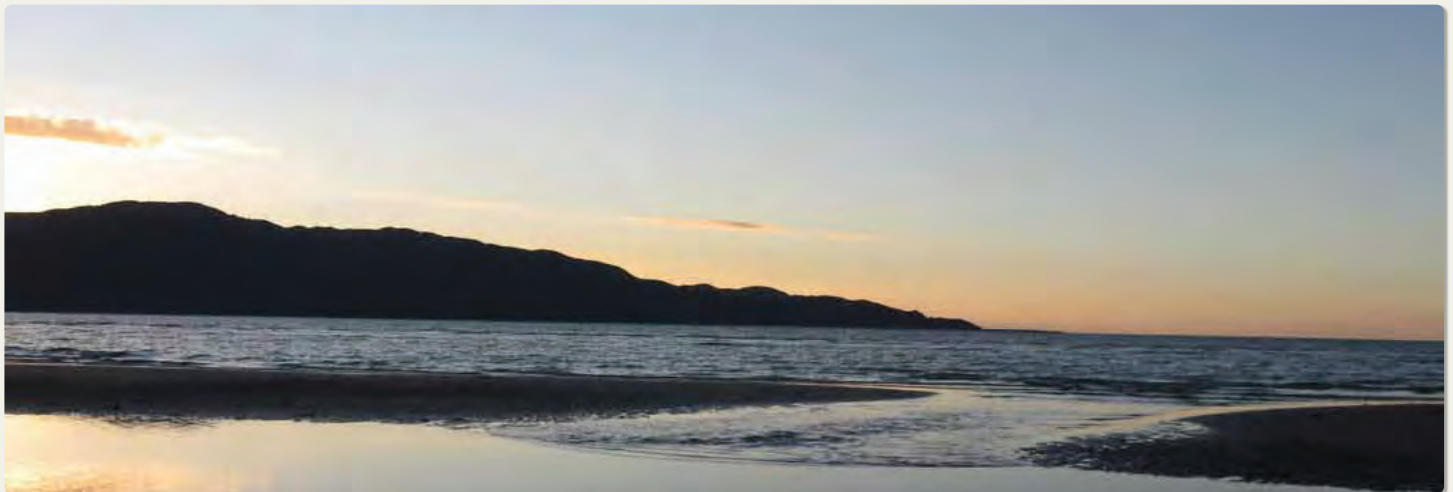
How many connection points are proposed?

7



Considerations

- Two full interchanges at Waikanae and Paraparaumu town centre plus two partial interchanges at the northern and southern ends bring travel and time benefits.
- Traffic modelling found that this solution achieves a good balance between providing for an appropriate level of service for future through traffic, while providing for local needs.
- The location of the interchanges also has a significant impact on the ability to provide opportunities for regional growth and economic productivity.

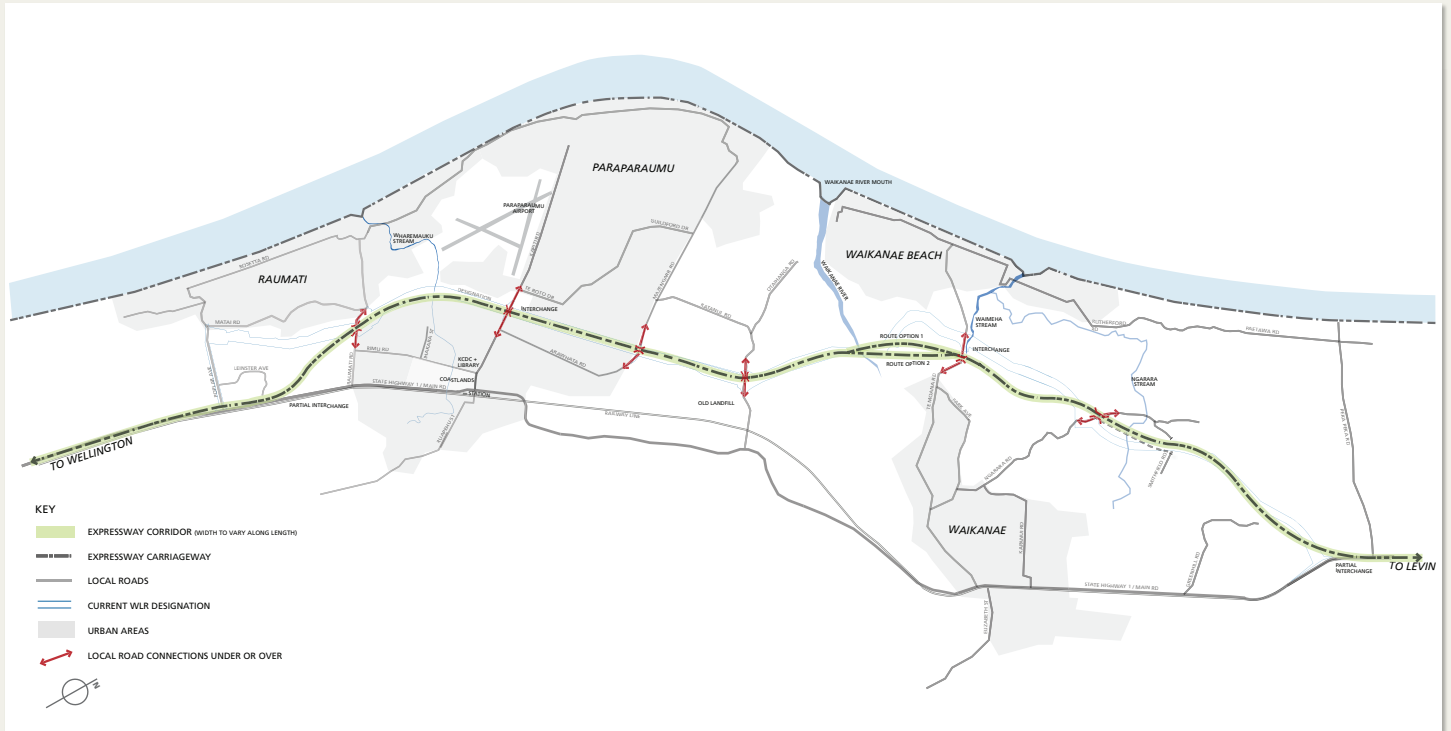




1 MacKays to Peka Peka Expressway

Providing local connections

8



Our planning includes looking at how local residents move around Kāpiti and the wider region.

Existing east-west connections will be kept. We seek to include new opportunities where we can.

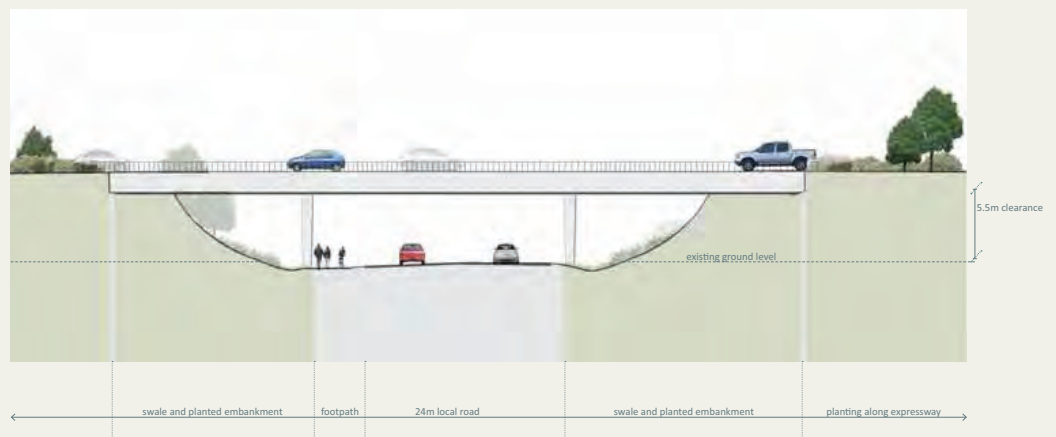
The ability of the expressway to assist with access to train stations and for bus routes is also part of our design work.

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



Expressway over local road section

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

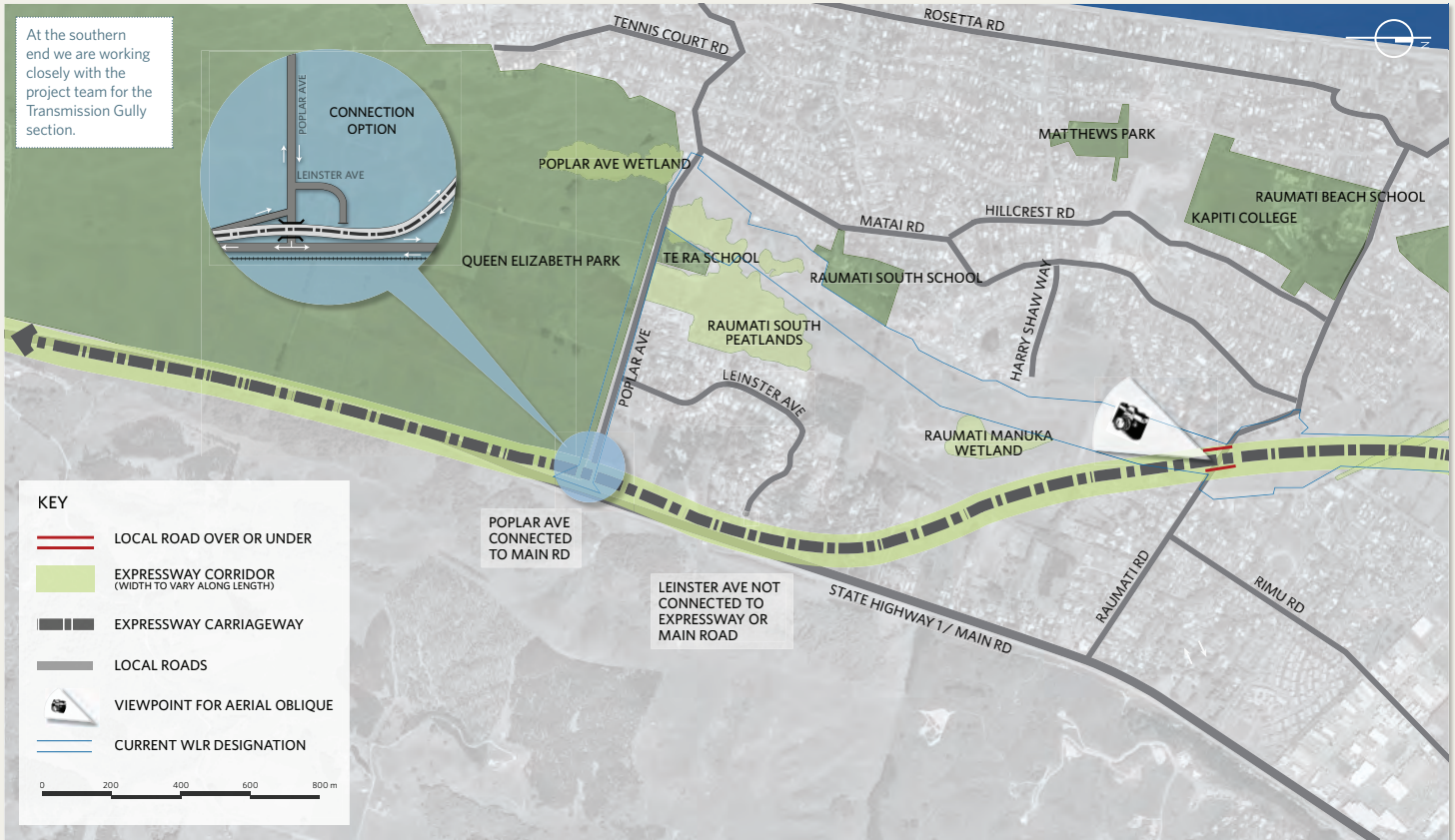




1 MacKays to Peka Peka Expressway

Southern end - The details of what we are proposing

9



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 Raumatī Road could join the expressway.
- North of Poplar Avenue, the expressway would divert westwards to connect with the existing Western Link Road designation at Raumatī Road.

Considerations

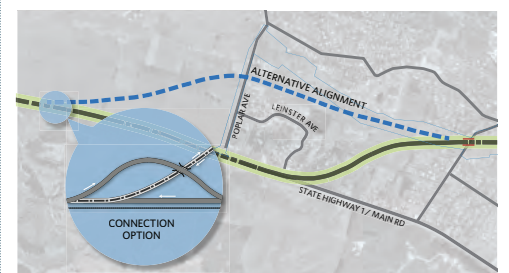
- Requires all or part of 28 properties.
- Avoids social and environmental impacts for two schools along current designated route.
- Retains an ecological area by Poplar Avenue.
- Minor intrusion into Queen Elizabeth Park.
- Recognises cultural interests of local iwi.
- Retains Poplar Avenue connection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



Indicative road carriageway alignment

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

- significant impact 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.





1 MacKays to Peka Peka Expressway

Paraparaumu town centre - The details of what we are proposing 10



Description

- The expressway would cross* Raumatī 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 (see Poster 7). 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 over or under local roads will be determined in the next stage of design

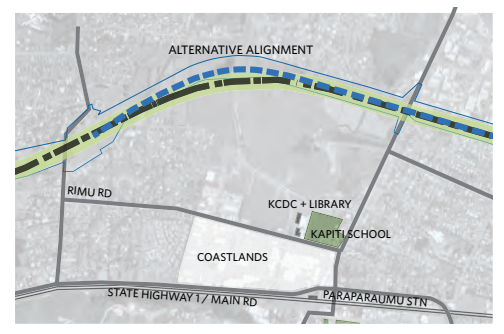
Considerations

- 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.



Indicative road carriageway alignment

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.





1 MacKays to Peka Peka Expressway

Waikanae - The details of what we are proposing

11



Description

- From Mazengarb Road to Otaihangā Road (near the former landfill), the expressway would follow the existing Western Link Road designation.
- A section of Otaihangā 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 over or under local roads will be determined in the next stage of design

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.

Considerations (for both route options)

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

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 (Greenaway Homestead).
- Requires all or part of 32 properties.

¹ Sacred grounds ² Burial ground ³ Important grave site



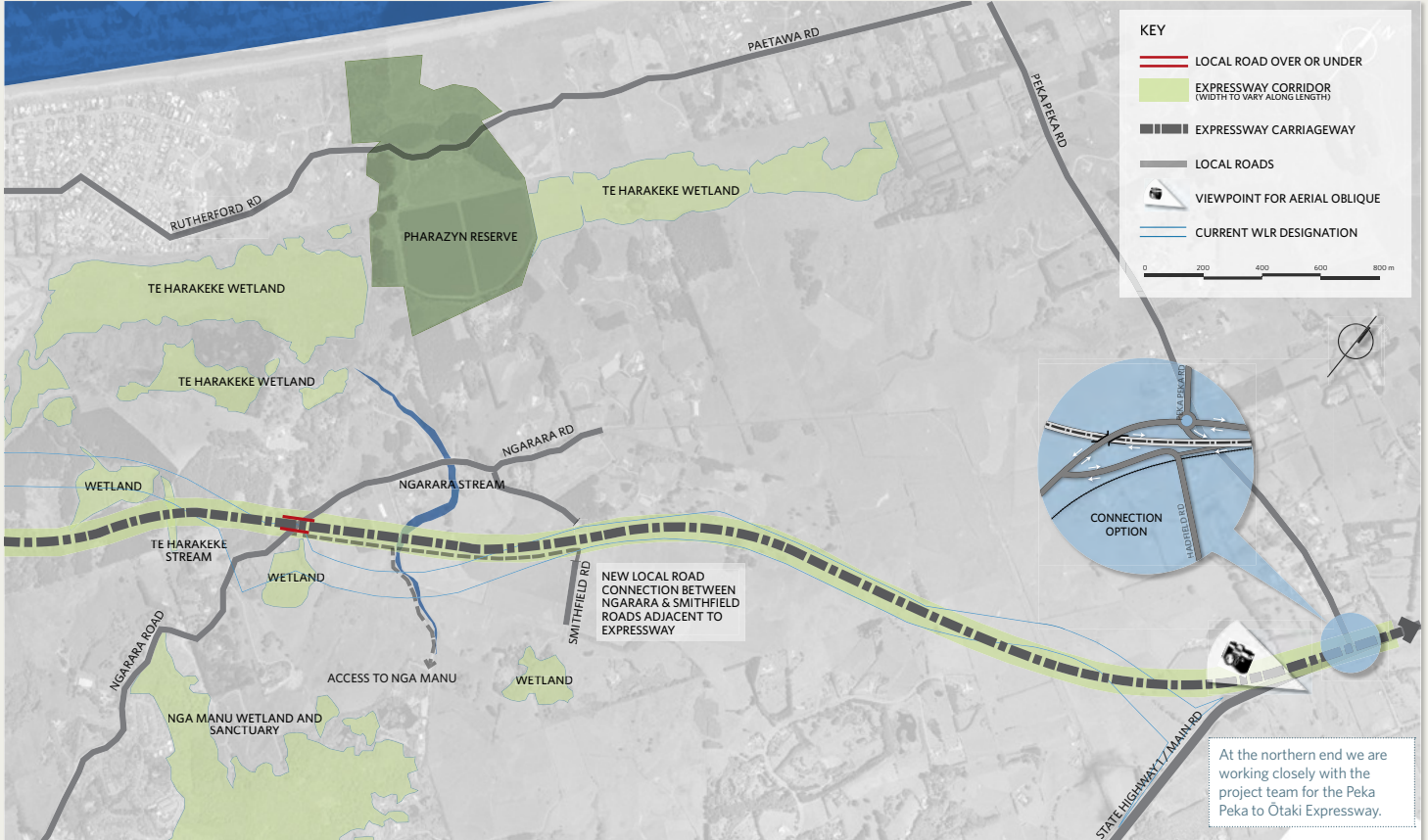
Indicative road carriageway alignment



1 MacKays to Peka Peka Expressway

Northern end - The details of what we are proposing

12



- Description**
- Between Te Moana Road and Ngarara Road, the expressway would be aligned to avoid the nationally significant and QEII covenanted Te Harakeke Wetland.
 - 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 existing state highway, linking with the new Peka Peka to Otaki 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.

- 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.

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.



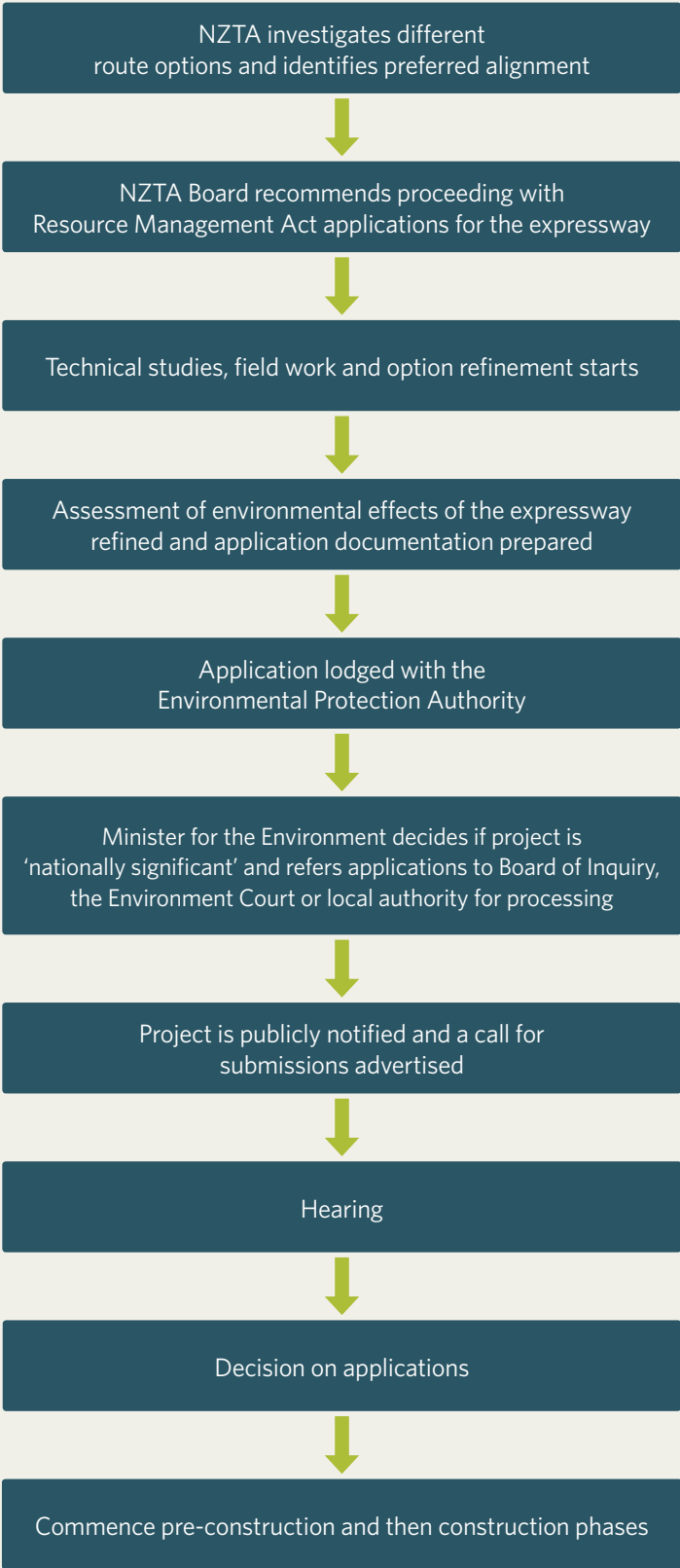
Indicative road carriageway alignment





1 MacKays to Peka Peka Expressway

Consenting process steps



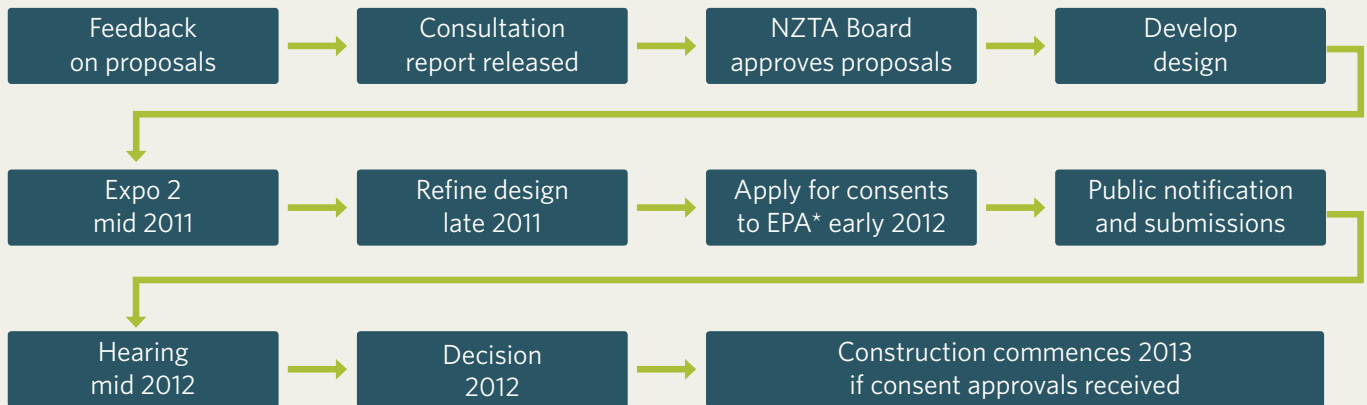


1 MacKays to Peka Peka Expressway

We welcome your comments on the proposals for the expressway

14

Where to from here?



* Environmental Protection Authority

What if my property is affected?

If you believe your property is affected please talk to us and we will assist you. Look for a project team member with a name badge.

Contact us

Phone: 0508 M2PP INFO (0508 6277 4636)

Email: info@m2pp.co.nz

Post: PO Box 8044, The Terrace, Wellington 6011

www.nzta.govt.nz/m2ppproject

How you can provide feedback

To provide feedback, consider the proposals outlined in the consultation brochure and then 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.

Your feedback can be made today at the Project Expo by filling in a comments form and giving it to a member of the Alliance Project Team, you can also visit and provide feedback at the Information Centre at Coastlands Mall.

If you wish to give feedback electronically, please fill in the online comments form on the project website.

About the Alliance

An alliance is a collaborative way of working on major projects and involves the joint management of project challenges. It provides a different delivery approach from the more traditional forms of contracting and allows the NZTA to work more closely with partners.

The MacKays to Peka Peka Expressway Alliance comprises Beca, Fletcher Construction, Higgins Group and the NZTA. It is supported by Goodmans Contractors, Incite and Boffa Miskell.

Kāpiti Coast District Council is now part of the Alliance.



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. Please send your comments to us by 4 February 2011.



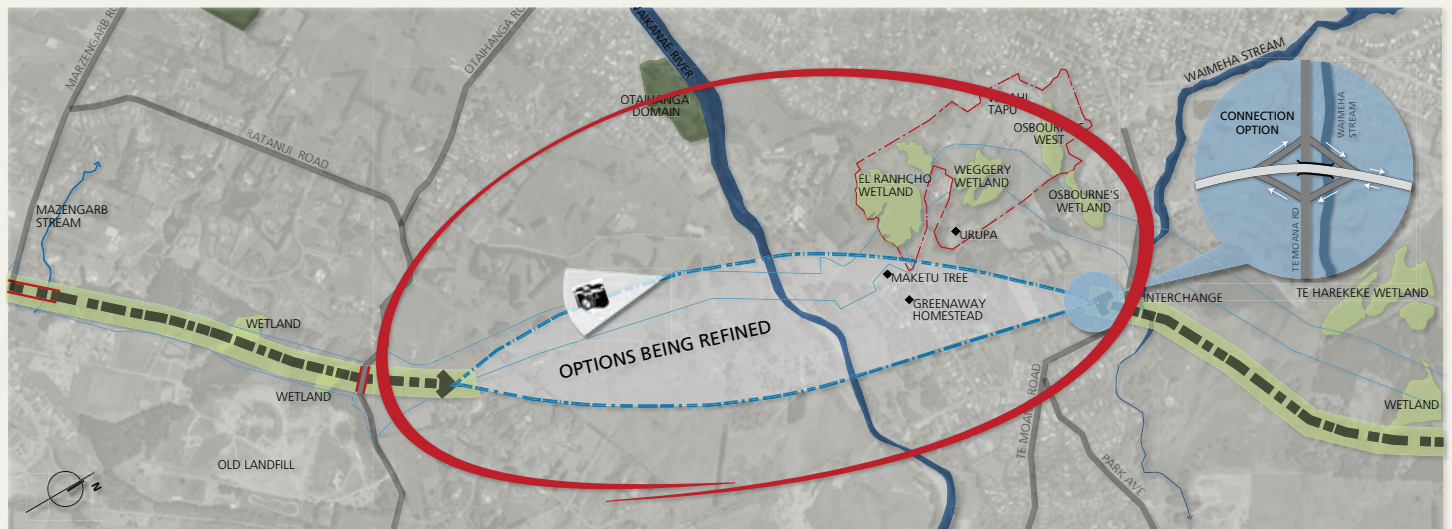
1 MacKays to Peka Peka Expressway

Recent design progress

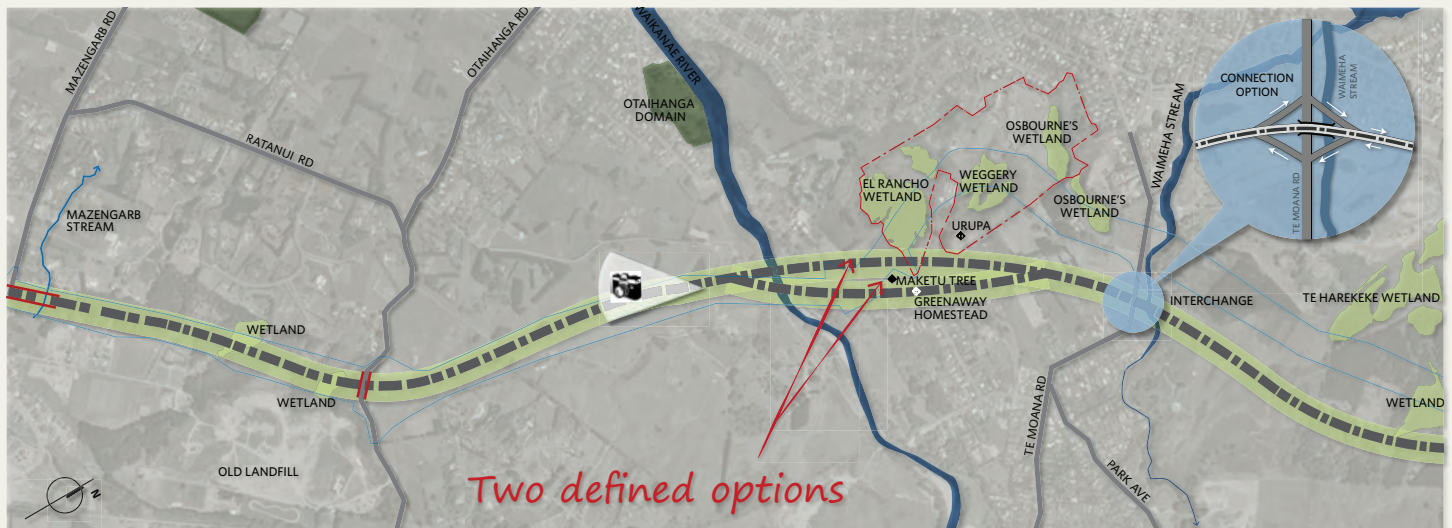
In the last two months significant progress has been made in Waikanae

If consultation had started on 7 November we would not have been able to show you specific options for the route between Otaihanga Road and Te Moana Road because we were still evaluating a number of options. Recent design progress has enabled us to identify the two best options for us to present to you.

Then



Now



We have also been able to refine our design for how the connections at the southern and northern ends of the route could work

At the **southern end** our earlier design had not yet resolved how to maintain the link between Poplar Avenue and Main Road. This has now been resolved and is shown on Poster 9.

At the **northern end** we have been able to improve the design for this connection resulting in reduced land requirement. This is shown on Poster 12.

Appendix E – Media Releases and Advertisements



NZTA to reschedule MacKays to Peka Peka Expressway consultation

2 Nov 2010 | Wellington Regional Office

The NZ Transport Agency is rescheduling public consultation for the MacKays to Peka Peka expressway to enable the proposals to be further refined.

NZTA Central Regional Director Jenny Chetwynd says public consultation for the expressway was initially proposed to begin on 7 November, but that this is being rescheduled to allow the NZTA to further refine these proposals and provide more certainty to landowners and the wider community when consultation begins.

"We've made some good progress on developing proposals, and with some further development we'll be in a position to provide people with a better understanding of the potential impacts," says Ms Chetwynd.

"This will help us to further refine the specific proposals we've developed and therefore potentially reduce the impact on property owners."

Ms Chetwynd says the NZTA appreciates that people are eager to have the opportunity to see the proposals and comment on them as soon as possible.

"We've rescheduled the consultation to ensure that the proposals we present to the public reflect the best possible options that provide the greatest certainty for property owners and the wider community.

"By getting it right early in the process we'll save ourselves and the community time and uncertainty further down the track."

Ms Chetwynd says the NZTA will announce the new timeline for consultation next week.

"We're committed to keeping the community fully informed on the project, and it's therefore important that no stone is left unturned in this process. We thank the community for their patience and understanding in the meantime."

Ms Chetwynd says that the NZTA will consider extending the planned six week consultation period to ensure that everyone has an opportunity to consider the proposals and provide feedback.

The NZTA will be writing to residents later in the week to ensure they are made aware of the change to the consultation schedule.

UPDATE:

The new timelines for the Mackays to Peka Peka Expressway consultation will now be announced following the NZTA's next Board committee meeting on Thursday 18 November. This will enable the NZTA to put the refined route proposal to its Board committee before proceeding to public consultation.

For more information please contact:

Anthony Frith
Regional Communications Advisor
T DDI 04 894 6403
M 027 213 7617
E-mail anthony.frith@nzta.govt.nz

[newzealand.govt.nz](http://www.nzta.govt.nz)



NZTA announces extended consultation timeline for MacKays to Peka Peka Expressway

18 Nov 2010 | Wellington Regional Office

The NZ Transport Agency has today announced the details of an extended consultation period for the MacKays to Peka Peka Expressway, following the NZTA Board's consideration at its meeting today of a more detailed route proposal.

NZTA Central Regional Director Jenny Chetwynd says consultation will begin on November 28 and run until February 4 2011. Ms Chetwynd says the consultation period has been extended to ten weeks to accommodate the December/January holiday period and ensure that everyone has an opportunity to provide informed feedback on the proposed expressway route.

"We appreciate this is a busy time of the year for people, and by extending the consultation period from six weeks to ten weeks we want to ensure that everyone has the opportunity to carefully consider the proposals and provide feedback.

Ms Chetwynd says rescheduling the start of consultation by three weeks has allowed the NZTA to develop a more detailed route proposal than previously considered by the Board which provides more certainty for those who are potentially affected.

"We understand that this delay has been frustrating for the community, and the NZTA Board has been concerned to clarify and narrow down the options for the path of the proposed route. By next week we'll be in a position to present the community with a route proposal that is more detailed and better illustrates how they might be affected."

The NZTA will be advertising the new timelines in local newspapers, radio, and on its website. All Kapiti residents will be sent postcards outlining the new timeline early next week.

Ms Chetwynd says the consultation material will now be printed. It will outline details of the recent refinements that have been made to the route. Kapiti residents will receive a consultation brochure, with an attached form, for their feedback on the proposals for the expressway. In addition, project expos will be held at Otaihanga, Paraparaumu, Waikanae and Raumati to provide an opportunity for the community to meet the project team, learn about the proposals and offer any comments that they may have.

Dates and locations for public expos:

- Sunday 28 November 10am to 4pm - Southward Car Museum, Otaihanga
- Tuesday 30 November 4pm to 8pm - Kapiti Community Centre, Paraparaumu
- Wednesday 1 December 4pm to 8pm - Waikanae Memorial Hall, Waikanae
- Thursday 2 December 4pm to 8pm - Raumati South Memorial Hall, Raumati

ENDS

For more information please contact:

Anthony Frith
Media Manager – Central Region
T 04 894 5251
M 027 213 7617
E anthony.frith@nzta.govt.nz



Consultation on MacKays to Peka Peka Expressway to start this Sunday

27 Nov 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) will begin public consultation on the MacKays to Peka Peka Expressway this Sunday (28 November 2010). Consultation will run for ten weeks, until Friday 4 February 2011.

The NZTA has extended the consultation period to ensure that all Kapiti residents can have their say on the proposed expressway route. All residents will receive a consultation brochure which will include a form to provide feedback on the proposals for the expressway. In addition, project expos will be held at Otaihangā, Raumati, Paraparaumu and Waikanae to provide an opportunity for people to meet the project team, learn more about the proposals, ask questions and provide feedback in person.

All of the public consultation material will also be available on the project website <http://www.nzta.govt.nz/projects/mackays-to-peka-peka/resources.html#currentc> from Saturday 27 November.

NZTA Central Regional Director Jenny Chetwynd said the start of public consultation had been deferred for three weeks in order to develop a more detailed route proposal which will provide more certainty for those who are potentially affected.

"We are committed to keeping the community informed and giving people the opportunity to have their say. By spending a few more weeks developing the route we're now in a position to present the community with a proposal that is more detailed and better illustrates how they might be affected."

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.

In 2009, Kapiti 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 have been carried out to determine the proposals for the various components of the expressway. These proposals are now being presented for public consultation.

ENDS

For more information please contact:

Anthony Frith

Media Manager - Central

T 04 894 5251

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anthony.frith@nzta.govt.nz

www.nzta.govt.nz

newzealand.govt.nz



MacKays to Peka Peka Expressway consultation closes on Friday

3 Feb 2011 | Wellington Regional Office

The NZ Transport Agency is reminding people who wish to provide submissions on the proposals for the MacKays to Peka Peka Expressway to do so by this Friday (4 February 2011).

Public consultation began on 28 November 2010 and ran for 10 weeks to accommodate the December and January holiday break.

NZTA Central Regional Director Jenny Chetwynd said consultation is an important part of the process and provides the opportunity for the community to have their say on the proposals for the expressway.

"It is important for us to hear people's views on these proposals and we encourage people who still wish to provide their views to do so by the end of the week."

Consultation brochures and feedback forms were sent to every Kapiti household in November last year and are still available at the MacKays to Peka Peka Expressway Information Centre in Coastlands Mall as well as at libraries and council offices around the district.

A series of project expos were also held around the district to provide an opportunity for people to view maps and plans, and to speak directly with the project team to find out more about the proposals and project.

The brochure is also available on the project website, www.nzta.govt.nz/m2ppproject.

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.

In 2009, Kapiti 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 have been carried out to determine the proposals for the various components of the expressway. These proposals are now being presented for public consultation.

For more information please contact:

Anthony Frith
Media Manager — Central
T 04 894 5251
M 027 213 7617
E anthony.frith@nzta.govt.nz

Editor's notes

The Government has identified seven essential state highways projects that are linked to New Zealand's economic prosperity. Called the roads of national significance, or RoNS for short, the NZTA is charged with substantially completing this programme of state highway improvements within the next 10 years. The RoNS programme represents one of New Zealand's biggest ever infrastructure investments. The seven RoNS 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. Other RoNS may be added in future but currently from north to south the seven projects are:

- Puhoi to Wellsford - SH1
- Completing the Western Ring Route, Auckland - SH16, SH18 and SH20
- Victoria Park Tunnel, Auckland - SH1
- Waikato Expressway - SH1
- Tauranga Eastern Link - SH2

- Wellington Northern Corridor - SH1
- Christchurch Motorways.

More information is available at **www.nzta.govt.nz/rons**

newzealand.govt.nz

 **1 MacKays to Peka Peka Expressway****Public consultation**

The NZ Transport Agency is currently undertaking public consultation on proposals for the MacKays to Peka Peka Expressway. Public consultation on this project will close on Friday 4 February 2011.

Information on the proposals for the expressway is included in the consultation brochure. For copies of the brochure and comments form call 0508 M2PP INFO to get a copy posted to you or visit the MacKays to Peka Peka Expressway Information Centre at Coastlands Mall. Copies can also be downloaded from the project website www.nzta.govt.nz/m2ppproject

How to provide feedback

Feedback can be provided by post, in person or online, by filling in a comments form.

- Post to MacKays to Peka Peka Expressway Consultation, PO Box 8044, The Terrace, Wellington 6011.
- Hand to a member of the project team at the Information Centre at Coastlands Mall.
- Go online via the project website www.nzta.govt.nz/m2ppproject

For further information please contact the Alliance Project Team on 0508 M2PP INFO (0508 6277 4636).



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



NZTA thanks Kapiti for MacKays to Peka Peka Expressway feedback

11 Feb 2011 | Wellington Regional Office

The NZ Transport Agency is thanking the Kapiti community for their submissions on the MacKays to Peka Peka Expressway, and says the feedback will be carefully considered by the Alliance as it develops a final route proposal.

NZTA Regional Director Jenny Chetwynd says the Alliance is now analysing submissions, and a comprehensive report summarising feedback will be released in April. Around 1600 submissions were received.

"We are grateful to the people of Kapiti for taking the time to review our proposals and give us their feedback. This will provide us with additional knowledge and local insight to help guide us towards developing a refined proposal."

"We appreciate that these proposals do have a significant effect on the community, and we thank people for taking the time and effort to make their views known to us."

Ms Chetwynd says the content of submissions reflected a wide range of views, ranging from support to opposition, and a mixture of both.

The specific issues relating to the expressway proposals raised most often in the submissions include:

- Community and property impacts
- Details of the southern end of the project
- Options for Waikanae
- Construction — timing, noise and vibrations
- Interchange design and design of the road
- Operation of the local road network
- Traffic management (traffic flow and safety)
- Economics of the project

Ms Chetwynd noted that a number of the submissions discussed issues that fell outside the scope of consultation, including alternative routes or an upgrade to State Highway 1, and the NZTA appreciated that these were important issues to the local community. She said the NZTA was committed to responding to all of the points raised in submissions to ensure the community had a good understanding of the wider issues surrounding the project before the final stage of consultation.

Ms Chetwynd says the next stage will see confirmation of the alignment proposed and more detail of the design made public in May. There will also be an opportunity for people to make a formal submission when the proposed expressway is notified through the Environmental Protection Authority process. This is anticipated to be no later than the first quarter of 2012.

For more information please contact:

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Media Manager
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andrew.knackstedt@nzta.govt.nz

[newzealand.govt.nz](http://www.nzta.govt.nz)

Appendix F – Advertising Schedule

MacKays to Peka Peka Expressway

Advertising Schedule – November 2010 to February 2011 Consultation

Date	Form	Content/Purpose
18 November	Radio Advertising – More FM, The Breeze, Solid Gold, Newstalk ZB	Inform community of the postponement of consultation.
19-25 November	Radio Advertising – More FM, The Breeze, Solid Gold, Newstalk ZB	Inform community of new dates for consultation.
22 November	Advertisement – Kapiti Observer	Inform community of consultation dates and details.
24 November	Advertisement – Kapiti News	Inform community of consultation dates and details.

Appendix G – Project Website Content



MackKays to Peka Peka Expressway

Updated: 8 December 2010

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.



Public consultation underway

The NZ Transport Agency has begun public consultation on proposals for the MacKays to Peka Peka Expressway. The consultation period runs from 28 November 2010 to 4 February 2011 and has been extended to 10 weeks to accommodate the January/February holiday break. A consultation brochure and feedback form has been sent to every Kapiti household for their feedback on the proposals for the expressway. Copies of the brochure and feedback form are also available at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

- **MacKays to Peka Peka Expressway consultation brochure, November 2010** (PDF 3MB)
- **Feedback form** (PDF, 79 KB)
- **Give feedback online.**

Project expo

A series of project expos were held at various locations around the district in late November and early December 2010.

Local area movement survey

The project team is conducting a survey to understand the ways people move about on foot, by bike or scooter within their community - including around and across the expressway route. To take part in the survey please download and print out the survey form for the area that you live in:

- **Waikanae and Waikanae Beach survey form** (PDF, 2.3 MB)
- **Raumati and Paraparaumu survey form** (PDF, 2.7MB)

Post the completed form to The NZ Transport Agency, PO Box 8044, The Terrace, Wellington 6011 - no stamp required.

Latest news

- **27 November 2010: Consultation on MacKays to Peka Peka Expressway to start this Sunday**
- **18 November 2010: NZTA announces extended consultation timeline for MacKays to Peka Peka Expressway**
- **13 November 2010: NZTA to announce MacKays to Peka Peka consultation timeline on 19 November**
- **2 November 2010: NZTA to reschedule MacKays to Peka Peka Expressway consultation**
- **17 September 2010: NZTA welcomes Council's decision to join the Alliance**
- **15 September 2010: Construction starts to improve safety at Emerald Glen**
- **26 July 2010: Advertorial: Kapiti expressway work underway** (PDF, 375 KB)
- **22 July 2010: Information centre for MacKays to Peka Peka Expressway project**
- **2 June 2010: The NZTA has selected a consortium to deliver the Mackays to Peka Peka Expressway**

In December 2009 the NZTA Board chose the preferred route for the four-lane expressway through the Kapiti District between MacKays Crossing and Peka Peka.

The preferred route is based on the Western Link Road (Sandhills) option and was chosen because it best balances the needs of the Kapiti community with those of the Wellington region and the country as a whole.

The expressway will run from north of MacKays Crossing to Peka Peka Road with the provision of local service roads and connections and an additional crossing of the Waikanae River. Access will be provided by a number of interchanges.

The decision on the Western Link Road route was made after carefully considering all three options for the MacKays to Peka Peka route and feedback from the community. This option was chosen above others because it had significantly lower property requirements and was the most preferred option from feedback.

The Western Link Road has been researched for many years and has provided a major contribution to the options considered. The Agency considers it has used the best of the research in option development.

The expressway will deliver a range of benefits including support for an increasing population, efficient people and freight movements, congestion relief, improved road safety and more reliable journey times.

[newzealand.govt.nz](http://www.newzealand.govt.nz)



Mackays to Peka Peka Expressway

Updated: 26 November 2010

In 2009, Kapiti 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.

Download consultation brochure and feedback form

- **Consultation brochure**
12 pages | 3 MB
- **Feedback form**
2 pages | 79 KB

How to make a submission

By post

To provide feedback, consider the proposals outlined in the consultation brochure and fill in the **feedback form** (PDF, 79 KB) 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 feedback form and giving it to a member of the project team, or by visiting the Information Centre at Coastlands Mall. However, please note that your comments for the expressway cannot be made or presented verbally at this stage.

Online

If you wish to make an electronic submission, please use our **online form**.

Closing date

Submissions close on **Friday 4 February 2011**.

newzealand.govt.nz



How to get involved

Updated: 26 November 2010

The Kapiti 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.



Project Expo

A Project Expo is being held at a number of venues so the Kapiti 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.

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

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

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 **Resources page of the Expressway project website**.

newzealand.govt.nz



Consultation

Mackays to Peka Peka Expressway | Consultation

Note: All fields marked with (*) are mandatory.

Enter your details

Name *

Postal address *

City/Town *

Email address *

Organisation

Confidential

Submissions are public information. Please indicate if your comments are commercially sensitive or, for some other reason, you consider they should not be disclosed. This field is optional.

Your comments

We welcome your comments on what the different aspects of the proposals mean for your community

and you as a resident.

This field is optional. Max 4000 characters.

Preferred contact method

Please indicate whether you prefer to be contacted by post or email

This field is optional. Max 4000 characters.

Submit

Cancel

newzealand.govt.nz



Background

Updated: 29 November 2010

The MacKays to Peka Peka Expressway forms part of the Wellington Northern Corridor which runs from Levin to Wellington Airport. The Wellington Northern Corridor is one of seven roads of national significance identified by government as requiring significant development to reduce congestion, improve safety and support economic growth.



Read more about the **Wellington Northern Corridor** and **roads of national significance**.

Why an expressway is needed in Kapiti

The importance of an efficient highway corridor through the Kapiti District has been highlighted in several studies. The current Kapiti highway faces a number of issues, including safety concerns, congestion problems, and the need to create more efficient journeys for both local and state highway traffic.

The Kapiti Coast is one of the fastest growing districts in New Zealand, growing nearly 10% in five years to a population of 46,000 in 2006. Raumati, Paraparaumu and Waikanae have become key commuter towns for Wellington. The high volume of traffic means the Kapiti highway operates beyond its capacity and can become severely congested at peak times.

The pressure on the local roads and State Highway 1 is such that the Kapiti Coast District Council has restricted some developments until road conditions are improved.

The NZTA is developing the expressway so efficient access to and from the local road network is also ensured. This is a challenging task on the Kapiti Coast where an effective, parallel local road network does not exist.

The proposed expressway will depart from the current state highway in some places and, where this happens, the current highway will become a local access road. Local supporting roads that provide improved access for communities away from the highway are also an important component of the NZTA's investigations.

Community involvement

NZTA undertook consultation in August 2009 to ascertain residents' current views on two expressway options, the eastern and western routes. The consultation period was extended to 30 October 2009 as a result of the community's desire for more information and a new option to be considered using the Western Link Road designation.

The consultation process involved letters, brochures, media, project website, 0800 phone line, open days and meetings. The NZTA received a positive response from the community with 4446 submissions on the expressway options. Of the submissions:

- 1041 (23.4%) preferred the eastern option
- 619 (13.9%) preferred the western option
- 1609 (36.2%) preferred the Western Link Road option
- 1177 (26.5%) referred to alternate transportation options such as the Western Link Road or improved public transport services.

More information can be found in the **MacKays to Peka Peka Community Engagement Report 2009** (PDF, 442 KB).

Input from Kapiti residents was taken into consideration when the NZTA Board made its decision. Feedback from the community confirmed the preferred option is the Western Link Road (Sandhills) route. The consultation also identified the need for good local links between communities both sides of the highway.

Since 2009, further investigation and design work has been carried out to determine the proposals for the various components of the expressway. Now the NZTA is seeking feedback on the proposals 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.

The consultation period runs from 28 November 2010 to 4 February 2011 and has been extended to 10 weeks to accommodate the January/February holiday break.

Your feedback is welcome at any stage. Feel free to **contact us**.

Project history

November 2010 – February 2011

Media release: **Consultation on MacKays to Peka Peka Expressway to start this Sunday**

July 2010

The MacKays to Peka Peka Expressway Information Centre opened in Coastlands Mall in Paraparaumu. The information centre is open the same hours as Coastlands and is attended Monday to Friday between 9.30am and 2.30pm and on Saturdays from 10am to 2pm.

Media release: **Information centre for MacKays to Peka Peka Expressway project.**

June 2010

NZTA has selected an alliance to deliver the planned expressway from MacKays Crossing to Peka Peka. The new MacKays to Peka Peka Expressway Alliance comprises Beca, Fletcher Construction, Higgins Group, Kapiti Coast District Council (joined September 2010) and NZTA, supported by Goodmans Contractors, Incite and Boffa Miskell.

Media release: **MacKays to Peka Peka Expressway Alliance partners announced.**

December 2009

The Western Link Road (Sandhills) option is chosen as the preferred route by the NZTA.

August – October 2009

Consultation was undertaken to obtain feedback on three route options. This included letters, brochures, meetings, media, website, open days and an 0800 phone line. The consultation identified the Western Link Road (Sandhills) option as the preferred route.

- **MacKays to Peka Peka Community Engagement Report** (PDF, 442 KB)

March 2009

Transport Minister Steven Joyce announces the seven roads of national significance, including the Wellington Northern Corridor, and plans to substantially complete these projects in the next 10 years.

Early 1990s

Various studies and discussions take place about whether the Western Link Road route should become state highway or a local arterial road. It is decided the route will be used to provide a local arterial route – however, due to land requirement issues and funding limitations, the project was not progressed further than the design phase.

1954

Centre line alignment for a Wellington to Foxton motorway declared by the then Ministry of Works.

[newzealand.govt.nz](http://www.newzealand.govt.nz)



About the project

Updated: 26 November 2010

The expressway route runs for approximately 17.8 kilometres, from just north of MacKays Crossing to Peka Peka Road following the designation set aside for the Western Link Road. It passes through Raumati, Paraparaumu and Waikanae between the existing state highway and the coast and includes a new crossing of the Waikanae River. Access will be provided by a number of interchanges.



Objective

To remove congestion points for through-traffic and thereby improve journey time reliability through the Kapiti Coast growth area, and to improve safety.

The preferred route

The chosen option follows the Western Link Road Corridor and is shown as the Western Link Road option in the October 2009 consultation brochure. This route will involve the construction of a completely new road through Raumati and Paraparaumu and between Waikanae and Waikanae Beach along the Western Link Road designation. The current State Highway 1 will become a local arterial road. In June 2010 the NZTA selected an Alliance to carry out further investigation and design work to determine the various proposals on components of the expressway for public consultation.

Features

The NZTA is currently seeking feedback on the proposals for the 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.

Find out more about the proposals and how you can make a submission.

Cost

Likely costs in 2009 terms are \$380 million – \$500 million.

Why the preferred route?

The Western Link Road route was chosen because, compared to other options, it minimised the effect on local residents and properties. This route avoids Waikanae town centre and properties have already been required for the majority of the route.

The route provides a completely new link through the Kapiti region. This allows use of the existing highway as a local arterial road and efficiently separates highway and local traffic allowing safer and more efficient traffic movements.

How will road users benefit?

The four-lane expressway will deliver a wide range of benefits:

- road safety in the Kapiti District will be greatly improved due to the separation of local and highway traffic,
- support for a regional population which is expected to increase by 65,000 over the next 20 years,
- improved access to Wellington's port, CBD, interisland ferry terminals, airport and hospital,
- relief of severe congestion,
- improved road safety,
- more reliable journey times,
- more efficient movement of increasing freight volumes through the region.

The role of the Alliance

What is an alliance?

An alliance is a collaborative way of working on major projects and involves the joint ownership of a project. It provides a different delivery approach from the more traditional forms of contracting and allows the NZTA to work with partners.

What are the benefits?

An alliance model is considered to be the most suitable method for highly complex projects as it allows the partners to:

- work on a number of areas at once, overlap project phases and promote efficiencies through early constructor involvement
- deliver major projects with greater speed and innovation
- work together to achieve the best transport and community outcomes.

[newzealand.govt.nz](http://www.newzealand.govt.nz)



What happens next?

Updated: 26 November 2010

The NZ Transport Agency is currently undertaking public consultation on proposals for the MacKays to Peka Peka Expressway. The consultation period runs from 28 November 2010 to 4 February 2011 and has been extended to 10 weeks to accommodate the January/February holiday break.



A consultation brochure and feedback form has been sent to every Kapiti household for their feedback on the proposals for the expressway. Copies of the brochure and feedback form are also available at the Council offices, libraries and the Expressway Information Centre in Coastlands Mall.

- **Find out more about the proposals and how you can make a submission.**

Where we are heading

Following the conclusion of the public consultation on 4 February 2011 the project team will prepare the public consultation report for the NZTA Board's consideration.

The project team will refine the proposals to present the preferred proposals at a second project expo mid 2011.

Timeline

The investigation phase is expected to be completed in 2011. Design, designation and consenting will follow with construction expected to start in late 2013. Construction is expected to take four years.

Time	Activity
Up to late 2010	<p>Development of options along the route</p> <p>The Alliance Project Team developed initial design options and identified project specific issues and constraints associated with these. Key stakeholders, including the Kapiti Coast District Council and local iwi, were involved in this work.</p> <p>The information centre in Coastlands shopping mall, Paraparaumu has kept the public up-to-date about project progress and provided the public with the opportunity to comment on the project.</p>
Late 2010	<p>Consultation on options</p> <p>A project expo is presenting options to the public including interchanges, access to the expressway, access for local roads and the proposed route alignment.</p> <p>The project team is seeking input from the public to assist with design</p>

	options and this feedback will be taken into consideration in developing the design further.
Early 2011	Refinement of the options The project team will refine the options to develop a preferred option which will be presented at the second project expo.
Mid 2011	Preliminary design The preliminary design of the preferred option will be presented to the public at the second project expo. This design will also show the form and location of the expressway and interchanges.
Late 2011	Scheme assessment report Further detailed reports will be prepared to accompany the preferred option. These will include geotechnical, environmental, ecological, traffic, landscape, social effects, and business impacts surveys. This is known as the scheme assessment report and will be submitted to the NZTA for review. Once the preferred option is approved, property negotiations and further design will commence. Statutory approvals The necessary application for approvals under the Resource Management Act will be prepared and submitted to the NZTA for review.
Early 2012	Environmental Protection Authority (EPA) The application for statutory approvals will be lodged with the EPA, who will make a recommendation to the Minister for the Environment whether the project should be processed as a project of national significance or not.
Late 2013	Construction Construction begins and is expected to take four years.
The timeline will be updated as future project details are determined.	

Consent process

For the MacKays to Peka Peka Expressway, notices of requirement and resource consent applications are likely to be lodged with the Environmental Protection Authority (EPA).

The EPA processes applications for nationally significant infrastructure projects such as the MacKays to Peka Peka Expressway. The processing time for the applications is expected to be nine months from public notification.

Any person or organisation will be able to make submissions and participate in the process.

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Resources

Updated: 10 December 2010

On this page:

- **News and media**
- **Maps**
- **Current consultation**
- **Project information panels**
- **Reports**
- **Consultation reports**
- **NZTA Board documents**

Can't find what you are looking for? Try our **questions & answers** or **contact us**.



News and media

Consultation on MacKays to Peka Peka Expressway to start this Sunday

Media release – 27 November 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) will begin public consultation on the MacKays to Peka Peka Expressway this Sunday (28 November 2010). Consultation will run for ten weeks, until Friday 4 February 2011.

NZTA announces extended consultation timeline for MacKays to Peka Peka Expressway

Media release – 18 November 2010 | Wellington Regional Office

The NZ Transport Agency has today announced the details of an extended consultation period for the MacKays to Peka Peka Expressway, following the NZTA Board's consideration at its meeting today of a more detailed route proposal.

NZTA to reschedule MacKays to Peka Peka Expressway consultation

Media release – 2 November 2010 | Wellington Regional Office

The NZ Transport Agency is rescheduling public consultation for the MacKays to Peka Peka expressway to enable the proposals to be further refined.

NZTA welcomes Council's decision to join the Alliance

Media release – 17 September 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) welcomes Kapiti Coast District Council's decision to join the Alliance to deliver the MacKays to Peka Peka Expressway, part of the Wellington Northern Corridor road of national significance.

Construction starts to improve safety at Emerald Glen

Media release – 15 September 2010 | Wellington Regional Office

The NZ Transport Agency will improve safety for Kapiti motorists with the construction of a new road between the southern end of Emerald Glen Road and the northern side of the MacKays Crossing roundabout which joins State Highway 1, approximately one kilometre south of Paraparaumu on the Kapiti Coast.

Kapiti expressway work underway

Advertorial – 26 July 2010 | Wellington Regional Office | PDF, 375 KB

Work on the MacKays to Peka Peka and Peka Peka to Otaki sections is being undertaken to ease congestion and improve reliability of travel times.

Information centre for MacKays to Peka Peka Expressway project

Media release – 22 July 2010 | Wellington Regional Office

An information centre is about to open to give road users and residents ready access to the latest updates on the MacKays to Peka Peka Expressway project. The project is part of the Wellington Northern Corridor road of national significance which runs from Levin to Wellington Airport.

The NZ Transport Agency has selected a consortium to deliver the Mackays to Peka Peka Expressway

Media release – 2 June 2010 | Wellington Regional Office

The NZ Transport Agency has 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 Planning and Infrastructure, Fletcher Construction and Higgins Group, joins the NZTA to form the MacKays to Peka Peka Expressway Alliance.

Expressway Alliance good for community

Media release - 26 Feb 2010 | Wellington Regional Office

The NZ Transport Agency welcomes the Kapiti Coast District Council's (KCDC) commitment to work together with the agency and the private sector to achieve a successful outcome for the Road of National Significance between MacKays Crossing and Peka Peka and for the Kapiti District.

Route announced for Wellington Northern Corridor

Media release - 15 Dec 2009 | National Office

The NZ Transport Agency Board has announced key decisions on the route for the Wellington Northern Corridor, marking a major milestone in the strategic development of this section of State Highway 1.

Consultation period extended for Kapiti expressway

Media release - 11 Sep 2009 | Wellington Regional Office

The NZ Transport Agency will extend the consultation period and provide additional information for Kapiti residents on options for a proposed new four-lane expressway through the district.

Maps

Draft aerial map plans of route

The draft plans show the properties that may be required for the construction of the project. The footprint (amount of land required) allows for the construction of the four-lane median divided road, plus potential area for noise bunds (raised embankments) and planting, stormwater swales (shallow ditches) and treatment ponds, and a separate pedestrian/cycle path over some or all of the route. The

footprint shown may change as the design is developed and finalised, particularly around the interchanges and local road crossings.

- **Greenhill Road - SH1** (PDF, 1.8 MB)
- **Ihakara Extension** (PDF, 2 MB)
- **Kapiti Road** (PDF, 2 MB)
- **Kauri Road / Puriri Road east alignment** (PDF, 1.9 MB)
- **Kauri Road / Puriri Road west alignment** (PDF, 2 MB)
- **MacKays Crossing** (PDF, 1.3 MB)
- **Mazengarb Road** (PDF, 2 MB)
- **Ngarara Road** (PDF, 2 MB)
- **Otaihanga Road** (PDF, 1.8 MB)
- **Otaihanga Road to Waikanae River** (PDF, 1.7 MB)
- **Peka Peka Road** (PDF, 1.8 MB)
- **Poplar Avenue** (PDF, 1.5 MB)
- **Poplar Avenue to Leinster Avenue** (PDF, 1.8 MB)
- **Raumati Road** (PDF, 2 MB)
- **Raumati Straight** (PDF, 1.4 MB)
- **Smithfield Road** (PDF, 2.9 MB)
- **Smithfield Road north** (PDF, 1.8 MB)
- **Te Kowhai Road** (PDF, 1.3 MB)
- **Te Moana Road east alignment** (PDF, 2.2 MB)
- **Te Moana Road west alignment** (PDF, 2.2 MB).

Current consultation

- **MacKays to Peka Peka Expressway consultation brochure, November 2010** (PDF 3MB)
- **Feedback form** (PDF, 79 KB)

Project information panels

These panels are on display at the project information centre.

1. **Welcome** (PDF, 858 KB)
2. **Roads of national significance** (PDF, 715 KB)
3. **Our concept for the expressway** (PDF, 714 KB)
4. **What we have heard you say so far** (PDF, 453 KB)
5. **Considerations along the corridor** (PDF, 786 KB)
6. **Indicative cross sections** (PDF, 442 KB)
7. **How many connection points are proposed?** (PDF, 1.9 MB)
8. **Providing local connections** (PDF, 1 MB)
9. **Southern end - the details of what we are proposing** (PDF, 2.5 MB)
10. **Paraparaumu town centre - the details of what we are proposing** (PDF, 2.9 MB)
11. **Waikanae - the details of what we are proposing** (PDF, 1.7 MB)
12. **Northern end - the details of what we are proposing** (PDF, 2.6 MB)
13. **Consenting process steps** (PDF, 708 KB)
14. **We welcome your comments on the proposals for the expressway** (PDF, 666 KB)
15. **Recent design progress** (PDF, 2.7 MB)

Reports

- **Kapiti scoping report, July 2008**
- **Kapiti technical report, August 2009**

Consultation reports

- **Telephone survey report, December 2009** (PDF, 950 KB)
- **MacKays Crossing to Peka Peka community engagement report, December 2009** (PDF, 436 KB)
 - **Appendix 1 - August 2009 consultation brochure** (PDF, 1.8 MB)
 - **Appendix 2 - October 2009 consultation brochure** (PDF, 4 MB)
 - **Appendix 3 - Statistical area boundaries for Kapiti Coast** (PDF, 150 KB)
 - **Appendix 4 - Petition** (PDF, 171 KB)

NZTA Board documents

- **Workshop paper 09/12/0300 - SH1 Kapiti Expressway, MacKay's Crossing to Peka Peka – Workshop Briefing, 8 December 2009** (PDF, 100 KB)
 - **Attachment 1 - Project development flow chart** (PDF, 42 KB)
 - **Attachment 2a - Western option concept map** (PDF, 1.0 MB)
 - **Attachment 2b - Eastern option concept map** (PDF, 1.1 MB)
 - **Attachment 2c - Sandhills option concept map** (PDF, 1.1 MB)
 - **Attachment 3a - Option evaluation summary table** (PDF, 33 KB)
 - **Attachment 3b - Option evaluation chart** (PDF, 7 KB)
 - **Attachment 4 - Indicative summary programmes** (PDF, 80 KB)
 - **Attachment 5 - Urban design panel report** (PDF, 22 KB)
 - **Workshop paper 09/12/0306 - MacKay's Crossing to Peka Peka Expressway options consultation analysis, 8 December 2009** (PDF, 76 KB)
 - **Board paper 09/12/0326 - Kapiti Board workshop additional information, 11 December 2009** (PDF, KB)
 - **Board paper 09/12/0327 - SH1 Kapiti Expressway: MacKay's Crossing to Peka Peka option selection, 11 December 2009** (PDF, 45 KB)
 - **Minutes of NZTA Board meeting, 11 December 2009** (PDF, 68 KB)
-

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Frequently asked questions

Updated: 26 November 2010

On this page

- **General questions**
- **For landowners**

If you cannot find an answer to your question here or on our **resources page** please **contact us**.



General questions

Why do we need an expressway in Kapiti?

The Kapiti expressway is part of the Wellington Northern Corridor road of national significance between Levin and Wellington Airport. 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 Otaki face delays in Paraparaumu, Waikanae and Otaki. By creating an expressway, journeys will be faster and safer, and will contribute to economic growth.

What is a road of national significance?

This is part of the Government's approach to prioritising the upgrade of seven major highway areas so they can make a better contribution to New Zealand's economic growth. These are called roads of national significance (RoNS). The Government's prioritisation provides a committed investment of \$10.7 billion over 10 years for RoNS and other state highway projects. The seven highway areas are: Wellington Northern Corridor SH1, Puhoi to Wellsford SH1, Completing the Western Ring Route SH16 and SH20, Victoria Park Tunnel, Auckland SH1, Waikato Expressway SH1, Tauranga Eastern Corridor SH2 and Christchurch Motorways.

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 and Peka Peka to Otaki expressways form part of the Wellington Northern Corridor from Levin to Wellington Airport. Further development of other sections of the Wellington Northern Corridor is being progressed and includes projects already highlighted by the Regional Transport Committee and NZTA for investigation, design or construction. The aim is to substantially advance 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 is an expressway?

Expressways are dual carriageways that allow motorists to drive at speeds of up to 100km/h. They are designed to be straighter and flatter than other roads. For safety reasons, traffic in each direction is separated by a central barrier or strip of land. A four-lane expressway allows for higher volumes of through traffic than can be accommodated by a two-lane road. Providing two lanes in each direction also allows fast-moving traffic to overtake slower-moving vehicles. Access from local roads to the expressway is restricted to reduce the risk of crashes and allow more consistent travel times. Where access is provided, this usually takes the form of an interchange.

What is an interchange?

Interchanges are junctions with off-ramps and on-ramps. Off-ramps link to local roads and on-ramps allow local traffic to merge with expressway traffic heading in the same direction. Interchanges always include a bridge or underpass to cater for right-turning traffic.

How do expressways cater for pedestrians and cyclists?

For safety reasons, pedestrians and cyclists are normally not encouraged to use expressways. Often, dedicated cycling/walking paths are created instead, where needed. As part of the planning process for the MacKays to Peka Peka and Peka Peka to Otaki expressways, the NZTA will take the needs of pedestrians and cyclists into account during the detailed design.

How does the NZTA deal with issues such as noise, vibration and light pollution?

There are a number of standards and guidelines the project team must follow to ensure issues such as noise, vibration and light pollution are mitigated to an acceptable level.

How do NZTA communicate with affected community groups and iwi?

The NZTA will place emphasis on building up relationships with iwi and community groups and keep them informed about the project. We at all times, seek support, understanding, co-operation and assistance with all our projects. 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.

Why was the preferred route chosen?

The Western Link Road route was chosen because it minimised effects on local residents and properties. This route avoids Waikanae town centre and, in addition, properties have already been required for the majority of the route.

What are the benefits of improving this section of highway?

The route provides a completely new link through the Kapiti 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 Kapiti region.

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

It will revert to a local road which the Kapiti Coast District Council will operate and maintain. The NZTA will consult with the council about this change to determine future maintenance, handover, emergency re-routing and other issues and seek their agreement.

How much will this cost?

The likely cost in 2009 terms is \$380 million to \$500 million.

When is construction likely to start?

At this stage, construction is scheduled to begin in late 2013. This is subject to change as the project develops.

When will this project be finished?

Construction is expected to take approximately four years. This may be subject to change as the project develops.

How will I be affected during construction?

NZTA will work with contractors and consultants to effectively stage the works and ensure a good level of service is provided during the construction phase of the project. As most of the development is off the existing SH1 and local roads construction will have little impact on the route from MacKays Crossing to Peka Peka. The majority of disruptions will occur at the northern and southern interchanges and where local road links are required across the expressway. These will be managed and staged to give the least disruption possible.

What is happening to Waterfall Road?

Emerald Glen Road will be extended further south to connect to SH1 at the MacKays Crossing roundabout. The new link road will be completed in January 2011. In conjunction with the extension of Emerald Glen Road the current Waterfall Road exit to SH1, over the railway crossing will be closed from January 2011.

How does the expressway link in with MacKays Crossing and what happens to Poplar Ave and Leinster Ave?

The expressway would run from MacKays Crossing in the south to any proposed new interchange either south of Poplar Avenue or at 200 Main Road South. If the expressway were to commence at 200 Main Road South then Leinster Avenue would need to be closed at the intersection with SH1.

How long will the public consultation period be?

The NZ Transport Agency has extended the consultation period to 10 weeks to accommodate the January/February holiday break. The consultation runs from 28 November 2010 to 4 February 2011.

Why is this project being treated differently to the Peka Peka to Otaki project?

Both projects are at different stages of development and require different teams to progress. The MacKays to Peka Peka Expressway is slightly less advanced in terms of scheme development than the northern project. However, the NZTA is working to deliver both projects at the same time.

For landowners

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 are being contacted in the week prior to the public consultation. 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 landowners whose properties will be affected.

What are Land Requirement Plans?

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

I am thinking about selling my property. Where can I get more information and what should I tell prospective buyers?

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 landowners whose properties will be affected.

If you wish to privately sell your property it is important you read the information provided on the **Land Information New Zealand** (LINZ) website, and understand the principles outlined in the landowner rights booklet produced by LINZ. NZTA advises that prospective buyers be informed of any consultation or communication that have been had with NZTA.

How has the NZTA communicated with the community on these issues?

The NZTA has spoken directly with affected/potentially affected property owners, resident groups, local authorities and other stakeholder groups on the project. The Information Centre at Coastlands Mall, Paraparaumu has also provided opportunities for people to access information, discuss their concerns and provide the NZTA with feedback.

For other property acquisition-related queries please contact our Property Manager **Ian Gray** on **04 910 8186, 027 213 7593** (mobile), or by email at **ian.gray@nzta.govt.nz**.

If you have more questions about any aspect of this project please do not hesitate to **contact us**.

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Contact us

Updated: 26 November 2010

If you would like to find out more about the MacKays to Peka Peka Expressway, you can email, phone or mail us.



Alliance Project Team
E info@m2pp.co.nz
T 0508 M2PP INFO (6277 4636)

MacKays to Otaki Expressway
PO Box 599
Paraparaumu 5254

Or you could visit the project information centre in Coastlands Mall, Paraparaumu.

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Appendix H – Website Statistics

MacKays to Peka Peka Expressway

Website Statistics – November 2010 to February 2011 Consultation

Page Views	
Home/index	3775
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Appendix I – Feedback Form



NZ TRANSPORT AGENCY
WAKA KOTAHI



NZ TRANSPORT AGENCY
WAKA KOTAHI

FreePost Authority Number 233512



Free



Feedback Form:
MacKays to Peka Peka Expressway
NZ Transport Agency
PO Box 8044
The Terrace
Wellington 6011

Appendix J – Expo Post-it Notes

Expo One – Southwards car Museum

General Comments:

- A ridiculous solution to a problem solvable with a local 2 lane WLR and upgrades and fixes to flow on existing SH1
- Property will devalue. Who's going to buy a house with a bloody big expressway on the backdoor
- Well done, get on with it. The whole concept is just 20 years too late.
- I've lived in this house all my life and now you're telling me I'm going to need to move for a stupid expressway
- We don't need an expressway – any form! Wrong priority in the national budget, taking away from education, health, social services etc. affecting all of us.
- The solution is the more economic :
 - 2 lane western link road
 - Increased public transport
 - Upgrading existing Highway 1
- The expressway has huge impacts on Kapiti, dividing and destroying, affecting thousands not 86. Think of our children! It is a 1950's solution.
- Excellent work, great for Kapiti Coast and new Zealand
- Well done. Good proposal! You cannot please everyone. Waikanae and Paraparaumu can breathe again.
- Of course we need to the expressway. Jolly brilliant.
- Good work. Let's get on with it we've had 20 years already.
- We don't need an expressway! Solve the problems, don't build roads.
- Is there anyone in authority at all caring enough to help home owners in their time of need?
- The days of being a "sleepy seaside town" are long gone. This sort of thinking demonstrates a dinosaur outlook. Thi is the 21st century, and if you don't like progress move to e.g. Eretahua or Ponaroa (and they are more "with it" there!!). This is a national road, and too many are looking at it with purely local eyes. I'm with the Gowi Group, not the Nimby!!
- No to expressway, yes to sandhills.
- Think of the families and the homes you are destroying for an Expressway!
- Build it NOW.
- Build it NOW.
- Otaki roundabout congestion is the real problem! Work this out first!!!
- Great interchanges Kapiti Road and Te Moana Road. Interchange not at Otaihanga – that's great too!!
- I don't support either of these two options! I support a local two-lane western link road and improvements to Sh1 route.
- It all looks so neat and clean doesn't it? But the noise, the concrete (greenhouse gases), the cost! The Pain! Shame on NZTA for going back on their support for the Western Link Road. Climate Change, Peak Oil etc. Transmission gully makes more sense.
- J.D.I.
- Reconsider the current Sh1 – retain all impacts on the established route!!
- Get on with it without any more farting about.

- Whatever happens you must use low noise road surface.
- We celebrated coming to NZ in waka – we ate all the moa and each other and now the land is more important than the people – yeah right.
- Human lives – less important than empty land? Respect for the long dead Māori's or living breathing people? Gorse and scrub land or gardens filled with native birds and trees.
- The sooner the better. Get on with it!
- Go Go Go!
- Sound barriers to be effective while building the roads and of course after... when road is completed. Thanks....
- People moved to Kapiti for its relaxed lifestyle. Western Link much more user friendly. Why is preference given to truck companies over people?? No one else benefits long term.
- Get on with it we have been waiting too long for this
- Sound barrier. Hillack with trees planted up. Trees not bushes.
- Take the previous route on the western side of the railway – dropping below ground level for the two centres – this scheme divides the residents areas
- Good plan – allows for future development of rail
- Do not build this road!! We want the two lane western link road only!!
- Just do it! (with tick)
- Get on with it
- Please make sure all lights are down lights to minimize light pollution effects
- Reinstate western link road. Cheaper and less invasive. Use the train.
- Excellent overall. It is a must have for the long term. Make a decision and go!
- Use the designation not my home.
- Leave your cars at home people. This road is a last century solution
- What about the criteria – impact on homes
- Get on with it. I would like to see it before I die.
- The country can't afford it and our future oil supplies are uncertain
- This changes the culture completely of this area! Moving from sleepy beach area to noise polluted urban area. Commercial areas can be moved without emotional damage!!!
- This is not the answer. The problem of roads is further south in wellington, build the two local lane western link road, upgrade SH1 to four lanes (not expressway)
- Looks good. Well-presented “considerations”, explanations are very good.
- New expressway not to be offered until full road is completed to avoid disruption to local roads and residents.
- Compensation for properties affected? Yeah right who is subsidizing this motorway – its neighbours!
- Keep profile low and begin plant now
- A waste of money
- Save Kapiti from stagnation. Get the expressway built as quickly as possible.
- To continue using motor cars every day for any reason is simply not sustainable. It is this sort of mindless behaviour that results in communities being destroyed by expressways.
- What an incredible waste of money to avoid trucks having to slow down for Waikanae and Paraparaumu
- Yahoo!! Can't wait, let's get started now.

- Do what!! 2017
- No more delays been a long time coming – start tomorrow
- “Affected” means quality of life. Western link provided that. This is a waste of \$500m that NZ can’t afford.
- You are not listening to the majority of people! We do not want this expressway! Give us back the original WLR
- I have a shovel and wheel barrow for hire. DO IT!!!!
- Just do it! Thanks for the consultation.
- Well done. We have been waiting too long for this road. Bring it on!
- Great for all of Kapiti and for all of New Zealand taxpayers (motorists). A very progressive plan and what we need to future generations.
- No expressway in Kapiti.
- This is not a solution and will cost way to MUCH before the idea is abandoned!!
- Get started now the M.I.L. wants to use it before she passes on to the other side!!
- I agree. Do it as quickly as possible
- Great. Let’s get started
- Build it now!
- It is obvious much thought and many hours went into planning. Thank you.
- Good. The sooner the better!
- No detail. No certainty. Just a whole lot of fuzzy PR rubbish.
- Best thing for the whole area. The sooner the better.
- Think about people’s homes you’re smashing through... if it was your home you wouldn’t like it so why do you do it to others people? AKA COMPLETE WASTE OF TIME!!!
- This whole concept is retrograde!
- Great – do it now
- Professional, excellent, well done!
- Excellent. I agree with the plan. It is long overdue. Congratulations. Whatever option is taken somebody will be hurt. We need a better highway just save our natural heritage.
- Do you really know how big the actual peak traffic is? – is it cost effective?
- We have to have an expressway to let through the traffic. Great planning. Just get on with it.
- Expressway is GREAT!
- Stop yakkin – get cackin!!!
- The sooner the better!!
- Upgrade existing SH1 route!! Don’t cut up Kapiti!
- Please do not build this road. We do not want it or need it and cannot afford it.
- Build it now. Sooner the better.
- Time for Kapiti to take collective foot off the air hose (of transport).
- Don’t put the expressway in it is a bad idea.
- Complete waste of money!
- Our community and economy will be devastated by ill-conceived plan.
- Motorway is not necessary. Why not WLR plus SH1 upgrades?
- The need to improve the safety of SH1 is paramount. I welcome the consultation and look to the future of a state transit across the Kapiti coast.

- Well done! Great planning. Keep it going.
- About time. Sooner the better!
- This should have been done years ago. Get on and do it now!
- Well done get on with it.
- Motorway is unnecessary. Why not a sustainable solution of WLR and SH1 upgrades?
- Just build it. Now!!
- This is an insult!
- Great idea

Waikanae North (central)

- How can you imagine that mowing down a sand hill plus properties that are affected is humane, sensible or feasible? Sand is not suitable support for heavy or large numbers of vehicles
- NZTA: Easy to bowl houses rather than wetlands and groves
- Keep Kapiti Road level
- Please ensure that sub roads like Te Moana Rd and Park Avenue are considered for all the extra traffic which will be generated
- Vital that good measures are in place so the noise from this expressway doesn't impact on every person living in every part of Waikanae.
- Waikanae; Option 1 15 homes gone! Option 2 32 Homes gone – to save Urupa and Wetlands!?
- Build a tunnel under Waikanae!
- Interchange here a must. (Waikanae – Te moana Rd)
- The rise at the Te Moana Rd interchange is my major/only concern
- Need a roundabout here – Mazengarb Rd. Emergency services Fire.
- Sound barriers and as many noise resistance as possible
- Move road as far away from properties possible. Use empty wasteland (landfill) rather than impact on homeowners. (Otaihanga)
- Good plan – preserves the Waikanae village area.
- Waikanae village will die either way so go for SH1 route
- No more certainty than we had one year ago. Where do we stand!!

Southern End

- Motorway designation lifted in 1997. Te Ra School purchased in 1999. Take note!!!
- This is the only logical option – Te Ra School was well aware of this option plus it never should have been built there. (QE Park option)
- Great option – doesn't divide the community in half!!! (Main road option)
- New route better for Raumati South communities no huge division!! (Main Road option)
- Excellent concept to have southern entrance impact less on whole community and nature. (QE park option)
- Use the original option for Raumati end. Protect people not vested interests. (Raumati road)

- It is cheaper and better to move Te Ra School than all those houses. Think of the families and homes. (QE Park option)
- Can't believe "ecological" problems are more valuable than houses. Use QE Park land.
- Don't destroy all those homes – use southern option (QE park option)
- Southern option – through QE Park
- Southern option – re-locate Te Ra School
- I think the optional siting of road is more realistic through the corner of QE Park than disrupting all these homes.
- Connection through QE Park is surely better and feasible compared to taking houses.
- Like the preferred, but concerned about ponding and sound and sound deflection – Leinster Ave
- Proposed Southern Connection through QE Park is the way to go!! Get on with it!!!
- The proposed southern connection through QE Park is the way to go. Get in with it!!!
- Southern option for Raumati South – Te Ra School can be relocated. They knew when they built.
- Te southern option through QE Park is the logical way to go. Hurry up!!
- Logical conclusion for the southern end at Poplar Ave. Sympathy for those affected. (Main Road Option)
- Very unwelcome option (QE Park option)
- Just do it!! Option 1 Raumati South, not new proposed route.
- Use this option (QE Park option)
- Prefer the original route between the schools. Why do we have to cater for Te Ra School?
- Te Ra Wins!! Overrides the sensible decisions of past, at far greater cost to homeowners and ratepayers.
- Move the school. They knew about it before they built there!
- It would be better to relocate Te Ra School.
- MOVE TE RA SCHOOL
- Shift Te Ra! I personally went there and experienced first-hand the worst type of bullying and the teachers didn't care.
- Keep the people in their homes, move the expressway to the blue dotted line through QE Park
- Just move Te Ra School. The plan was there before the came around!
- What is wrong with you people? Just move the school!
- Its as if someone planned this route to go through as many properties as possible. Unbelievable! (Main Road option)
- Expressway under not over Raumati Road please and no noisy coarse chip surface!! (Raumati Road)
- It is better to move Te Ra School! Think of the families and their homes you are destroying!
- Rezone from rural to residential
- Finally a sensible solution for the southern entrance that will have the least impact on Raumati South (main Road option)
- Saves the wildlife (Main road option)
- Move Te Ra

- Put people and their houses before swamps and privately owned elitist schools. Move Te Ra to Whareroa farm and go through the park. People First!

Northern End

- Re Peka peka interchange: If this is not a full interchange more people will be using Paetarua Road
- Need full connectivity for Peka Peka Rd. Not limited access. Do it once for the future

Expo Two

General

- Climate change and the effects of encouraging more use of private cars
- Provision for the on road cyclists needs to be considered along the length of the road
- What haven't we heard! Most Kapiti coaters don't want SH1 cutting their community in half and destroying our district
- All this is not needed! Upgrade SH1 + WLR + PT improvements = problem solved
- Please leave local cycling and walking tracks alone as much as possible – its great how the area is connected now especially Wharemautu Stream
- Start next year – stop the talking
- Quite a process? Lets hope the consultants don't make a meal of our hard earned tax dollar. And that goes for the Contractor. Keep it local, keep it honest.
- Sand hills motorway/expressway brilliant!! Just hurry!
- Surely the trained staff of NZTA can educate the Minister and bring his thinking into the 21st century
- If you were truly considering all these options you would not be building an expressway through the Kapiti District. There are alternatives

Southern

- Fix the bottleneck at MacKay's to Pakerua bay before this road is built. The traffic problem will increase if it isn't
- Why bend the road here? Make it straight across to Raumati Road.
- We would have been there if Joyce had left us alone!
- Expressway less expensive to go past Te Ra School etc – School relocation is less disruption for others
- Who owns the park? Wetlands? What "Iwi" is here?

Central

- Need another interchange at Otaihanga Rd to take pressure off Kapiti Rd and to improve access to the expressway for Paraprurumu Nth are, to improve link to Waikanae
- What about Wharemautu bike track?? Don't let it go!
- Expressway built under local roads wherever possible (maintain visual lines to Kapiti)
- Kapiti Rd interchange will put more trucks going to Ihakora St onto this section of Kapiti Rd which is already choked. Alternative to put at Ihakora st extension with a link Rd back to Kapiti Rd
- What happens to congestion on Kapiti road?
-

Northern

-

Expo Three

General

- Why are we doing this? We shouldn't do it at all. It wrecks people's homes. It would be very, very stressful.
- Option 1 – just get on with this job. Old coasters have had plenty of time to sort this out. About time someone has taken a stand.
- No the solution we need. CBD is too low for all the upheaval. Build 2 lane WLR and improve SH1 as needed! Waste of money!
- I don't want the road to go through Heath
- Option 1
- People affected who will be close (but not taken out by) expressway need to be compensated!
- The cost benefit ratio of this project is too low. It won't mean more jobs long term, it won't increase NZ exports, it won't be affordable for our grandchildren to pay off the debt. It will be a noose around their neck and the most damaging thing any government has ever done. DON'T DO IT – 2 lane WLR.
- The community as a whole do not want this. Why spend tax payer money. This is very upsetting to all concerned - no win situation.
- Option 1 is better as it protects more houses, is a straighter route, and 1 tree and burial site should not be the deciding factor. Especially as most of the Urupa has been protected – it is crucial that soundproofing is a major factor to protect existing houses and that landscaping is sympathetic to the area.
- Why do adjacent properties not be counted as affected?
- Stay on the same line/path as transmission gulley, do it in one!
- This bypass is unacceptable on all fronts. It is against all the rules of urban design. KCDC submission states it is a totally unacceptable option. It is divisive, environmentally damaging and will destroy the character of our beautiful seaside communities forever. It is economically unviable. It destroys everything that makes this place worth living in. I feel ashamed to call this New Zealand.
-

Southern

Central

- Totally opposed to either route for expressway for environmental/community reasons. Waikanae beach community will be affected/spoiled/ WLR is an obvious no brainer.
- Don't want over bridge at Te Moana Rd. Too noisy and light pollution so under or at grade.
-

Northern

- Could we please have south bound access at Peka Peka interchange
- All traffic heading north can only access the expressway at Te Moana road to get to northern Waikanae to Te Horo area. Peka Peka needs to be a full interchange.

- All traffic heading south from Te Horo to Peka Peka can only access the expressway via Te Moana Rd interchange. Peka Peka needs to be a full interchange.
- Peka Peka Road – Access to expressway to go south needed

Expo Four

General

- I think that frank disclosure of future local roading growth is essential to ensure that the people who move only have to move once to escape bust roads. Eg, are there plans to put a road between Raumati South and Paekakariki at the beach side of the community?
- I would like full disclosure of the economic impact of the impact report particularly of businesses of current SH1 and businesses on new proposed routes. As it stands arguments are not transparent or acceptable
- I would like to know why it is better to use a new route rather than improve the existing SH1 route. No real cost benefit analysis has been released
- People who buy on SH1 live with the knowledge that it is a busy road. They've made an informed choice. The rest of us did not. We don't want a busy highway in the middle of our suburbs.
- This road is an election issue for me. Make transparent choices now ore we cant chose to support one way or the other.
- Who is thinking of the elderly and their continued ease of access to community facilities? This sort of thinking has not been shared, assuming it has been prioritized at all?
- Bad idea. Wrong
- Stick to western link road, by far the best, less disruptive!
- Get on with it ASAP. Even if it means contracting overseas!
- Only if you believe in the tooth fairy
- Is there provision for a cycleway?
- Sad. Wrong.
- Yes, just do it!!
- Leave our district alone!
- Like Nike says "Just Do It"
- Sound considerations are very important. Cycleways/walkways mitigate bad effects
- Best idea yet go yellow.
- This is shocking!!! ☹
- This proposal is great. Proceed with consulting and don't delay.
- We have a large population of elderly, some still driving on roads that are manageable for them. This would change those lives and bring untold misery. Revert to the 2 lane road, not an expressway.
- Two highways running parallel?
- This is CRAP! Don't people matter to you?
- Upgrade SH1
- Angry and upset to be bulldozed in this way by people not living in the area, ie not affected.
- Not a good idea. Have you thought about all the elderly drivers here? Bad bad news.
- How can you pull down people's houses? What gives you the right to destroy people's lives?
- This makes me weep
- Keep out!
- Upgrade SH1 + WLR + PT = solution!

- Typical backward Tories
- Connect Ihakara St to airport
- Very many elderly drivers in district. Design of intersections crucial to their using them well. Many movements on Kapiti Rd and into retirement areas.
- The sooner the better
- Our houses are less important than uninhabited land? Human lives and impacts matter less than wetlands? Environmental considerations don't consider people??
- Go Yellow!
- Just move it back to the blue dotted and I'll love you forever
- In a more enlightened world more is done to create integrated transport instead of creating bigger road for more vehicles
- Vote labour
- Crazy idea
- Build WLR
- Return to WLR (no expressway) + upgrade SH1. Refer council plan.
- Western Link Road; Connect more existing streets; Upgrade SH1
- Total unmitigated disaster, ruination of the environment. What and idiotic, outdated plan. This is the 21st century. Plan is vandalism
- Why did you even think of doing this? ☹️

Southern End

- Just move it back to the blue dotted and I'll love you forever
- Transport hub at Poplar/Main Road – Bus, train etc.
- Southern interchange needs to be full interchange i.e. with southbound access

Central

Northern