

Executive Summary

Opus was commissioned to develop a Strategy for creating a State Highway 1 (SH1) expressway between Pukehou Bridge (north of Otaki) and MacKays Crossing (south of Paraparaumu). The study was commissioned in response to the Western Corridor Study (2005) which concluded that SH1 should be upgraded to expressway standard.

SH1 is currently the only north-south route within the study area. A key feature of the road network in Kapiti is that SH1 currently provides for both local and inter-regional movements. The additional demand from motorists making short, local trips results in congestion and delays, particularly at the SH1 intersections. The additional traffic associated with permitted development within the district is forecast to exacerbate this situation.

This study has found that it would be possible to build an expressway from north of Otaki to MacKays Crossing for \$0.7B to \$1.0B. It was found that while building an expressway improves journey times for those making inter-regional trips, it resulted in more congestion and longer trips for Kapiti residents wishing to drive within the district between Waikanae and Paraparaumu. Furthermore, the additional cost of increased journey times for local trips is forecast to be significantly greater than the journey time savings for inter-regional trips. To overcome poor connectivity for local trips, it is necessary to provide additional local arterials in the form of building some elements of the Western Link Road.

Between Peka Peka and Paraparaumu there are four options for locating the expressway. Two of these options will be considered for further investigation: -

- (a) **Option 3:** - Expressway located along the NIMT railway plus the Western Link Road between a southern interchange and Kapiti Road.
- (b) **Option 4:** - Expressway located along the NIMT railway from Paraparaumu to Otaihanga and then following the Western Link Road designation between Otaihanga and Peka Peka and the Western Link Road between a southern interchange and Kapiti Road.

The Western Link Road, being a local north south arterial that provides an additional crossing over the Waikanae River provides an alternative route for north-south trips, and has been shown to significantly reduce the number of vehicles using the SH and reduce congestion both now and in future years.

Lastly the study found that building the Western Link Road and the expressway maximises economic benefits by providing for both local trips and inter-regional trips.

The project team makes the following recommendations: -

- A four lane expressway is built between MacKays Crossing and Pukehou Bridge.
- Key elements of the Western Link Road also need to be built together with a number of west east arterials.
- Further work is undertaken during the next phase of the project to rationalise and simplify the on and off ramps around Otaki.

- NZTA consult with the public on options for a four lane expressway from MacKays Crossing to Pukehou Bridge.