

## 04 | consultation

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## 4.1 Community Consultation

The process for community consultation has included:

- reviews of previous consultation processes and outcomes - these were notes and reports on alternative route options and designs.
- two 'expo' weeks within which there were events involving displays and experts from the Project team on hand to help with enquiries. These were held at Southwards, Waikanae Memorial Hall, Paraparaumu community centre and Raumati Hall on Tennis Court Road.
- permanent-staffed information centre at Coastlands
- newsletters and media releases which described the process and key points of note
- two design workshops - one on the subject of walking cycling and bridleways and the other in the Waikanae/Te Moana area. Both were invited attendances - the KCDC Cycle, Walking Bridleway reference group firstly and the residents of the Pururi/Kauri Te Moana Road area secondly.
- individual meetings with affected landowners and with interest groups on request

Feedback was gathered from meetings notes as well as written responses after each expo week. The expo weeks netted 1600 feedback responses in the first round and 216 in the second.

A summary of key urban and landscape design points as design implications from the submissions are noted below:

- Community division — some concern that the community is already divided, and some believe this would be a 'third division'. Issues of community identity frequently emerge.
- Environmental effects of road operation — noise, light pollution, air pollution, stormwater/groundwater management.
- Environmental damage - the impact on bird life, dune landscape, wetlands, heritage treasures. However, there are a lot of differing opinions as to what constitutes value of environment, and also value of historic/archaeological and iwi items.
- Traffic noise — request a 'quiet' road surface and peace and quiet/tranquillity and quality of life are noted. There is lots of emphasis on 'recreational/relaxed lifestyle'.
- Proximity of route to homes is often mentioned, and potential loss of residential properties is a concern for both amenity and personal reasons.

- Maintain/preserve/enhance Kāpiti's image as the 'Nature Coast'.
- Walking/cycling - safe and convenient connections to schools, shops and local amenities are key concerns. Children and elderly are often mentioned.
- East-west connections are required, at an appropriate scale for cars, walking and cycling.
- Future of urban form is mentioned, many concerned about either 'ribbon' development or 'inappropriate' development around interchanges, and the security of existing urban limits. There are comments that the road will change the way the district functions.
- Views towards Kāpiti and the Tararuas receive only a handful of mentions — this does not appear to be a key concern of submitters.
- Impacts on town centres are mentioned — some feel both Waikanae and Paraparaumu will benefit from not having heavy traffic through town centres. Others fear loss of business.
- Choices in travel movement is mentioned, not just concentration on cars/trucks. Ensuring good links to public transport interchanges is often mentioned.
- Retention of Wharemauku walkway is noted as important.
- Access to coast and Waikanae River are both noted as important.
- Securing another crossing of the Waikanae River is of high importance to many submitters.
- Future role of the existing SH1 is important to local communities. There were many comments about elderly drivers not wanting to use a high-speed road and requiring an alternative.
- Comments that the scale of the Expressway is at odds with context, and the physical size of interchanges is a concern to many. There are a lot of comments about ensuring a good 'fit' of the new road into the landscape. Many submitters want the road 'sunken' into dunes to mitigate visual and noise effects.

Consultation was also undertaken as part of the process to investigate the reconfiguration of SH1 as part of the revocation of this to KCDC once the Expressway become operational. This consisted of targeted meetings with NZ Rail, Coastlands, bus companies as well as public consultation at two expos. A summary of key urban and landscape design points as design implications from the submissions are noted below. Some of these points conflict with each other.

- Good opportunities to redesign the public transport hubs at the town centres.
- Whole town centre's planning needs to be considered and improved include entrances/exit locations.
- The current amenity is poor and town centres should be pedestrian oriented with footpaths that allow for mobility scooters as well as seating.
- A leafy entrance to Paraparaumu is desirable.
- Connections for pedestrians across the road need to be better provided for at Waikanae - ideas include underpass at Elizabeth Street with a link across to Te Moana Road, as well as overbridges.
- Alternative connection to eastern Waikanae is needed (in addition to the Elizabeth Street crossing over the rail line).
- Boulevards would be good and roundabouts reduce highway feel.
- The success of the Waikanae Railway Station improvements has increased demand for car parking, particularly for commuters. More car parking is required to address this problem.
- No additional parking is required in Paraparaumu and Waikanae, there are already large off-street parking areas available.
- The redesign of the Waikanae village centre needs to be planned with the SH1 modifications. Once the village centre planning has been completed a more suitable main street may present itself.
- KCDC should consider changing the zoning along the existing SH1 to allow denser urban development.
- Changes to SH1 should be consistent with the Waikanae North Development Zone.
- Bus movements and stops not good and should be improved at Waikanae.
- Concern that there will continue to be traffic congestion at the existing SH1 Elizabeth Street intersection unless an alternative provided for.
- Provide community open space where people can relax - keep treatment simple and cost effective.
- Trees and reduced road widths considered desirable by some to reduce speeds and enhance amenity and a concern for others in terms of sightlines being affected and congestion being generated.
- The width of the carriageway should be maintained to allow for future population growth and the road must

still accommodate large service vehicles, and the design must reflect this use and not cause more congestion.

- Review the actual volume of traffic on SH1 after the Expressway is built, then plan for modifications.
- Provision for emergency services needs to be provided in stationary traffic so ambulance and fire engines can get through.
- Crime Prevention through Environmental Design (CPTED) design principles should be adopted within future concept development.
- Cycleway should be completely separated from vehicle traffic in both urban and rural areas. Planting between the road and cycleway will assist in providing separation.
- Use the existing road to establish cycleway, this will save money.
- Oppose provision for cycleways citing the high costs of construction and the demand for cycle facilities not being high enough to justify the expense.
- Roundabouts are hazardous for cyclists, further investigation needed - make sure cycle tracks don't disappear at bridges, intersections and roundabouts.
- Outer residential areas should have 70-80kph traffic speed limits, particularly around uncontrolled intersections (i.e Raumati Road/SH1).
- Some support for a 30kph speed limit in the town centres and 80kph in the rural areas to improve road safety.
- A roundabout at Otaihanga Road is supported.



Figure 77 Reviewing options

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