

# Appendix F

## Consultation Report





NZ TRANSPORT AGENCY  
WAKA KOTAHI

Roads of national significance



Wellington  
Northern Corridor

Peka Peka to Otaki Expressway

# Consultation Report Phase 1

August 2011



NZ TRANSPORT AGENCY  
WAKA KOTAHI

# Peka Peka to Otaki Expressway Public Engagement Report

## February to March 2011

NZ Transport Agency

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# 1. Executive Summary

The Government has identified seven roads of national significance that are linked to New Zealand's economic prosperity. The Peka Peka to Otaki Expressway is one of eight sections of the Wellington Northern Corridor road of national significance. The NZ Transport Agency (NZTA) is charged by the Government to deliver these highway projects as a priority within the next 10 years.

This report provides a summary of the feedback received on the NZTA's expressway proposal for the section of State Highway 1 (SH1) between Peka Peka and Otaki. It describes the consultation process, the methodology for analysing feedback and the key themes raised in the feedback received.

Following earlier engagements in 2001, 2002 and 2009 the objective of this consultation has been to re-engage with the community and to consult on the form, function and location of interchanges and local road connections.

The six-week consultation took place from 7 February to 18 March 2011 and included sending brochures to over 23,000 postal addresses in the Kapiti Coast District, two public open days and meetings with key stakeholders, including potentially affected property owners, the Kapiti Coast District Council (KCDC) and local iwi.

A total of 473 submissions were received and the content of the submissions reflected a number of views and interests ranging from support to opposition to the proposals, and a combination of both.

The feedback from the community on the proposals for the interchanges and local road connections suggests a high level of support for the interchanges to the north and south of Otaki. At Te Horo, there is a clear preference for a connection across the expressway around Te Horo Beach Road (Proposal B from the consultation brochure), and a desire to maintain the existing vehicular link to the Mill Road roundabout via Rahui Road.

Other key themes by the community through submissions include environmental effects such as flooding, noise, business viability, and safety, along with some concerns about the design for local access and interchanges being raised.

The NZTA thanks the community for providing feedback which will be carefully considered before moving to the next stage of design. In the coming months the NZTA will advise how the community's views have helped to determine the scheme concept. There will be further consultation with the community early 2012 on detailed matters such as landscaping, urban design, walking & cycling and mitigation of effects.

## 2. Consultation Purpose

### 2.1. Objectives

The primary objective of this consultation on the Peka Peka to Otaki Expressway (the Expressway) is to:

- Gain public feedback on the form, function, and location of interchanges and connections.

The secondary objectives are to:

- Provide balanced and objective information on the intent of the project, the decisions that have already been made and the impending project decisions that key stakeholders and the community can provide input into
- Gather data to help the project team understand stakeholder aspirations and concerns about connectivity and safety for all road users and pedestrians, and potential concerns about the social and environmental impacts of construction
- Gather community input to the decisions about interchanges, land purchases and transport linkages that can be influenced by stakeholders
- Build positive relationships between the NZTA, local stakeholders and the community.

This consultation took place from 7 February to 18 March 2011. It included the mail out of a newsletter informing the public of the consultation phase, a project brochure and two open days. Consultation with iwi, directly affected landowners, and regulatory authorities is ongoing.

Ascertaining the level of support/opposition to the Expressway was covered by the consultation undertaken in 2009 and so is not an objective for this consultation.

### 2.2. Consultation Activities

This section of the report outlines the activities that have occurred before, during, and after the formal six week consultation period from 7 February to 18 March 2011.

#### 2.2.1. Consultation with Mana Whenua and Tangata Whenua

The desired outcome of consultation with mana whenua and tangata whenua is to build a positive relationship with each of the identified iwi groups and to engage with iwi in a way that is respectful to the cultural beliefs of those iwi groups involved.

Consultation also allows the NZTA to meet its responsibilities under the Resource Management Act (RMA) and to make sure that a response is obtained that is clear and useful in the RMA and wider context, to assist with the preparation of the Assessment of Effects on the Environment (AEE) for the project. The process for consultation with iwi has been documented through the production of the Consultation Strategy for the Peka Peka to Otaki Expressway. Ongoing consultation will be guided by Memorandums of Understanding (under development) between the NZTA and Raukawa/Nga Hapu o Otaki and Muaupoko as the project moves into detailed design and construction.

The NZTA as a Crown Agency has a 'contract' with iwi, through the Treaty of Waitangi, that is recognised in the RMA. In relation to iwi consultation, the NZTA needs to be able to answer:

1. How has the NZTA recognised and provided for the relationship of tangata whenua and the taonga (land, streams, sea) affected by the Peka Peka to Otaki Expressway.
2. What the kaitiakitanga statement/principles is/are of each iwi and how the NZTA will have particular regard to the principles when determining the Peka Peka to Otaki Expressway route.
3. What the tangata whenua Treaty position is and what (if any) Treaty principles need to be taken into account, when determining the Peka Peka to Otaki Expressway route.

These outcomes are being met through engagement (refer Table 1) with Raukawa/Nga Hapu o Otaki/Muaupoko including the development of the Memorandum of Understanding (MoU) between the NZTA and Raukawa/Nga Hapu o Otaki/Muaupoko.

Table 1: Iwi Meetings

Project Team Meetings/Workshops/Open Days with Iwi			
Briefing	Otaki Maori Racing Club (OMR), NZTA, Opus	23 November 2010	Initial briefing of project with OMR at Trentham.
Briefing	Raukawa/Nga Hapu o Otaki, NZTA, Opus	2 December 2010	Initial briefing of project with iwi.
Briefing	Muaupoko, NZTA, Opus	6 December 2010	Initial briefing of project with iwi.
Memorandum of Understanding workshop	Raukawa/Nga Hapu o Otaki, Opus	22 & 23 December 2010	Initial workshop to facilitate a process to develop MoU with Raukawa and Nga Hapu O Otaki.  First MoU workshop with Nga Hapu O Otaki to discuss and prepare MoU context and content inputs.
MoU meeting	Nga Hapu o Otaki, Opus	26 January 2011	MoU update meeting.
MoU workshop	Muaupoko, Opus, NZTA	27 January 2011	Initial workshop to develop MoU.
Consultation briefing	Raukawa/Nga Hapu o Otaki, NZTA, Opus	4 February 2011	Brief on consultation material.
Open day	Raukawa/Nga Hapu o Otaki, NZTA, Opus	17 February 2011	Open day at Raukawa Marae Otaki.
Consultation briefing	Otaki Maori Racing Club (OMR), NZTA, Opus	4 March 2011	Brief on consultation material.
MoU meeting	Nga Hapu o Otaki, Opus	29 March 2011	MoU update meeting with Reuben Waaka.

### 2.2.2. Consultation with Directly Affected Landowners

Directly affected landowners (landowners who may have land purchased or have the access to their properties severed) were contacted by letter in 2009 informing them that their property may be affected. Most directly affected landowners have now had at least one site visit from the NZTA or the directly affected landowner liaison person from the project team. These meetings continue to take place as required.

During the week before the start of the consultation, all directly affected landowners were contacted by mail (refer Appendix B) inviting them to the open days. This was followed up by a phone call within the week before the consultation started.

All directly affected landowners were encouraged to identify themselves as such at the open days and were then directed to the project team member who had the job of liaising with these people.



Arising from changes to the proposals that were prepared by the design team, there were approximately eight newly affected landowners. These landowners received a site visit during the week before the start of consultation to discuss the impact on their properties. If the landowners were unable to be contacted, letters were left on site with full contact details of the project liaison person.

### 2.2.3. Consultation with Key Stakeholders

Consultation with key stakeholders such as community groups, transport and environmental groups has occurred on an ongoing basis. This includes detailed discussions with emergency services with regard to the effective operation of their roles and functions once the Expressway is constructed.

While Kapiti Coast District Council, Greater Wellington Regional Council, and the New Zealand Historic Places Trust are key stakeholders, their roles are slightly different from other key stakeholders. These stakeholders have been/are involved in workshoping issues and opportunities, and the assessment of options to identify suitable solutions for consultation.

All key stakeholders (Table 2) received a letter (refer Appendix C) in the week before the start of consultation informing them of the upcoming consultation phase.

Table 2: Key Stakeholders

Group	Stakeholder
Territorial Authorities/Organisations	Greater Wellington Regional Council
	Wellington Regional Transport Committee
	Kapiti Coast District Council
	Otaki Community Board
	KiwiRail
Statutory Agencies	Department of Conservation
	Ministry for the Environment
	NZ Historic Places Trust
Industry groups	Automobile Association
	Kapiti Coast Chamber of Commerce
	NZ Road Transport Association
	Road Transport Forum NZ
	Wellington Regional Chamber of Commerce

Group	Stakeholder
Business/Interest Groups	Nature Coast Enterprise
	NZ Fish and Game
Emergency Services	NZ Police
	Te Horo Rural Fire Service
	Wellington Free Ambulance
	St John's Ambulance
	NZ Fire Service
Community	Affected/potentially affected property owners
	Keep Otaki Beautiful
Maori	Te Runanga o Raukawa Inc/Nga Hapu o Otaki Muaupoko Tribal Authority Otaki Maori Racing Club

#### 2.2.4. Communication with Regulatory Authorities/Central Government

Several meetings and workshops were held during the scoping phase of the project (initial project design and information gathering phase) with the regulatory authorities and other central government agencies. These meetings were to ensure that firstly the project team captured the key project issues and constraints, and secondly to involve the stakeholders in the option identification and development process.

Table 3: Meetings/Workshops with Regulatory Authorities/Central Government

Project Team Meetings/Workshops with Regulatory Authorities/Central Government			
Meeting Name	Attendees	Date	Purpose
Greater Wellington Regional Council (GWRC) Technical Meeting	GWRC, NZTA, Opus	Aug 2010	To confirm available flood data and known flood management issues.
Issues and Options Technical Stakeholder Workshop No. 1	KCDC, GWRC, KiwiRail, NZTA, Opus	17 Aug 2010	To confirm that the key project issues and local areas of concern had been captured for consideration in further option development and preliminary assessment.
Technical Liaison Meeting - KCDC	KCDC, NZTA, Opus	26 Aug 2010	To discuss stormwater design principles.
Technical Liaison Meeting - KCDC	KCDC, NZTA, Opus	1 Sep 2010	To review and discuss the stakeholder workshop outcomes and further option development.
Technical Liaison Meeting - KiwiRail	KiwiRail, NZTA, Opus	2 Sep 2010	To agree high level design assumptions, and specific opportunities and constraints along the corridor.
Meeting with Historic Places Trust (HPT)	HPT, NZTA, Opus	3 Sep 2010	Introduction of the project.
First Presentation to Otaki Community Board (OCB)	OCB, NZTA, Opus	15 Sep 2010	Briefing on Peka Peka to Otaki Expressway project.
Technical Liaison Meeting - KCDC	KCDC, NZTA, Opus	17 Sep 2010	To provide an update on progress and option development.
Technical Stakeholder Workshop No. 2	KCDC, GWRC, KiwiRail, HPT, NZTA, Opus	23 Sep 2010	To confirm the outcomes of the screening process.
KCDC Stakeholder meeting	KCDC, NZTA, Opus	6 Oct 2010	To report back and discuss further option development at Te Horo and options at Rahui Road.
Technical Liaison Meeting - KiwiRail	KiwiRail, NZTA, Opus	1 Nov 2010	To discuss the options and opportunities around Otaki Railway Station.
Liaison Meeting	KCDC, NZTA, Opus	19 Nov 2011	High level officer briefing.
Consultation briefing	HPT, NZTA, Opus	21 Dec 2010	Briefing before start of consultation period.
Full Council briefing	KCDC, NZTA, Opus	4 Feb 2011	Full Council briefing before start of consultation period.

### **2.2.5. Consultation with the Community**

The community was consulted with by sending the brochure and holding two open days during the six-week period.

## 3. Consultation Process

Several methods were used to consult with different groups, individuals and affected parties.

### 3.1. Project Consultation Database

The project is using a data analysis tool called Darzin to manage the submissions and feedback received during the consultation period and through the current phase of the project. Darzin allows the project team to record and summarise high volumes of public feedback, before feeding that knowledge back into the project. It is also used to record any meeting/contact that takes place across the project as a whole.

All submissions are sorted by submitter location (refer Appendix D) and location of issue(s) being commented on (refer Appendix D).

Darzin uses a 'classification tree' to summarise all submissions. The classifications used reflect the project's specific needs and consultation objectives, and contain a number of headings and subheadings. For example the heading 'environmental effects' then has subheadings such as noise, ecology, air quality, and cultural effects. This allows the project team to classify the large amount of information received so that trends and themes can be identified and fed back into the design process.

The information classified from each submission includes the location of where the submitter lived, the project area that the comment relates to and the appropriate heading/subheading classification. This allows the project team to run reports under different categories of the classification tree (e.g. all comments that relate to noise) and to also pick and choose combinations from the tree (e.g. noise by the Te Horo area, by people who live in the Te Horo area).

It is important to note that with Darzin each submission can have multiple classifications depending its content. If a submission only made reference to a preference for the proposal for North Otaki A, then there would be one classification. However, if the submission also commented about such things as noise, landscape, and cycling then there would be a classification for each of these issues as well.

The Darzin system lets the project team take a completed submission form and quickly and accurately log where the submitter lives, which area the submitter is commenting on and the issues that have been raised (while also providing an electronic record of the submission for future reference). This allows the project team to identify issues/concerns/opportunities/trends from the submission made and report these to the NZTA and wider project team.

### 3.2. One-on-One Discussions and Meetings

One-on-one meetings were held with key stakeholders and directly affected landowners. Other one-on-one meetings took place where they were specifically requested and in relation to consultation with the following people and organisations:

- Meetings with directly affected people – those whose land may be purchased or otherwise encumbered.
- Government agencies and other organisations including KiwiRail, Historic Places Trust, emergency services.
- Meetings with Council officers to discuss technical issues.

### 3.3. Open Days

Two open days were held during the consultation phase:

- 12 February 2011 at the Otaki Town Hall (10am to 4pm).
- 17 February 2011 at the Te Horo Memorial Hall (2pm to 8pm).

The open day format had 12 display boards featuring information on the design process, the options for the interchanges and the process moving forward. Two sets of strip maps showing the entire alignment, interchange options, and an indicative route corridor were also provided for easy reference and discussion with the project team. The photographs below show the Otaki open day. The open day material (refer Appendix E) was supported by project team specialists and the NZTA. Each open day had a breakout room where meetings with directly affected landowners could occur in private.

A total of 457 people attended the open days, with 263 at the Otaki open day and 194 at the Te Horo open day.

#### Otaki Open Day



#### Otaki Open Day



### 3.4. Website, Free-phone Number and Email

A dedicated Peka Peka to Otaki Expressway email address ([info@pp2o.co.nz](mailto:info@pp2o.co.nz)) and free-phone number (0800 7726 4636) have been available during working hours over the consultation period and will continue to operate for the near future. All email queries and phone calls are recorded in Darzin and answered promptly. This will continue to take place as the project progresses through the current phase.

There is also a dedicated project website ([www.nzta.govt.nz/pp2oproject](http://www.nzta.govt.nz/pp2oproject)).

Summary and detailed information about the history of the project is on the NZTA website including the material on display at the public open days.

### **3.5. Brochure**

A 20 page brochure (refer Appendix F) was prepared for the consultation phase. This brochure contained information to support the objectives of the consultation period and included information on the design process, the options for the interchanges, and the process moving forward.

The brochure was distributed on 4 February 2011 to 23,000 addresses across the Kapiti Coast District. The brochure was also available from the libraries in Paraparaumu and Otaki.

### **3.6. Feedback Form**

Feedback forms (included with the consultation brochure) were sent to every Kapiti household seeking their feedback on the form, function, and location of interchanges and connections. Copies of the feedback form were also available on the project website, at the Council offices and libraries.

Information sought on the feedback form included contact details, location of respondent and comments on what the different aspects of the proposals meant to the submitter, plus any general comments and feedback. A copy of the feedback form is attached as Appendix G.

Feedback forms were able to be lodged online, posted, or handed over personally at the open days. The closing date for lodging feedback forms was 18 March 2011. Some submitters chose to send in letters and not use the feedback forms, these were accepted and recorded accordingly.

### **3.7. Media Statements**

Media statements were released to announce the consultation timeline, publicise the start of consultation, and remind people of the closing date. Three media statements were issued during December 2010 to March 2011 to Wellington and Kapiti Coast media. Copies of these media statements were posted on the project website and are attached as Appendix H.

## 4. Submission Methodology and Analysis

As detailed above, feedback forms were received online, by hand at the open days, via email and by post. Every submission received has been recorded in the project consultation database (Darzin).

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

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

### 4.1. Form of Submissions

Submissions were received in the form of the feedback form, letters and emails. All of these different forms of feedback have been included in the submission analysis and summary contained in this report.

### 4.2. Anonymous Submissions

Fifteen anonymous submissions were received (names and/or addresses were not stated). These submissions have been recorded in the consultation database and are included in this report's submission analysis and summary.

### 4.3. Pro-forma Submissions

Two pro-forma type submissions were received i.e. template submissions which contained exactly the same content, but which were lodged or signed by individual submitters. These submissions were treated and summarised as individual submissions, recorded under the name of the individual submitter.

### 4.4. Multiple Submissions

In some cases multiple submissions have been received from one individual submitter i.e. different submissions lodged on different dates, but from the same submitter with the same contact details. These submissions were treated and summarised as one submission entry, with each multiple submission detail being added into the initial submission summary entry.

### 4.5. Late Submissions

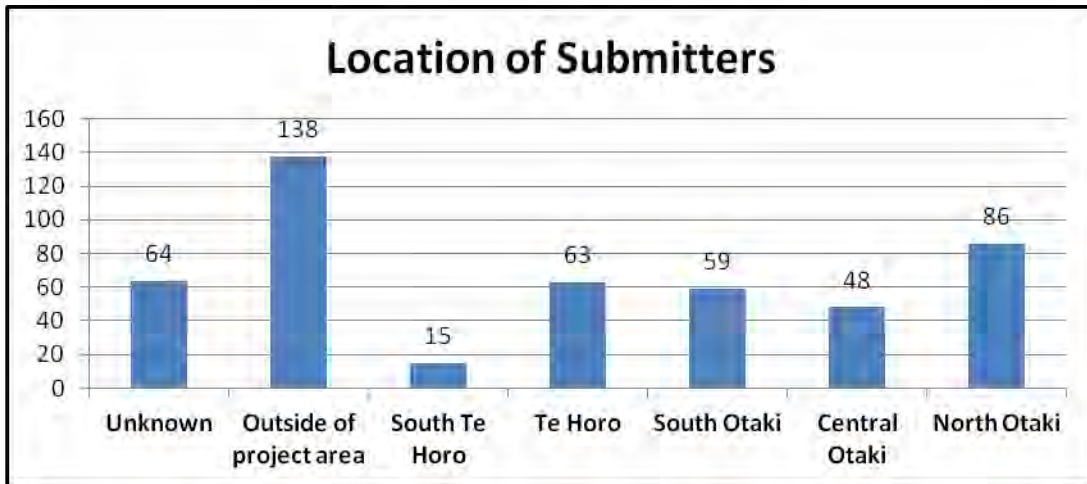
Ten submissions were received after the consultation period closed on 18 March 2011. These submissions were summarised in the consultation database and are included in this report.



# 5. Summary of Submissions

This section provides a summary of the submissions received during the consultation period from 7 February to 18 March 2011. An analysis of the submission comments identified a number of themes which are reported in the following pages. A total of 473 submissions were received and Figure 1 below shows where the people and organisations that made submissions are located.

Figure 1: Location of Submitters

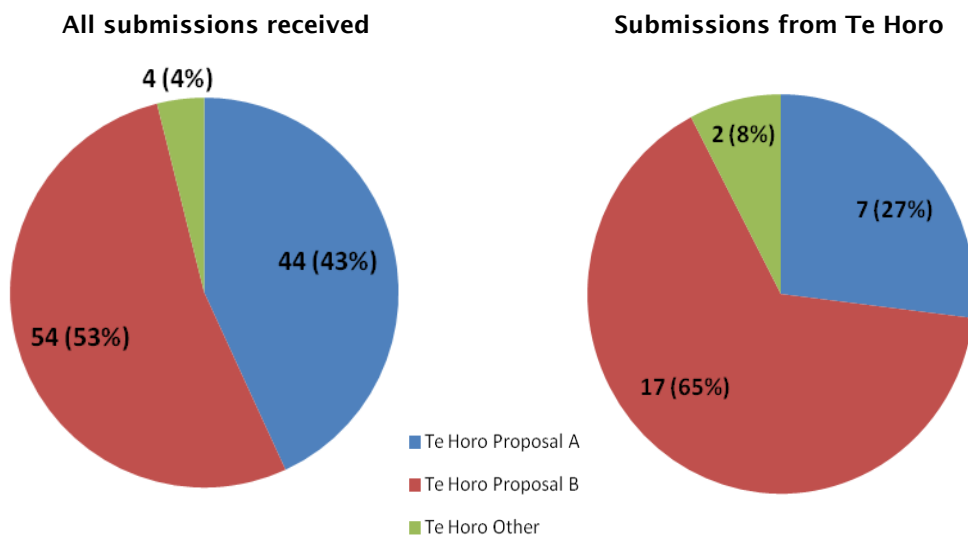


## 5.1. Te Horo

The consultation material (refer Appendices D and E) presented two options for linking areas either side of the proposed Expressway (east to west) at Te Horo. Proposal A links Te Horo Beach Road to School Road via a vehicle bridge crossing over the existing SH1, railway and Expressway, and includes provision for pedestrians and cyclists. This crossing is to the south of the Red House Cafe at Te Horo. Proposal B is a similar crossing linking Te Horo Beach Road and School Road, but is located to the north of Te Horo Beach Road.

Of the total submissions received for the Te Horo proposals (shown in the left pie chart below), a slight preference for Proposal B (53%) over Proposal A (43%) is shown. However, when looking at submissions from just the local Te Horo community (shown in the right pie chart below) there is a clearer preference for Proposal B (65%) over Proposal A (27%).

Figure 2: Te Horo proposals



Support for Proposal B from the local Te Horo community includes the following common themes:

- Less impact on the Red House Cafe if Proposal B is chosen
- Less impact on the community, St Margaret’s Church and that part of the community on SH1 not being ‘sandwiched’ between two roads
- Proposal B is cheaper.

Importantly, the community appear to recognise that for Proposal B to be constructed, there will need to be works undertaken on the Mangaone Stream, and that this will be a major environmental issue in this area.

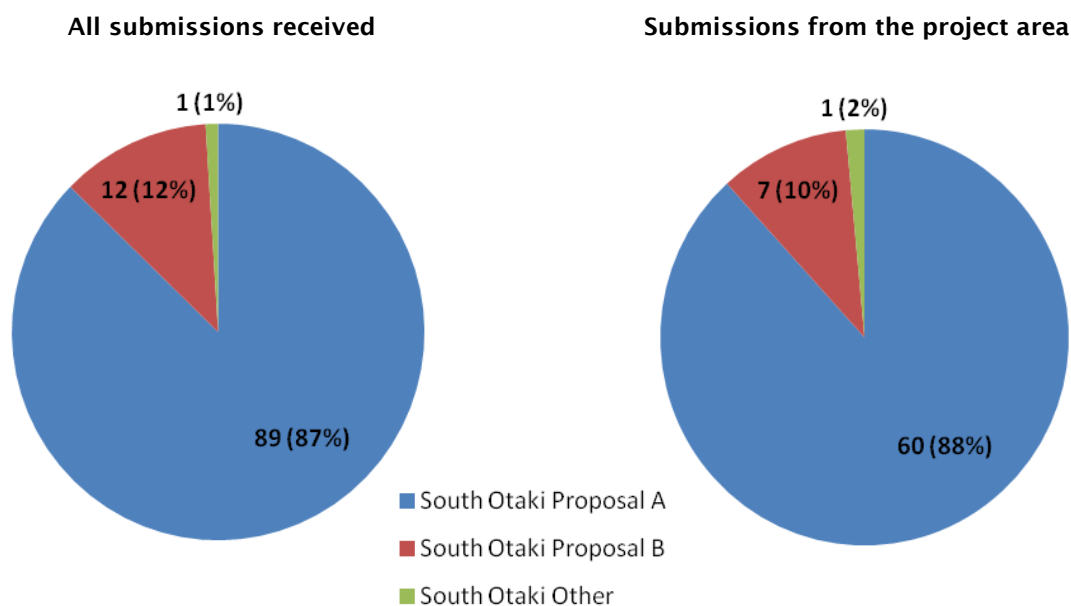
The ‘other’ proposals identified in submissions included an overbridge/interchange at or near the southern end of Gear Road.

## 5.2. South Otaki interchange

The consultation material (refer Appendices D and E) presented two options for the interchange at South Otaki, located south of the Otaki River. Proposal A is a local road crossing over the railway and Expressway towards Otaki Gorge Road at approximately the location of the existing Otaki Gorge Road railway bridge. Proposal B moves the existing Otaki Gorge Road bridge south to provide a crossing that aligns with Otaki Gorge Road while having a larger sweep across farmland to enable access. Both options provide for a northbound off ramp and a southbound on ramp to the Expressway.

Of the total submissions received for the South Otaki interchange proposals (shown in the left pie chart below), there is large support for Proposal A (87%). A similar level of support for Proposal A (88%) was received from people living in the project area (shown in the right pie chart below).

Figure 3: South Otaki interchange proposals



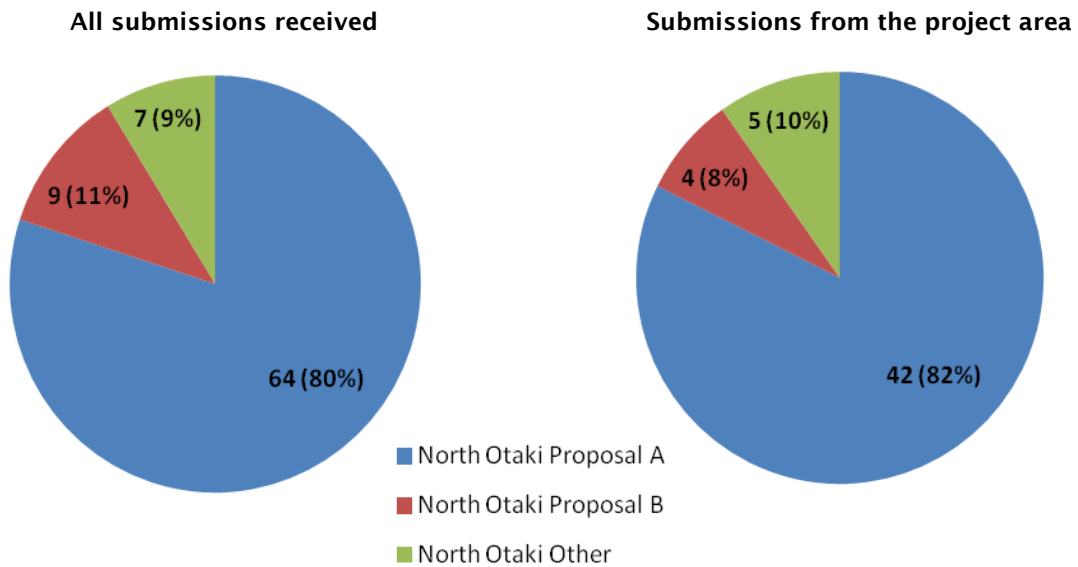
### 5.3. North Otaki interchange

The consultation material (refer Appendices D and E) presented two options for the interchange at North Otaki, located north of Otaki town. Proposal A provides a southbound off ramp which crosses over the existing SH1 bridge over the Waitohu Stream, and a northbound on ramp that crosses the railway slightly north of the town. Proposal B is located south of the Waitohu Stream with a new road bridge over the Expressway and railway which connects with Waitohu Valley Road.

Of the total submissions received for the North Otaki interchange proposals (shown in the left pie chart below), there is large support for Proposal A (80%). A similar level of support for Proposal A (82%) was received from people living in the project area (shown in the right pie chart below).

The 'other' options identified in submissions include requests for a full interchange to be constructed to the north of Otaki in the Taylor's Road vicinity, and for an interchange to be incorporated in the Rahui Road area.

Figure 4: North Otaki interchange proposals



### 5.4. Rahui Road

The consultation material (refer Appendices D and E) presented two options for the treatment of Rahui Road. The project team preferred Proposal A for Rahui Road, which is a pedestrian and cycle link over both the railway and Expressway, with vehicle access to Rahui Road along a widened County Road and the North Otaki Expressway interchange. Proposal B for Rahui Road is a vehicle bridge over the Expressway and railway line in the location of the existing Rahui Road.

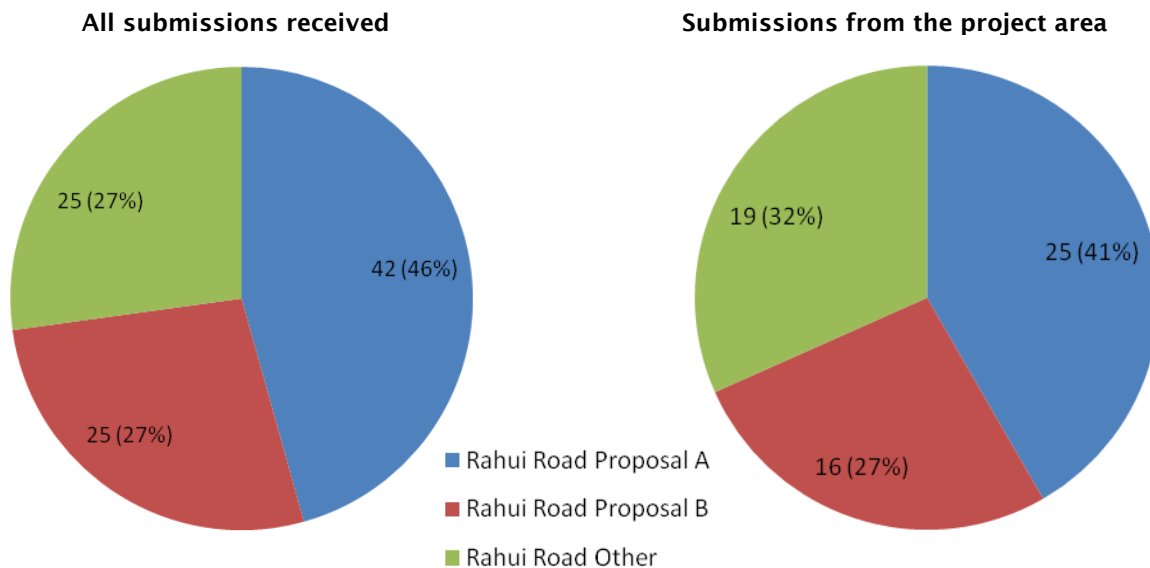
Of the total submissions received on the Rahui Road proposals (shown in the left pie chart below), 46% prefer Proposal A, while of the submissions received from people living in the project area 41% prefer Proposal A (shown in the right pie chart below). Proposal B received 27% preference from all the submissions received and 27% preference from submissions where the submitter lives in project area.

The submissions received for the two proposals at Rahui Road show a deviation from the pattern established at the other interchanges/connections in that there is a large portion of the submissions (27% of all submissions and 32% of submissions where the submitter lives in project area) which identified an alternative option to those shown in the consultation material.

Many submissions, while not supportive of the two proposals presented in the consultation material, have reinforced the importance of this connection across Otaki and highlight the importance of maintaining this link.

The 'other' options identified in submissions include requests for Rahui Road to pass under the Expressway, with the Expressway at grade (ground level) and Rahui Road tunnelled underneath, or Rahui Road at grade and the Expressway elevated to pass over.

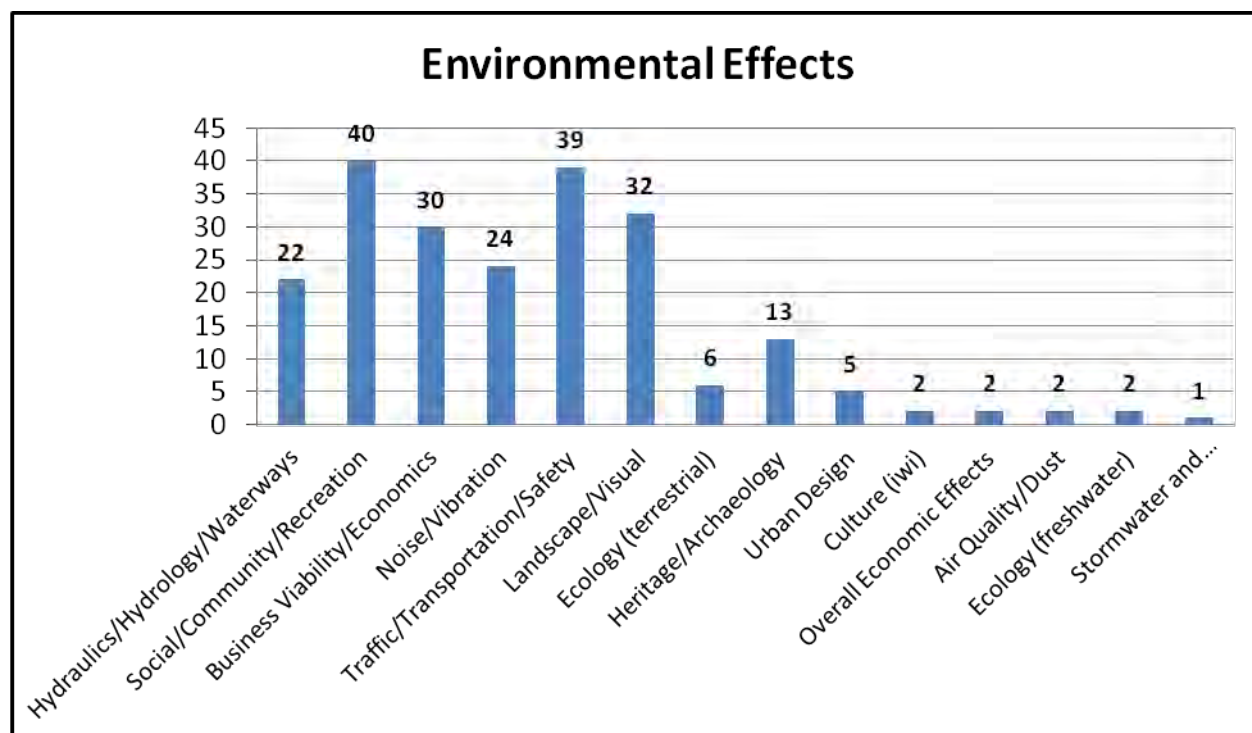
Figure 5: Rahui Road proposals



### 5.5. Environmental Effects

A number of submissions comment on a range of environmental effects (refer Figure 6). The common themes are summarised below with the various issues within each theme identified, and broken down by the area from which the submitter is located. This is to provide a local context around these issues. Where there is no comment in each section of this report in relation to an area, there were no clear issues able to be identified for the theme. This does not mean that the theme is not an issue for that area merely that the issues are more generic than the specific issues discussed.

Figure 6: Environmental Effects



### 5.5.1. Hydraulics

The issues raised under the hydraulics theme include:

Te Horo:

- The effect that Te Horo Proposal B would have on the Mangaone Stream and the importance of dealing with this correctly.

North Otaki:

- The effect of the Rahui Road proposals on the flooding potential, or lack of flooding potential, in this area.

### 5.5.2. Social/Community/Recreation

The issues raised under the social/community/recreation theme include:

Te Horo:

- Proposal A will have adverse effects on the approach to and the ambience of St Margaret's Church and the Red House Cafe as historic sites. Also it would be a shame to have an overbridge so close to this community cafe.

South Otaki:

- Effects on the rural community from the increased time that emergency services take to reach the area due to the closure of the existing local connections.
- The negative effects of 'boy racers' on the community.

Central Otaki and North Otaki:

- Any closure of Rahui Road will split the community in two (Otaki village and the plateau area).

### 5.5.3. Business Viability

The issues raised under the business viability theme include:

South Te Horo and Te Horo:

- Effects on local business from the removal of passing trade from the Te Horo straights area.
- Consideration of a northbound exit to provide access into Te Horo for passing trade.
- The need for good signage before Te Horo to promote local businesses.
- The negative impact on the Red House Cafe by Proposal A.

South, Central, and North Otaki:

- Recovery package needed for town promotion and future development.
- Full interchange north and south of Otaki so that people can stop and 'impulse' shop.
- Good signage to Otaki and shops.
- Legible access into the town and shops for passing trade (road layout).

### 5.5.4. Noise/Vibration

The issue raised under the noise/vibration theme in all areas is:

- There is already a lot of road noise from the existing SH1, and the Expressway is going to have a greater impact on this, so mitigation is required.

### 5.5.5. Traffic/Transportation/Safety

The issues raised under the traffic/transportation/safety theme include:

South Te Horo and Te Horo:

- There should be closure of local road level rail crossings along the route.
- The impact on access by emergency services from the Expressway.
- Disaster management of the Expressway and surrounding areas i.e. tsunami threat and the ability for people to clear the area fast with the Expressway in place.

#### South Otaki:

- Effect of extended travel time if Old Hautere Road is closed.
- The impact on access by emergency services from the Expressway.
- An increase of 'boy racers' using the existing roads and the impact of this with alterations to local roads creating extra 'race circuits' (i.e. closure of Old Hautere Road or any extra local road connections).
- The level railway crossing at Old Hautere Road should be closed.

#### Central and North Otaki:

- Adequate access to the Otaki Maori Racing club on race days.
- Emergency services and any impact on their ability and/or increased time to access the Plateau Area.
- Route security with only one access point to the Plateau Area and what would happen if the bridge was compromised or there was an accident on the bridge.

### 5.5.6. Landscape/Visual

The issues raised under the landscape/visual theme include:

#### South Te Horo:

- The effects of any lighting of the road over rail bridge and the impact of light spill from this on a flat rural area.
- The effects on the trees in the Mary Crest area if the alignment were to go through this area.

#### Te Horo:

- The visual impact and scale of any structure across the Expressway in what is essentially a rural area.
- The effect of lighting on this structure on the surrounding rural area.

#### Central and North Otaki:

- The visual impact of any structure associated with the Rahui Road connection on what is a low density area (low/dispersed population and number/height of buildings).
- The impact of the Expressway on the Pare-o-Matangi Park and mitigation associated with the destruction of this park.

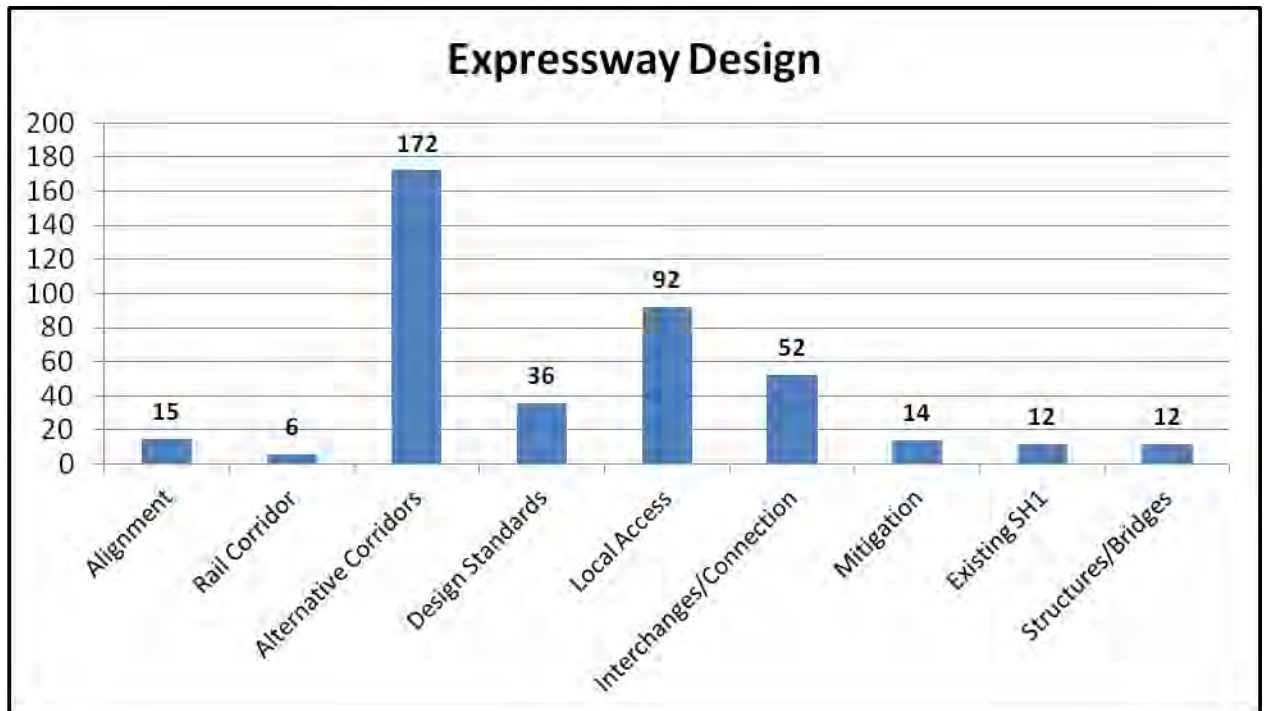
## 5.6. Design Issues

A number of submissions comment on a range of Expressway design issues. The more common themes are summarised below (refer Figure 7). As with section 6.5 above, where there is no comment in relation to an area in this report, there were no clear issues able to be identified for the theme. Again, this does not mean that the theme is not an issue for that area merely that the issues are more generic than the specific issues discussed.

The spike in the alternative corridor section is from the 145 submissions received as part of the two pro-forma type submissions which raised this as an issue.

Of the subheadings within Figure 7 below, design standards, local access, and interchanges/connections are summarised in further detail. The low number of submissions received for the other subheadings prevented any clear issues within these themes from being established.

Figure 7: Expressway Design



### 5.6.1. Local Access – All Submissions

The issues raised under the local access design theme in all submissions, broken down by area (refer Figure 8) include:

South Te Horo:

- Need to have a slip road(s) onto the Expressway from/to local roads.

Te Horo:

- The need for local road access to the north to link in with Old Hautere Road.
- The physical effects on School Road and the properties in School Road (number of properties required for the construction of the proposals) from the options at Te Horo.
- Need to have access onto the Expressway from Te Horo.

South Otaki:

- Need to cul-de-sac Old Hautere Road.
- Do not cul-de-sac Old Hautere Road.
- Access to the south linking in with Te Horo.
- Extra travel time and distance if Old Hautere Road became a cul-de-sac.
- Impact of 'boy racers' on the community in relation to the treatment of local roads and any increase in the use of the local roads by 'boy racers'.
- Impact on emergency services by any alteration of the current local roads.
- Reduction in cross expressway connectivity.

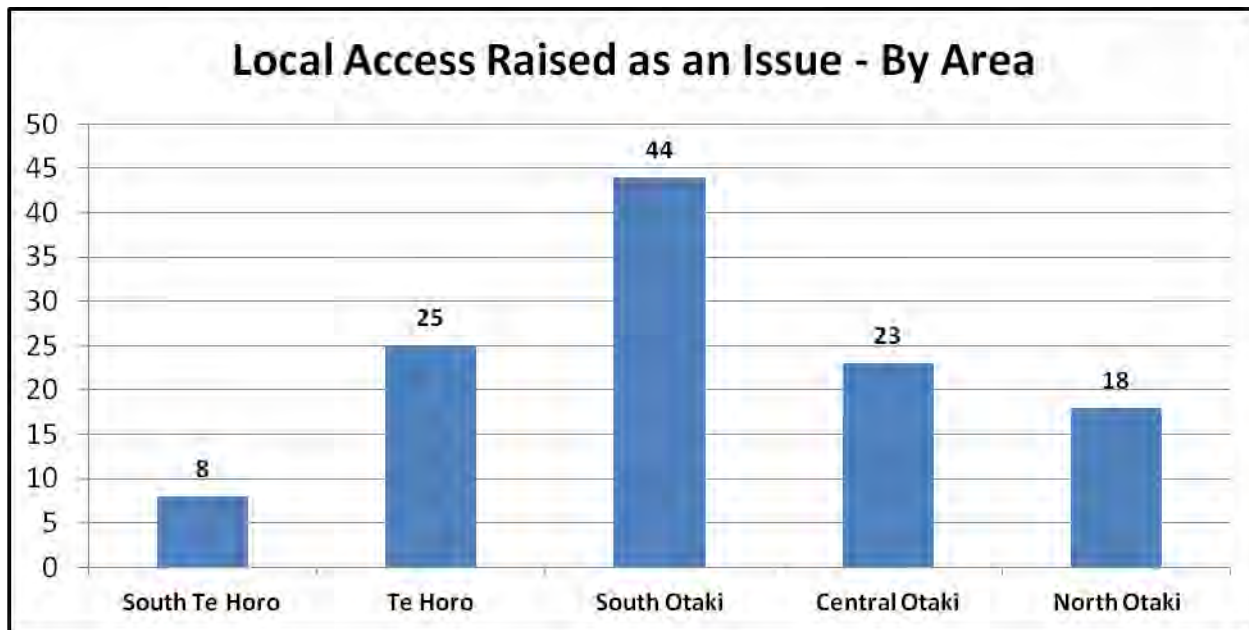
Central Otaki:

- The treatment of Rahui Road.
- Access to/from the Otaki Maori Racing Club on race days.

North Otaki:

- The treatment of Taylor's Road.
- The link into and connections of Rahui Road.

Figure 8: Local Access by Area



### 5.6.2. Local Access – Submitter Lives in Location

When the local access design theme is broken down by the submissions received from people living in those areas it is clear that South Otaki and specifically Old Hautere Road, remains the location that received the most submissions.

The local access submission themes from those that live in each location (refer Figure 9) include:

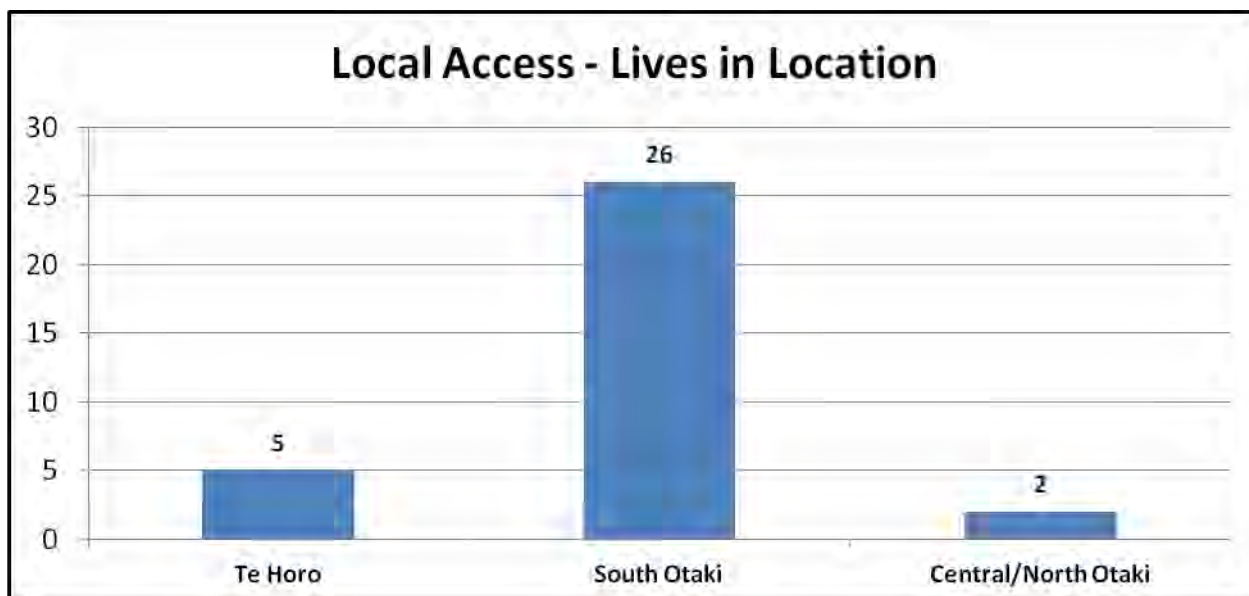
Te Horo:

- Need to have access onto the Expressway from/to local roads.

South Otaki:

- The closure or retention of Old Hautere Road.
- The impact on the emergency services and their ability, and time taken, to access the area.

Figure 9: Local Access Lives in Location





### 5.6.3. Design Standards

The issues raised under the design standards theme in submissions include:

South Te Horo and Te Horo:

- The gradient of the cross bridges needs to be to an appropriate design.
- Speed limits need to be taken into account when designing any local roads i.e. will the local road be 80km/h or 100km/h speed environment.

Central and North Otaki:

- That the design of any County Road upgrade will need to take into account width, gradient and the different types of vehicles that will be using it.
- Bridge design needs to take into account oversize vehicles entering different sites.
- Design of any subways needs to take into account flooding levels.

### 5.6.4. Interchange/Connections

The issues raised under the interchange/connections theme in submissions (refer Figure 10) include:

South Te Horo:

- There is a need to provide an exit off the Expressway heading north.

Te Horo:

- There is no access for the Te Horo community onto or off the Expressway.

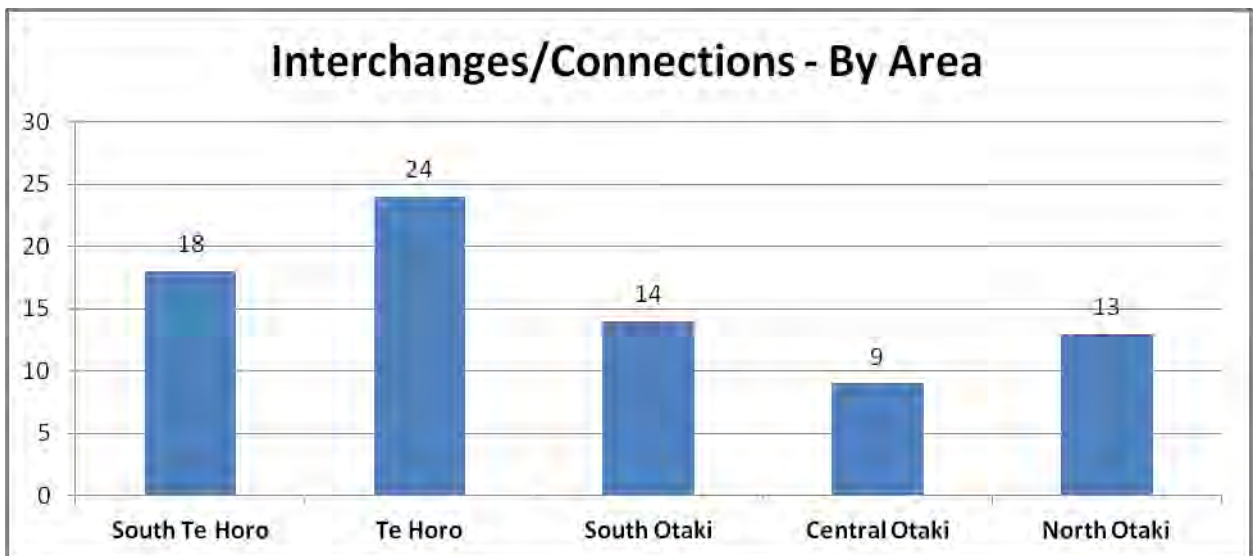
South Otaki:

- No main themes were apparent.

Central and North Otaki:

- The upgrade of County Road is inadequate and will not work.
- Rahui Road should not be closed and this connection between the two parts of the town should be maintained.

Figure 10: Interchanges/Connections by Area



## 5.7. Property Issues

A number of submissions comment on a range of property issues across the entire Expressway alignment. The most common themes are general impact, physical effects and value. The other themes are access, the purchase process and future land use.

General impact on properties is dominated by two issues:

- Impact on the properties at Te Horo by Proposal A (number of properties required).
- General impact on property from the alignment and environmental effects associated with the Expressway.

Physical effects issues are:

- Impact on the Te Horo community by Proposal A with parts of the community sandwiched between two roads.
- Environmental effects on properties that are next to the Expressway but where land is not required.

The value issue is:

- The impact on the value of properties that will have the Expressway as a neighbour.

## 5.8. Construction Issues

A number of submissions comment on a range of construction issues. The common themes are timing and staging, cost and commercial viability.

Timing and staging:

- 'Get on with it please.'

Cost:

- Proposal B is cheaper than Proposal A at Te Horo so build that option.

Commercial viability:

- Can the country afford this Expressway at this point in time?
- Where is the money coming from to construct the Expressway?
- The cost benefit ratio is not sufficient to warrant the Expressway.

## 5.9. Other Transport Issues

A number of submissions also comment on a range of other transport issues. The common themes are:

- Cyclists, pedestrians and equestrians must have safe links to roads which are easily accessible.
- Keep cyclists and pedestrians separated from the cars, this will increase safety.
- The bridle/cycle/walkway needs to be constructed as part of the Expressway.
- That double tracking and electrification of the rail line should continue to Otaki.
- Cycle/pedestrian link at Rahui Road and the effects of not having this link on the connection with the community.

## 5.10. Process Issues

A number of submissions comment on a range of process issues. The common themes are:

- Information in the brochure was different from the open day information.
- Why keep consulting?
- If there are changes to the proposal that was consulted on you will need to come back to the community with those changes.
- NZTA need to give the community some certainty around the process that it is taking, especially around property purchase.

## 5.11. Submissions from Iwi

### 5.11.1. Otaki Maori Racing Club

This submission is included in the earlier analysis and is discussed in more detail below to recognise that the Otaki Maori Racing Club is a key stakeholder for the project.

The Otaki Maori Racing Club state that the Expressway must:

- Maintain east to west connectivity through Rahui Road to Main Street for all vehicles.
- Pedestrians and cyclists must have safe access across and on to current SH1.
- Access into and out of town and the Otaki-Maori Racing Club racecourse must be of good quality and without severance from our community.
- Expressway should cross over the top of Rahui Road improving the safety through separation of local and highway traffic.
- Provide connectivity between the local road network and the Expressway.

## 5.12. Submissions from Key Stakeholders

These submissions are included in the earlier analysis and are discussed in more detail below to recognise that these organisations are also key stakeholders for the project.

### 5.12.1. New Zealand Historic Places Trust

The New Zealand Historic Places Trust's (HPT) submission is summarised as:

- Further information is needed in regards to the effects of the proposed new road on the archaeological record.
- The historic heritage values of the Otaki Railway Station need to be recognised in the planning process and further consideration is given to options in discussion with HPT.
- The heritage values of the Rahui Milk Treatment Station and social hall need to be further investigated to inform the decision making process.
- The heritage values of Mary Crest, Mirek Smisek Pottery, the Ranui Cottage, and the Red House Cafe need to be investigated to inform the decision making process.
- There is a need to consider all Part 2, Section 6 matters of the Resource Management Act and not to be selective.

Overall, the submission from HPT states a belief that there is insufficient detail to form an opinion as to the relative merits of the proposed options in respect to the effects on historic heritage, and in particular archaeological and built heritage. In order for the HPT to form an opinion more information needs to be provided and, therefore, more in depth survey of archaeological, cultural, and historic features is recommended.

### 5.12.2. Automobile Association of New Zealand

The Automobile Association (AA) state that they strongly support the construction of this Expressway as soon as practicable. The submission from the AA states:

- They support Proposal B at Te Horo.
- That there are potential shortcomings with both options at South Otaki due to the number of roundabouts (difficult for heavy goods vehicle to negotiate), potential safety issues, and land to the north for future on and off ramps.
- They support Proposal A at North Otaki.
- They do not support either the preferred proposal of a pedestrian and cycle overbridge or the alternative of a very steep vehicle overbridge at Rahui Road.
- That further work be carried out on the subway option.

Regarding other road users the AA states that '*we cannot accept that allowing pedestrians, cyclists and horses on the same carriage-way which is carrying heavy volumes of trucks and other motorists travelling at up to 100km per hour is the safest design possible for a brand new highway*'. The AA would support the establishment of separate cycle lanes on the existing highway once the Peka Peka to Otaki Expressway is completed.

Finally the AA state that '*we therefore request that for safety reasons this expressway be designated as a motorway so that high speed traffic is separated from slower road users*'.

### 5.12.3. Heavy Haulage Association

The Heavy Haulage Association submission states that the Expressway should be designed as the primary overdimension and overweight route through the area. Overall requirements for the Expressway, in order to futureproof this route, must have suitable capability to be able to provide for the transport of overdimension and overweight loads. In basic terms the designs must allow for height clearance up to 6.5m to any overhead structure, unencumbered width clearance of 11.5m, capability on all bridges and culverts for overload capacity (HN-HO-72). Overall the Association has no preference between the proposals presented as long as they were designed to suit these requirements.

### 5.12.4. Kapiti Chamber of Commerce

The Kapiti Chamber of Commerce supports the building of the Expressway as soon as possible. Commercial traffic to and from the River Road Clean Tech Centre and adjacent areas should find it simple and quick to get to these areas from the Expressway. That ease and simplicity of access to and from the outlet shops on the current SH1 is very important, and in particular north-south Expressway traffic should not find it off-putting to break their journey at Otaki.

### 5.12.5. Wellington Employers Chamber of Commerce

The Wellington Employers Chamber of Commerce submission focuses on the regional importance of the proposed investment rather than the specific route. The Chamber is a strong supporter of the road of national significance between Levin and Wellington Airport. The Chamber believes it is critical that the Peka Peka to Otaki Expressway be constructed. The Chamber submission goes on to state that the Expressway will address severe congestion, will futureproof the road for the expected population growth, improve travel times between Wellington and areas to the north, and assist the economic development of the Kapiti Coast District.

### 5.12.6. New Zealand Police Otaki

#### **Rahui Road**

The Police in Otaki submission states that the closure of the Rahui Road railway crossing will have little effect on emergency services response time to the Te Roto Road area. The submission states the Police believe that the changes will enhance emergency service travel to the vast majority of the people living east of the railway line due to the improved 'ramp' overbridge and removal of the clash with through (SH1) traffic.

Traffic flow from the Otaki Racecourse to points north and south will be better, especially at peak SH1 traffic flow times.

#### **Old Hautere Road**

The Police submission states that public safety will be enhanced by the closure of the western end of the road. It will no longer be attractive to those who presently like to use it as part of a racing circuit.

#### **Te Horo**

Police highlight in their submission a belief that the Expressway overbridge and road arrangements will make little difference to response times to properties east of the railway line. They further believe that removing peak traffic from the existing SH1 will improve response times to properties west of the railway line. Tsunami response will be enhanced because evacuee traffic will not need to cross SH1 traffic to get to the Civil Defence/Welfare posts on School Road.

#### **The Expressway**

The Police have stated that initial concerns about response to incidents on the Expressway have been allayed by emergency services turning sites being included in the design. As a divided carriageway, the Expressway will be far safer than the present SH1 where opposing traffic is only divided by painted lines.

### 5.12.7. New Zealand Fire Service Otaki

The main theme of the submission from the New Zealand Fire Service at Otaki is that there is limited access for emergency vehicles to get onto the northbound lanes of the Expressway in the area between Peka Peka and Waitohu Valley Road, with the same on the southbound lanes from the Otaki Gorge Road interchange to the north for about six kilometres to whatever access is provided at Otaki North.

### 5.12.8. Te Horo Rural Fire Force

The Te Horo Rural Fire Force submission states that they are called out for immediate assistance in the 'no man's land' between Peka Peka and Otaki as the unit likely to provide a fast response. Their main concern is the extra response time to attend an emergency on the new Expressway between Peka Peka and Otaki due to there being no access to the Expressway at Te Horo.

## 5.13. Submissions from Regulatory Authorities

### 5.13.1. Kapiti Coast District Council

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

**The need for certainty** – It is essential that the community and property owners are provided with certainty in terms of the Government's intentions for this part of the road of national significance.

**Local road connection across the Expressway** – KCDC will not accept any outcome where the community is left with a lower level of east-west connectivity across the proposed Expressway than that which currently exists, both in the town and the rural areas. KCDC will not accept any outcome where the ability of the community to have access to essential and other services is compromised, and it will not accept reduced overall resilience for the town or rural areas, as a result of the Expressway development.

**Left-off access to Te Horo** – KCDC supports the idea of a left-off interchange (from the south only) to provide access to the Te Horo businesses, however, the KCDC submission also states that KCDC strongly supports no direct access at Te Horo, as a way of minimising growth pressures.

**Other comments on interchanges and alignment** – Supports Proposal A at the northern end of Otaki as the formation which pulls access into Otaki as close as possible to the town.

KCDC supports Proposal A at the southern end of Otaki as the least intrusive option which takes up as little land as possible.

KCDC supports Proposal B at Te Horo as the option which is less intrusive on the settlement.

KCDC supports any modification to the alignment which avoids damage to the very substantial areas of bush and wetlands in the Mary Crest area. The alignment may affect the Te Horo Pa site and investigations and discussions with tangata whenua are underway. KCDC expects that the concerns of tangata whenua on this matter will be addressed.

**The rail station** – KCDC supports the option of moving the rail station slightly on its axis to accommodate a realigned rail line.

**Pare-o-Matangi Park** – The proposed Expressway will destroy Pare-o-Matangi Park, a place which has been the focus of immense community effort by Keep Otaki Beautiful over a number of years. The NZTA must factor into its overall costs the need to provide an equivalent area of land as close as possible to the vicinity and a level of resourcing sufficient to bring that land to an equivalent quality.

**Design quality** – At this stage detailed design has not yet been completed. KCDC has a high expectation that the next phase of detailed design work on the Expressway itself will be at a best practice level, particularly in terms of how design and landscaping can mitigate visual, noise and air quality impacts.

**Current State Highway 1** – As yet there has been no explicit discussion with the NZTA on what will happen with the old state highway. KCDC believe that its current formation (SH1) is inappropriate as a local arterial and the need to design it down will place an unacceptable burden on the local community.

**Economic impacts** – The question of economic impacts on the town is a serious one. The issue is not just one of protecting affected businesses; it is an issue of local employment for a town which has a high level of vulnerable and less well off households. KCDC welcomes the fact that the NZTA is taking the issue of the economic impacts of the Expressway seriously and that it is considering early investment in mitigation by providing funding for marketing and managing impacts. This is innovative.

**Cost** – KCDC is concerned that there is an explicit and transparent discussion of cost, and any trade-offs between cost and design are able to be discussed in an open way.

### 5.13.2. Otaki Community Board

The submission of the Otaki Community Board (OCB) advises of their position on a number of aspects of the proposal. A summary of their position on the more significant issues surrounding the proposal is provided as follows:

**Process** – OCB continues to have concerns that there is a lack of clarity about what aspects of the proposed Expressway are open to consideration and potential change through the consultation process.

**Local road connection across the Expressway** – OCB is satisfied with the general approach to access on and off the Expressway, particularly given its concerns about growth impacts, but fails to see how the loss of connectivity across the Expressway can be justified. OCB feels that insufficient information has been provided about the Rahui Road crossing point for it to make a clear judgement on this matter at this stage, although it is absolutely opposed to the overall loss of connectivity. OCB has stated that the same issue of loss of local connectivity exists at Old Hautere Road where NZTA's proposal is to close the road. The OCB is unclear as to the NZTA's rationale. Closure of Old Hautere Road creates problems for emergency vehicle access into this area. OCB believe that the overriding question is why the level of cross-expressway connectivity is being reduced in these areas. OCB can see no justification for doing so.

**Left-off access to Te Horo** – OCB supports the idea of a left-off interchange (from the south only) to provide access to the Te Horo businesses.

**Other comments on interchanges and alignment** – OCB supports Proposal A at the northern end of Otaki as the formation which pulls access into Otaki as close as possible to the town.

OCB supports Proposal A at the southern end of Otaki as the least intrusive option which takes up as little land as possible.

OCB supports Proposal B at Te Horo as the option which is less intrusive on the settlement.

OCB supports any modification to the alignment which avoids damage to the very substantial areas of bush and wetlands in the Mary Crest area. The alignment may affect the Te Horo Pa site and investigations and discussions with tangata whenua are underway. OCB expects that the concerns of tangata whenua on this matter will be addressed.

**The rail station** – OCB supports the option of moving the rail station slightly on its axis to accommodate a realigned rail line.

**Pare-o-Matangi Park** – The proposed Expressway will destroy Pare-o-Matangi Park, a place which has been the focus of immense community effort by Keep Otaki Beautiful over a number of years. The NZTA must factor into its overall costs the need to provide an equivalent area of land as close as possible to the vicinity and a level of resourcing sufficient to bring that land to an equivalent quality.

**Design quality** – At this stage detailed design has not yet been completed. OCB has a high expectation that the next phase of detailed design work on the Expressway itself will be at a best practice level, particularly in terms of how design and landscaping can mitigate visual, noise and air quality impacts.

**Economic impacts** – The question of economic impacts on the town is a serious one. The issue is not just one of protecting affected businesses; it is an issue of local employment for a town which has a high level of vulnerable and less well off households. OCB welcomes the fact that the NZTA is taking the issue of the economic impacts of the Expressway seriously and that it is considering early investment in mitigation by providing funding for marketing and managing impacts.

**Cost** – OCB is concerned that there is an explicit and transparent discussion of cost, and any trade-offs between cost and design are able to be discussed in an open way.

## 5.14. Submissions from Interested Parties

### 5.14.1. Keep Otaki Beautiful

Keep Otaki Beautiful (KOB) have stated that over the past decade they have developed the park known as the Pare-o-Matangi Park and that this has been achieved with voluntary labour. KOB have planted approximately 500 trees, 900 shrubs and 600 grasses and this will be destroyed by the proposed expressway. KOB have stated that they 'do not wish to stand in the way' of the NZTA, they merely seek compensation in the form of land for development of a similar reserve for the people of Otaki.

### 5.14.2. Te Horo Road Action Committee (THRAC) and County and Rahui Roads Group (CRRG)

The submissions entered by Peter Curling on behalf of THRAC (and the 231 signatory/submitters to the 2009 consultation), and also on behalf of CRRG (and the 23 signatory/submitters to the 2009 consultation) are summarised as follows.

THRAC and CRRG have stated that in the consultation brochure:

- There is no reference to any investigation of or proposals for disaster separation.
- There is a lack of clarity and specific detail relative to the alternatives being contemplated.
- Display materials at the consultation open day varied from those included in the consultation brochure.
- The consultation brochure made no reference to any minimisation or mitigation of the immense level of disruption which will occur during construction.
- That by virtue of the failings in the current consultation, residents have been confused and unclear with respect to the possible alternatives, none of which may necessarily be adopted anyway.
- That this has served as a discouragement to many residents to enter submissions as they do not sufficiently understand the possibilities and what they are, to be able to comment on.

Regarding the options at Te Horo, South Otaki, North Otaki, and Rahui Road THRAC and CRRG have stated, for a number of reasons, that the options 'are accordingly opposed and rejected as unsuitable and unacceptable relative to alternatives available'.

THRAC and CRRG have also commented on the process that the NZTA have followed over the past 10 years of the development of the Expressway and have challenged the legality of this process.

### 5.14.3. Te Horo Business Group

The Te Horo Business Group state that they are located on the Te Horo straights and employ at peak between 70 and 80 people as full time, part time and casual employees. Customers for these businesses come from three main sources, locals (Te Horo area), wider Kapiti residents, and casuals (passing travellers). The Group have major concerns about the effect on their businesses from the removal of passing trade. A northbound exit/slip road north of Peka Peka for access to Te Horo is desired and failure to provide adequate convenience for travellers to exit the Expressway and access Te Horo before passing the businesses on the Expressway will mean a significant loss of current trade, as well as loss of future business opportunities.

## 6. Next Steps

### 6.1. Confirm proposals

The priority for the project team will be to complete the assessment of community feedback and finalise proposals. Once this has been completed, we will report back to the community on how their submissions have assisted NZTA to refine their proposals.

### 6.2. NZTA Board approval

The next stage for the project is to seek approval from the NZTA Board for the Scheme Concept. The project team will prepare a Scheme Assessment Report (SAR) with details of the alignment, location of interchanges and details of local connecting roads. Part of this process will include a Safety Audit and peer review of the proposed design to ensure compliance with design standards.

At the same time, the team will also request approval to prepare an application to the Environmental Protection Authority (EPA) for resource consents and to designate the route for expressway purposes.

### 6.3. Further community engagement

Once formal approval from the Board has been gained, the project team will develop the scheme design further by considering aspects such as urban design features, landscaping, stormwater design and mitigation of noise and visual effects. There will be further community engagement on these details in early 2012 and before the final application to the EPA is made.

### 6.4. Ongoing communication and information

The NZTA will ensure that as information about the project is developed, it will be made available to the public in the form of project updates (newsletters) and updates to the project websites. The NZTA also intend to open an Information Centre in Otaki late 2011 to provide this information conveniently for the community.



# Appendix A History of Consultation on the Peka Peka to Otaki Expressway

To help understand the scale and length of consultation provided over the development of the Expressway project, it is worthwhile outlining some of the key consultation events before 2011 when the current consultation phase started. All previous consultation reports are available on the project website ([www.nzta.govt.nz/pp2oproject](http://www.nzta.govt.nz/pp2oproject)).

## 2001 Consultation

The objective of the consultation in 2001 was to focus on specific project development and effects on the environment and properties.

The consultation process started with a presentation to the Otaki Community Board in July 2001. This was followed by the general distribution of a project newsletter that was also printed in the Kapiti Observer of 23 July, and a public open day in Otaki on 25 July. A second project newsletter was distributed in June 2002.

The 2001 consultation raised awareness of the expressway options in the Otaki and Te Horo communities. Over 150 people attended the open day. Written submissions were received from about 50 people and groups, while others made telephone enquiries.

## 2002 Consultation

The 2002 consultation process was undertaken to focus on the Otaki – Te Horo Expressway preferred route. This followed on from the 2001 consultation on alternative options. The purpose of the 2002 consultation was to provide widespread public knowledge of the preferred route for the Otaki – Te Horo Expressway and a range of opportunities for potentially affected landowners and interested people to meet with the then Transit representatives to discuss the project and its effects.

Key features of the 2002 consultation process included:

- Letters were sent to all landowners whose land could possibly be directly affected by the preferred route
- Follow up meetings were held with landowners who asked for more detail
- A newsletter was distributed widely advising people about the preferred route
- Letters were sent to local authorities, Government agencies, and utility companies advising them of the preferred route
- A website provided information and plans of the project
- The media were briefed in a tour of the preferred route and a media kit was distributed
- Two open days were held: at the Rotary Hall, Otaki on 4 December 2002 and at Te Horo School on 5 December 2002
- Graphic displays, along with comment forms, were set up in the New World supermarket, Otaki Library, Otaki Information Centre and a storefront window in Mill Road
- A presentation was made to the Otaki Community Board.

## 2009 Consultation

As part of investigations into improvements into this section of State Highway 1 forming part of the Wellington Northern Corridor road of national significance, it was announced on 20 August 2009 that the NZTA would be consulting on four-lane expressway options from MacKays Crossing to Peka Peka and from Peka Peka to Otaki.

The NZTA's objectives for consulting on the expressway proposal were to:

- Inform affected communities, key stakeholders, iwi and the general public about the expressway proposal
- Provide an opportunity for these parties to give feedback to the NZTA on the expressway proposal

- Provide the NZTA Board with an understanding of the views of the affected community, key stakeholders, iwi and general public regarding the expressway proposal
- Provide a method of community, stakeholder and general public engagement on the preferred route for a four-lane expressway from Peka Peka to Otaki, which meets the requirements of the Land Transport Management Act 2003.

The consultation ran for 10 weeks from 24 August to 30 October 2009. It included sending brochures to over 26,500 postal addresses in the Kapiti Coast District, open days and meetings with stakeholders. These included potentially affected property owners and key stakeholders such as KCDC and local iwi.

A total of 1,720 submissions were received on the expressway proposal for Peka Peka to Otaki.

# Appendix B Letters to Directly Affected Landowners

31 January 2011

Dear Resident

### **PEKA PEKA TO ŌTAKI EXPRESSWAY**

I am writing on behalf of the Peka Peka to Ōtaki Expressway Project Team who are developing proposals for the expressway.

The proposals being developed for the expressway, may require all or a portion of your property, or affect the access to your property. Because of this possibility, it is important that we contact you, and engage with you, prior to the start of public consultation and as we refine the design of the proposals.

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

We are about to move into a public consultation phase and have scheduled a couple of Project Open Days in mid February where members of the design team and the NZTA will be available for you to speak with. We would encourage you to attend these open days to gain a better understanding of the project.

The dates and locations of the Project Open Days are:

Saturday 12 February	10am-4pm	Ōtaki Memorial Hall
Thursday 17 February	2-8pm	Te Horo Community Hall

If you have any other queries, please call Dean Ingoe (who is the project's stakeholder manager) in the first instance on 04 471 7940 or 027 612 7312.

Yours sincerely



**Andrew Quinn**  
Senior Project Manager

3 February 2011

Dear [Name]

**PEKA PEKA TO ŌTAKI EXPRESSWAY**

I am writing on behalf of the Peka Peka to Ōtaki Expressway Project Team who are developing proposals for the expressway.

The proposals being developed for the project, may have a land requirement which affects your property. Because of this possibility, it is important that we contact you prior to the start of public consultation on Monday 7 February 2011.

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

In this regard, please advise as to how you would like us to communicate with you. This can be done by telephone or personal visit. Please contact Dean Ingoe on 04 471 7940 or by email at [dean.ingoe@opus.co.nz](mailto:dean.ingoe@opus.co.nz) to arrange this.

In addition, we are holding two open days during the consultation period where members of the design team and NZTA will be available for you to speak with. We would encourage you to attend these open days to gain a better understanding of the project. The dates and locations of the open days are:

Saturday 12 February	10am-4pm	Ōtaki Memorial Hall
Thursday 17 February	2-8pm	Te Horo Community Hall

If you have any other questions about the open days or the project generally, please call 0800 PP2O INFO (0800 7726 4636).

Yours sincerely



**Andrew Quinn**  
Senior Project Manager

# Appendix C List of Key Stakeholders and Letter Sent

Name 1	Title	Organisation	Address1	Address2	Address3	Name
The General Manager		Bus & Coach Association	PO Box 9336	WELLINGTON 6141		Sir/Madam
Ken Wheeler	Chief Executive Officer	Capital & Coast District Health Board	Private Bag 7902	WELLINGTON 6242		Ken
Blair O'Keeffe	Chief Executive Officer	CentrePort	PO Box 794	WELLINGTON 6140		Blair
Dan Robert		Cycle Aware Wellington	PO Box 27 120	WELLINGTON 6141		Dan
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Wayne Hastie	PT Division	Greater Wellington Regional Council	PO Box 11646	WELLINGTON 6142		Wayne
Sacha Walters	Heritage Advisor - Planning	Historic Places Trust	PO Box 19 173	WELLINGTON 6149		Sacha
Andy Dodd	Regional Archaeologist	Historic Places Trust	PO Box 19 173	WELLINGTON 6149		Andy
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David Ward	Chief Executive	Horowhenua District Council	Private Bag 4002	LEVIN 5540		David
Tony Stallinger	Chief Executive	Hutt City Council	Private Bag 31 912	LOWER HUTT 5040		Tony
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Mark Ternant		Kapiti Coast Chamber of Commerce	PO Box 510	PARAPARAUMU 5254		Mark
Rob Klaassen		Kapiti Coast Chamber of Commerce	PO Box 510	PARAPARAUMU 5254		Rob
Kevin Jefferies	Infrastructure	Kapiti Coast District Council	Private Bag 60601	PARAPARAUMU 5254		Kevin
Garry Simpson	Group Manager Assets & Services	Kapiti Coast District Council	Private Bag 60601	PARAPARAUMU 5254		Garry
Michelle Lewis	Roading Asset Manager	Kapiti Coast District Council	Private Bag 60601	PARAPARAUMU 5254		Michelle
Leslie Clague	Manager	Kapiti Coast District Libraries	Private Bag 60601	PARAPARAUMU 5254		Leslie
Trevor Daniell	President	Kapiti Coast Grey Power Assn	PO Box 479	PARAPARAUMU 5254		Trevor
Ralph Lane	President	Kapiti Fly Fishing Club (Inc.)	c/o 21A Groves Road	Raumati Beach	KAPITI COAST 5032	Ralph
Marten & Alysén Kaiser		Kapiti Historical Society	6 Lloyd Place	PARAPARAUMU 5032		Martin & Alysén
Dr Chris Lane	Chris Lane Medical	Kapiti Medical Emergency Services	110 Rimu Road	PARAPARAUMU 5032		Chris
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Graham Dilks		KiwiRail (OnTrack)	PO Box 593	WELLINGTON 6140		Graham
Neil Campbell	National Liaison Manager	KiwiRail (OnTrack)	PO Box 593	WELLINGTON 6140		Neil
Walter Rushbook	Central Region Manager	KiwiRail (OnTrack)	PO Box 593	WELLINGTON 6140		Walter
Rick van Barneveld	General Manager	KiwiRail Network	PO Box 593	WELLINGTON 6140		Rick
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Glen O'Brien		Nature Coast	PO Box 145	PARAPARAUMU 5254		Glen
John Backler	Chief Fire Office	New Zealand Fire Service (Waikanae VFB)	353 Te Moana Road	WAIKANAÉ 5036		John
Jonathan Thomson		New Zealand Heavy Haulage Association	PO Box 1778	WELLINGTON 6140		Jonathan
Nicola Malloy	c/- Department of Conservation	NZ Archaeological Assn	Po Box 10420 The Terrace	WELLINGTON 6142		Nicola
Alisdair McMillan	Senior Sergeant	NZ Police Kapiti District	PO Box 205	PARAPARAUMU 5032		Alisdair
Sandy Walker		NZ Road Transport Associations	PO Box 31 306	LOWER HUTT 5040		Sandy
The Manager		Pipeline Location, Vector Gas Limited	Po Box 99882	Newmarket	AUCKLAND	Sir/Madam
Roger Blakely	Chief Executive	Porirua City Council	PO Box 50 218	PORIRUA 5240		Roger
Kerry Arnold	Technical Manager	Road Transport Forum NZ	Po Box 1778	WELLINGTON 6140		Kerry
Ken Shirley	Chief Executive Officer	Road Transport Forum NZ	PO Box 1778	WELLINGTON 6140		Ken
		St Johns Ambulance	114 The Terrace	PO Box 10043	WELLINGTON 6143	Sir/Madam
Grant Tow		Telstra Clear	PO Box 1271	Harbour Quays	WELLINGTON 6143	Grant
Mike Noon	General Manager Motoring Affairs	The NZ Automobile Association	PO Box 1	WELLINGTON 6140		Mike
John Christianson	Chairman	The NZ Automobile Association	AA District Council	113 Pinehaven Road	UPPER HUTT 5019	John
Patrick Strange	Chief Executive Officer	Transpower	PO Box 1021	WELLINGTON 6140		Patrick
Brian Warburton & John Wilson		Transpower	PO Box 1021	WELLINGTON 6140		Brian and John
Max Pederson	Chief Executive	Upper Hutt City Council	Private Bag 907	UPPER HUTT 5140		Max
Garry Poole	Chief Executive	Wellington City Council	PO Box 2199	WELLINGTON 6140		Garry
Rian van Schalkwyk	Greater Wellington Regional Council	Wellington Engineering Lifelines Group	PO Box 11 646	Wellington		Rian
Corina Jordan		Wellington Fish and Game	PO Box 1325	PALMERSTON NORTH 4440		Corina
Rob Jenkins	Executive Manager	Wellington Free Ambulance	PO Box 601	WELLINGTON		Rob
Dava Brundson	Project Manager	Wellington Life Lines	PO Box 5010	Wellington		Dave
Jim Mikoz		Wellington Surfcasting Club	PO Box 3060	WELLINGTON 6140		Jim
Michael McCartney	Chief Executive	Horizons Regional Council	Private Bag 11025	Manawatu Mail Centre	Palmerston North 4442	Michael

	Chair of Wellington Regional Transport Committee	Greater Wellington Regional Council	PO Box 11646	WELLINGTON 6142		Fran Wilde
Nigel Kirkpatrick	Chief Executive	Grow Wellington	PO Box 10-347	WELLINGTON 6143		Nigel
Jeremy Harding		Wellington Regional Chamber of Commerce	PO Box 1590	WELLINGTON 6140		Jeremy
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D Pritchard	Pritchard Developments	20 Addington Road		OTAKI		David
G Robertson	Vector	Lvl 2/101 Municipal Office Building,		Wakefield Street	WELLINGTON	Gill
M Pederson	Chief Executive	Upper Hutt City Council		Private Bag 907	UPPER HUTT 5140	Max
P Curling	County/Rahui Road Residents Group / Te Horo Road Action Committee			12 County Road	OTAKI 5512	Peter
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Peter Glensor	Transport Chair	Greater Wellington Regional Council	PO Box 11646	WELLINGTON 6142		Peter
Fran Wilde	Council Chair	Greater Wellington Regional Council	PO Box 11646	WELLINGTON 6142		Fran



4 February 2011

«Name\_1»  
«Title»  
«Organisation\_»  
«Address1»  
«Address2»  
«Address3»

Dear «Name»

### **PEKA PEKA TO ŌTAKI EXPRESSWAY**

I am writing on behalf of the Peka Peka to Ōtaki Expressway Team who are developing proposals for the expressway. The purpose of this letter is to inform you of the upcoming public consultation for the expressway proposals, which include the form, function, and location of interchanges and connections.

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 six-week period of public consultation will be held from 7 February to 18 March 2011. The consultation will include project open days at Ōtaki and Te Horo. The dates and locations are:

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

We welcome you to attend the open days to find out more about the Peka Peka to Ōtaki Expressway. However we are happy to discuss the project on another occasion during the consultation period if you would prefer. Please contact Dean Ingoe to arrange a time if you would like us to meet with you (phone 04 471 7940 or email [dean.ingoe@opus.co.nz](mailto:dean.ingoe@opus.co.nz)).

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

Yours sincerely



**Andrew Quinn**  
Senior Project Manager

# Appendix D Project Areas



- Rivers
- State Highway
- Road
- Tree
- Historic Site (2004)
- Ecological Region
- Outstanding Landscapes

Historic Site - received from KCDC  
 added features from the KCDC  
 District Plan Part 1 Heritage Reg  
 Tree, Historic Bldg - created featur  
 from the KCDC 1999 District Plan  
 Heritage Register  
 Ecological Regions, Outstanding L  
 received from KCDC 09/2010

Pukehou Swamp

Pukehou Swamp

Haruatai Park Forest

B70

B83

B53

T64 T67

B86

Pare O Matangi Reserve

Castlehill Farm Bush

Mill Road

B84

T44

F5

B6

T45

T105

B60

T101

B85

B7, B8

B1

T125

erenga Road

B100

B67

tree

T124

et

reet

Miro Street

Riverbank Road

Bell Street

Maire Street

Dunstan Street

Rahui Road

State 1

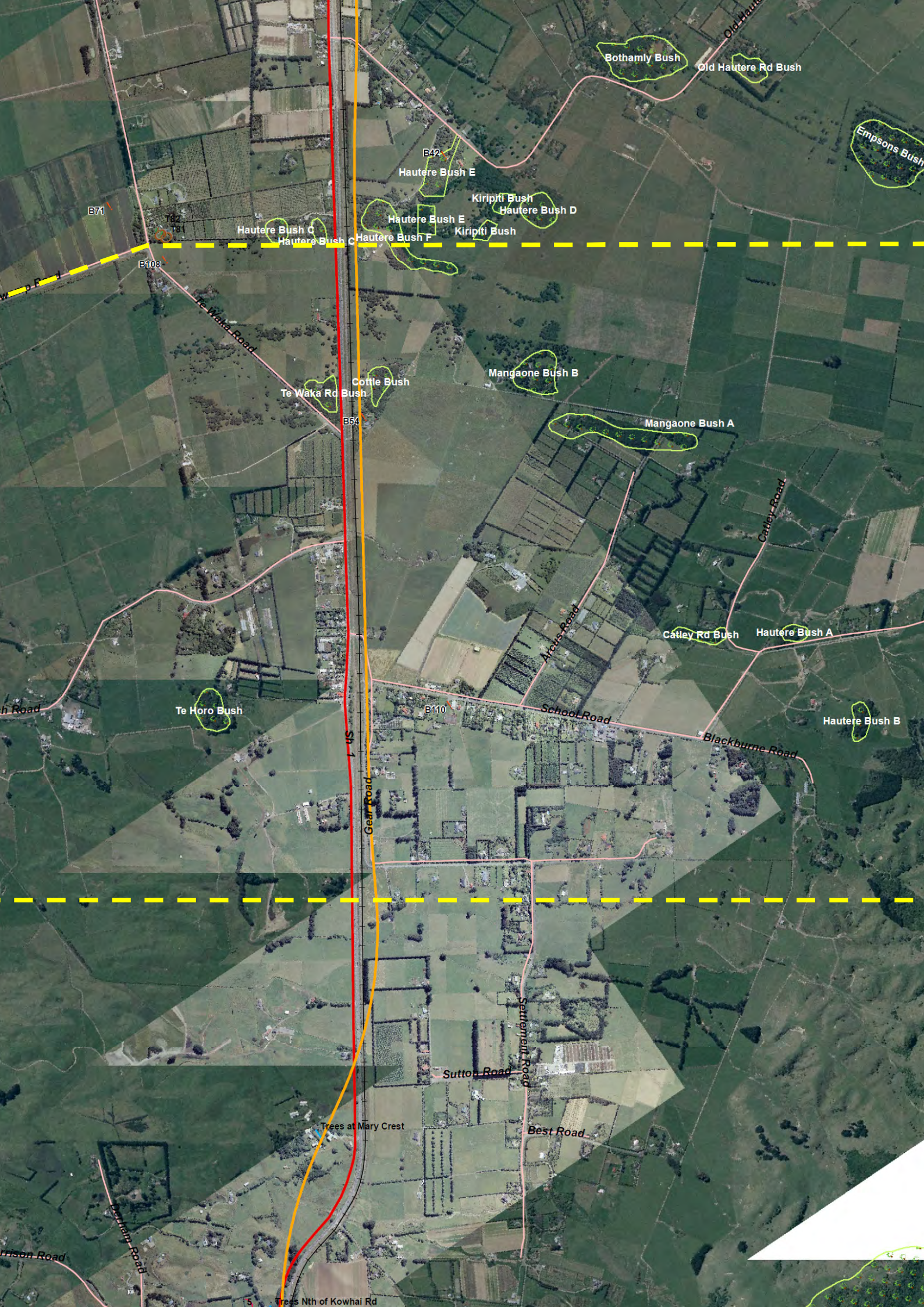
T74

Braeview Bush

Harper Road

Otaki Gorge Road

B37



Bothamly Bush

Old Hautere Rd Bush

Empsons Bush

B42

Hautere Bush E

Kiripiti Bush

Hautere Bush D

E71

782

781

Hautere Bush C

Hautere Bush F

Kiripiti Bush

E108

Te Waka Road

Cattle Bush

Mangaone Bush B

Te Waka Rd Bush

B54

Mangaone Bush A

Catley Road

Catley Rd Bush

Hautere Bush A

h Road

Te Horo Bush

B110

School Road

Blackburne Road

Hautere Bush B

Sh 1

Gear Road

Sutton Road

Settlement Road

Trees at Mary Crest

Best Road

inson Road

estman Road

# 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.***





## 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

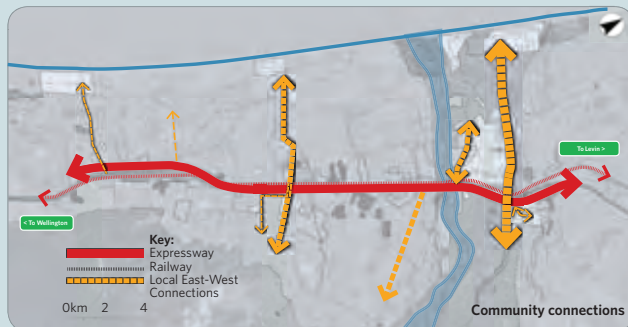
## What has been considered when designing the proposals?

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

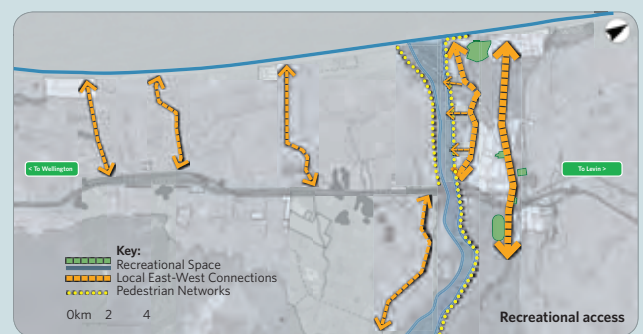
Local access roads and access to private property have been considered in the development of the connections and interchange proposals. In some locations, the outcome of the consultation on interchange form and function will influence future access roads and private property access roads.

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.



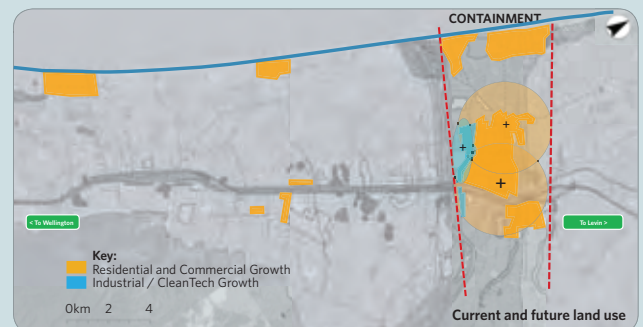
### Gateways (local and regional)

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.

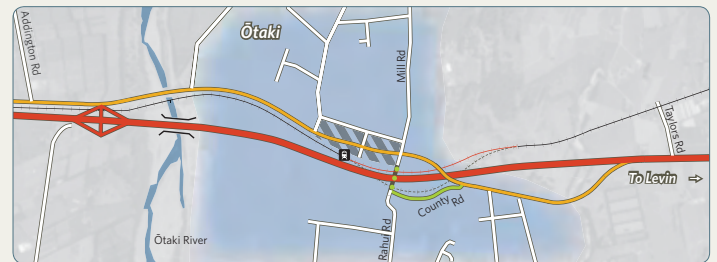
In addition to making it easier to move around the district (particularly in Ōtaki), the proposed access arrangement for Ōtaki aims to:

- 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.

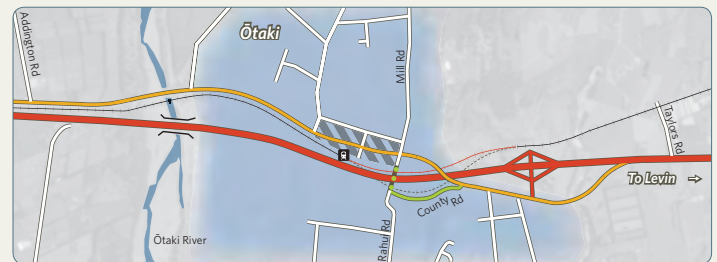
The proposed access arrangement to and from the expressway for Ōtaki includes providing south-facing ramps to the south of Ōtaki (at Ōtaki Gorge Road) and north-facing ramps to the north of Ōtaki to provide ease of access in and out of Ōtaki.

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.

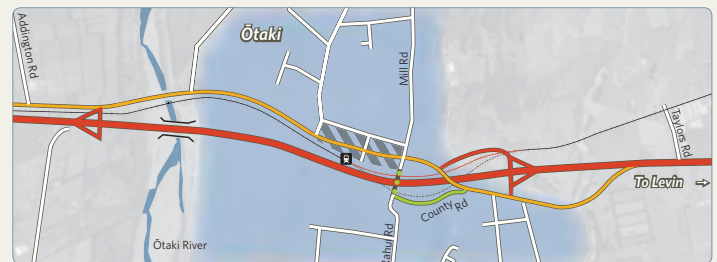
The three illustrations below show examples of interchange and access arrangements considered for Ōtaki.



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

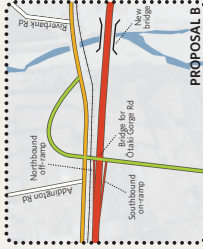
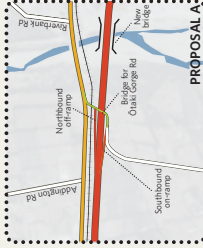
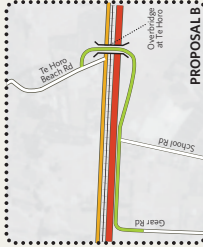
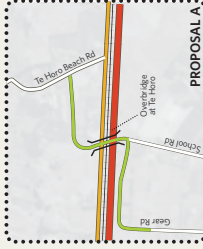
## Where will the expressway go?

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).



- ### 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.



## 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.

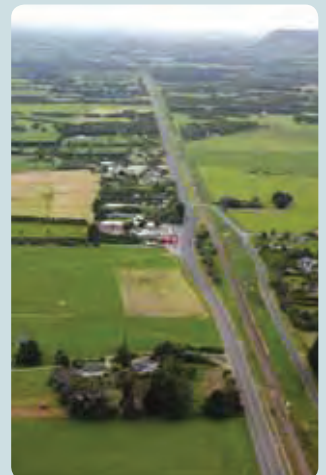


Cross section of the proposal looking south



## 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><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, 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](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.

## 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:

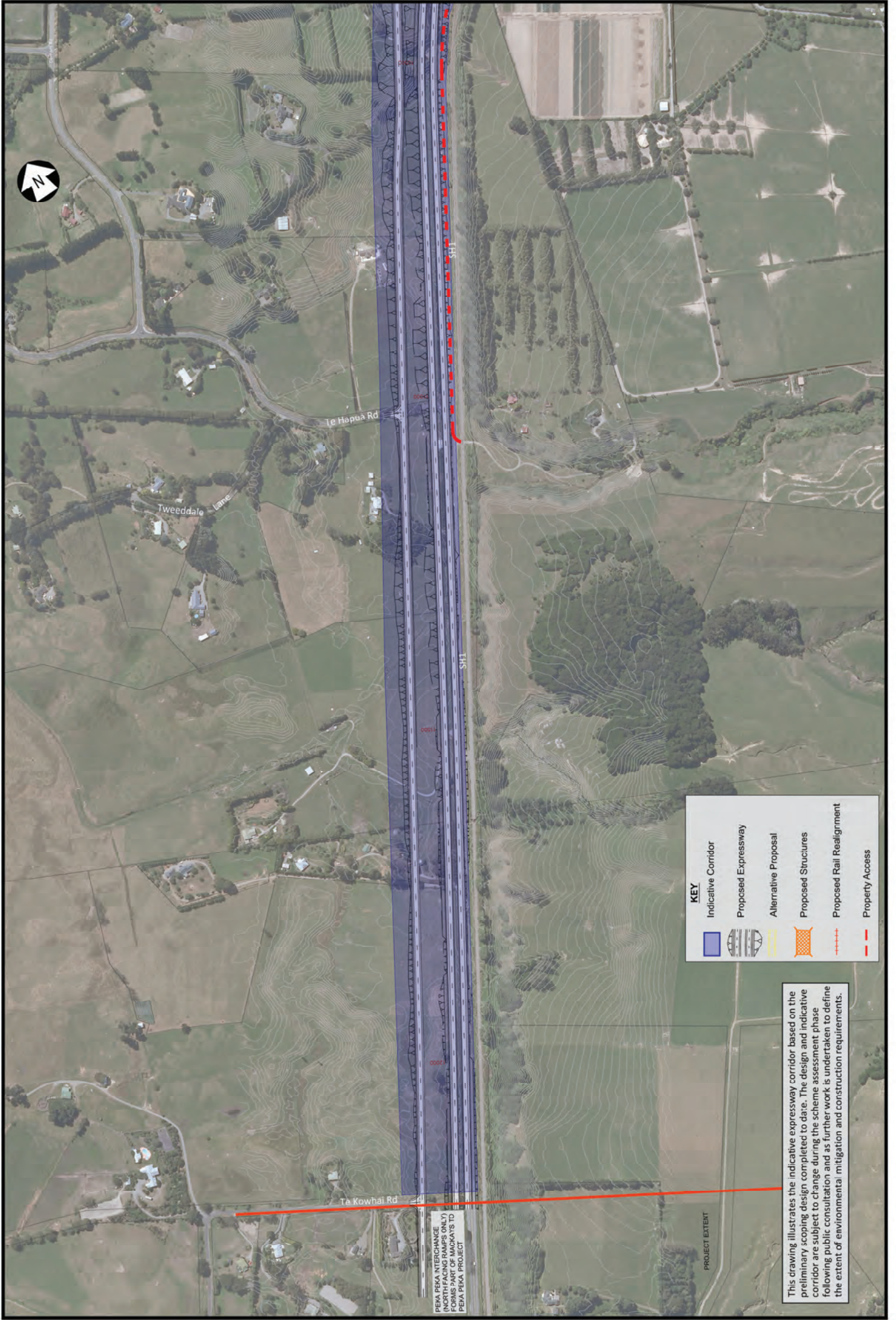
Peka Peka to Ōtaki Expressway Project Team

c/- Opus International Consultants Ltd

PO Box 12003

Thorndon

Wellington



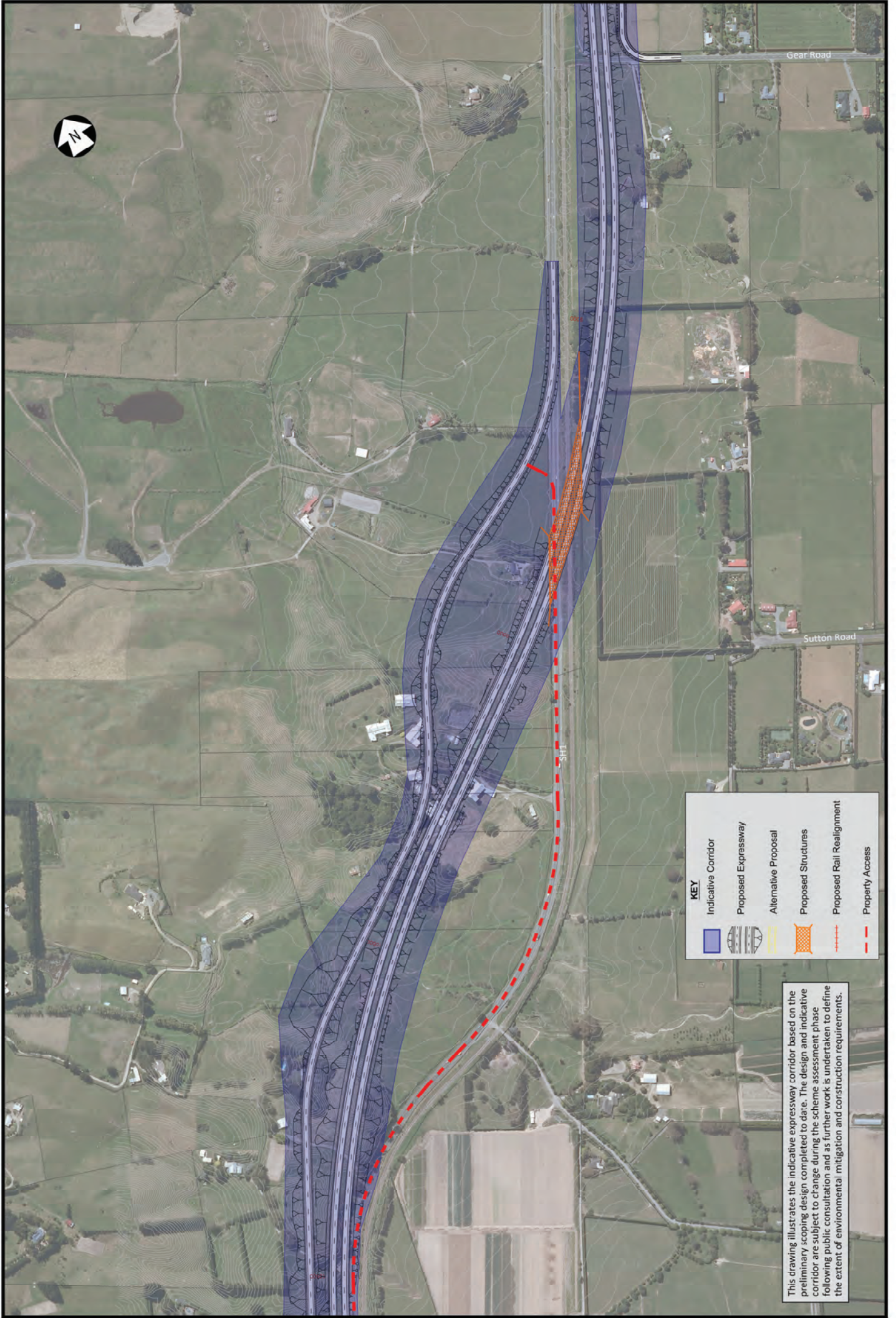
PEKA PEKA INTERCHANGE (NORTH FACE OF MAOKAYS TO PEKA PEKA PROJECT)

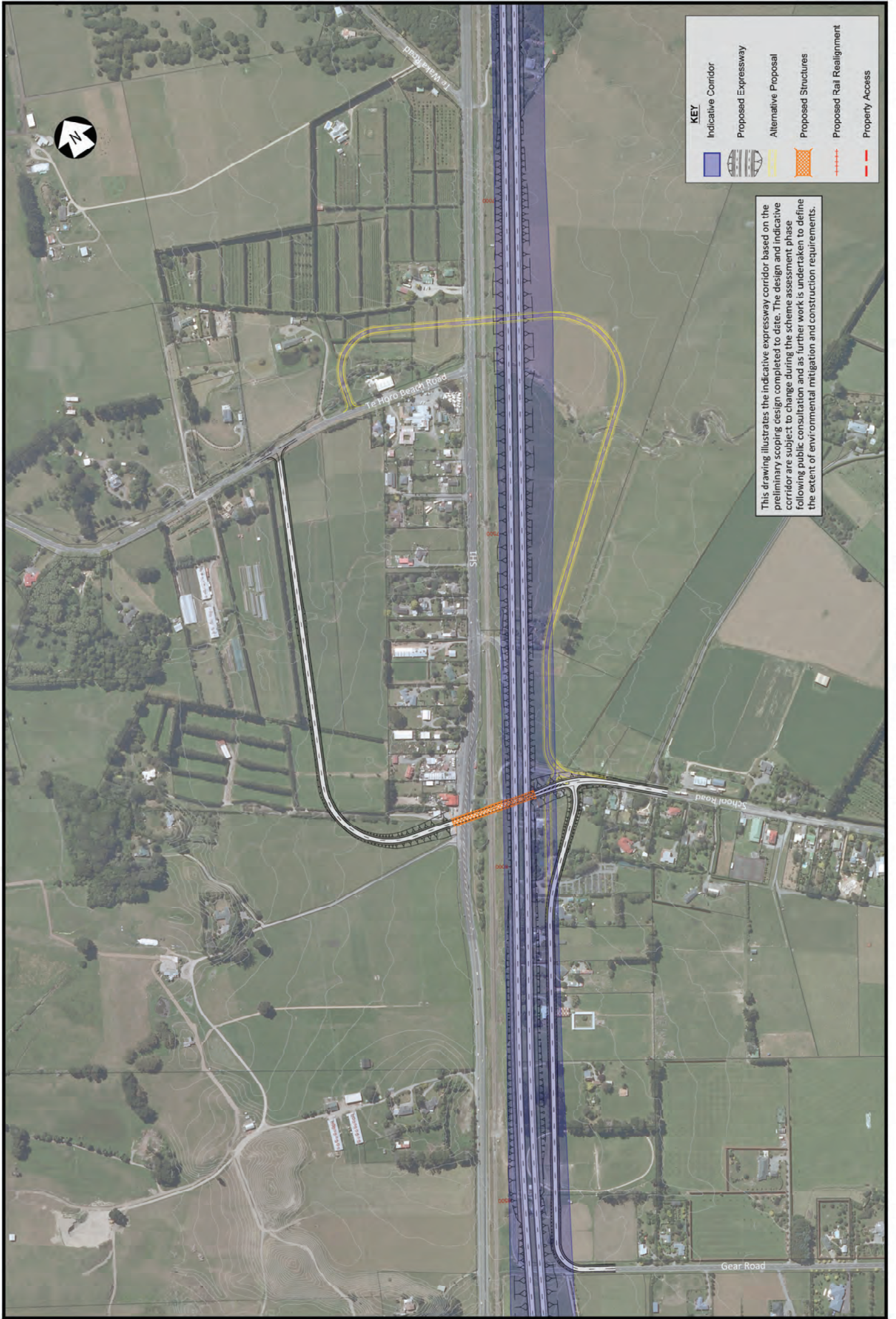
PROJECT EXTENT

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 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.

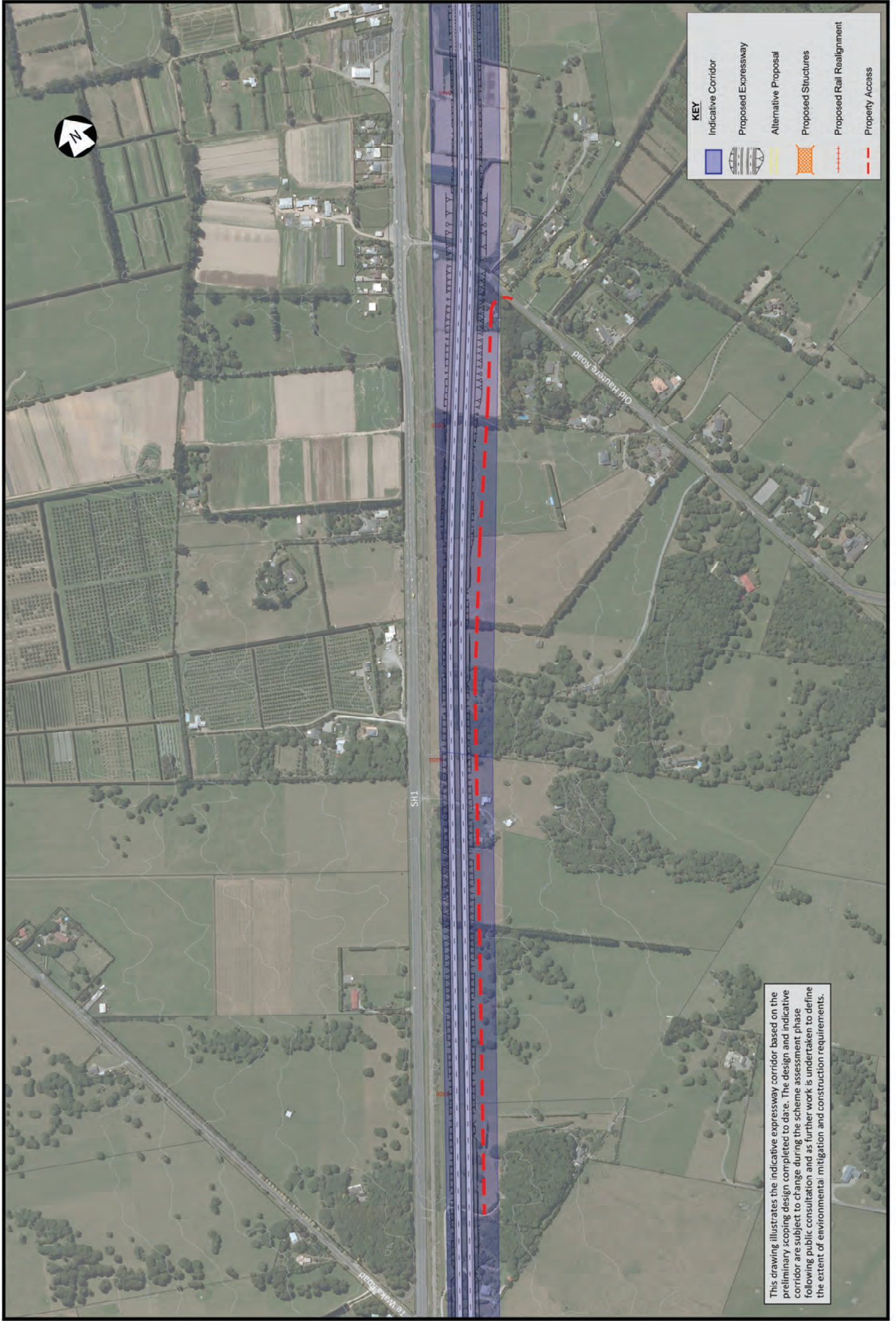
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AERIAL PHOTOGRAPHY FLOWN - MARCH 2010





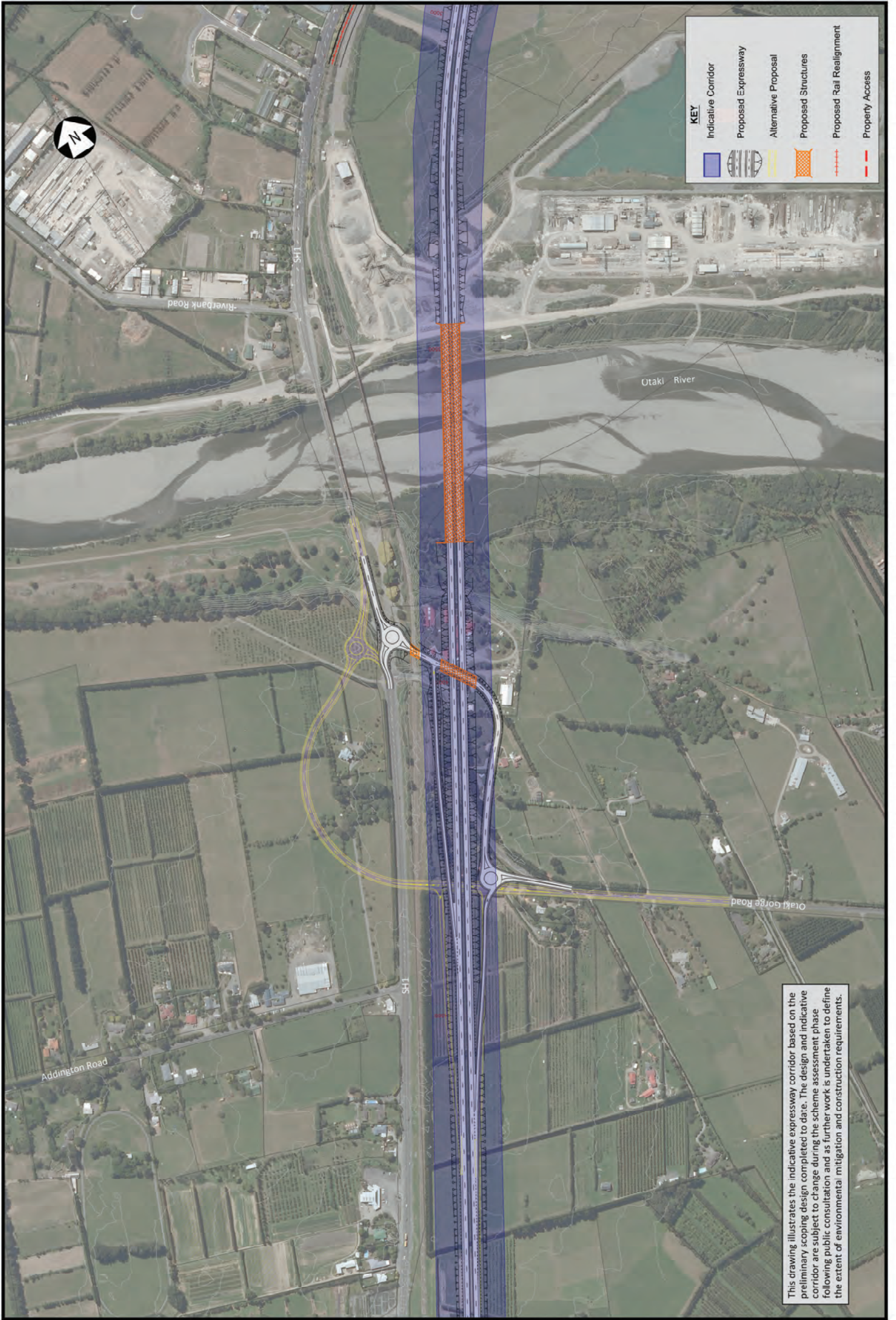
This drawing illustrates the indicative expressway corridor based on the preliminary scoping design completed to date. The design and indicative corridor are subject to change during the scheme assessment phase following public consultation and as further work is undertaken to define the extent of environmental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

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



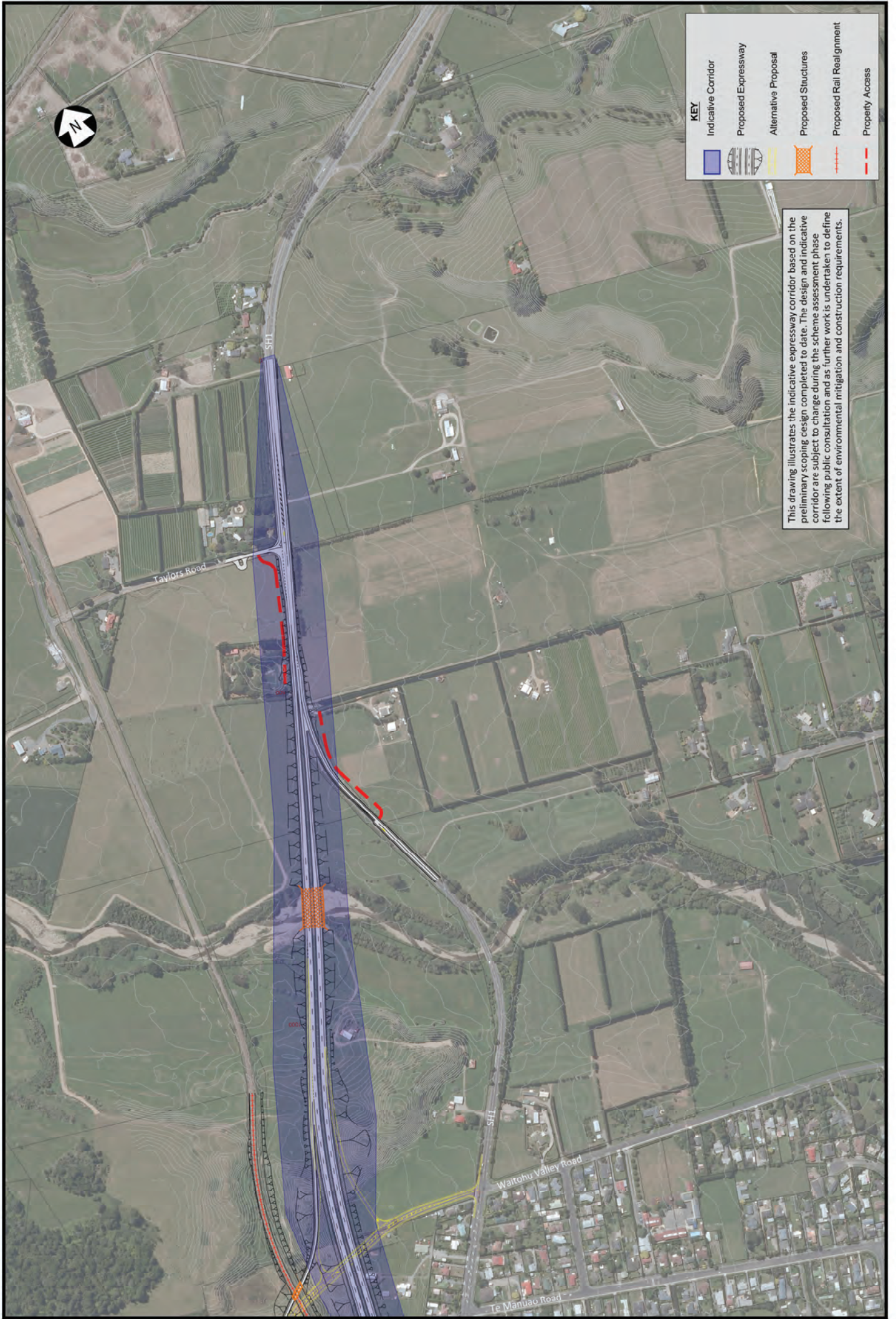
This drawing illustrates the indicative expressway corridor based on the preliminary scoping design completed to date. The design and indicative corridor are subject to change during the scheme assessment phase following public consultation and as further work is undertaken to define the extent of environmental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

0 40 80 120 160 200 240 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.



# Appendix F Brochure



## 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.

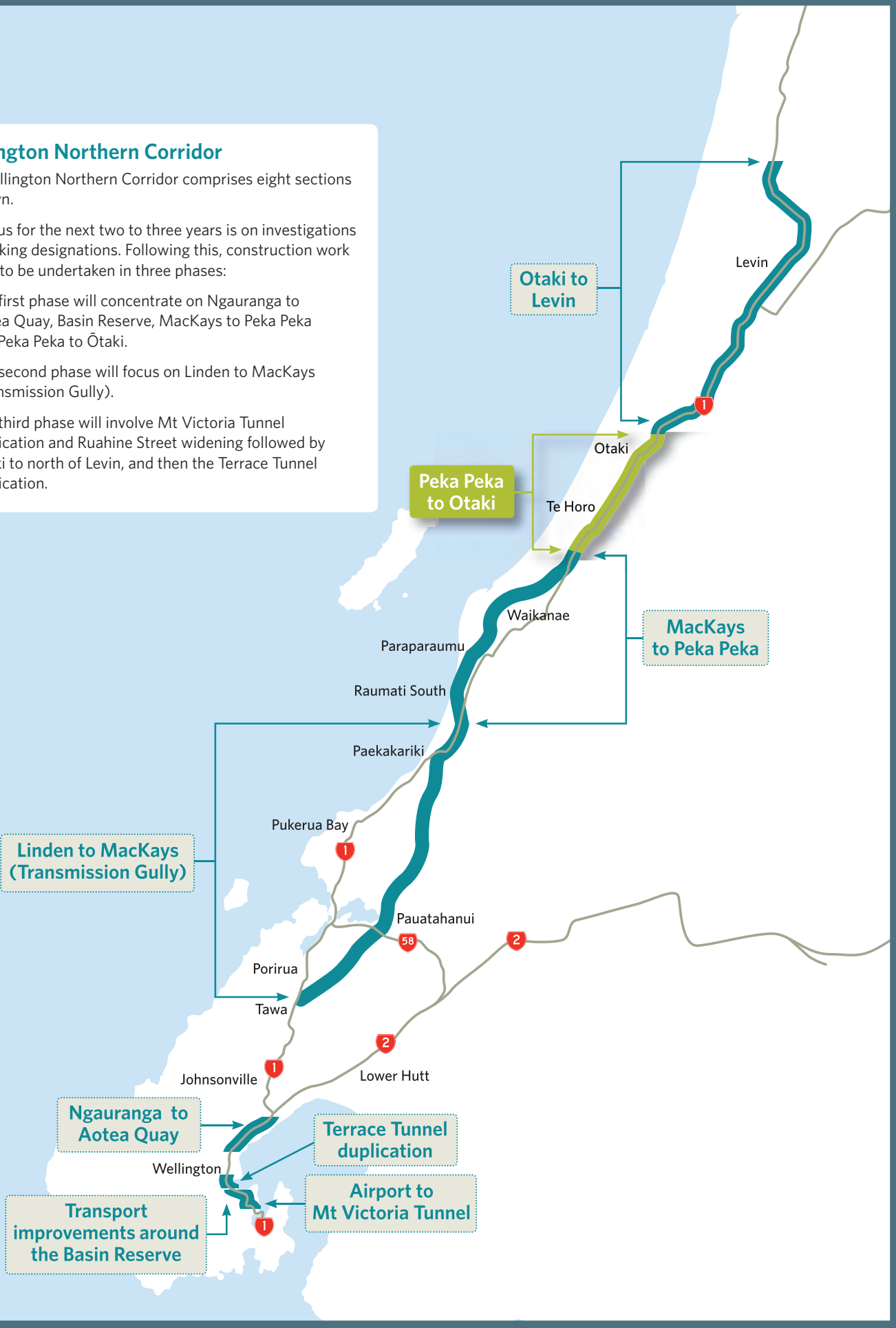


### Wellington Northern Corridor

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

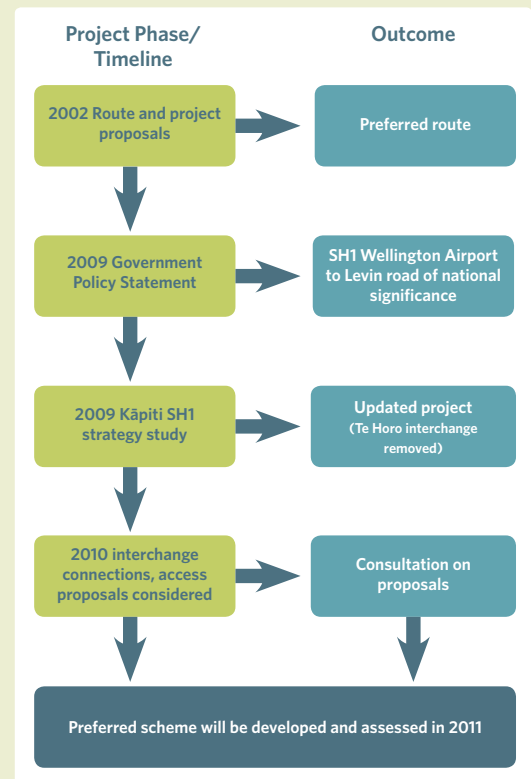
The project team has been working to confirm the preferred scheme and gain the necessary approvals to allow construction to begin.

### 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.

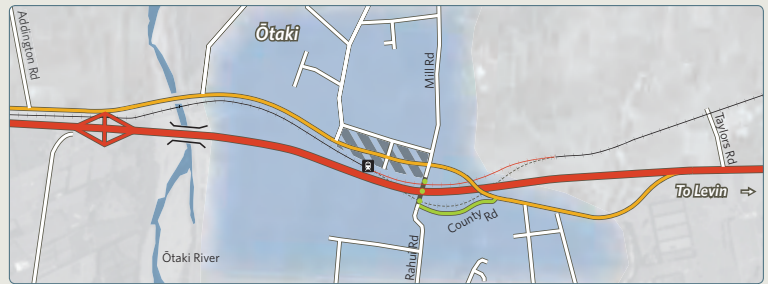
The proposed access arrangement for Ōtaki aims to:

- 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.

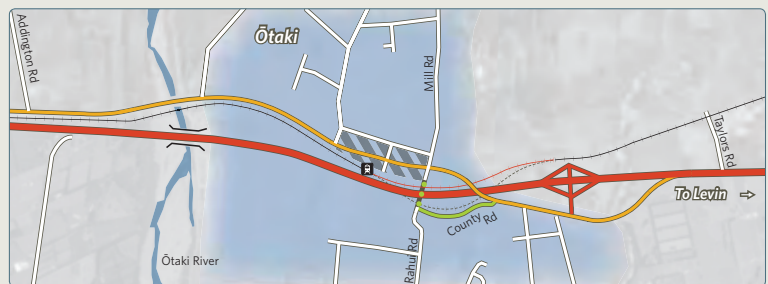
The proposed access arrangement to and from the expressway for Ōtaki includes providing south-facing ramps to the south of Ōtaki (at Ōtaki Gorge Road) and north-facing ramps to the north of Ōtaki to provide ease of access in and out of Ōtaki.

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.

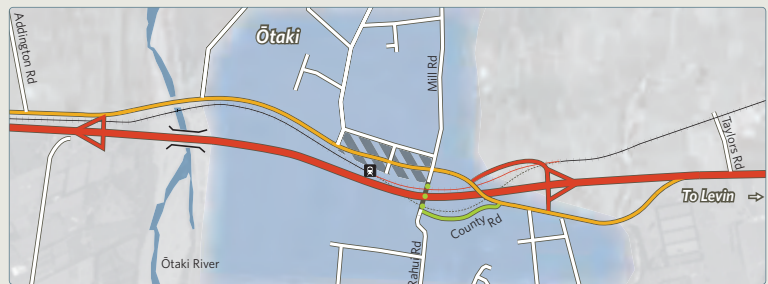
The three illustrations below show examples of interchange and access arrangements considered for Ōtaki.



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.

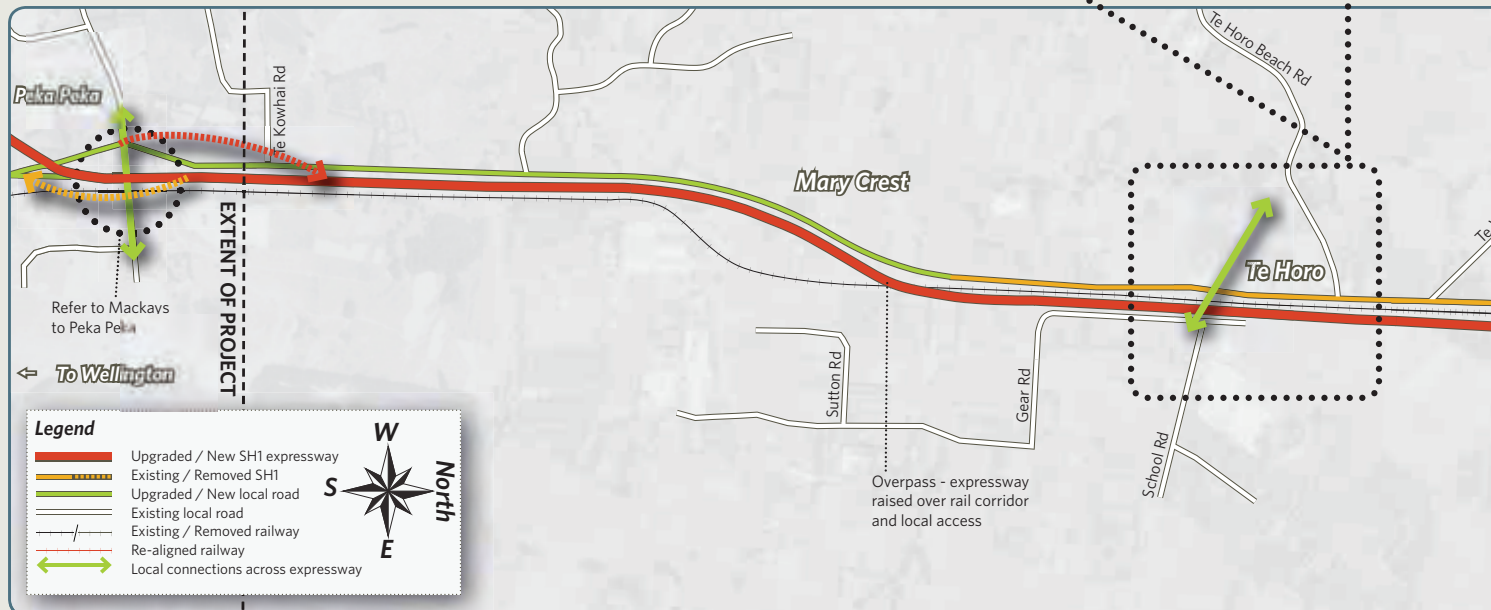
Further detail on each of the proposals presented (including the preferred option) is displayed in more detail (on the following pages of this brochure) for specific locations along the corridor.

## 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).

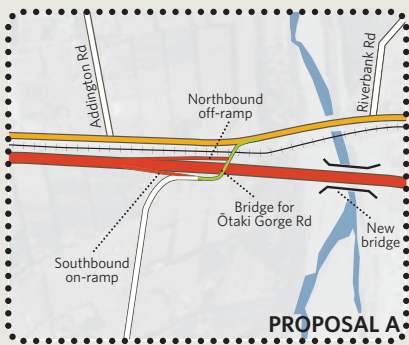


## Approved SH1 Expressway Peka Peka to Ōtaki Plan



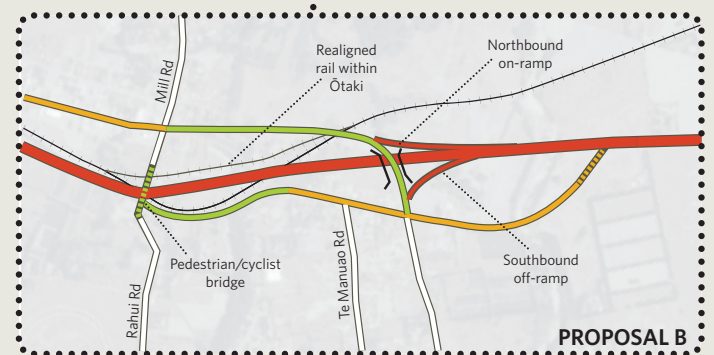
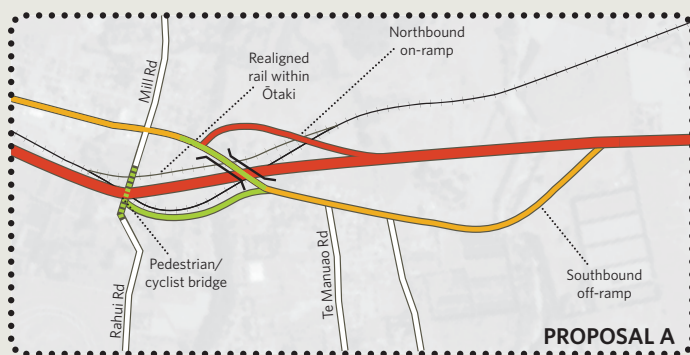
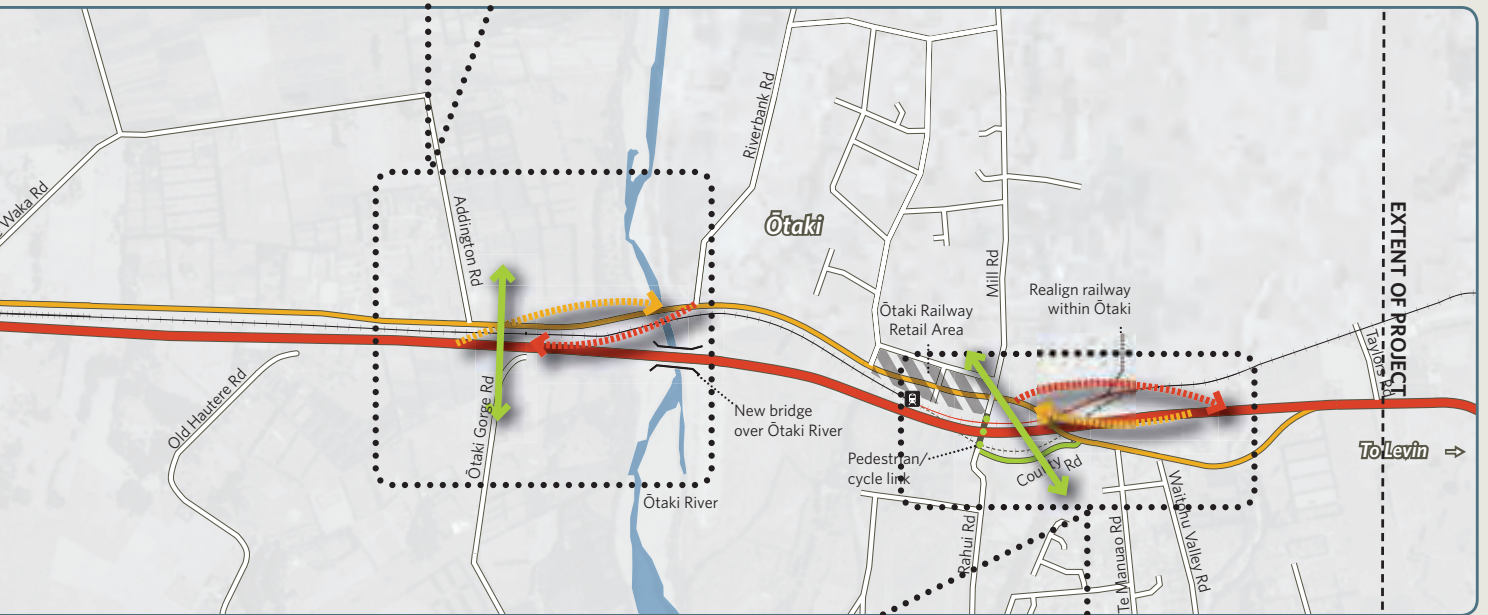
## North Ōtaki

- 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

# Appendix G Feedback Form

# Comments form

The NZ Transport Agency would like to receive your comments on the proposals for the Peka Peka to Ōtaki Expressway. These can be emailed to us at [info@pp2o.co.nz](mailto:info@pp2o.co.nz) or alternatively you can use this freepost comments form.

Your comments on the Te Horo proposals:

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Your comments on the South Ōtaki interchange proposals:

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Your comments on the North Ōtaki interchange proposals:

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Your comments on Rahui Road, for example the pedestrian, cyclist, and equestrian provisions:

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Any other considerations:

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Please return this freepost form by Friday 18 March 2011.

Name (please PRINT clearly) .....

Organisation (if applicable) .....

Postal address .....

Email .....

Thank you for taking the time to provide us with your comments.

FOLD HERE

FreePost Authority Number 225938



Peka Peka to Ōtaki Expressway Consultation  
PO Box 12003  
Thorndon  
Wellington 6144

FOLD HERE

FOLD AND TAPE OPEN SIDES LEAVING SPACE FOR A LETTER OPENER / NO GLUE OR STAPLES PLEASE



# Appendix H Media Statements



# Peka Peka to Otaki Expressway consultation dates announced

16 Dec 2010 | Wellington Regional Office

The NZ Transport Agency (NZTA) has announced that public consultation on proposals for the Peka Peka to Otaki Expressway will begin on Monday 7 February 2011.

The public consultation period will run for six weeks until Friday 18 March 2011 and will incorporate Expo/Open Days as well as presentations and meetings with stakeholder groups and local residents.

NZTA Central Regional Director Jenny Chetwynd said the presentation of the proposals for the expressway is an important milestone for the project and will give the community the opportunity to have their say about the NZTA's route proposal.

"This consultation period will give the community the chance to learn about the route proposal, ask us questions about how they might be affected, and to have their say. Hearing the community's views is hugely important to us, and we encourage people to participate in the consultation process."

The 13km Peka Peka to Otaki Expressway route runs from Peka Peka Road in the south to Taylors Road just north of Otaki. The 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 for local road users and the national travelling public.

## For more information please contact:

Anthony Frith  
Media Manager - Central  
T 04 894 5251  
M 027 213 7617  
E [anthony.frith@nzta.govt.nz](mailto:anthony.frith@nzta.govt.nz)

## Editor's notes

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

The seven RoNS projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. Other RoNS may be added in future but currently from north to south the seven projects are:

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

More information is available at [www.nzta.govt.nz/rons](http://www.nzta.govt.nz/rons)

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



# Monday start for Peka Peka to Otaki Expressway consultation

4 Feb 2011 | Wellington Regional Office

The NZ Transport Agency (NZTA) will begin public consultation on proposals for the Peka Peka to Otaki Expressway on Monday 7 February 2011.

The consultation, which will incorporate two Project Open Days as well as presentations and meetings with stakeholder groups and local residents, will run for approximately six weeks until Friday 18 March 2011.

All Kapiti Coast district residents will receive a consultation brochure from this Saturday which will include a form to provide feedback on the proposals for the expressway. In addition, a Project Open Day will be held in Otaki on 12 February and also in Te Horo on 17 February. The open days provide an opportunity for people to meet the project team, learn more about the proposals, ask questions and provide feedback in person.

All of the public consultation material will also be made available on the project website [www.nzta.govt.nz/pp2oproject](http://www.nzta.govt.nz/pp2oproject).

NZTA Central Regional Director Jenny Chetwynd said the consultation period will give the community the opportunity to find out more about the proposals and to have their say.

"Public consultation is an important part of the investigation phase of this project and we encourage residents and interested groups to participate in the consultation process as their feedback will help result in a better outcome for the community and all users of the expressway."

The 13km Peka Peka to Otaki Expressway route runs from Peka Peka Road in the south to Taylors Road just north of Otaki. The 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 for local road users and the national travelling public.

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- Wellington Northern Corridor - SH1
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More information is available at [www.nzta.govt.nz/rons](http://www.nzta.govt.nz/rons)

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



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# Submissions close this week for Peka Peka to Otaki Expressway

15 Mar 2011 | Wellington Regional Office

There is still time left to make a submission on the proposals for the Peka Peka to Otaki Expressway.

The six-week consultation began on Monday 7 February and ends on Friday 18 March 2011. The purpose of this consultation is to gain feedback on the form, function, and location of interchanges and connections.

As well as presentations and meetings with stakeholder groups and local residents, open days in Otaki and Te Horo gave people the opportunity to view the maps and plans, and to ask the project team questions about the proposals and project. Approximately 270 people attended the open day at Otaki and the Te Horo open day attracted nearly 200 people.

NZTA Central Regional Director Jenny Chetwynd said consultation is a vital step in the process and provides the opportunity for the community to give their feedback on the expressway proposals for the expressway.

"The views of the community are very important in helping us to develop a final proposal for the route, and we encourage people to take this opportunity to give us their feedback before submissions close."

Consultation brochures and comments forms were sent to every Kapiti household in February and are still available at libraries and council offices around the district. The brochure is also available on the project website [www.nzta.govt.nz/pp2oproject](http://www.nzta.govt.nz/pp2oproject).

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Want to find out more?

## Our contact details

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If you would like more information about the Peka Peka to Otaki Expressway, please check our website [www.nzta.govt.nz/pp2oproject](http://www.nzta.govt.nz/pp2oproject) or email us at [info@pp2o.co.nz](mailto:info@pp2o.co.nz)

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