





In Committee

Workshop Paper No.	09/12/0310
Submission Date	08 December 2009
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Recommended by	Colin Crampton , Group Manager Highways and Network Operations 
Subject	PEKA PEKA TO OTAKI EXPRESSWAY PROPOSAL CONSULTATION ANALYSIS

Purpose

- 1 This paper provides further analysis on the submissions received for the Peka Peka to Otaki expressway proposal, and seeks approval for the *Peka Peka to Otaki Community Engagement Report* to be released to the public.

Recommendations

- 2 That the NZ Transport Agency Board:
 - a. **notes** this paper;
 - b. **agrees** to take Workshop paper 09/12/0310 in committee; and
 - c. **agrees** to make available to the public the *Peka Peka to Otaki Community Engagement Report* following the announcement of the preferred expressway proposal.

Background

- 3 Submissions on the expressway proposal for the section of State highway 1 (*SH1*) from Peka Peka to Otaki closed on 30 October 2009. A total of 4688 submissions were received, including 1720 submissions on the expressway proposal. Of the 1720 submissions:

- 1363 supported the expressway proposal (or 79% of submissions);
 - 231 opposed the expressway proposal (or 13.5% of submissions); and
 - 126 preferred 'other transport' options (or 7.5% of submissions).
- 4 In most cases, submissions provided reasons and/or comments for supporting or opposing the expressway proposal. As set out in the *Peka Peka to Otaki Community Engagement Report* (the *Community Engagement Report*), these reasons and/or comments enabled the following six common submission themes to be identified:
- Works to start as soon as possible;
 - Support for faster journey times and reduced congestion;
 - Effects on the Otaki Retail Village;
 - Preferred an alternative expressway alignment;
 - Location of the interchanges; and
 - Effects on existing houses and property.
- 5 The analysis of submissions also enabled expressway proposal preferences to be identified by geographical area.

Support for expressway proposal

- 6 Almost 80% of 1720 submissions received on the expressway proposal supported its construction. In contrast, approximately 13% of submissions were opposed to it and approximately 7% of submissions sought that 'other transport' options be pursued or were simply neutral.
- 7 Over 300 submissions wanted work on the expressway to start as soon as possible. This theme drew the most comments.
- 8 Almost 200 submissions stated that they wanted faster journey times and congestion relief. In particular, many submissions expressed a strong desire for congestion in the Otaki Retail Village to be resolved as soon as possible. The vast majority of these submissions also commented that the expressway proposal, and in particular, the proposed Otaki bypass, would also improve local and through traffic journey times.
- 9 Just over 7% of submissions supported 'other transport' options. The vast majority of these submissions sought that alternative expressway alignments be pursued. Very few submissions supported just undertaking public transport improvements as the only transport solution to be pursued.

Effects on the Otaki Retail Village

- 10 Almost 180 submissions commented on the potential effects that the expressway proposal would have on the character, amenity and economy of the Otaki Retail Village. Submissions were split evenly as to whether or not the Otaki Retail Village would be adversely affected.
- 11 The submissions that were positive towards the effects of the expressway proposal on the Otaki Retail Village often advised that local businesses and the local character/amenity would benefit from reduced traffic congestion (especially during the weekends when many thought it was not safe to stop). Some of these submissions also advised that the Otaki Retail Village had become a standalone destination, and therefore shifting the state highway would not have any material detrimental effects on the Village.
- 12 The submissions that were negative towards the effects of the expressway proposal on the Otaki Retail Village advised that moving the state highway traffic would reduce its 'passing trade' opportunities. However, some of these submissions also commented that the transport benefits of the expressway proposal outweighed any adverse affects on the Otaki Retail Village.
- 13 Some of the 'other transport' option submissions advised that if an alternative expressway alignment was chosen there would be less adverse effects on the economy of the Otaki Retail Village. This line of argument was used most often in those submissions that supported the Te Horo Road Action Committee (*THRAC*) expressway alignment.

Alternative expressway alignments

- 14 Approximately 140 submissions sought that the proposed expressway be constructed on a different alignment or sought that more expressway options be proposed for consideration.
- 15 Although some submissions sought that the expressway proposal be 'slightly' realigned, the vast majority preferred completely different expressway alignments. The most commonly sought alternative expressways were the former "Sandhills expressway designation" alignment and the alignment sought by THRAC.
- 16 The Sandhills alignment would generally travel parallel and to the east of the existing SH1 following the alignment of Transpower's pylons. The THRAC alignment would also run parallel and to the east of the existing SH1 until it reached Tasman Street in Otaki where an interchange would be built approximately 5km west of the Otaki Retail Village. Both options would presumably reconnect back into SH1 at some point south of Levin.

Community effects

- 17 Many submissions made both positive and negative comments on the potential effects of the expressway proposals on the local communities, in particular Otaki and Te Horo. As set out above, there were two principal 'community effects themes' to emerge from the 1720 submissions received. These being the potential adverse effects on property and concern that there would not be enough local access points for the local community.

- 18 More than 70 submissions commented on the effects that the proposed expressway would have on property. The vast majority of these submissions commented that it would adversely affect properties, whilst some argued that alternative expressway proposals (eg the Sandhills alignment) would affect fewer properties.
- 19 A little over 80 submissions commented on the proposed interchange locations. Whilst some of these submissions supported the proposed interchange locations (eg the Peka Peka interchange), the vast majority sought that more interchanges be provided. Many of these submissions sought that more local access points be provided for the Otaki community, with most seeking that there be interchanges located at the southern and northern ends of the Otaki bypass.
- 20 Approximately 25 submissions commented either positively or negatively on the Te Horo overbridge. Submissions were evenly split in opinion. Most of the submissions that were negative sought that a full interchange be constructed to facilitate more development of the Te Horo area whilst those submissions that were positive were opposed to an interchange and further development of the Te Horo area.

Submissions by geographical area

- 21 Of the 1720 submissions received on the expressway proposal, approximately 240 originated from Otaki postal addresses¹. Approximately, 70% of these submissions supported the expressway proposal, whilst about 20% opposed it with the balance of submissions seeking that 'other transport' options be pursued.
- 22 Almost 60% of the nearly 90 submissions received from Te Horo postal addresses opposed the expressway proposal whilst approximately 30% supported it with the balance seeking that other transport options be pursued. Most of the submissions that were in opposition supported the expressway alignment proposed by THRAC.
- 23 Almost 20 submissions were received from Peka Peka postal addresses. Approximately, 60% of these submissions supported the expressway proposal with the balance mostly opposing it.
- 24 Approximately 475 submissions were received from Waikanae postal addresses. More than 60% of these submissions supported the expressway proposal with the balance mostly opposing it. In contrast, almost 90% of the nearly 550 submissions received from Paraparaumu and Raumati postal addresses supported the proposed expressway.
- 25 Close to 100 submissions were received from postal addresses located outside of the Kapiti Coast District. The vast majority of these submissions supported the expressway proposal.

¹ See Section 5 of the Community Engagement Report for further information on submissions by geographical area. It should also be noted that there were submissions received from other areas of Kapiti such as Paekakariki that have not been referred to in this paper.

Public release of the Peka Peka to Otaki Community Engagement Report

- 26 The decision on the expressway proposal will be of interest to submitters, key stakeholders, the general public and local and national media. It can also be anticipated that there will be a number of official information requests made following the decision. Accordingly, it is recommended that the *Peka Peka to Otaki Community Engagement Report* be made available to the public.

In-Committee Status

- 27 Board Paper 09/12/0310 is in Committee to allow the Board free and frank discussion of the issues. We recommend Board paper 09/12/0310 remains in committee until such time as the public has been informed about the decision regarding SH1 Kapiti Coast Expressway Alignment.

Attachments

- 28 There are no attachments to this paper. However, this paper should be read in conjunction with the *Peka Peka to Otaki Community Engagement Report*, which was provided prior to the November Board meeting.