



NZ TRANSPORT AGENCY
WAKA KOTAHU

MINISTERIAL BRIEFING NOTE

Name of Agency	NZ Transport Agency
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Purpose

- To advise the Minister of the upcoming approach to consultation on the portion of the Road of National Significance (RoNS) between MacKays and Otaki on State Highway 1 (SH1).
- To seek the Minister's support in meeting with Kapiti Coast District Council to present the new proposition.

Strategic Context

The GPS 2009 announced seven Routes of National Significance (RoNS) to stimulate economic growth and productivity gains. The Levin to Wellington RoNS will connect the North Island to central Wellington more directly, lowering transport costs for people and freight travelling to Wellington, its ports (and South Island) and Wellington International Airport.

The NZTA is currently working on the end-to-end strategy for the Levin to Wellington RoNS. The end-to-end strategy will recommend to the NZTA Board to develop and deliver the RoNS in sections because each part has different characteristics, is at a different point in its development lifecycle and presents different challenges to the communities involved. However, regardless of this section based approach, all communications will be overarched by the total RoNS messaging.

There are particular pressures on the MacKays to Otaki sections of the Levin to Wellington RoNS that require action now. In particular, Kapiti Coast District Council (KCDC) has been pursuing the development of the Kapiti Western Link Road (KWLR) on its current alignment for the past 14 years. The road is listed as the first priority major project in the current Wellington Regional Land Transport Programme. The announcement of the Levin to Wellington RoNS, and the Minister's preference to substantially complete this RoNS as a four lane highway in the next 10 years, has changed how the NZTA views completing KWLR (i.e. form, function, location, funding and timing) and the relationship of the local road with SH1. There is also known discontent with how SH1 functions through Waikanae and Otaki, and the intention is to improve the functioning of the corridor as part of the RoNS.

In order to progress these issues, it is proposed to consult on options for the MacKays to Peka Peka section, and the preferred option for the Peka Peka to Otaki section, of the RoNS at the same time. In the latter case it has been 8 years since we announced the preferred option and we want to have further community engagement on the effects of the preferred scheme (i.e. not any additional options).

We think choosing these sections will make sense to the community, address the area of current bottlenecks and will result in improved progress towards delivery of some sections of the RoNS. This is in line with our aspirational programme agreed with the Minister.

With respect to the other sections of the Levin to Wellington RoNS, it is noted that the section south of MacKays (Transmission Gully) is already committed to a consultation process and the section north of Otaki (Otaki to Levin and Levin Bypass) is less developed and more scoping is required before consultation can commence. The Minister will receive a report on the plan for the full RoNS by Tuesday 11 August, for possible discussion on Thursday 13 August.

Consultation Options: MacKays to Otaki

MacKays to Peka Peka

NZTA have shortlisted two options for SH1 RoNS section between MacKays and Peka Peka that are of similar value (see working draft of plans in Attachment A – please note these maps need to be finalised for consultation):

1. Upgrading the existing State highway to 4 lanes and controlling access. This will require some complementary local roads to mitigate the effects of controlling access onto SH1; and
2. Upgrading the existing State highway to 4 lanes through to approximately Otaihangā Road and then moving across onto the designation of the KWLR to bypass Waikanae township as a 4 lane expressway. This will also require some complementary local roads at the southern end to mitigate the effects of controlling access onto SH1.

Both options can deliver the same order of benefits and are able to be delivered in similar time periods. Both options enable construction of an improved link between Te Moāia Road and Otaihangā Road to connect the communities of Waikanae and Paraparaumu, and take local traffic off the state highway thus improving travel times on SH1. Each option presents different severance impacts on the community of Waikanae, and the decision between these two options should only be made after appropriate community engagement. Until this engagement has occurred the NZTA are neutral on the options.

A decision on the preferred option will have important ramifications for the local road solution pursued by KCDC, and will be politically charged for the local Mayor, councillors and the MP. For these reasons, the Minister has previously expressed a willingness to play an active part in announcing the change in thinking for this part of the corridor and is willing to assist with engaging the KCDC council.

Peka Peka to Otaki

Community consultation on the Otaki to Peka Peka section was undertaken approximately 8 years ago, with a preferred alignment confirmed by Transit NZ at that time (refer Attachment B – please note this map needs to be finalised for consultation). Given the substantial time that has passed since consultation was completed, it is necessary to re-engage with the community on the effects of the preferred scheme.

Proposed Timeline

Notable Risks

There are a number of risks associated with this proposal, driven in part by the high profile of the KWLR project, and the expectation that late changes to this project will create significant community and media interest. Key risks that warrant immediate consideration are outlined overleaf.

	Description	Severity	Mitigation	When & Who
1	Risk of leak after KCDC councillors informed of proposals	High	Commence consultation as soon as possible after Council briefing	Late August Whight
2	KCDC councillors withdraw support/funding for the local road part of the SH solution	High	Undertake comprehensive engagement to resolve issues where possible. Early engagement with KCDC to explain benefits to them of each option	Mid August Minister, Hume & Whight
3	Lack of community support for options could ultimately delay development of this part of the RONS.	High	High priority given to ensuring consultation and communication appropriately planned and executed. Prioritise second river crossing early as part of option programming	ASAP Hume and Whight
4	Jenny Rowan on holiday 31 July - 17 August and there are interim leaks	Moderate	Meeting diarised to occur immediately on her return. Prepare Ministerial announcement in case of leak	Diarise early August Hume
5	Proposal deemed significant and requires extra consultation on RLTP	Moderate	Need to investigate the problem further here	ASAP Hume
6	Judicial review irrespective of outcome (e.g. perception RTC process irrelevant, Minister unduly involved etc.)	Moderate	(Obtain legal review to confirm assessment)	Late July Skinner

A Consultation and Communication Strategy is currently being prepared to address project risks and opportunities, and to ensure timely and effective engagement occurs with the community and affected stakeholders. Key engagement dates as currently proposed are detailed below, with public consultation scheduled to start on Tuesday 25 August 09. This timeframe is very tight, and is largely driven by the need to manage potential leaks that could occur following the Minister's meeting with KCDC Councillors. This means we need to fast track a number of processes, including development of the consultation brochure.

The only real area of flexibility in this timeframe is around the timing of engaging KCDC, which could be delayed if additional time was required to prepare for consultation. However, given that any delays could increase the risk of leaks, alterations to these timeframes would only be considered if absolutely necessary. We will continue to liaise with the Minister on these timeframes as we progress through the process.

Date	Description	Delivery
30 - 31 July	Board workshop and meeting to consider finalising the NLTP in the context of upcoming consultation	Dangerfield, Crampton, Brash
30 July	Draft consultation material to Minister for review (optional). Feedback required by 3 August.	Emailed by Whight
Early August	Minister alerts Cabinet and liaises with MP Otaki	Minister
Early August	Deb confidentially keeps Fran Wilde in the loop	Hume in conversation
17 August	Confidential meeting with Jenny Rowan (Mayor) & Pat Dougherty (CE) of KCDC. Meeting could be held in early morning or evening (given Cabinet meeting on this day).	Meeting with Minister, Hume, and Whight
20 August	Meeting with KCDC councillors in normal Council meeting	Minister (Hume and Whight)

Date	Description	Delivery
20 August	Minister announces that RoNS will impact on KWL	Ministerial announcement
25 August	Six week consultation begins on MacKays to Otaki (including brochures and other methods)	Consultation packages delivered to households
27 August	NLTP is published and released publically where KWL is listed as a Category 2 project ¹	Roche
7 September	Mayoral Forum to update relevant mayors on RoNS	Hume to chair, Whight
6 October	Consultation closes on MacKays to Otaki	Whight
Post 6 October	NZTA Board to determine preferred route for SH1 RoNS between MacKays to Otaki, after taking into account the results of consultation. Following this decision, further work will refine the alignment for the preferred route and undertake analysis necessary to lodge a notice of requirement (NOR). Further public consultation on the refined alignment will also be required prior to lodging the NOR.	Board meeting

Opportunities

There are a number of areas that may serve to "soften the blow" to KCDC as follows:

Description	Current position	Possible upside of new position
KCDC requesting about \$4M to fund additional design fees	NZTA may not be prepared to pay	Could pay part or all so KCDC not out of pocket
Staging of construction	Community expectation that second Waikanae River crossing will be delivered imminently as part of KWL	If Option 1 chosen construction of second Waikanae River crossing remains imminent
Route	KWL and SH on existing alignments	Choice over how/where community experiences severance (e.g. west of Waikanae)
Waikanae Interchange	Vocal community with concerns over SH impacts on central Waikanae	Possibility of removing SH from current alignment, depending on option selection

Immediate Actions Required:

1. Ministerial comment on this proposal requested by 31 July
2. Note request for Minister to attend meetings on 17 and 20 August
3. Note opportunity for Minister to provide feedback on consultation brochure by 3 August

¹ Category 2 projects are those that the NZTA can anticipate funding within 3 years of the NLTP, but are not yet ready for funding consideration in accordance with Section 20 of the LTMA.

² Notice of Requirement (NOR) is part of the designation process.

ATTACHMENT A: OPTION 1

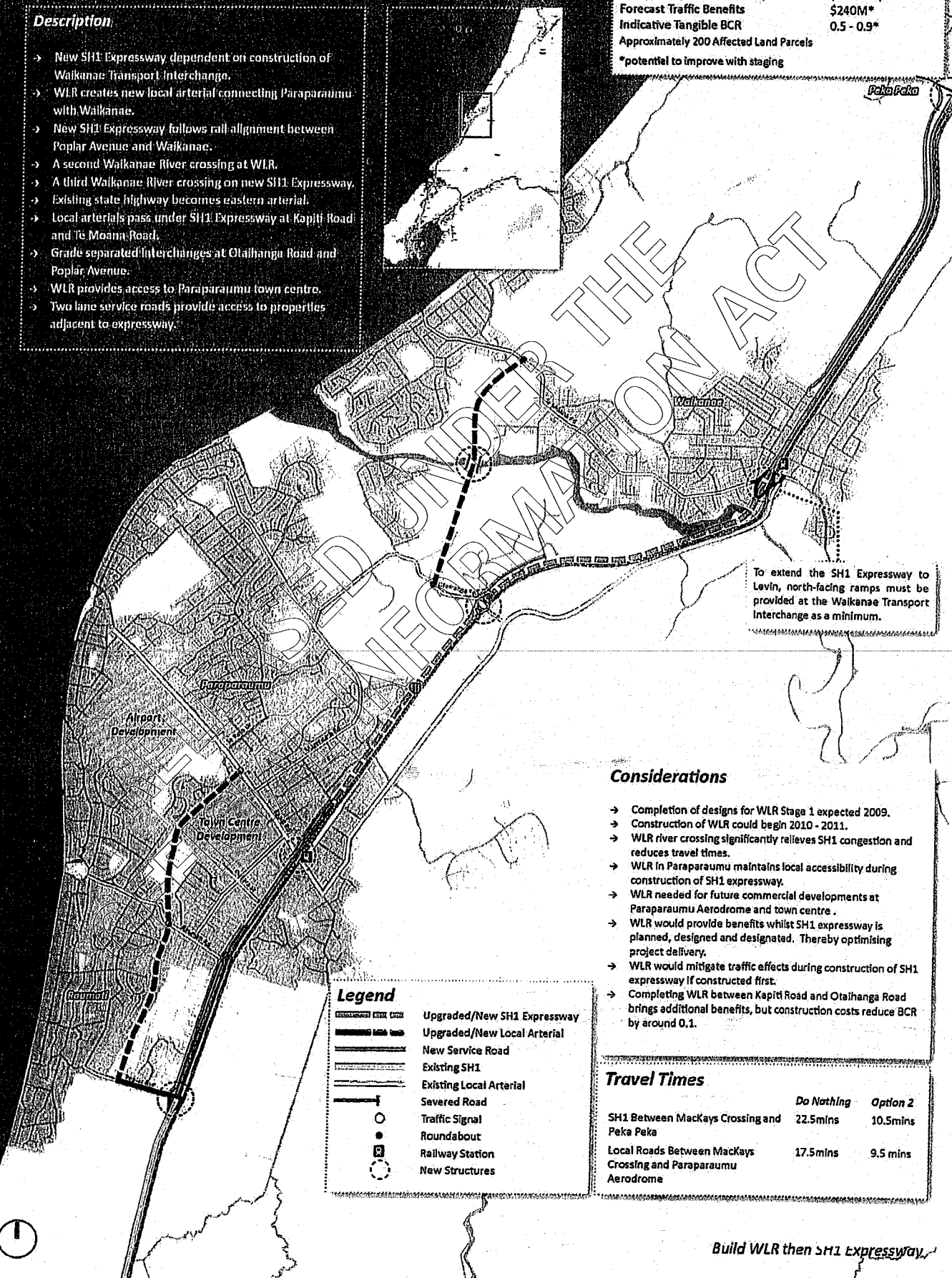
Kapiti SH1 - Strategy Study July 2009 Build WLR then SH1 Expressway

Description

- New SH1 Expressway dependent on construction of Waikanae Transport Interchange.
- WLR creates new local arterial connecting Paraparaumu with Waikanae.
- New SH1 Expressway follows rail alignment between Poplar Avenue and Waikanae.
- A second Waikanae River crossing at WLR.
- A third Waikanae River crossing on new SH1 Expressway.
- Existing state highway becomes eastern arterial.
- Local arterials pass under SH1 Expressway at Kapiti Road and Te Moana Road.
- Grade separated interchanges at Otahanga Road and Poplar Avenue.
- WLR provides access to Paraparaumu town centre.
- Two lane service roads provide access to properties adjacent to expressway.

Costs & Benefits (\$)

Earliest Opening Date	2018 - 2020*
Likely Cost (2009 base date)	\$580M - \$830M
Forecast Traffic Benefits	\$240M*
Indicative Tangible BCR	0.5 - 0.9*
Approximately 200 Affected Land Parcels	
*potential to improve with staging	



To extend the SH1 Expressway to Levin, north-facing ramps must be provided at the Waikanae Transport Interchange as a minimum.

Considerations

- Completion of designs for WLR Stage 1 expected 2009.
- Construction of WLR could begin 2010 - 2011.
- WLR river crossing significantly relieves SH1 congestion and reduces travel times.
- WLR in Paraparaumu maintains local accessibility during construction of SH1 expressway.
- WLR needed for future commercial developments at Paraparaumu Aerodrome and town centre.
- WLR would provide benefits whilst SH1 expressway is planned, designed and designated. Thereby optimising project delivery.
- WLR would mitigate traffic effects during construction of SH1 expressway if constructed first.
- Completing WLR between Kapiti Road and Otahanga Road brings additional benefits, but construction costs reduce BCR by around 0.1.

Travel Times

	Do Nothing	Option 2
SH1 Between MacKays Crossing and Peka Peka	22.5mins	10.5mins
Local Roads Between MacKays Crossing and Paraparaumu Aerodrome	17.5mins	9.5 mins

Legend

	Upgraded/New SH1 Expressway
	Upgraded/New Local Arterial
	New Service Road
	Existing SH1
	Existing Local Arterial
	Severed Road
	Traffic Signal
	Roundabout
	Railway Station
	New Structures

Build WLR then SH1 Expressway

ATTACHMENT A: OPTION 2

Kapiti SH1 - Strategy Study July 2009

SH1 Expressway Avoids Town Centres

Description

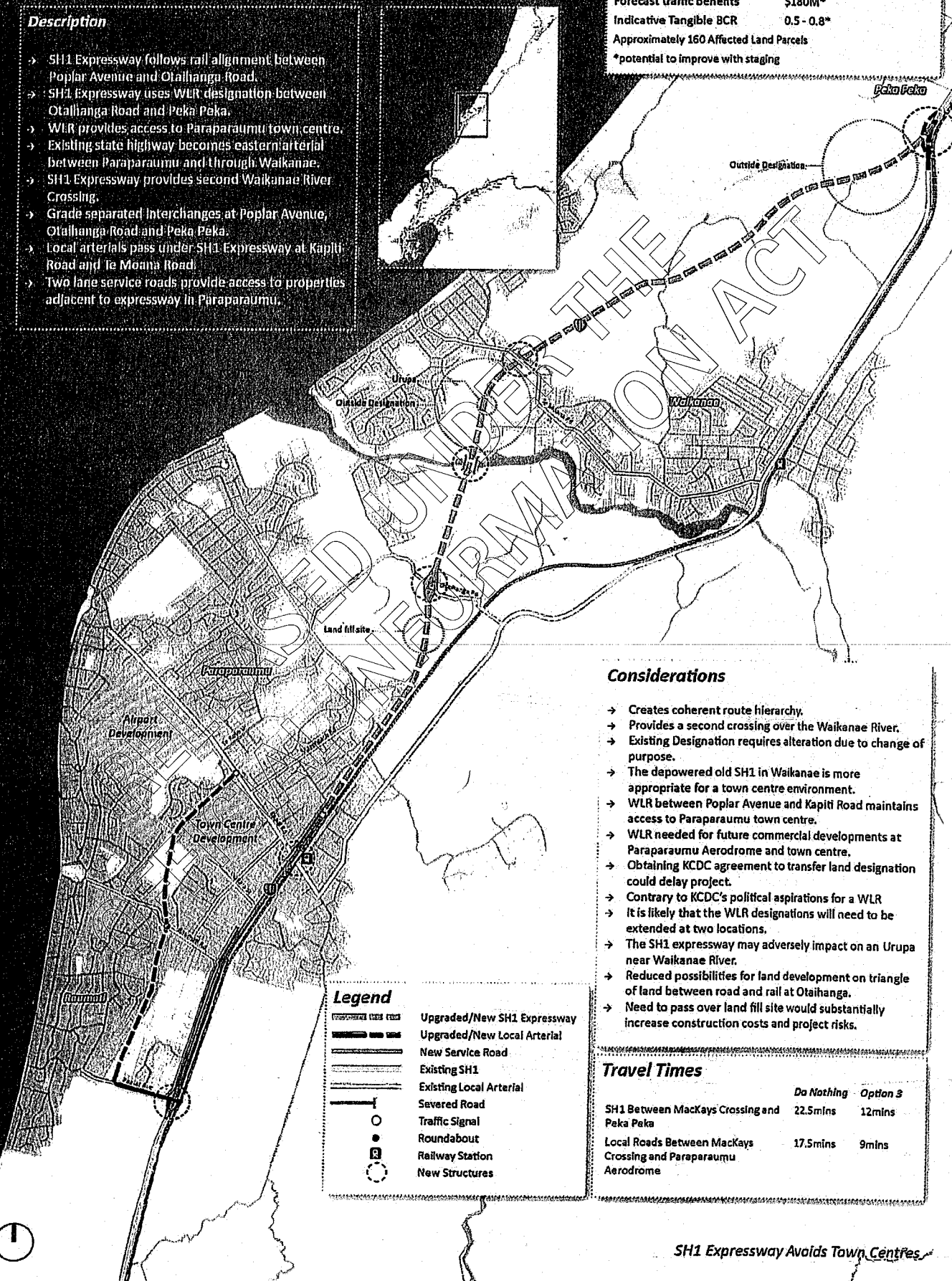
- SH1 Expressway follows rail alignment between Poplar Avenue and Otaihangā Road.
- SH1 Expressway uses WLR designation between Otaihangā Road and Peka Peka.
- WLR provides access to Paraparaumu town centre.
- Existing state highway becomes eastern arterial between Paraparaumu and through Waikanae.
- SH1 Expressway provides second Waikanae River Crossing.
- Grade separated Interchanges at Poplar Avenue, Otaihangā Road and Peka Peka.
- Local arterials pass under SH1 Expressway at Kapiti Road and Te Moana Road.
- Two lane service roads provide access to properties adjacent to expressway in Paraparaumu.

Costs & Benefits (\$)

Earliest Opening Date	2018 - 2020*
Likely Cost (2009 base date)	\$410M - \$880M
Forecast traffic benefits	\$180M*
Indicative Tangible BCR	0.5 - 0.8*

Approximately 160 Affected Land Parcels

*potential to improve with staging



Considerations

- Creates coherent route hierarchy.
- Provides a second crossing over the Waikanae River.
- Existing Designation requires alteration due to change of purpose.
- The depowered old SH1 in Waikanae is more appropriate for a town centre environment.
- WLR between Poplar Avenue and Kapiti Road maintains access to Paraparaumu town centre.
- WLR needed for future commercial developments at Paraparaumu Aerodrome and town centre.
- Obtaining KCDC agreement to transfer land designation could delay project.
- Contrary to KCDC's political aspirations for a WLR
- It is likely that the WLR designations will need to be extended at two locations.
- The SH1 expressway may adversely impact on an Urupa near Waikanae River.
- Reduced possibilities for land development on triangle of land between road and rail at Otaihangā.
- Need to pass over land fill site would substantially increase construction costs and project risks.

Travel Times

	Do Nothing	Option 3
SH1 Between MacKays Crossing and Peka Peka	22.5mins	12mins
Local Roads Between MacKays Crossing and Paraparaumu Aerodrome	17.5mins	9mins

SH1 Expressway Avoids Town Centres

ATTACHMENT B

