



NZ TRANSPORT AGENCY
WAKA KOTAHI

- **The Wellington Road of National Significance**
- **The Kapiti Coast Workshop**
- **Rob Whight, State Highway Manager (Wellington)**

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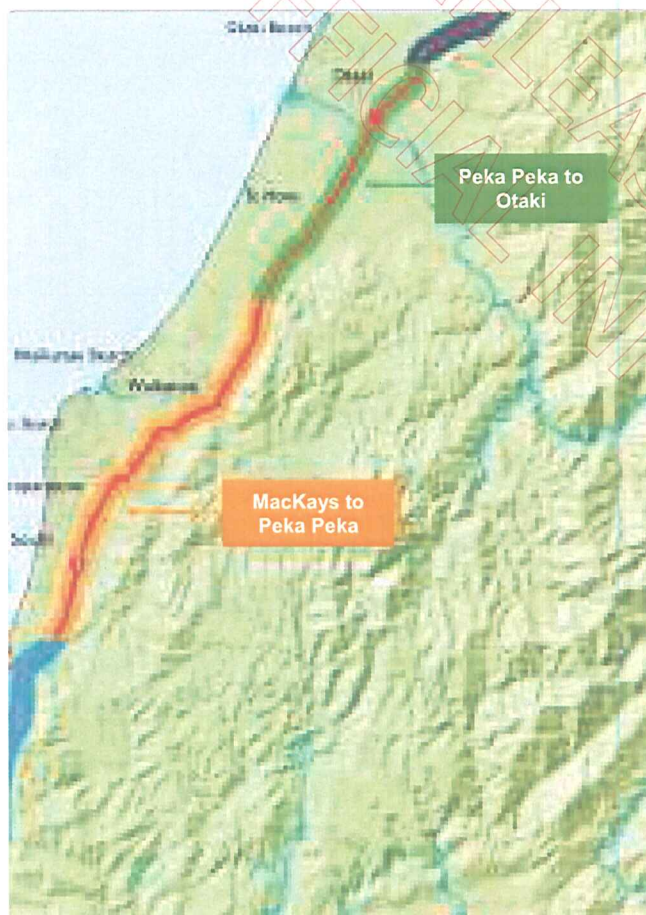


Context

Roads of National Significance

The Wellington Northern Corridor

Context - Roads of National Significance



- Wellington to Levin is one of seven RoNS
- The aim of RoNS is to:
 - Reduce the cost of transport
 - Promote economic growth
 - Promote productivity gains
- The Board has previously been advised of the scope of the Wellington RoNS and the proposed timing of the elements
- Both Kapiti sections fall into phase 1 of the implementation plan

Context - Roads of National Significance

- Within this context, the objectives of the Wellington Northern Corridor RoNS (as detailed in the project summary statement) are:
 - To improve access to Wellington's CBD, key industrial and employment centres, port, airport and hospital;
 - To provide relief from severe congestion on the state highway and local road networks;
 - To improve the safety and journey time reliability of travel on the section of SH1 between Levin and the Wellington airport; and
 - To improve the safety of travel on State highways
- General expectation is for:
 - 4 lanes
 - Median divided
 - Grade Separated
 - 100 kph alignment



Context

The Kapiti Coast



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Context – The Kapiti Coast

Current Situation:

- Current State Highway serves both National and Regional needs
- Significant urban environment
- Constrained by hills and sea
- Divided by Waikanae River creating choke point
- Safety issues
- Regular congestion

Context – The Kapiti Coast

- Initial plans were for Wellington-Foxton Motorway
- Kapiti Coast section of the motorway known as the “Sandhills Motorway”
- Due to funding constraints the motorway was never constructed
- Various studies between the 1950s and 1990s confirmed the need to protect the route.
- 1994: Transit confirmed designation in draft District Plan for a State Highway on Sandhills alignment
- 1994: Kapiti Coast Roding Network Study found that the growth assumptions in previous studies were outdated. Significantly more urban development occurring in Paraparaumu and Waikanae.
- 1995: Kapiti Coast Roding Network Study concluded that the Sandhills route was more appropriately developed as a local arterial as it bisected land planned for urban development. Transit New Zealand agreed to the recommendation and transferred responsibility for the route to KCDC.
- 1996: KCDC lodge Notice of Requirement (NoR) for a local arterial on the Sandhills route. Following a number of appeals, the designation was confirmed in 2006. KCDC have since obtained the Resource Consents required for the construction of Stage 1 of the Western Link Road (Te Moana to Raumati Road).
- 2007: LTNZ agreed to a 90% FAR for “Stage 1” of the Western Link Road (Te Moana Road to Raumati Road)

Peka Peka to Otaki



Summary of work to date

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- Alignment options for Peka Peka to North of Otaki were previously considered in a scheme assessment by Transit in 2002/03
- This process included consultation on a number of options
- As a result of the consultation process, an additional alignment was investigated and an addendum to the Scheme Assessment report was produced
- The addendum investigated the Te Waka Road option proposed by the Te Horo Road Action Committee (THRAC) but rejected the option as less favourable when compared to the best option available in the original scheme assessment
- The Transit Board subsequently approved a preferred alignment for the Te Horo expressway and an eastern by-pass of Otaki but decided not to proceed with designation as construction funding was not imminently available

Summary of work to date

- As part of the RoNS investigation, the previously identified Preferred Alignment was reconsidered
- A number of minor changes to this preferred alignment were proposed:
 - Replacement of the interchange at Te Horo with an overbridge connecting to the local arterial to reduce the potential for urban sprawl
 - Inclusion of an underpass at Otaki Gorge Road to maintain the separation between local and through traffic and to enhance connectivity across the expressway
- This modified alignment was included in the consultation process run from Aug to Oct 2009



Option Description

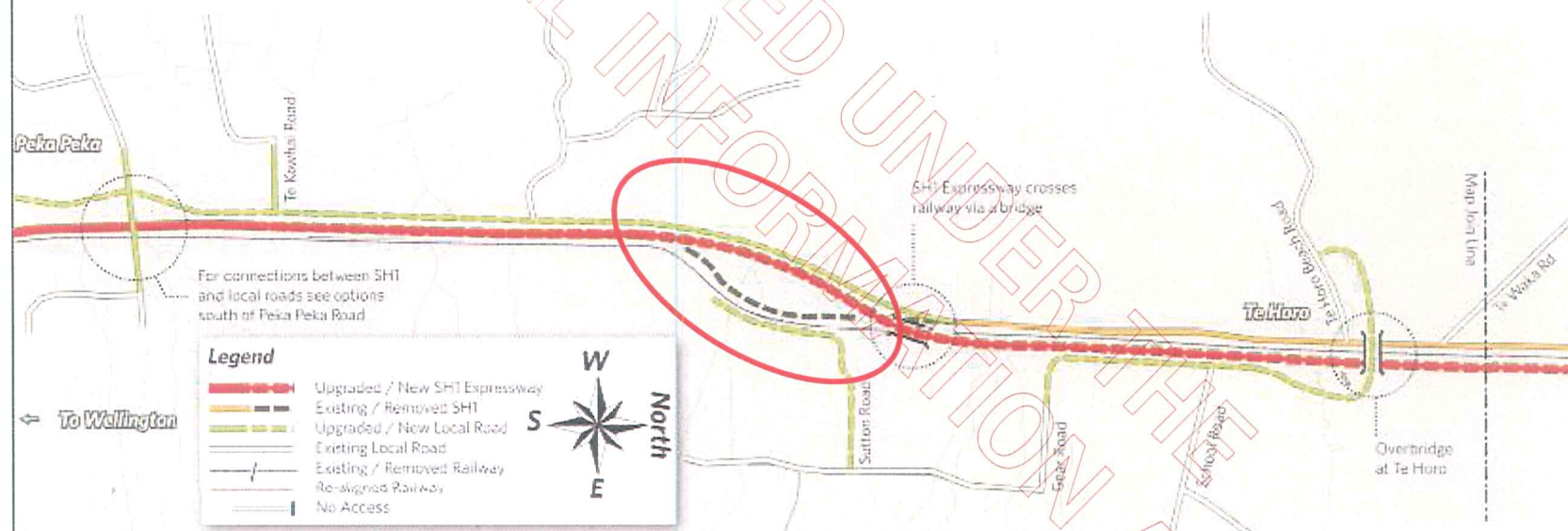
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Peka Peka to Otaki - Description

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SH1 Expressway Peka Peka to Otaki - 2002 Transit Board approved
(Peka Peka to Te Horo segment of plan)

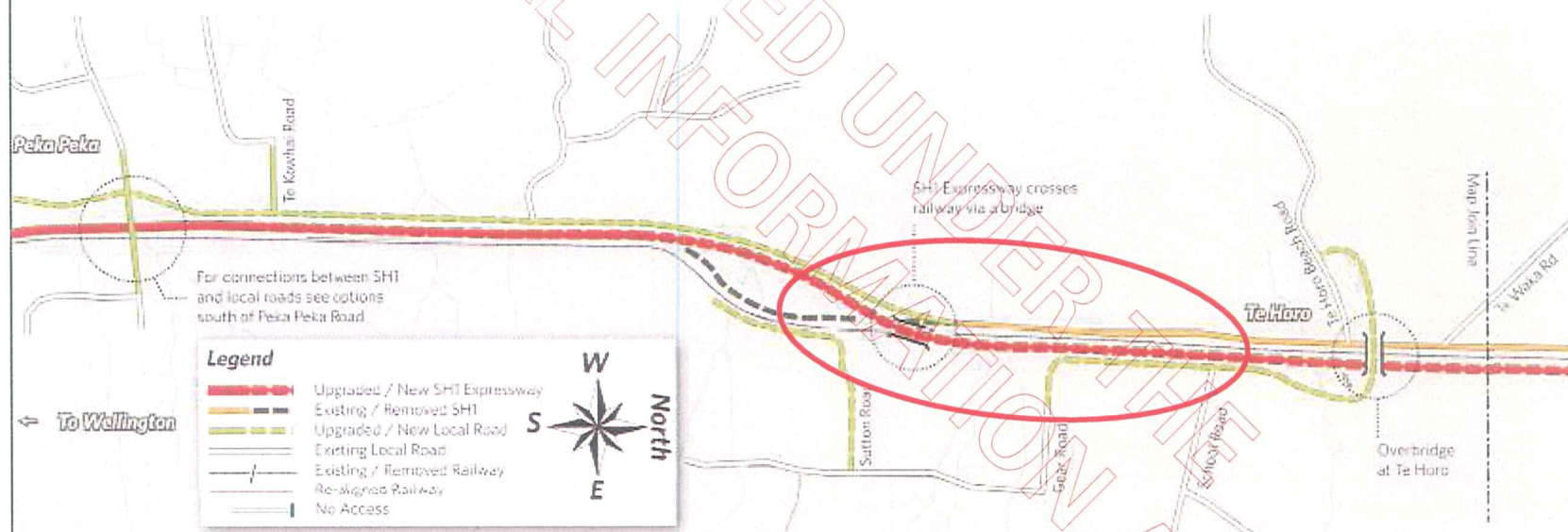




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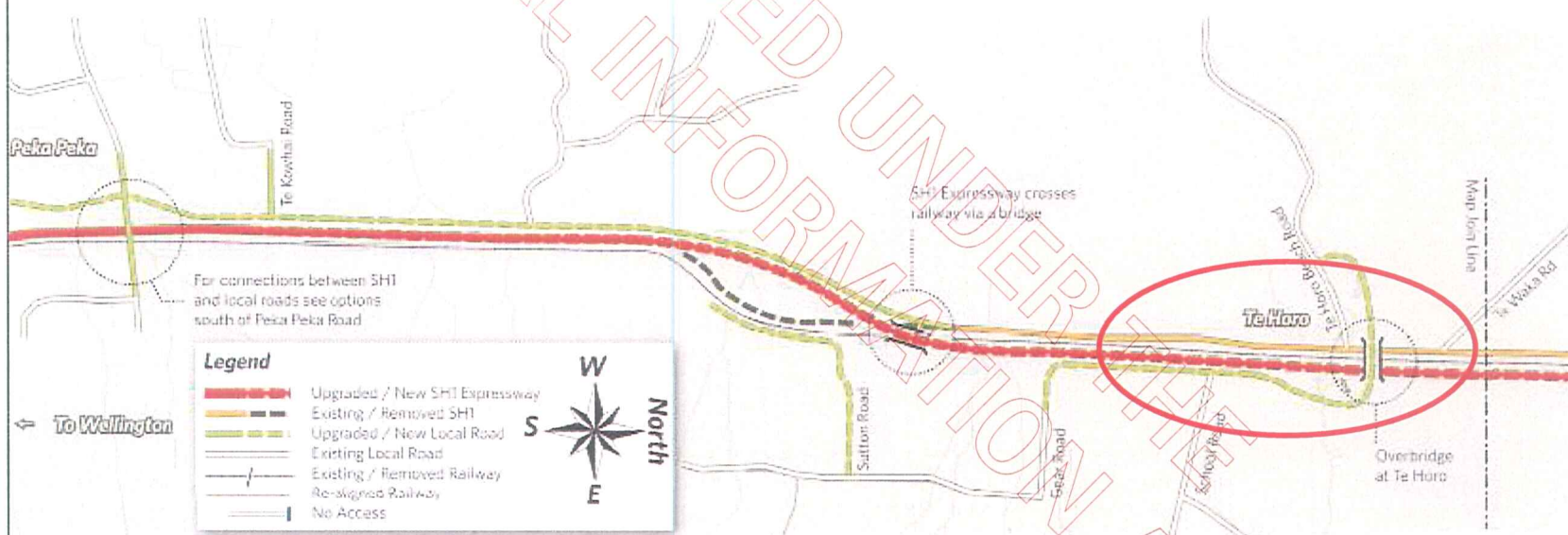
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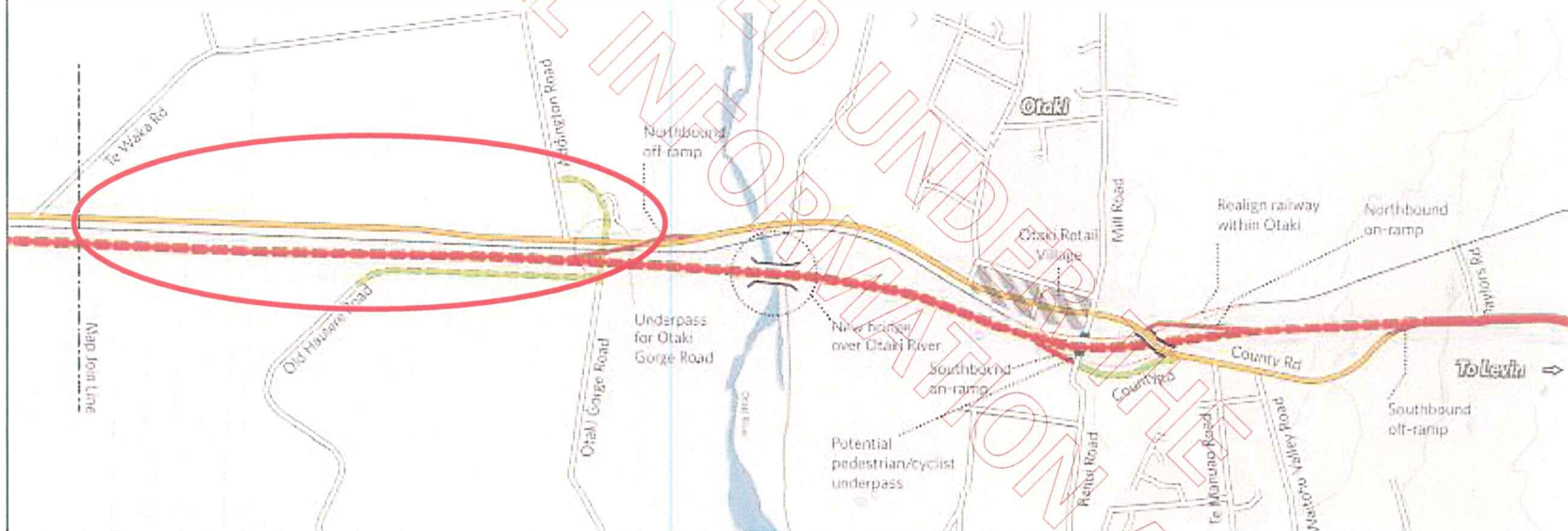




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