



## Wellington Northern Corridor

### Peka Peka to Ōtaki Expressway

February - March 2011

# Public consultation

The Peka Peka to Ōtaki 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 October 2009, the NZ Transport Agency (NZTA) re-engaged with the Kāpiti community on its plan for the Peka Peka to Ōtaki route (the previous plan was approved by the former Transit Board in 2002). In December 2009, the NZTA Board confirmed the preferred route previously approved by the former Transit Board.

The NZTA is now seeking feedback on its proposals for the Peka Peka to Ōtaki Expressway outlined in this brochure.

## Public consultation process

The objective of this consultation is to gain public feedback on the form, function, and location of interchanges and connections. Please note that in the information presented on the proposals, the number of properties whose land may be required has not been finalised yet. Land requirement plans will be developed as part of the next phase of engagement.

In addition to this public consultation on the form, function, and location of interchanges and connections, the NZTA continues to build on the work already undertaken on the proposals to date.

If you wish to provide feedback, please refer to page 20 for how you can provide feedback.

The next phase of public engagement will take place later in 2011 following further investigation and refinement of design. The objective of this phase will be to advise the community on the scheme design, land/property requirements, mitigation measures to be utilised, and potential construction effects.

# Improving State Highway 1 within Kāpiti

## The need to improve the route between Peka Peka and Ōtaki

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. Ōtaki, Te Horo and the surrounding area have key links south and to Wellington. Population, industry and traffic growth require investment and planning. As part of the Wellington Northern Corridor road of national significance the Peka Peka to Ōtaki Expressway will help to support economic growth and productivity by moving people and freight faster, safer and more efficiently.

## The need to provide relief from the current road congestion

The volume of traffic currently on the Peka Peka to Ōtaki State Highway 1 (SH1) route has seen this road severely congested at peak times. This has not allowed efficient and effective movement for through traffic as well as 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 motorists

The need to enhance safety for motorists travelling on the Peka Peka to Ōtaki route is a prime consideration for the NZTA. The current state highway has seen a high number of crashes due to the lack of separation of different transport modes, along with too many local or side accesses directly connecting on to the highway. The proposed four-lane separated expressway will result in safer journeys for all users.

## The need to improve journey time reliability

During peak periods, congestion on the current Peka Peka to Ōtaki 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 Peka Peka to Ōtaki Expressway will enable quicker and easier access for Kāpiti residents not only to local facilities, but also to important facilities such as Wellington airport, hospitals, port, central business district, museums and universities.

## Background

### 2002-2009

In 2002, Transit New Zealand, now the NZ Transport Agency (NZTA), consulted on an expressway option that would improve journey times between Peka Peka and Ōtaki.

Four routes north of the Ōtaki River (western, central, railway and eastern) and two routes south of the river were considered before the former Transit Board decided on the preferred eastern route.

A revision of the 2002 plan, as part of the 2009 Kāpiti Strategy Study, resulted in the removal of the interchange at Te Horo.

This plan was included in the October 2009 Kāpiti community engagement. Information on previous consultation can be accessed on the NZTA website [www.nzta.govt.nz/projects/peka-peka-to-otaki/background.html](http://www.nzta.govt.nz/projects/peka-peka-to-otaki/background.html). In December 2009, the NZTA Board confirmed the preferred route approved by the former Transit Board.

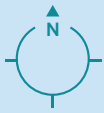
### 2010

In mid 2010, the NZTA selected a project team to undertake detailed investigation and design of the proposed route.

The project team comprises scheme specialists (representing a range of fields) from Opus International Consultants, URS, Holmes and Urban Perspectives Limited. These consultants are working with the NZTA throughout the project.

Since selection, the project team has been developing proposals for the expressway for public consultation. As part of this work, the project team has been:

- reviewing feedback from earlier engagements for consideration in refining the proposed route
- investigating the form, function, and location of interchanges and how access to the local road network will be provided
- investigating local access requirements (pedestrians and cyclists)
- developing an urban and landscape framework to ensure integration with the Kāpiti Coast District Council's (KCDC) Greater Ōtaki Vision document. This document provides guidance for future development for Ōtaki and the wider district
- assessing the route against current planning requirements
- working with KCDC and Ōtaki Community Board on the form, function and location of interchanges for the expressway.

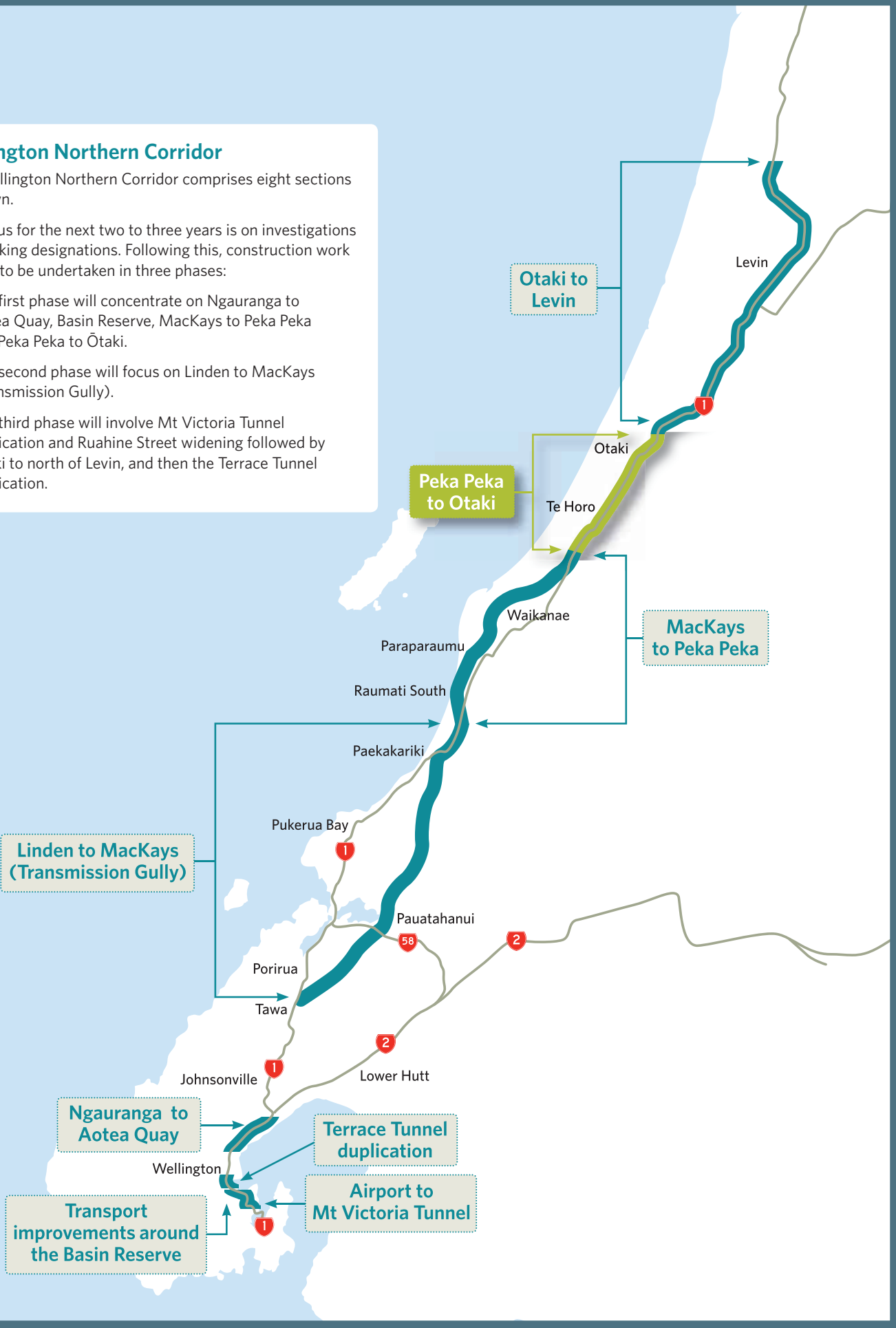


### Wellington Northern Corridor

The Wellington Northern Corridor comprises eight sections as shown.

The focus for the next two to three years is on investigations and seeking designations. Following this, construction work is likely to 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.



## What we have been doing

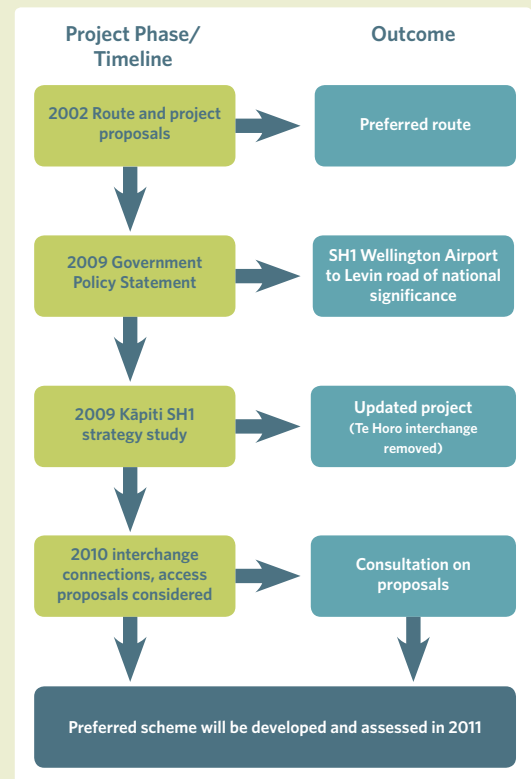
The project team has been working to confirm the preferred scheme and gain the necessary approvals to allow construction to begin.

### The scope of the project

The project area extends from just north of Peka Peka Road in the south through to Taylors Road north of Ōtaki, as shown on the following pages.

Investigations have included further assessment and then, scheme design for the NZTA Board-approved route illustrated on the following pages. The further investigation and development of proposals and designs have been to consider the following:

- The review of the design and location of the interchanges providing access to Ōtaki and Te Horo in light of the submissions received in the October 2009 public engagement.
- The requirement for signage to indicate destinations off SH1.
- The design should allow for the future double tracking of the North Island Main Trunk Railway Line through Ōtaki.
- The route is reassessed against current planning requirements prior to preparation of the Notice of Requirement applications.
- The NZTA will work with the Kāpiti Coast District Council, the Ōtaki Community Board and the community in general, with a view to integrating the expressway with the proposals set out in the Greater Ōtaki Vision document.



## Process we have gone through

The development and initial assessment of the proposals for public consultation have involved the following timeline and tasks:

**July 2010** = Identification of issues and constraints

**July-Oct 2010** = Proposal generation and development

**Sept-Dec 2010** = Preliminary assessment and specialist screening of the proposals

**Feb 2011** = Public consultation

Throughout this process, there has been engagement with KCDC and the Ōtaki Community Board 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
- environmental outcomes
- transport outcomes
- economic value.

This process clearly identified the proposals that provided better outcomes as per the above criteria.

## 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 in this brochure 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 2002 scheme proposed a full interchange at Peka Peka with the expressway. This was modified in the 2009 scheme to provide north-facing ramps (which allows access to and from the north only). This interchange 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.

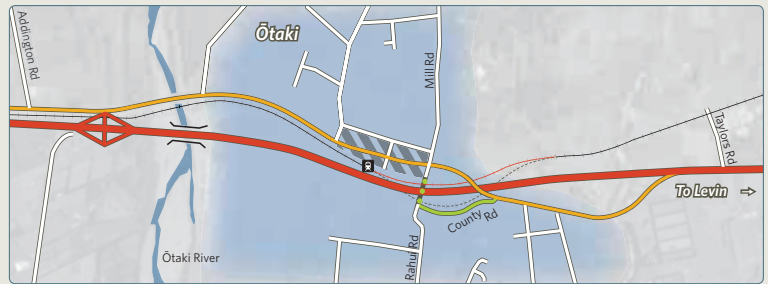
The proposed access arrangement for Ōtaki aims to:

- make it easier to move around the district (particularly in Ōtaki)
- 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.

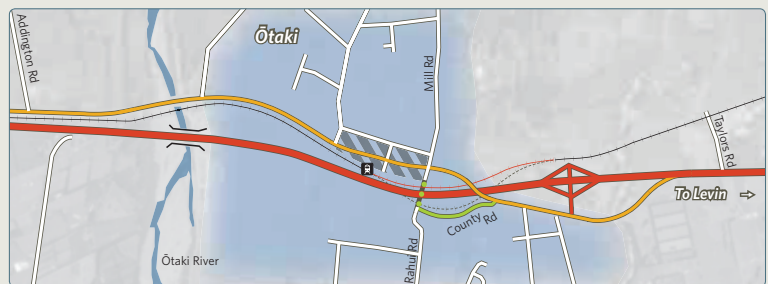
The proposed access arrangement to and from the expressway for Ōtaki includes providing south-facing ramps to the south of Ōtaki (at Ōtaki Gorge Road) and north-facing ramps to the north of Ōtaki to provide ease of access in and out of Ōtaki.

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 plans on the following pages show details of the route and interchanges.

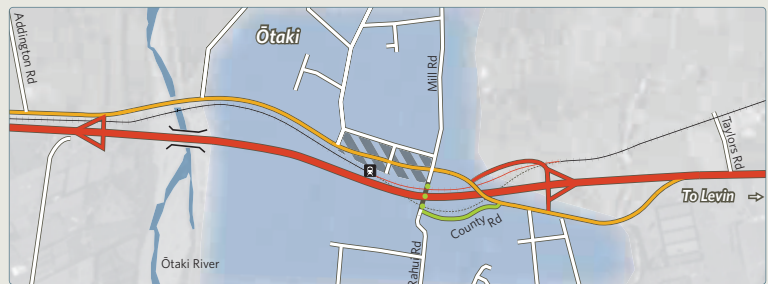
The three illustrations below show examples of interchange and access arrangements considered for Ōtaki.



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
	Future development encouraged by interchange location

# The expressway proposal in detail

## Description

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 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.

### What will the expressway look like?

The proposed 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.

### 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.
- Removal of trucks from Ōtaki and the existing SH1.
- Easier access to and from local roads and private property.
- Removal of ground level railway 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 other issues need to be addressed as part of this project?

- Property access and disruption.
- Business viability.
- Environmental effects of the project (e.g. flood management, storm water, noise, air, visual, trees and vegetation).
- Iwi and community interests.
- Construction effects and other local or site-specific effects.



## Walking, cycling and equestrian considerations



### This project aims to make provisions for all modes of transport where appropriate.

In general, walking, cycling and equestrian activity on the expressway will be discouraged but not restricted. Therefore it is important that facilities are provided to allow non-vehicle movement across and along the project area.

Provisions to promote walking and cycling instead of the use of motor vehicles will be encouraged. Due to the largely rural nature of the project area, consideration must also be given to recreational

activities. Currently much of the pedestrian and cycle movement occurs around the Ōtaki Railway area, and to a lesser extent, along SH1 and Te Horo.

This phase of consultation does not present the details for provisions along the route. However the feedback from the community is important in terms of their future development.

Provisions for walking and cycling such as bridges and underpasses, will be made at all locations where motor vehicles gain access from one side of the expressway to the other. In addition at Rahui Road, the preferred proposal includes a pedestrian and cycle link.

Along the route, a number of different shared walking and cycling facility 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.

On-road cycle lanes (in both directions for the existing SH1) have also been considered as they will provide dedicated facilities for cyclists along a much safer arterial road.

Irrespective of the proposals to be 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.



Indicative expressway cross section

# Peka Peka to Ōtaki Expressway route

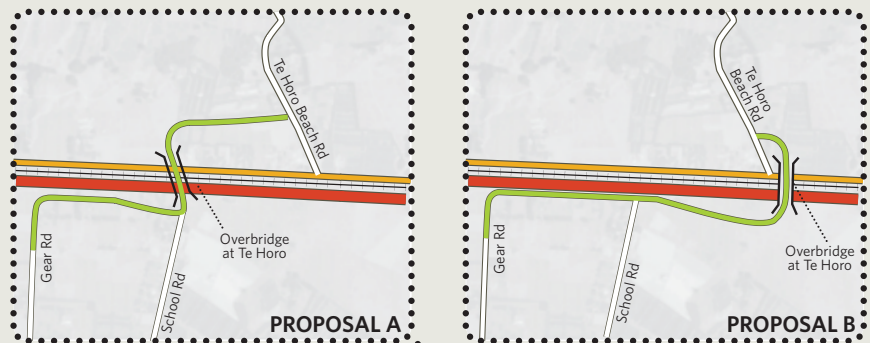
Following the NZTA Board decision to progress the Peka Peka to Ōtaki Expressway in 2009, the project team has looked at different proposals to meet the aims and objectives of the project.

A number of options have been assessed and not progressed with. Those presented in the plan below show the proposals identified at Te Horo, Ōtaki Gorge Road and Ōtaki.

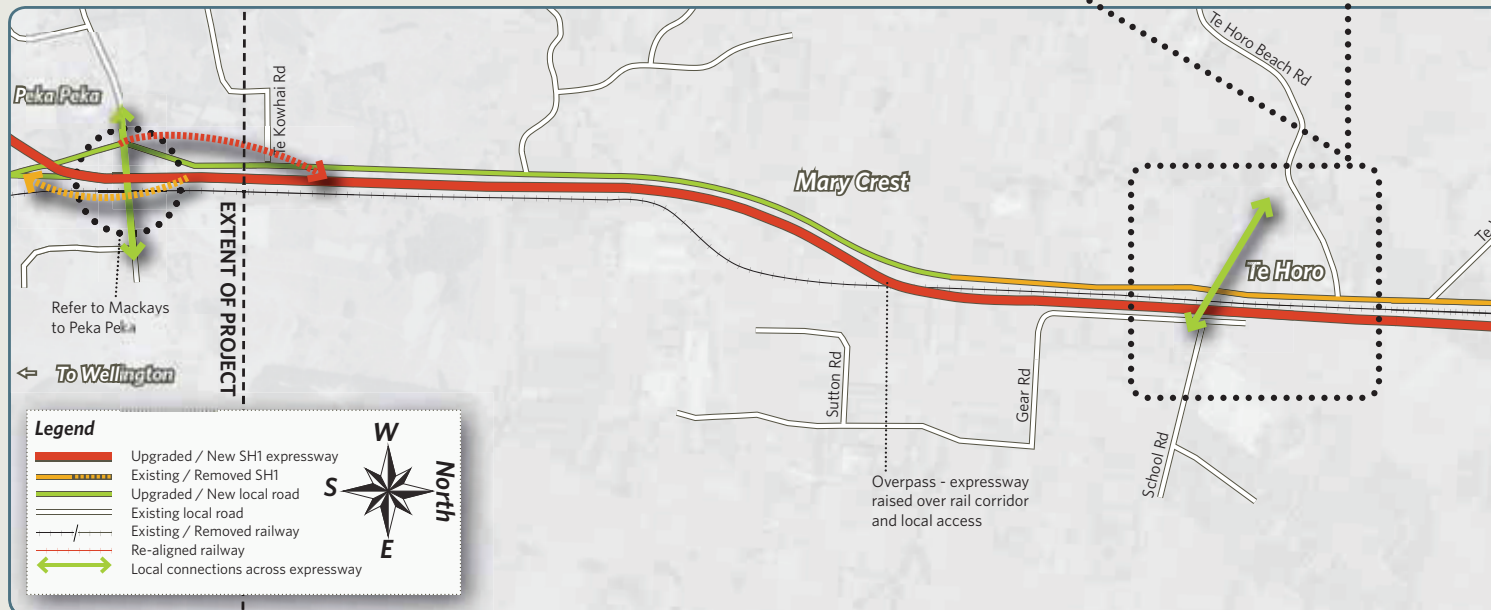
Further detail on each of the proposals presented (including the preferred option) is displayed in more detail (on the following pages of this brochure) for specific locations along the corridor.

## 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).



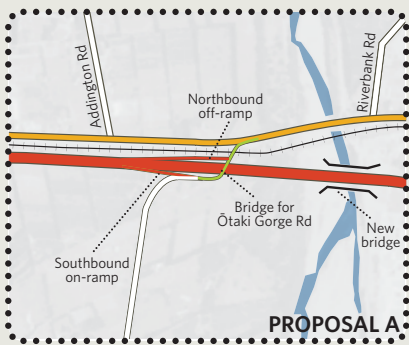
## Approved SH1 Expressway Peka Peka to Ōtaki Plan



## North Ōtaki

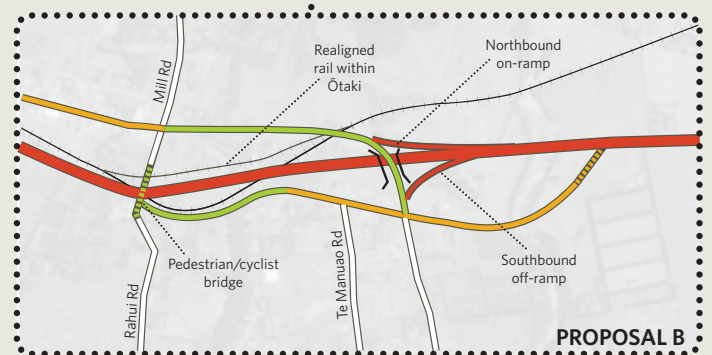
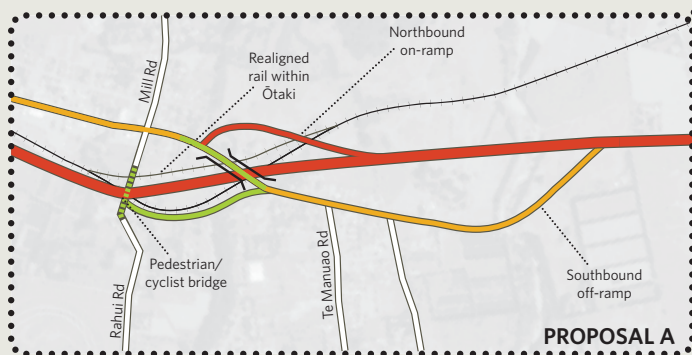
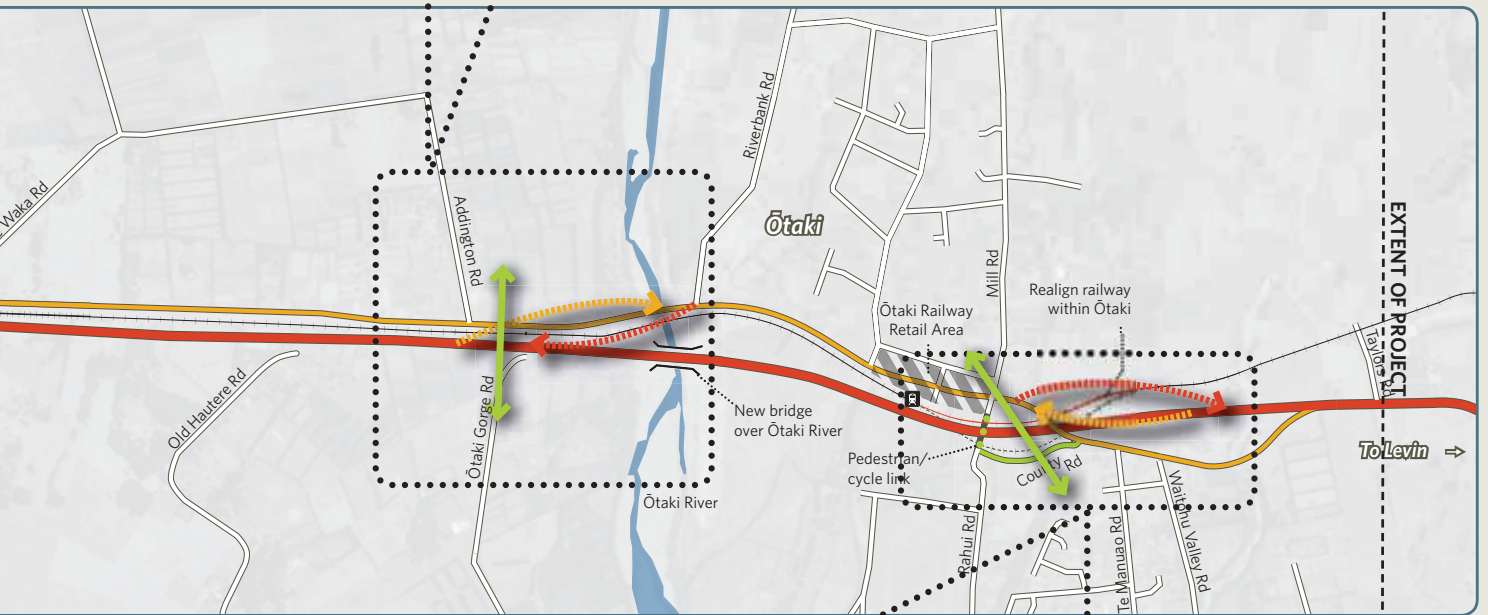
- Enables vehicles from Ōtaki heading north to get on expressway.
- Options provide differing amounts of connections between west and east Ōtaki across rail/expressway.
- Enables vehicles travelling south (from Levin) on expressway to exit and access Ōtaki.





**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 in to Ōtaki.
- Closes ground level rail crossing from existing SH1 on to Old Hautere Road, requiring residents to access SH1 and expressway via Ōtaki Gorge Road.



# 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.

## Te Horo proposal A

This proposal has been identified as the preferred proposal primarily due to it providing a more direct connection between the communities and limiting the amount of works within the Mangaone Stream.



Cross section of the proposal looking south

## 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.

## 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 is expected to cost approximately \$5 million more than the Te Horo proposal B.
- This proposal requires a lesser extent of works in the Mangaone Stream.
- Future-proofing allows for railway double tracking and 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.

## Te Horo proposal B



### Legend

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

## 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.

# 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 which is considered unsafe.

## 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
	Expressway

## 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.

## 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 is expected to be approximately \$5 million less than the South Ōtaki proposal B.
- The SH1 end of Old Hautere Road will become a cul-de-sac.
- 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 Otaki 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              |  | Local road |
| 2. Proposed expressway           |  | Expressway |
| 3. Existing railway corridor     |  |            |
| 4. Local arterial (existing SH1) |  |            |
| 5. Addington Road                |  |            |

## 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 SH1 end of Old Hautere Road will become a cul-de-sac.
- The total number of properties from which land is required for South Otaki 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.

# 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 crossing remain an important link and optimal route for motorists, pedestrians and cyclists along with the existing state highway link to the Waitohu Plateau area of Ōtaki.

## 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

## 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 crossing on Rahui Road.
- Property and land ownership.
- Race event traffic and access to stables.

## 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 will be via a realigned and widened County Road.



## Considerations

- Priority to and from Ōtaki to ensure a clear route is created.
- Local road connection (following the optimal route) 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 is expected to be 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  | 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. Mangapouri Stream  |
| 4. Local arterial (existing SH1)                                   | 11. Waitohu Stream   |
| 5. Mill Road   |  |
| 6. New bridge over expressway and rail corridor                    |  Local road  |
| 7. New pedestrian/cyclist bridge over expressway and rail corridor |  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 will 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.

## 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 currently 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 the significant uncertainty associated with the ability to build and operate such a facility which would be prone to flooding. 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.

### Preferred proposal – pedestrian and cycle overbridge

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.
- Limits vehicle access to one link with Ōtaki (County Road) while an alternative link exists via Waitohu Valley Road.



#### 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

- 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



### 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 ground level railway 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.

### Other proposal – vehicle, pedestrian and cycle overbridge

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

The bridge proposed requires steep grades of approximately 12.5% to cross over the expressway and railway line which 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.



#### 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. Mangapouri Stream



Cross section of the proposal looking south



## Timeframes

Time	Activity
Late 2010	<p><b>Proposal development</b> Development of feasible proposals for connections and interchanges.</p>
Early 2011	<p><b>Public consultation on proposals</b> Consultation on interchange proposals and connecting roads.</p> <p><b>Refine proposals</b> The project team will further develop the design of the expressway.</p>
Late 2011	<p><b>Scheme assessment report</b> This will include consideration of geotechnical, environmental (including noise mitigation), ecological, traffic, landscape, social effects, consultation feedback, and business impacts surveys.</p> <p><b>Confirm proposal</b> NZTA announces preferred scheme for interchanges and connecting roads.</p> <p><b>Public engagement on scheme design</b> Public engagement on design solutions including effects and proposed mitigation measures.</p> <p><b>Application preparation</b> Preparation of designations and key resource consents for the Environmental Protection Authority (EPA) process.</p>
Early 2012	<p><b>Environmental Protection Authority</b> 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><b>Detailed design</b> Commence detailed design.</p>
Late 2013	<p><b>Construction start</b> Construction is expected to commence and is likely to take four years.</p>



## 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 Peka Peka to Ōtaki Expressway relate to the rest of the Wellington Northern Corridor road of national significance projects?

The Peka Peka to Ōtaki Expressway is part of the Wellington Northern Corridor from Wellington Airport to Levin along with the MacKays to Peka Peka Expressway to the south and Ōtaki to Levin Expressway to the north. 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 Peka Peka to Ōtaki section of the Wellington Northern Corridor mean?

The Peka Peka to Ōtaki 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 the 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 an improved link through the Kāpiti region allowing use of the existing highway as a local arterial road. This 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?

For property owners not already contacted by the NZTA, it is aimed to have identified what land is needed shortly and to have Land Requirement Plans by late 2011 at which time the NZTA will contact all landowners whose land may be required. These property owners will have been contacted in the first week of February 2011.

### What are Land Requirement Plans?

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

### What property impact considerations were taken into account when designing the interchanges and connections for the expressway?

The potential impacts on properties from the interchanges and connections was a prime consideration when designing the proposals presented in this brochure. The amount of land required for the interchanges and connections was kept as small as possible wherever practicable.

## How to get involved

The Kāpiti community is an important stakeholder on the Peka Peka to Ōtaki 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 7 February to 18 March 2011.

Project Open Days are being held at Ōtaki and Te Horo 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.

The display material is also available online on the project website [www.nzta.govt.nz/pp2oproject](http://www.nzta.govt.nz/pp2oproject)

## 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. Post to Peka Peka to Ōtaki Expressway Consultation, PO Box 12003, Wellington 6144.

### In person

Your feedback can be provided at a Project Open Day 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](http://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.

## Project open days

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

Date	Time	Location
Saturday 12 February 2011	10am – 4pm	Ōtaki Memorial Hall
Thursday 17 February 2011	2pm – 8pm	Te Horo Community Hall

## 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](mailto: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  
Wellington 6144



NZ TRANSPORT AGENCY  
WAKA KOTAHI

New Zealand Government