

**SUBMISSION TO NEW ZEALAND TRANSPORT AGENCY FROM
WAIKANAĒ COMMUNITY BOARD:**

MACKAYS TO PEKA PEKA EXPRESSWAY

3 February 2011

EXECUTIVE SUMMARY

The Waikanae Community Board has discussed the proposal that NZTA provided to the community in November 2010 at two public workshops as well as with other affected owners and residents. The majority of those who attended the consultation workshops were not in favour of the expressway in any form and sought the immediate reinstatement of the Western Link road and an upgrade of State Highway 1. The current proposals are considered to be unacceptable, both to home owners and the wider community who struggle to see any benefit for the local or wider Kapiti community.

While having a route decided through Waikanae brings certainty to all possible affected parties, as well as other residents in Waikanae, the current proposals are considered to be unacceptable. Both to home owners and the wider community who struggle to see any benefit for the local or wider Kapiti community.

The Board's position is that no homes should be affected through Waikanae. There is a clear path through this area of the district that should not require the removal of homes and would have less effect on property in general. The rationale stated for the two options through Waikanae shows that it is far too early to discount other options. From the broad lines on the consultation documentation, the Maketu Tree would appear to be unaffected by either route. That leaves the intrusion into the Waahi Tapu site to be resolved for option 1. Further negotiations must be done before that option is discounted and houses are affected.

The feedback to the Community Board from residents is that the proposed interchange on Te Moana Road with the expressway going over Te Moana Road will destroy the quality of life for a large number of residents due to noise, the visual barrier, safety risks of additional traffic and destruction of additional homes.

The Board would strongly urge the design team to investigate other options for the location of this interchange, either north or south of Te Moana Road. The nature of any interchanges needs to have further careful consideration so that it is of benefit to the Waikanae community. The design team should also review the options available to them to mitigate destruction of any houses.

Any roading solutions need to have at their heart a recognition that even if the expressway is built, it will be a number of years before that construction even begins. During that time pressure will continue to mount on the existing State Highway. An underpass at Te Moana road is the best and most cost effective

solution to the removal of current barriers to travel through the district and should be pursued immediately by NZTA.

The Community Board has provided a summary of recommendations for NZTA in Appendix A, but strongly urge you to read the full submission.

INTRODUCTION

NZTA's submission process provided residents of Waikanae with basic information about where the expressway would go. There was no information on the design or what mitigation methods would be used to ensure the least effect on residents. Thus it was not surprising that the majority of comments from residents are about the lack of information provided.

We recognise that the information available to provide the community at this early stage of design may be limited, but then to ask for constructive feedback on a preferred route, where the interchange should go, etc without providing basic design information makes the assessment of the impact (negative and positive) too difficult.

Most residents attending the two workshops run by the Waikanae Community Board were opposed to the expressway. The vast response at the meetings to the work done to date was negative. Even with the concessions made by NZTA regarding the interchanges, those residents see few local benefits and are questioning the value to Waikanae of local access to the Expressway at Te Moana Road. The main theme expressed at the workshops was that the expressway will divide the community physically and impose changes on the community that the benefits will not outweigh. NZTA has not done enough to dispel the concerns of the Waikanae community.

NZTA should be aware that expectations have been raised regarding the design work that will be available to residents in July 2011, to be provided at 'Expo 2'. It is expected that this will answer a large number of questions regarding design issues such as the height of the proposed Te Moana Road interchange, the exact location of the expressway, the methods of dealing with environmental issues such as pollution run-off, air pollution plus noise and vibration mitigation. Providing clarity on these issues does not mean that the community will be in agreement, but they will be more informed and discussions will have more substance.

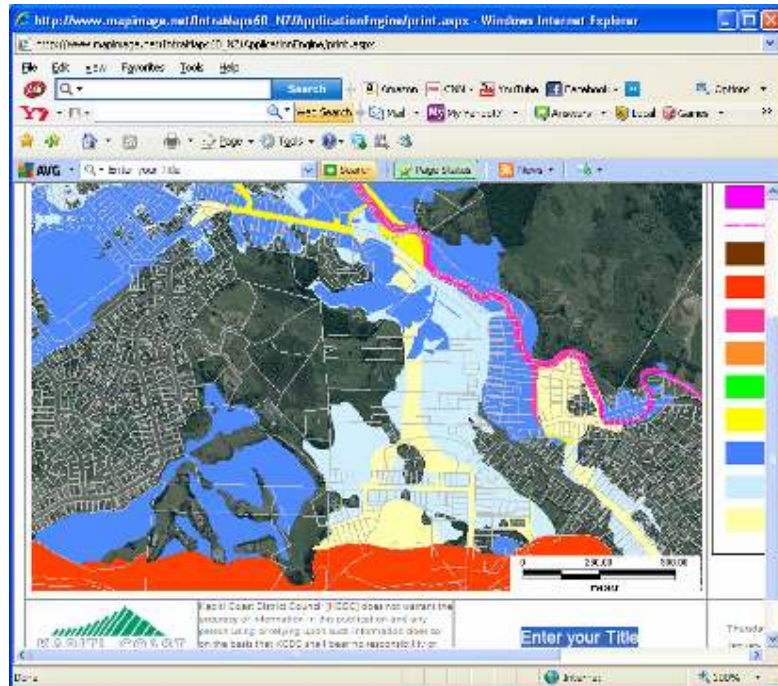
It is of concern that projects such as this often run without validation of whether the project is (and remains) desirable, viable and achievable.

The following sections cover issues raised by the community for consideration. NZTA should address these in Expo 2, showing how the project team have considered issues and sought methods to mitigate the concerns of the Waikanae Community.

ENVIRONMENT

The road will destroy work done by volunteer groups restoring ecological areas. How will NZTA avoid areas of ecological significance? The current design avoids some areas that were associated with the Western Link designation, but the design speeds means others would be impacted such as by Ngarara Road. The lack of clarity of maps provided does not assist in identification of the areas that would be impacted by the Expressway options, so making informed suggestions is therefore difficult for the community.

The information provided does not state how pollution will be managed, or hydraulic neutrality will be achieved. There are major areas that are identified as being in 100 year flood or ponding zones within the KCDC District Plan shown in blue in this map. The Expressway route goes right through those by Puriri Road, Te Moana Road up to Lavinia Grove. The design does not



state how this will be addressed and therefore if these options are feasible or what the impact of the mitigation issues on the local residents would be.

There is also no information provided on how (or if) NZTA will address pollution run-off. This is a major issue given how close the Expressway is to reserves and other ecological sites and the Waikanae River.

As the work done to date does not address pollution or flooding issues, the risks to the environment has to be considered high by the community.

ROUTE

The brochure provided by NZTA indicates that NZTA are requesting feedback on the community's preferred option by giving two options for the route. One has a cultural impact and 15 homes are affected, and the other impacts on 32 residential homes.

The Waikanae Community Board questions if analysis has been completed on what the impact on the community would be if a slower design speed was

selected. This could allow greater mitigation of the effect on homes and ecological areas, as well as reducing other areas of concern regarding noise, vibration and safety.

With the new design going through medium density housing, the design must address serious concerns over noise, light and vibration. If the route was further from homes or the design speeds for the road were lower (one supports the other), then noise and vibration issues would decrease.

With the proposed option so close to homes, serious mitigation must be considered.

DESIGN

No design standards provided with the consultation information. Even if the design itself is not available, design standards would have assisted the community to gauge the impact.

Will noise levels of 50 db maximum be achieved? There are standards overseas that indicate in urban areas for new expressways, this should be the maximum, with 55 db in rural areas. However, the rural areas near the expressway includes houses that will end up very close to the proposed road. The Waikanae Community Board would like to see 50db used as the maximum for any home along the route.

The community is asking what the effect of lighting be, as no information has been provided. Without that information the effect on homes that will not be 'effected' (in NZTA terms) and will therefore remain bordering the Expressway is not known and cannot be gauged. Option 2 would appear to result in more homes in this situation than Option 1.

There is concern that the design is not future-proofing Waikanae. An example is the effect that the Waikanae North development may have on traffic flows to Waikanae Beach. There is no realistic other alternative to residents than going across the proposed Te Moana Road interchange.

Residents have suggested that lighting be minimised and not used in the rural areas, only being applied carefully at the Interchanges. However the Interchange for Waikanae is proposed as Te Moana Road. This is in the middle of the Urban area and should be avoided.

INTERCHANGES

An interchange at Te Moana Road has been subject to much criticism. The issues raised that have not been addressed in any information provided by NZTA are:

- The overall effect on Te Moana Road
- Traffic volume increase on Te Moana Road

- Traffic volume increases on other local roads.
- Light spill
- Noise
- Visual impact
- Division of the community
- Constraints on east/west connectivity

The Waikanae Community considers that the value of Te Moana Road has been seriously underestimated by NZTA. Te Moana Road provides a major link between the Beach community and the Town Centre, and visa versa.

The value this road creates is due to its current form. It is flat, wide and well planted. It supports the status of Waikanae as a town proud of its gardens. The journey from the current state highway down to the beach is one that promotes the laid back easy going feel for this community. Having a major interchange on this road is not supported. It would be preferable for the interchange to be located off this road and for any alteration to this road to be as minor as possible and this should be investigated.

Moving the interchange off Te Moana Road provides an option such as an earth-bridge over the Expressway. at Te Moana Road. KCDC reviewed such an option at the southern entrance to the district during the design of the Western link. This option provided far better connectivity for other modes of transport (walking, cycling, riding). This option could also enhance Te Moana Road rather than the current option of the interchange.

The Waikanae Community Board proposes that the interchange be build away from Te Moana Road, and suggest that options south or north of the road be investigated. This could make the size of the intersections onto Te Moana Road more manageable. The size, height, noise and visual impact will add to making a full interchange on Te Moana Road an obstacle for east/west connectivity and add to dividing Waikanae, while lighting and noise caused by the two new intersections on Te Moana Road would further disturb residents who live nearby.

The current traffic volumes help ensure Te Moana Road relatively safe to cycle along and for pedestrians to cross. There are real concerns that volumes will increase beyond forecasts in the traffic modelling completed to date, and this will require substantial changes to this road so it can cope with increased traffic demands. The community does not agree with the limited assessments carried out by NZTA that traffic volumes on Te Moana Road will decrease as a result of this interchange. It is believed that Traffic from Hemi Matenga and the township will use the Te Moana interchange and offset any reduction in traffic from the beach area.

There is a concern that the proposed partial interchange at Peka Peka will limit access for residents with farms particularly north of interchange. Their access must be resolved. It will also result in other roads such as Rutherford Drive and Paetawa Road will be used to access the Te Moana Road interchange from those living north of Waikanae. These roads are not suitable for more traffic,

and the ability of residents to enjoy them for leisure purposes such as walking, cycling and riding will be placed at risk. Traffic calming and safety measures will therefore have to be put in place. These options are more preferable than a full interchange at Peka Peka, which may encourage “Big Box” development in that rural area.

CONSTRUCTION

More concerns were raised that there will be many issues raised during construction. Increased heavy vehicle traffic would be expected during construction, on local roads that are not built to sustain that type of traffic. This is expected to be a large problem for the design and construction team, as so much peat will need to be extracted and new clean fill brought in. NZTA should state how this will be managed, and what compensation will be provided to ratepayers for any additional increases in maintenance required for local roads.

Dust, noise and light during winter will add to problems such as managing sediment and run-off. It should be considered that the noise control methods are implemented as early in the construction phase as possible to provide relief to any resident living near or on the boarder of the expressway.

Unlike a lot of expressways that are built through rural areas, this passes through the community and there has been insufficient information provided on how the disruption caused during construction will be managed.

CULTURAL IMPACT

In the previous round the community was asked to submit on areas that clearly divided it. The same is occurring again with it being asked to consider if areas of cultural significance rates higher than that of destroying peoples homes. Given the enormous costs that will be created by building the expressway through this area of the district, the Community Board would prefer that more investigation is done on how both these issues can be mitigated. We again question the for strict design criteria around speed that limits the route the Expressway can take, when a slightly slower option could enable a far better outcome for the community long term and less noise pollution.

PROJECT REVIEWS

There are concerns that the benefits of this road are over-stated. While not an issue for the alliance team, NZTA should ensure that proper due-process is followed with regular reviews of the benefits verses costs. In doing so, the benchmark for the benefits and costs should be those above the benefits and costs that would be achieved with the Council and NZTA’s previous Western Link Option.

If design issues are raised whereby the expected benefits are no longer going to be achieved through a much higher than expected increase in costs, then it is a very valid option to stop further investment in the project. NZTA should see such a decision as being a positive outcome of the design process, not a failure, as many hundreds of millions of dollars would be saved by the country, and instead of being wasted, invested into more beneficial projects or bringing other RONS work forward (such as Transmission Gully).

There should be a tolerance set at the start of the project (in the Quality Strategy document) to help define at which point such a decision would be made. This information should be made publically available so that all can have confidence that the benefits of the project outweigh the costs in terms of dollars as well as the impact on the community. NZTA should not wait for an Official Information Request before releasing such information. It should be made available at 'Expo 2'.

Appendix A – Extracts of recommendations

1. Detailed information on the proposed section of expressway from the Waikanae River to Mary Crest should be provided as soon as possible. This enables understanding of overall connectivity in the Waikanae area.
2. Modelled noise maps should be provided as they have in the UK should be provided, eg [http://www.defra.gov.uk/environment/quality/noise/environment/documents/map-road/England Major Roads Map No 6 Lnight 300 DPI A3.pdf](http://www.defra.gov.uk/environment/quality/noise/environment/documents/map-road/England%20Major%20Roads%20Map%20No%206%20Night%20300%20DPI%20A3.pdf);
3. State what the design standards for noise levels, will noise levels of 50 db maximum be achieved?
4. Investigate relocating the interchange to the south or north of Te Moana Road.
5. Results of investigation into mitigation of the destruction of houses should be released to the community.
6. Information on the height and size of the currently proposed Te Moana Road interchange should be released as this must have some conceptual design work completed.
7. Provide the exact location of the expressway by signage on Te Moana Road once decided.
8. State the methods of dealing with environmental issues such as pollution run-off, air pollution plus noise and vibration mitigation.
9. How will NZTA avoid areas of ecological significance?
10. How will 100 year flood and ponding zones be protected, and how will hydraulic neutrality be achieved in general?
11. What is the result of any analysis of the impact on the community of a slower design speed through the Waikanae urban area, or over a longer length of the expressway?
12. Provide information on the overall effect on Te Moana Road, including traffic analysis along Te Moana Road, the existing SH1 and Elizabeth Street.
13. State traffic volume changes on other connecting local roads such as Rutherford Drive and Paetawa Road, including the effect on their intersections with Te Moana Road.
14. Assessment of traffic calming and safety measures on routes that will become busier.
15. Provide information on the visual impact of the expressway.
16. Review of workable assess for property owners.
17. Resolving construction issues detailed in this submission.
18. Provide to the public the risk benefit analysis of cultural heritage verses people's homes.