

Appendix E Open Day Material



Peka Peka to Ōtaki Expressway

Welcome to the Project Open Day

Saturday 12 February 2011 10am-4pm Ōtaki Memorial Hall

Thursday 17 February 2011 2pm-8pm Te Horo Community Hall

The open days are an opportunity to find out more about the proposals and the project.

In addition to seeking feedback on the form, function, and location of the interchanges and connections, the purpose of this consultation is also to:

- gain feedback on access requirements and other considerations
- gain feedback on the pedestrian and cycle proposals
- provide an update on the project and programme.

Members of the project team are available to discuss the proposals and to answer any questions you may have.

Brochures and comments forms are available here.

You can have your say by filling in a comments form and handing it to a project team member here today or by posting it.

Your feedback can also be provided by filling in a comments form online.

The consultation period runs until Friday 18 March 2011.

Thank you for taking the time to attend the open day.





1 Peka Peka to Ōtaki Expressway

Roads of national significance

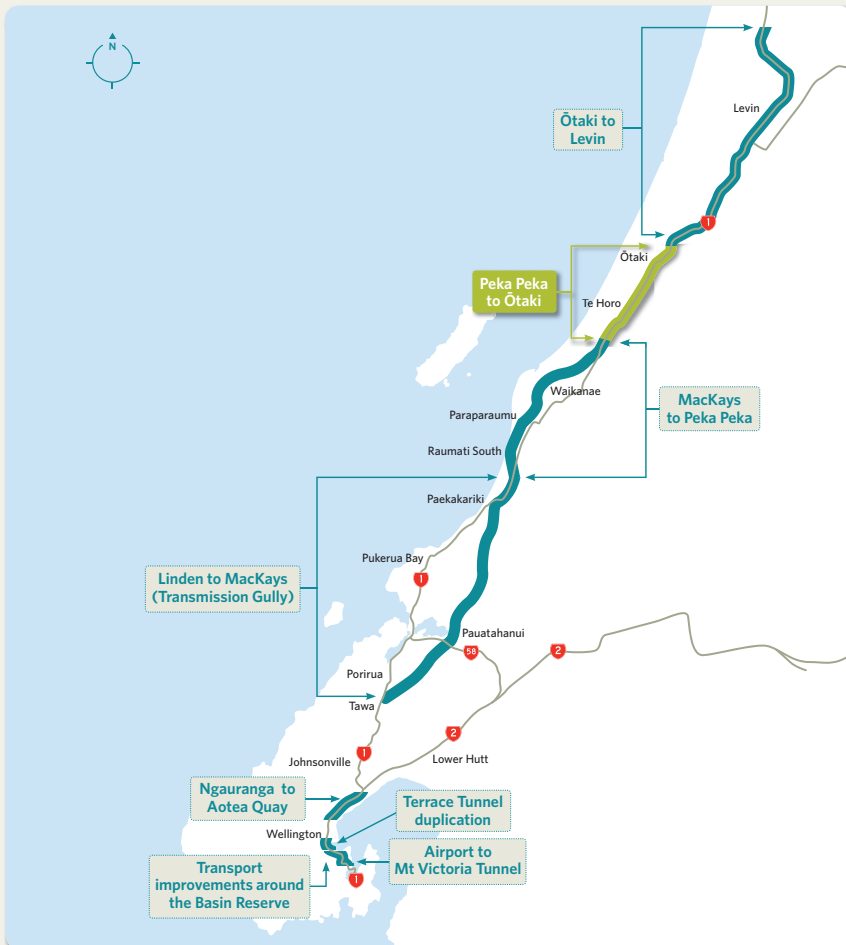
The government has identified seven essential state highway projects that are linked to New Zealand's economic prosperity.

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.



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, design and construction work will be undertaken in phases as follows:

Phase 1

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

Phase 2

- Linden to MacKays (Transmission Gully)

Phase 3

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



Peka Peka to Ōtaki Expressway

Project aims

Aims of the Peka Peka to Ōtaki Expressway

- More reliable travel times, particularly in peak periods, weekends and holiday periods.
- Less traffic congestion in Ōtaki Railway retail area.
- Reduction in the amount of freight trucks travelling through Ōtaki via the existing SH1.
- Easier access to and from local roads and private property.
- Reduce the number of railway level crossings.
- Work to improve walking and cycling provisions.
- An alternative road in the event of emergencies, accidents or disasters.
- Assists economic growth and development.

What will the expressway look like?

The Peka Peka to Ōtaki Expressway is being designed as a four-lane (two lanes in each direction) road with no private property access to or from it, much like SH1 through MacKays Crossing. Alongside the expressway, there will be the local road (existing SH1 on the west side) and the railway line (with room for double tracking in the future). In addition to this, there is also a requirement to provide a local road link between Gear Road and School Road at Te Horo.

Features that need to be considered include:

- safety areas (central median and side protection areas)
- provision for walking and cycling
- noise protection barriers
- stormwater and flood management areas
- landscaping.

Through the urban areas, it is proposed that the total expressway width will be narrower than that in the rural areas due to a reduced central median.



Indicative expressway cross section



1

Peka Peka to Ōtaki Expressway

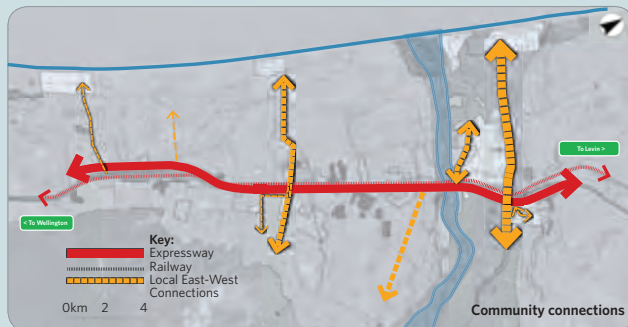
What has been considered when designing the proposals?

Many issues were considered when designing the proposals for this particular section of the expressway. These include:

Community connections

This was one of the main concerns expressed during the 2009 engagement with the Kāpiti community on the expressway. The expressway could potentially worsen the current east-west severance created by the existing SH1 and railway corridor. The important east-west connections are illustrated below.

It is important that cross-corridor connections are both efficient and easy to understand, so that communities are still able to function successfully, even though local facilities and residences may be split on either side of the corridor.



Business sustainability

The expressway will divert regional through-traffic away from the business areas of Te Horo and Ōtaki. It is important that business sustainability is taken into account as well as the opportunity of developing the local business environment as a destination.

Walking, cycling and equestrian access

Either bridges or underpasses will be provided for pedestrians and cyclists at all locations where motor vehicles gain access from one side of the expressway to the other. In addition, the preferred proposal for Rahui Road is to include a pedestrian and cycle link.

Along the route, a number of different shared walking and cycling proposals have been considered. Their locations include:

1. Next to the expressway on the eastern side.
2. Next to the expressway on the western side (between the expressway and railway).
3. Next to the existing SH1 route on the eastern side (between the railway and existing SH1).
4. Next to the existing SH1 route on the western side.

Whichever proposals are adopted, there will be provision for walking and cycling over the Ōtaki River to link in with the wider network.

During this phase of consultation, we welcome feedback on walking, cycling and equestrian activity between Peka Peka and Ōtaki to help develop a robust walking, cycling and equestrian strategy.

Local and private access

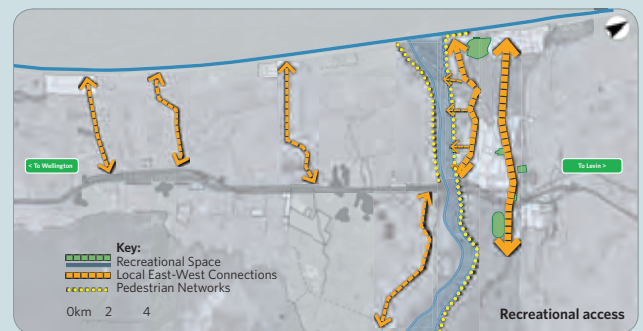
Local access roads and access to private property have been considered in the development of the connections and interchange proposals. In some locations, the outcome of the consultation on interchange form and function will influence future access roads and private property access roads.

Feedback and comments from previous consultation work have been assessed and have been incorporated into proposed designs. We are seeking further feedback and we will provide more detailed information during the next phase of consultation.

Recreational access

Access to recreation is a driving factor within the Greater Ōtaki Vision document, and is linked with community connections. Areas set aside for recreation are important for health, education, and the economy through tourism, so it is important to ensure that access to these facilities is easy and clear.

The east-west connections shown below are important for connecting the community, but also for providing access to recreational areas.



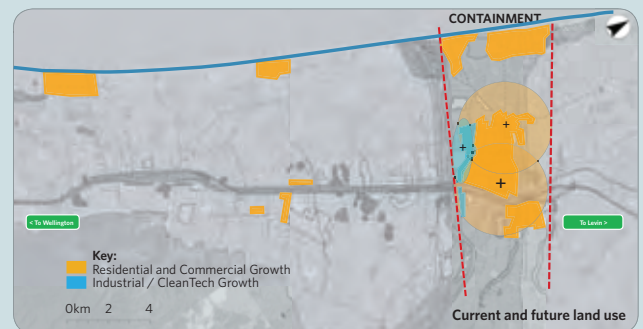
Gateways (local and regional)

Clear gateways are important for businesses as they create legible, accessible entry and exit points to and from Ōtaki, the Kāpiti Coast District, and the Wellington region.

Current and future land use

The location and form of interchanges will have an impact on future land use. The Greater Ōtaki Vision document expresses a desire for further development to be focused at Ōtaki and discouraged at Te Horo.

The emphasis is for Te Horo to utilise the fertile land in that area for horticulture or pastoral farming. At Ōtaki the 'Clean Technology Centre' business park serves a regional purpose.



Potential landlocked sites

Landlocked sites need to be considered. How will these spaces be treated once the expressway is built? How will these spaces be used? Can we minimise these spaces?

Social and environmental considerations

A social and environmental evaluation has been completed for the project to ensure key issues have been identified. In addition to this, ongoing environmental baseline surveys have commenced so that a full assessment of environmental effects can be completed.

1

Peka Peka to Ōtaki Expressway

What process did the project team follow?

Throughout this process, there has been engagement with stakeholders to understand the views of the wider community and directly engage with property owners (whose land has been identified to date as being required for the project) through prior consultation and communication.

How have the proposals for interchanges been considered and evaluated?

Proposal generation and assessment to-date have focused on the following key areas:

- the Greater Ōtaki Vision document and key community links, and how the expressway can be integrated with these
- ease of access to and from the expressway and Ōtaki
- access across the expressway and around the community
- walking and cycling provisions
- local and private access.

A large number of interchange proposals have been generated and then assessed at a high level by specialists using an assessment tool (multi analysis) developed specifically for this project to take into account the project objectives, as well as social and environmental factors.

Specialists including planners, environmental experts, urban designers, and engineers looked at criteria such as:

- social and community outcomes (cultural, economy and business interests, and urban amenity)
- environmental outcomes (air quality, noise and water management)
- transport outcomes (transportation modelling and assessment)
- economic value.

What has been the result?

The result of this work has been a set of interchange and local connection proposals for consideration at Te Horo and Ōtaki. The proposals presented here display the concept proposals and should not be viewed as the final design. Further design and environmental assessment will take place following this consultation phase.

A number of access proposals were considered to provide effective connections in the local area.

The interchange at Peka Peka is being assessed by the MacKays to Peka Peka Expressway Alliance. However the north-facing ramp arrangement has been retained as it provides a northern limit to the Waikanae area.

It is intended that no interchange connection to the expressway will be provided at Te Horo due to the impact this may have on pressure for development of surrounding land, the cost of building the interchange and the low traffic numbers. As a result, the existing SH1 will provide arterial access for the Te Horo community.

Proposals for a full interchange either north or south of Ōtaki (and other locations) were also considered and while these had a number of good outcomes, they were not favoured due to:

- the creation of major interchange footprints (amount of land required) in rural areas
- expressway access is concentrated at only one point
- poor access for traffic from the expressway to the Ōtaki Railway and railway retail area (e.g. the need to back-track) which may impact on businesses
- increased land development pressure in rural areas to the north or south of Ōtaki.

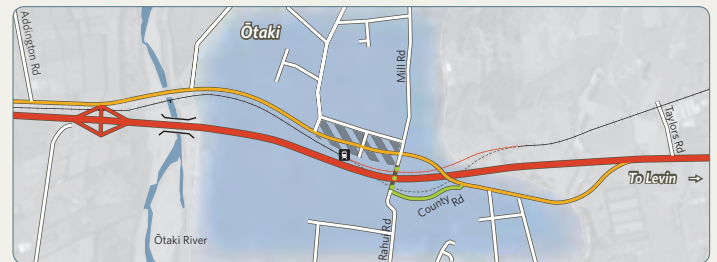
In addition to making it easier to move around the district (particularly in Ōtaki), the proposed access arrangement for Ōtaki aims to:

- allow the railway retail area and town centre to become attraction points
- reduce distances people have to travel
- create a gateway or entrance to Ōtaki
- manage urban growth.

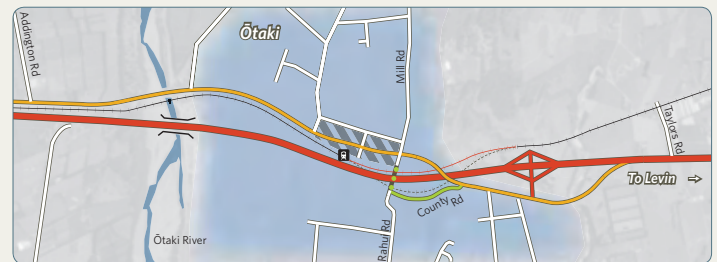
The proposed access arrangement to and from the expressway for Ōtaki includes providing south-facing ramps to the south of Ōtaki (at Ōtaki Gorge Road) and north-facing ramps to the north of Ōtaki to provide ease of access in and out of Ōtaki.

This consultation provides you with the opportunity to comment on how you might move around in the future and how the specific proposals might be modified or improved to get a better outcome for the community and those who will use the expressway.

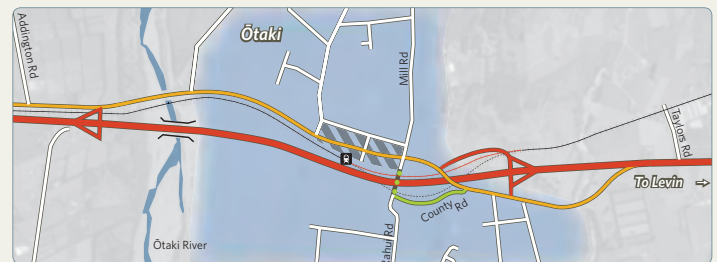
The three illustrations below show examples of interchange and access arrangements considered for Ōtaki.



Full interchange south of Ōtaki River



Full interchange north of Ōtaki Railway area



Proposed interchange and local road access split north and south of Ōtaki

Legend

- Upgraded / New SH1 Expressway
- Existing / Removed SH1
- Upgraded / New local road
- Existing local road
- Existing / Removed railway
- Re-aligned railway
- Existing development

1

Peka Peka to Ōtaki Expressway

Where will the expressway go?

From Peka Peka, the expressway will follow the existing SH1 on the western side of the railway line to cross over the railway line via an overbridge just north of Sutton Road. The expressway will then run along the eastern side of the railway line to Taylors Road. The route allows for the double tracking of the North Island Main Trunk line in the future.

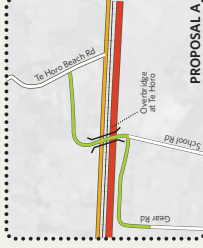
A bridge over the expressway at Te Horo and at Ōtaki Gorge Road will link eastern and western Te Horo and provide access to Ōtaki Gorge Road. Local roads will link to each other via the existing SH1 and new or upgraded local roads. Local roads will connect to the expressway at Peka Peka interchange, Ōtaki Gorge Road, and North Ōtaki.

The expressway will cross the Ōtaki River on a new bridge east of the existing railway bridge.

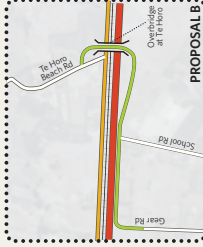
North of the river, the expressway will continue east of the railway line avoiding the railway retail area and current SH1 roundabout. The railway line will be shifted through Ōtaki so the expressway can pass under the existing SH1 in the vicinity of the current rail overbridge to the north of the SH1 roundabout. It will then cut across rural land with a new bridge over the Waitohu Stream bypassing the wide bend that leads into Ōtaki. The expressway will connect with the existing SH1 north of Ōtaki before Taylors Road.

Te Horo

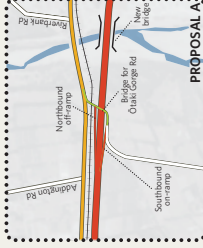
- Provides vehicle, cycle and pedestrian access between School Road and Te Horo Beach Road.
- No access to/from expressway.
- Existing SH1 used to travel north (towards Ōtaki) and south (towards Peka Peka).



PROPOSAL A



PROPOSAL B



PROPOSAL A

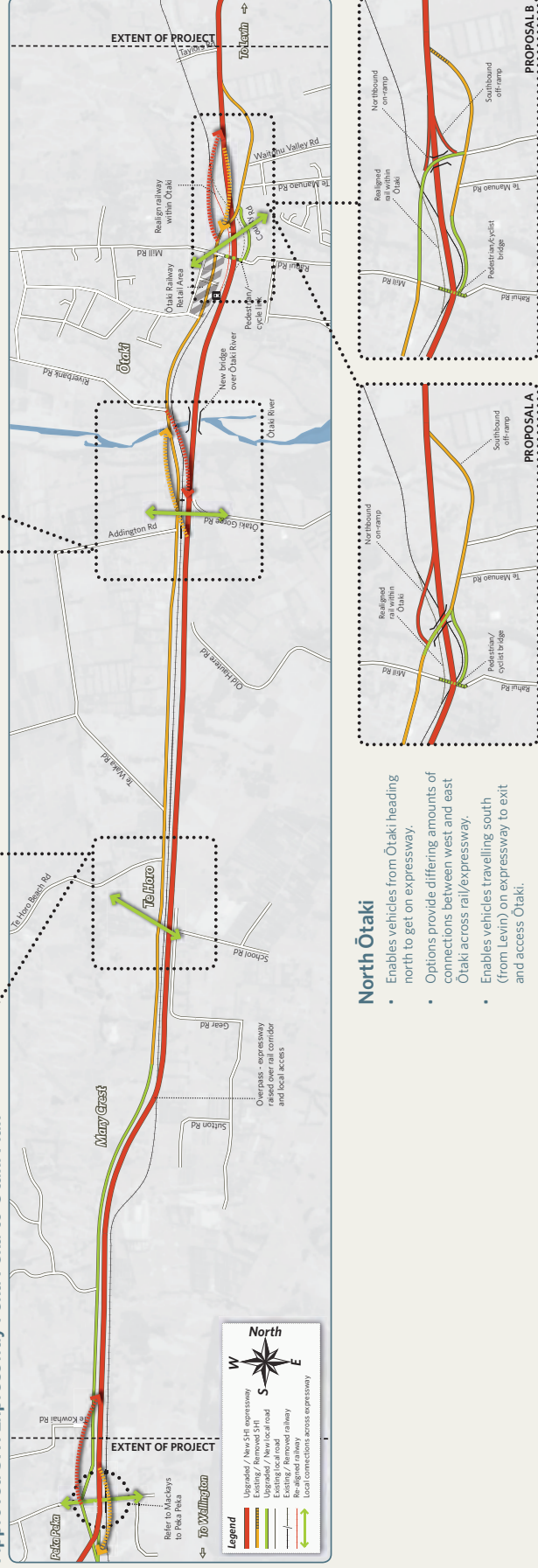


PROPOSAL B

South Ōtaki

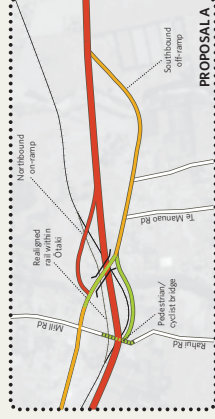
- Enables vehicles heading north (towards Levin) on expressway to exit and access Ōtaki.
- Enables vehicles from Ōtaki heading south (towards Wellington) to get on expressway.
- Retains connection from Ōtaki Gorge Road into Ōtaki.
- Closes railway level crossing from existing SH1 on to Old Hauteere Road, requiring residents to access SH1 and expressway via Ōtaki Gorge Road.

Approved SH1 Expressway Peka Peka to Ōtaki Plan

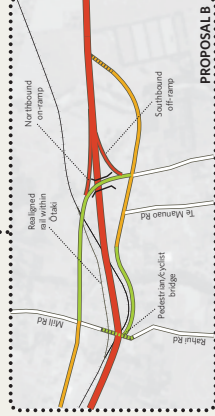


North Ōtaki

- Enables vehicles from Ōtaki heading north to get on expressway.
- Options provide differing amounts of connections between west and east Ōtaki across rail/expressway.
- Enables vehicles travelling south (from Levin) on expressway to exit and access Ōtaki.



PROPOSAL A



PROPOSAL B



Peka Peka to Ōtaki Expressway

Te Horo

Current situation

Te Horo is a small rural community with Te Horo Beach settlement on the coastal side of SH1 and the railway, and much of the community facilities (school, community hall, rural fire station, etc) located on the eastern side. This existing severance caused by SH1 and the railway results in:

- poor local road connections and accessibility (pedestrians, cyclists and motorists)
- safety concerns (road and rail).

The area is also relatively low-lying and is subject to flooding during heavy rainfall.

Opportunities, constraints and issues

- The Mangaone Stream and flooding.
- Local community connections.
- Local heritage.
- Business viability and accessibility.
- Emergency access to Te Horo to and from the expressway.
- Rail corridor and the desire to maintain flexibility in the future for double tracking.

Te Horo proposal A

This proposal has been identified as the preferred proposal primarily because it provides a more direct connection for the communities and limits the amount of works within the Mangaone Stream.



Description

Te Horo Beach Road is linked to School Road via a road bridge crossing over the existing SH1, the railway and the expressway. This proposal provides the most direct link between the communities on the east and west sides of Te Horo. This link will provide safe and unrestricted access for vehicles, pedestrians and cyclists. A pedestrian/cycle ramp can be provided on the western bridge embankment to provide a more direct link to residents/businesses on the existing SH1.

Considerations

- Location of bridge, ramps and embankments has an impact on some buildings on both sides of SH1.
- Provides a more direct connection between School Road and Te Horo Beach Road (and coastal community).
- Visual considerations with respect to embankments and bridge structure.
- This proposal would cost approximately \$5 million more than the Te Horo proposal B.
- This proposal requires a lesser extent of works in the Mangaone Stream.
- Provides for future railway double tracking and a possible railway station.
- The final form of the proposal will be developed further following feedback.
- The total number of properties from which land is required for Te Horo proposal A and this section of the expressway is approximately 17. Of this number, 5 are new properties above what was previously identified as properties from which land will be required for this section of the expressway.



Cross section of the proposal looking south

Te Horo proposal B



Description

The local road is linked between Te Horo Beach Road and School Road to the north with the local road crossing a bridge over the existing SH1, the railway and the expressway. There is also a requirement to cross the Mangaone Stream a number of times. Some flood storage on the east side will be lost. This local link will provide safe and unrestricted access for vehicles, pedestrians and cyclists. This proposal is consistent with the proposal presented to the community in 2009.

Considerations

- Being located to the north, the bridge and ramps have less impact on existing buildings.
- Provides a less direct connection between School and Te Horo Beach Roads.
- Provides a northern buffer or entry point to Te Horo.
- Requires additional stream crossings and mitigation of flood issues.
- The total number of properties from which land is required for Te Horo proposal B and this section of the expressway is approximately 15. Of this number, 3 are properties above what was previously identified as properties from which land will be required for this section of the expressway.

- Legend**
- | | | |
|----------------------------------|---|------------|
| 1. School Road | 6. Gear Road | Local road |
| 2. Proposed expressway | 7. Local bridge over expressway, rail corridor and local arterial | Expressway |
| 3. Existing railway corridor | 8. Mangaone Stream | |
| 4. Local arterial (existing SH1) | | |
| 5. Te Horo Beach Road | | |



Peka Peka to Ōtaki Expressway

South Ōtaki interchange

Current situation

Ōtaki Gorge Road currently provides access over the railway (via a bridge) to residents, businesses and recreational facilities to the east. The expressway will close the Old Hautere Road access to SH1 across the railway.

Opportunities, constraints and issues

- Utilising topography and the alignment of the railway.
- Creating a gateway/entrance to Ōtaki as travellers approach from the south.
- Ōtaki River flooding, cultural and ecological value.
- Local community and recreational connections.
- Local businesses and access.
- Property and land ownership.

South Ōtaki interchange proposal A

This proposal has been identified as the preferred proposal because it uses the natural topography to lower the expressway and minimise the height of any bridges or approach ramps. The proposal was also assessed as providing the best 'gateway/entrance' from the south into Ōtaki.



- Legend**
- 1. Ōtaki Gorge Road
 - 2. Proposed expressway
 - 3. Existing railway corridor
 - 4. Local arterial (existing SH1)
 - 5. Addington Road
- Local road (blue line)
Expressway (green line)

Description

The interchange for movements to and from the expressway to the south is located south of the Ōtaki River with the local road crossing over the railway and the expressway towards Ōtaki Gorge Road at approximately the existing Ōtaki Gorge Road railway bridge. This two-way local road connection also provides the southbound approach to the expressway. Local links will provide safe and unrestricted access for vehicles, pedestrians and cyclists between Ōtaki and Ōtaki Gorge Road.

Considerations

- Local east-west bridge structure closer to Ōtaki River which is the natural gateway to Ōtaki from the south.
- The interchange footprint will be reduced using existing topography to minimise elevation over the lowered railway and expressway.
- Good priority for north/southbound access to the expressway which would benefit business viability in the Ōtaki Railway and railway retail area.
- Reduced visual impact of structure given its low elevation relative to the surrounding ground (approximately 2-4m above surrounding ground level).
- This proposal costs approximately \$5 million less than the South Ōtaki proposal B.
- The final form of the local road intersections will be developed further following feedback.
- The total number of properties from which land is required for South Ōtaki proposal A and this section of the expressway is approximately 5. Of this number, there are no new properties above what was previously identified as properties from which land will be required for this section of the expressway.

South Ōtaki interchange proposal B



- Legend**
- 1. Ōtaki Gorge Road
 - 2. Proposed expressway
 - 3. Existing railway corridor
 - 4. Local arterial (existing SH1)
 - 5. Addington Road
- Local road (blue line)
Expressway (green line)

Description

This interchange proposal moves the existing Ōtaki Gorge Road bridge south to align with Ōtaki Gorge Road. South-facing ramps connect from the expressway to the bridge to provide access to and from the south.

Considerations

- Local east-west bridge aligned to Ōtaki Gorge Road (approximately 300m south of the existing intersection).
- Interchange footprint is elevated with bridge and embankments approximately 8-10m above surrounding ground levels.
- Increased costs associated with significant earthworks and structures.
- The total number of properties from which land is required for South Ōtaki proposal B and this section of the expressway is approximately 9-10. Of this number, 4-5 are new properties above what was previously identified as properties from which land will be required for this section of the expressway.



Peka Peka to Ōtaki Expressway

North Ōtaki Interchange

Current situation

State Highway 1 crosses the railway west of County Road on a 50km/hr route through the urban area.

Rahui Road is an important local link to and from the east side of Ōtaki, the Ōtaki Racecourse, and associated facilities.

Although alternative routes exist, Rahui Road and the current railway level crossing remain an important link for motorists, pedestrians and cyclists along with the existing state highway link to the Waitohu Plateau area of Ōtaki.

Opportunities, constraints and issues

- Traffic flows and disruption on local streets (e.g. County Road).
- Creating a gateway and identity to Ōtaki from the north.
- Waitohu and Mangapouri Stream flooding, cultural and ecological value.
- Local community connections (Rahui Road) and existing SH1.
- Local businesses and access.
- Removal of the railway level crossing on Rahui Road.
- Property and land ownership.
- Race event traffic and access to stables.

North Ōtaki interchange proposal A

This proposal was identified as the preferred proposal, due primarily to the opportunity to retain the existing gateway into Ōtaki and provide the most direct diagonal local access between the Waitohu Plateau area and Ōtaki, combined with reduced visual impacts.



Legend

- | | |
|--|---|
| 1. Rahui Road | 8. Ōtaki Railway Station moved on existing site to match new rail alignment |
| 2. Proposed expressway | 9. County Road to be widened |
| 3. Rail corridor, re-aligned section | 10. Potential alternative off-ramp location |
| 4. Local arterial (existing SH1) | 11. Mangapouri Stream |
| 5. Mill Road | 12. Waitohu Stream |
| 6. New bridge over expressway and rail corridor | |
| 7. New pedestrian/cyclist bridge over expressway and rail corridor | |
- Local road ■ Expressway

Description

Access from the north to Ōtaki is via a southbound off-ramp that utilises the existing SH1 bridge at the Waitohu Stream. Local road movements are maintained along the current SH1 with a new bridge structure over the expressway and railway. Access to the expressway heading north is via a new on-ramp that follows the existing topography and crosses the railway north of Ōtaki. The preferred proposal is for Rahui Road to be closed for vehicle access but a pedestrian/cycle bridge is provided over the railway and expressway. Access to Rahui Road would be maintained via a realigned and widened County Road.

Considerations

- Priority to and from Ōtaki to ensure a clear route is created.
- Local road connection for motorists, pedestrians and cyclists between the Waitohu Plateau area and Ōtaki.
- Interchange provides gateway to northern edge of Ōtaki urban area.
- The footprint of the interchange is minimised by the use of the existing SH1 for the southbound off-ramp.
- Mitigate Waitohu Stream flooding by providing appropriate new expressway bridge length.
- Increased traffic on County Road similar to existing Rahui Road.
- Intersection design to accommodate predicted traffic flows including race events and trucks/horse floats.
- This proposal would cost approximately \$5 million less than the North Ōtaki proposal B.
- The total number of properties from which land is required for North Ōtaki proposal A and this section of the expressway is approximately 25. Of this number, 4 are new properties above what was previously identified as properties from which land will be required for this section of the expressway.

North Ōtaki interchange proposal B



Legend

- | | |
|---|---|
| 1. Rahui Road | 7. New pedestrian/cyclist bridge over expressway and rail corridor |
| 2. Proposed expressway | 8. Ōtaki Railway Station moved on existing site to match new rail alignment |
| 3. Rail corridor, re-aligned section | 9. County Road to be widened |
| 4. Local arterial (existing SH1) | 10. Mangapouri Stream |
| 5. Mill Road | 11. Waitohu Stream |
| 6. New bridge over expressway and rail corridor | |
- Local road ■ Expressway

Description

The interchange for movements to and from the expressway north of Ōtaki is located south of the Waitohu Stream. Local road movements are shifted to the new interchange and a new local road north of the existing rail bridge to connect with Waitohu Valley Road. Access to and from the expressway is provided by priority intersections with priority given to the local road movements east/west. Local links would provide safe and unrestricted access for vehicles, pedestrians and cyclists.

Considerations

- Interchange provides gateway to northern edge of the Ōtaki urban area.
- Mitigate Waitohu Stream flooding by providing appropriate new expressway bridge length.
- Increased footprint of interchange within dune area.
- Does not allow for diagonal local road route as currently provided by SH1 between Waitohu Plateau and Ōtaki.
- Increased detour length to access race track and County Road.
- The total number of properties from which land is required for North Ōtaki proposal B and this section of the expressway is approximately 25. Of this number, 4 are new properties above what was previously identified as properties from which land will be required for this section of the expressway.



Peka Peka to Ōtaki Expressway

Rahui Road

Rahui Road is currently the key east-west link between the railway station/railway retail area/Ōtaki town to the Ōtaki Racecourse and properties east of the railway line. Rahui Road runs along relatively flat terrain and runs east of the existing roundabout intersection with SH1 and crosses the rail corridor at ground level. It also provides access to the Pare-o-Matangi Reserve between SH1 and County Road. Rahui Road is very busy when major events are held at Ōtaki Racecourse and significant congestion occurs in the area.

Two bridge proposals have been presented in this consultation while the subway proposal has been discounted due to flooding issues. Mitigation to prevent flooding would also have the potential to impact on flooding in the wider area. The complex construction would result in significant additional costs.

Opportunities, constraints and issues

- Main east-west link for vehicles (including horse transporters), walking and cycling.
- Current diversion route for SH1 in emergencies.
- Private property, business and railway access.
- Traffic congestion during major events at the Ōtaki Racecourse.
- Safety concerns associated with the railway level crossing.
- Flood overflow path for flood events.
- Strong community desire to retain a link at Rahui Road.

Three main proposals were looked at for a link at Rahui Road. These include:

- Pedestrian and cycle bridge.
- Vehicle, cycle and pedestrian bridge over the expressway.
- Vehicle, cycle and pedestrian subway under the expressway.

Preferred proposal – pedestrian and cycle overbridge



- Legend**
1. Rahui Road
 2. Proposed expressway
 3. Rail corridor, re-aligned section
 4. New pedestrian/cyclist bridge over expressway and rail corridor
 5. Ōtaki Railway Station moved on existing site to match new rail alignment
 6. County Road to be widened.
 7. Mangapouri Stream

Previous consultation and feedback from the community highlighted the importance of retaining some form of link with Rahui Road.

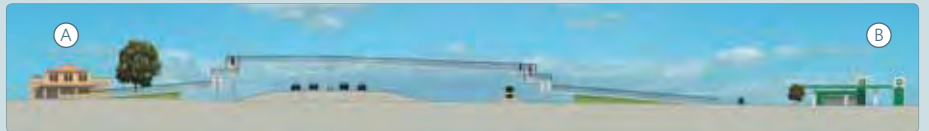
This proposal provides for a pedestrian and cyclist link over both the railway line and expressway. Vehicle access to and from Rahui Road would be along a widened County Road and North Ōtaki expressway interchange.

This proposal was identified as the preferred proposal as it avoids the significant visual impacts and steep grades introduced by any vehicle bridge crossing. Alternative vehicle access would be provided via an upgraded existing SH1 bridge and County Road as described above.

A minimum 3m-wide shared footpath and cycle link would be provided to ensure it is accessible for all users.

Considerations

- Most direct connection for pedestrians and cyclists over the historic desire line.
- Relatively lightweight bridge with less visual impact than a heavier vehicle bridge and embankments.
- Can be designed to be sympathetic to surrounding buildings and landscape features. The architectural and urban design for the bridge would be a key focus for the next stage of investigation and design.
- Requires Rahui Road vehicles to travel along County Road which is approximately 600m longer.
- Little or no impact on flood overflow or local flood storage.
- Estimated cost of approximately \$4-5 million.
- No land is required from any properties for the pedestrian and cycle overbridge.



Cross section of the proposal looking south

Other proposal – vehicle, pedestrian and cycle overbridge



- Legend**
1. Rahui Road
 2. Proposed expressway
 3. Rail corridor, re-aligned section
 4. New bridge over expressway and rail corridor
 5. Ōtaki Railway Station moved on existing site to match new rail alignment.
 6. County Road to be widened.
 7. Mangapouri Stream

This proposal provides a bridge over the expressway and railway line to retain historic links.

The bridge proposed requires steep grades to cross over the expressway and railway line, and is steeper than desirable for pedestrians, cyclists, and heavy vehicles. Upgrading County Road would still be required due to the steep gradients on the western side of the bridge being difficult for heavy vehicles and horse transporters to negotiate.

Considerations

- Most direct connection for vehicles, pedestrians and cyclists over the established route.
- Significant bridge structure and high approach earthwork embankments (up to approximately 10m high).
- Potential visual impacts on local residents, businesses and the wider community.
- Safety concerns associated with steep gradients (12.5%) on the Ōtaki side of the bridge. This is steeper than the Ngauranga Gorge (8%).
- Improved access to and from the Ōtaki Racecourse, particularly on race day. However an alternative is available via County Road.
- Potential for localised impacts on flood storage.
- Estimated cost of approximately \$14 million.
- The number of properties from which land is required for the vehicle, pedestrian and cycle overbridge is 2.

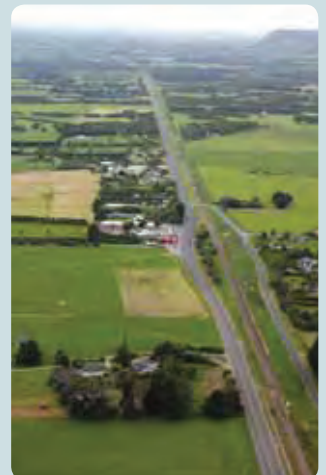


Cross section of the proposal looking south



Peka Peka to Ōtaki Expressway

Consenting process steps



NZTA undertakes investigations and identifies preferred proposals



NZTA Board recommends proceeding with Resource Management Act applications for the expressway



Technical studies, field work and option refinement starts



Assessment of environmental effects of the expressway refined and application documentation prepared



Application lodged with the Environmental Protection Authority



Minister for the Environment decides if project is 'nationally significant' and refers applications to Board of Inquiry, the Environment Court or local authority for processing



Project is publicly notified and a call for submissions advertised



Hearing



Decision on applications



Commence pre-construction and then construction phases





Peka Peka to Ōtaki Expressway

Where to from here?

Timeframes

Time	Activity
Early 2011	<p>Public consultation on proposals Consultation on interchange proposals and connecting roads.</p> <p>Refine proposals The project team will further develop the design of the expressway.</p>
Late 2011	<p>Scheme assessment report This will include consideration of geotechnical, environmental (including noise mitigation), ecological, traffic, landscape, social effects, consultation feedback, and business impacts surveys.</p> <p>Confirm proposal NZTA announces preferred scheme for interchanges and connecting roads.</p> <p>Public engagement on scheme design Public engagement on design solutions including effects and proposed mitigation measures.</p> <p>Application preparation Preparation of designations and key resource consents for the Environmental Protection Authority (EPA) process.</p>
Early 2012	<p>Environmental Protection Authority Lodge notice of requirement and key resource consent applications with the EPA. Opportunity for further public involvement during the notification process.</p>
Early 2013	<p>Detailed design Commence detailed design.</p>
Late 2013	<p>Construction start Construction is expected to commence, subject to funding, and is likely to take four years.</p>

What if my property is affected?

If you believe your property is affected please look for a member of the project team who will assist you.

How you can provide feedback

By post

To provide feedback, consider the proposals outlined at the open days and in the consultation brochure and fill in the comments form included with the brochure. Post to Peka Peka to Ōtaki Expressway Consultation, PO Box 12003, Thorndon, Wellington 6144.

In person

Your feedback can be provided here at the Project Open Days by filling in a comments form and giving it to a member of the project team.

Online

If you wish to make an electronic submission, please fill in the comments form on the project website www.nzta.govt.nz/pp2oproject

Please note that comments/feedback 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.

Contact us

If you would like more information about the Peka Peka to Ōtaki Expressway, you can email, phone or mail us.

Peka Peka to Ōtaki Expressway Project Team

E: info@pp2o.co.nz

T: 0800 PP2O INFO
(0800 7726 4636)

More detailed queries can be mailed to:

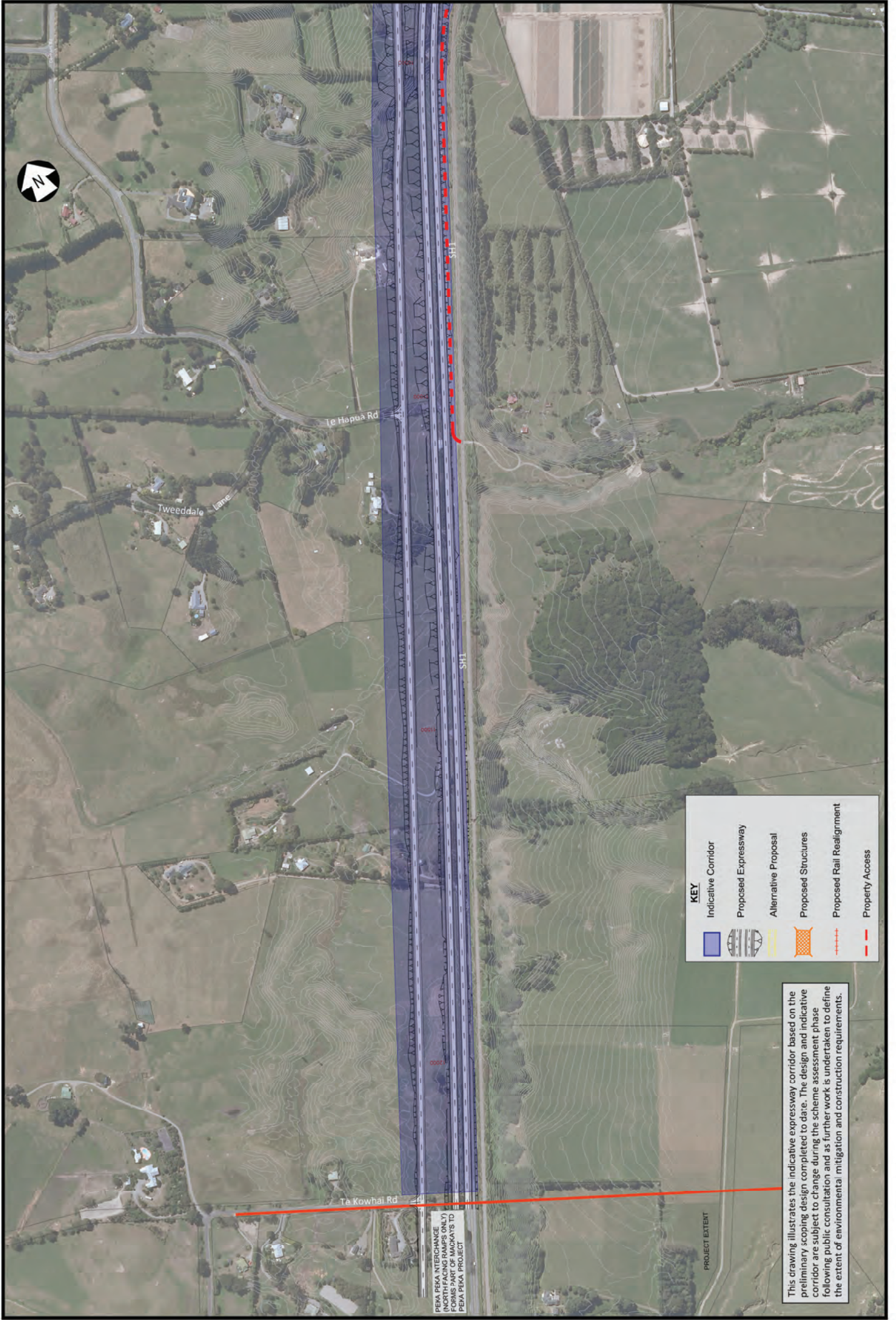
Peka Peka to Ōtaki Expressway Project Team

c/- Opus International Consultants Ltd

PO Box 12003

Thorndon

Wellington

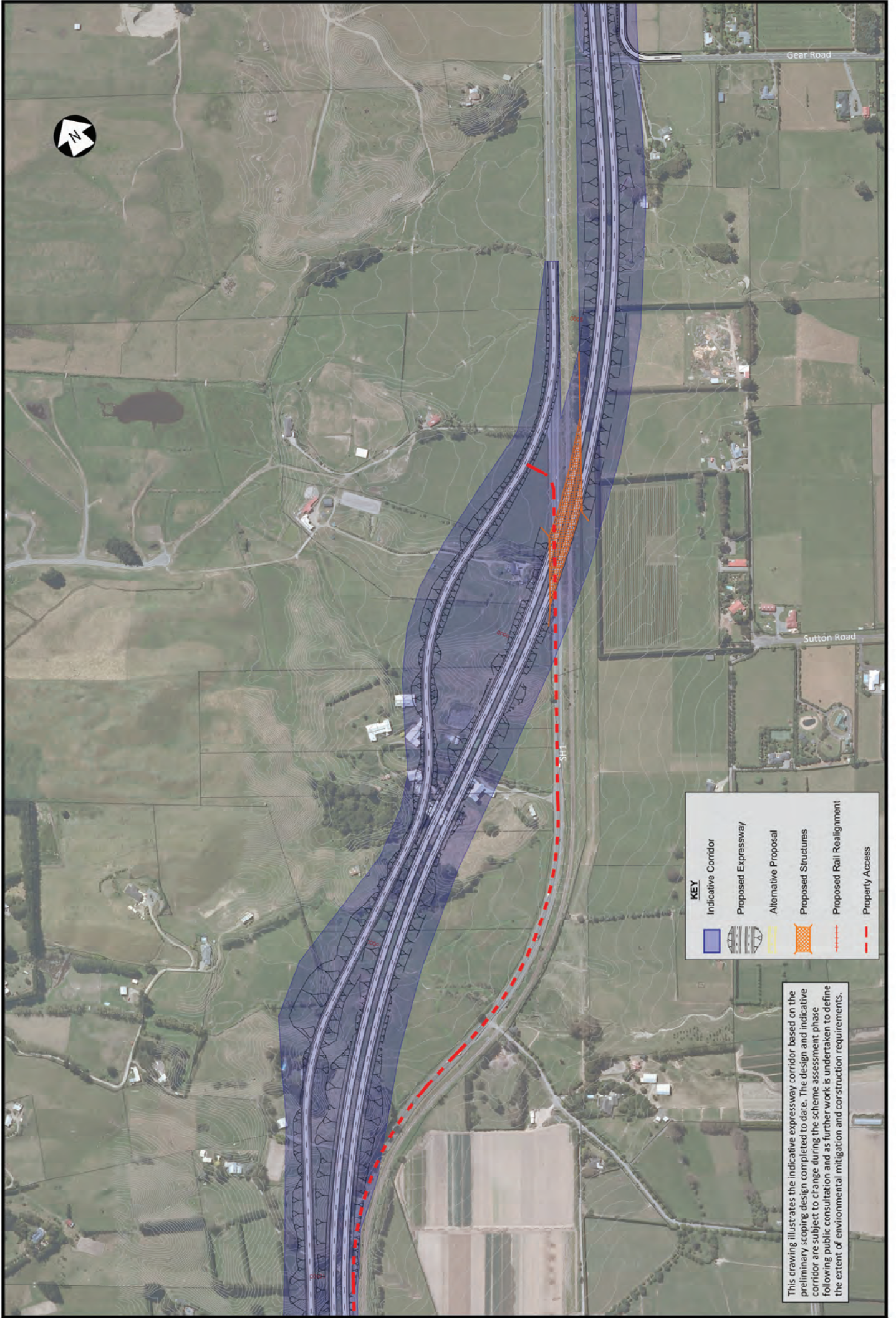


PEKA PEKA INTERCHANGE (NORTH PACIFIC RAILWAY) - NORTH PACIFIC RAILWAY TO PEKA PEKA PROJECT

KEY	
	Indicative Corridor
	Proposed Expressway
	Alternative Proposal
	Proposed Structures
	Proposed Rail Realignment
	Property Access

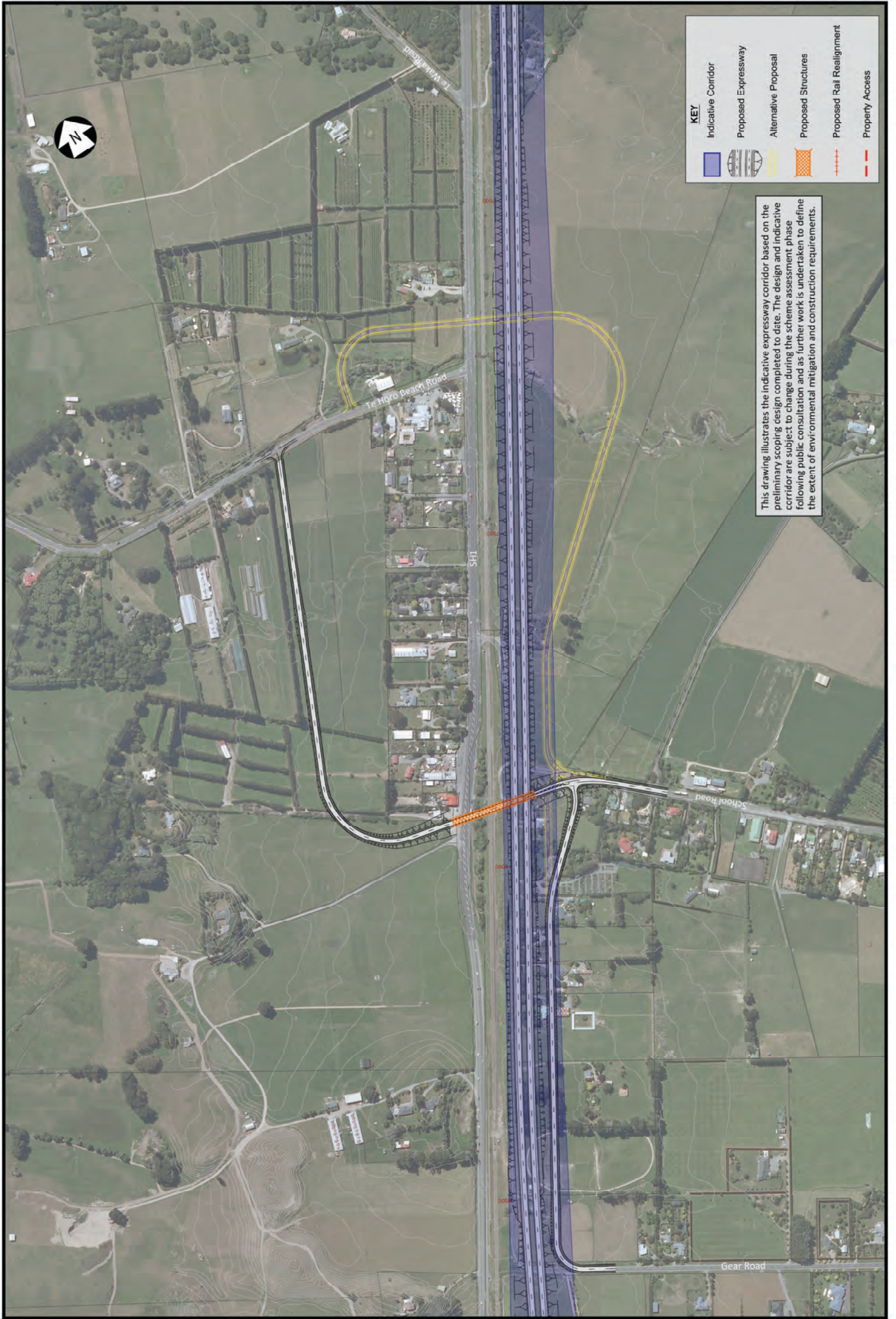
This drawing illustrates the indicative expressway corridor based on the preliminary scoping design completed to date. The design and indicative corridor are subject to change during the scheme assessment phase following public consultation and as further work is undertaken to define the extent of environmental mitigation and construction requirements.

0 50 100 150 200 250 m
AERIAL PHOTOGRAPHY FLOWN - MARCH 2010



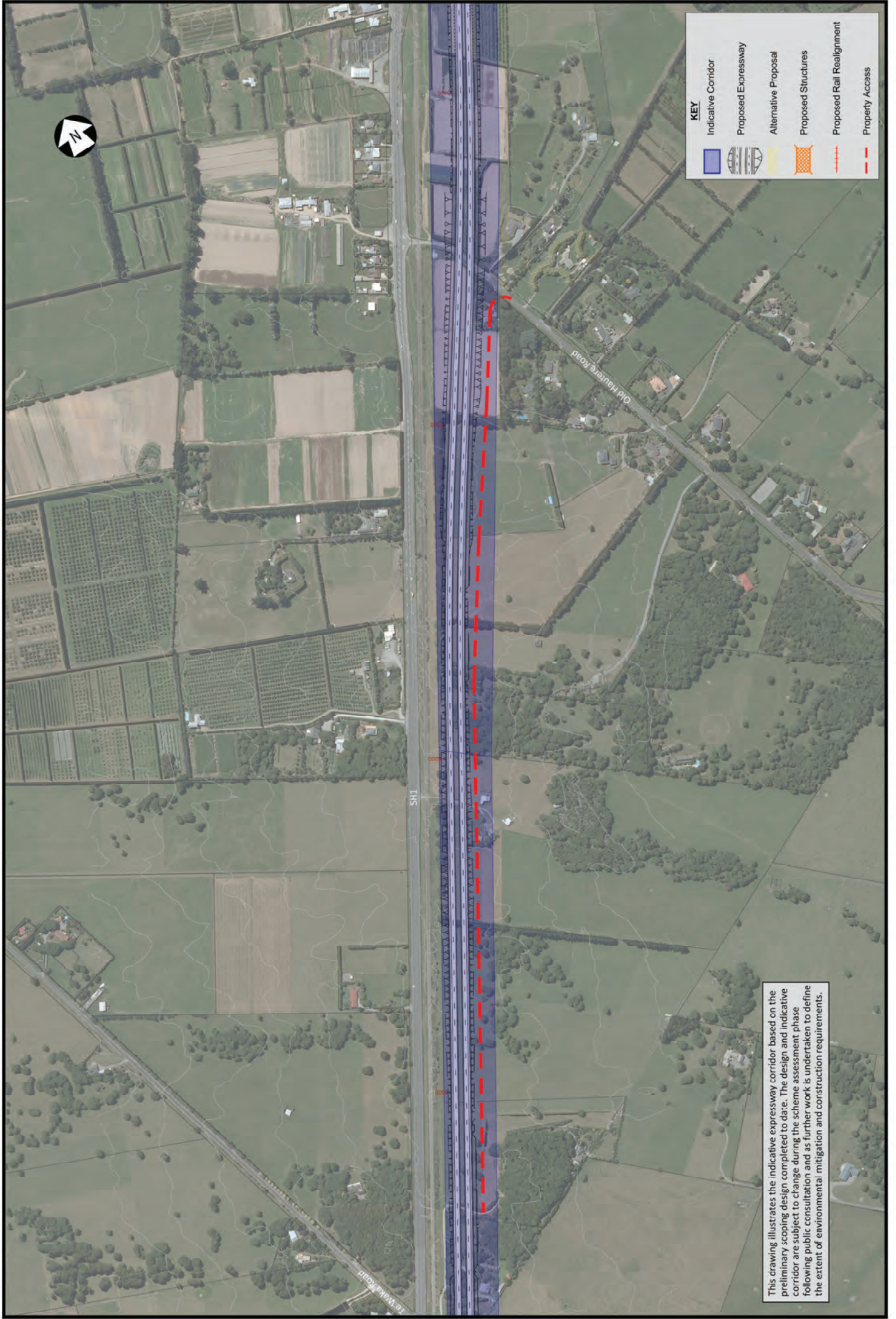
KEY	
	Indicative Corridor
	Proposed Expressway
	Alternative Proposal
	Proposed Structures
	Proposed Rail Realignment
	Property Access

This drawing illustrates the indicative expressway corridor based on the preliminary scoping design completed to date. The design and indicative corridor are subject to change during the scheme assessment phase following public consultation and as further work is undertaken to define the extent of environmental mitigation and construction requirements.



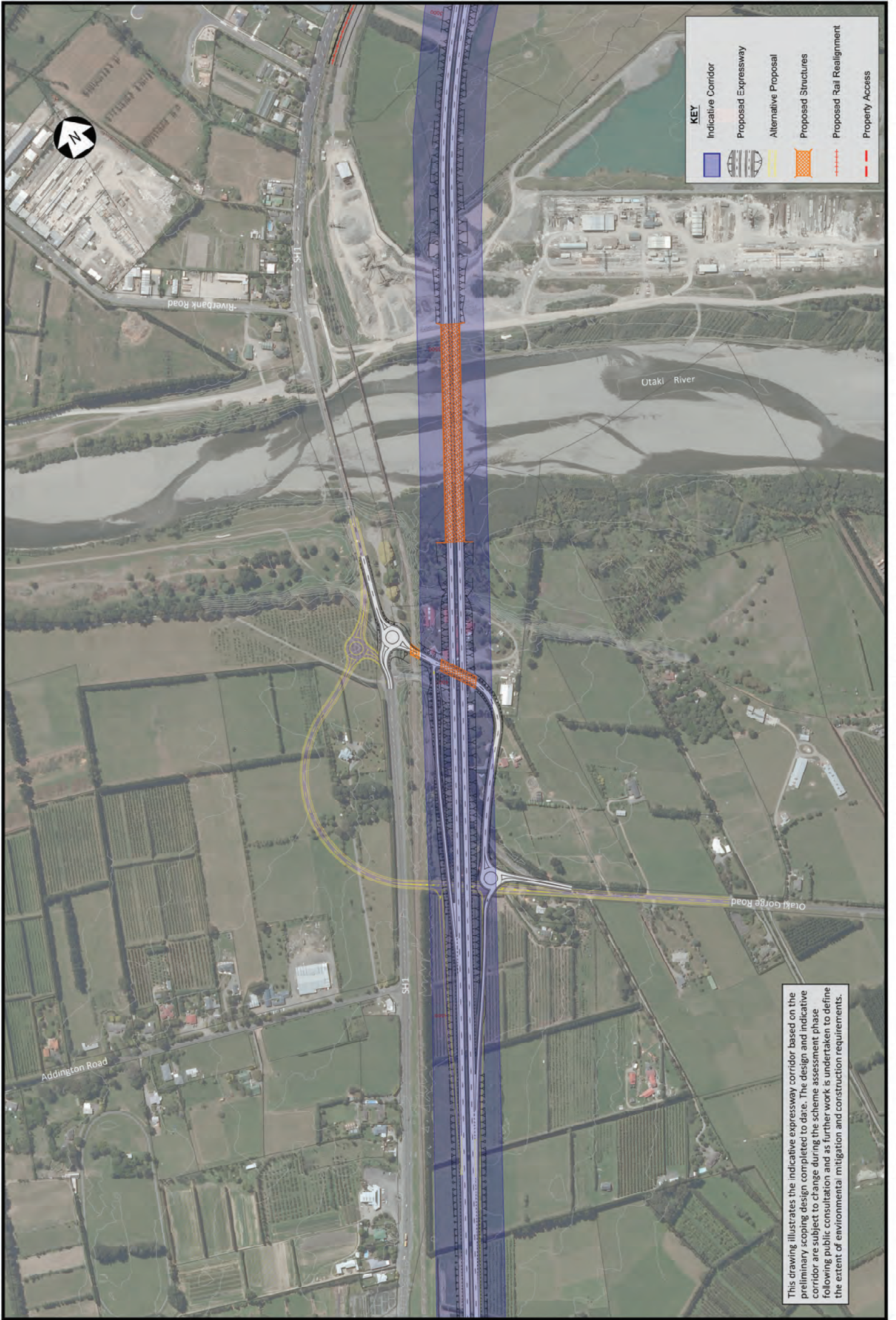
This drawing illustrates the indicative expressway corridor based on the preliminary scoping design completed to date. The design and indicative corridor are subject to change during the scheme assessment phase following public consultation and as further work is undertaken to define the extent of environmental mitigation and construction requirements.

KEY	
	Indicative Corridor
	Proposed Expressway
	Alternative Proposal
	Proposed Structures
	Proposed Rail Realignment
	Property Access



This drawing illustrates the indicative expressway corridor based on the preliminary scoping design completed to date. The design and indicative corridor are subject to change during the scheme assessment phase following public consultation and as further work is undertaken to define the extent of environmental mitigation and construction requirements.

KEY	
	Indicative Corridor
	Proposed Expressway
	Alternative Proposal
	Proposed Structures
	Proposed Rail Realignment
	Property Access



This drawing illustrates the indicative expressway corridor based on the preliminary scoping design completed to date. The design and indicative corridor are subject to change during the scheme assessment phase following public consultation and as further work is undertaken to define the extent of environmental mitigation and construction requirements.



KEY	
	Indicative Corridor
	Proposed Expressway
	Alternative Proposal
	Proposed Structures
	Proposed Rail Realignment
	Property Access

This drawing illustrates the indicative expressway corridor based on the preliminary scoping design completed to date. The design and indicative corridor are subject to change during the scheme assessment phase following public consultation and as further work is undertaken to define the extent of environmental mitigation and construction requirements.

