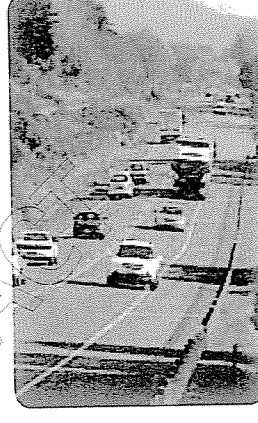
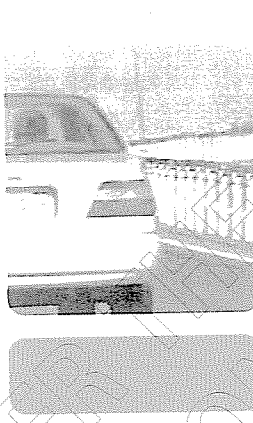
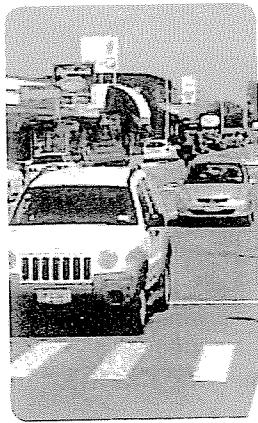
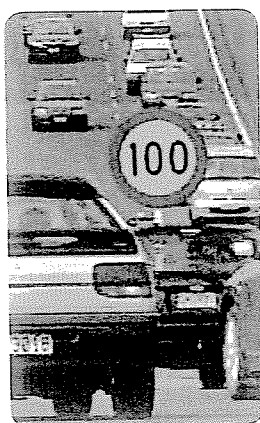




Kapiti consultation extended



Options for MacKays Crossing to Peka Peka

The NZ Transport Agency has extended the consultation period on the proposed Kapiti State Highway 1 Expressway routes in response to community feedback for another option from MacKays Crossing to Peka Peka to be added to the two concepts provided in August 2009.

The consultation period has been extended to 30 October 2009 as a result of the community's desire for more information and a new option to be considered using the Western Link Road.

The three potential routes from MacKays Crossing to Peka Peka shown in the maps in this brochure are concept plans at this early stage, not detailed plans.

This brochure is intended to help residents compare the three concept plans against the criteria the NZ Transport Agency Board must use in deciding the preferred route. Those who have already made a submission are welcome to resubmit on the basis of the new information. Otherwise their previous comments will still be taken into consideration.

Input from Kapiti residents will be an important consideration when the Board makes its decision. Once the route is decided, a more detailed plan will be designed, which the NZ Transport Agency will discuss with the directly affected residents and the wider community.

Peka Peka to Otaki

The plan approved by the Transit NZ Board (now NZ Transport Agency) in 2002 for the highway from Peka Peka to Otaki is also presented again in this brochure. This plan was chosen for the Otaki Bypass and Peka Peka to Otaki River sections of the highway because, compared to other options, it minimised the impact on local businesses along the existing highway. It also uses the existing highway as a parallel road and efficiently separates highway and local traffic. The NZ Transport Agency wants to ascertain residents' current views knowing it has been some time since the plan was approved. Input on this will also be received up to 30 October 2009.

Roads of National Significance a priority

State Highway 1 between Levin and Wellington Airport is one of seven Roads of National Significance (RoNS) which have been given top priority by the Government. This highway is the major route in and out of the Capital for the lower North Island, linking the centres of Palmerston North, Wanganui and Levin with Wellington.

The importance of an efficient highway corridor through the Kapiti District has been highlighted in previous studies. The current Kapiti highway faces a number of issues, including safety concerns, congestion problems, and the need to create more efficient journeys for both local and State Highway traffic.

Local supporting roads that provide improved access for communities away from the highway are also an important component of the NZ Transport Agency's investigations.

An efficient transport corridor will contribute to economic growth by

providing better connections between all parts of the Wellington region and beyond. The highway south of MacKays Crossing is also an integral part of this corridor. An announcement on this section is expected by the end of this year.

The seven Roads of National Significance have been singled out as essential routes and are the most urgent projects near New Zealand's five largest population centres.

These roads will assist in creating more jobs, and reducing freight transport costs which will lead to productivity gains and increased competitiveness for New Zealand's export sector.

The Government has asked the NZ Transport Agency to develop plans to substantially complete these roads over the next 10 years, alongside other projects and activities in the National Land Transport Programme (a three-year programme of investment in land transport infrastructure).

Objective:

To provide a four-lane expressway through the Kapiti Coast District

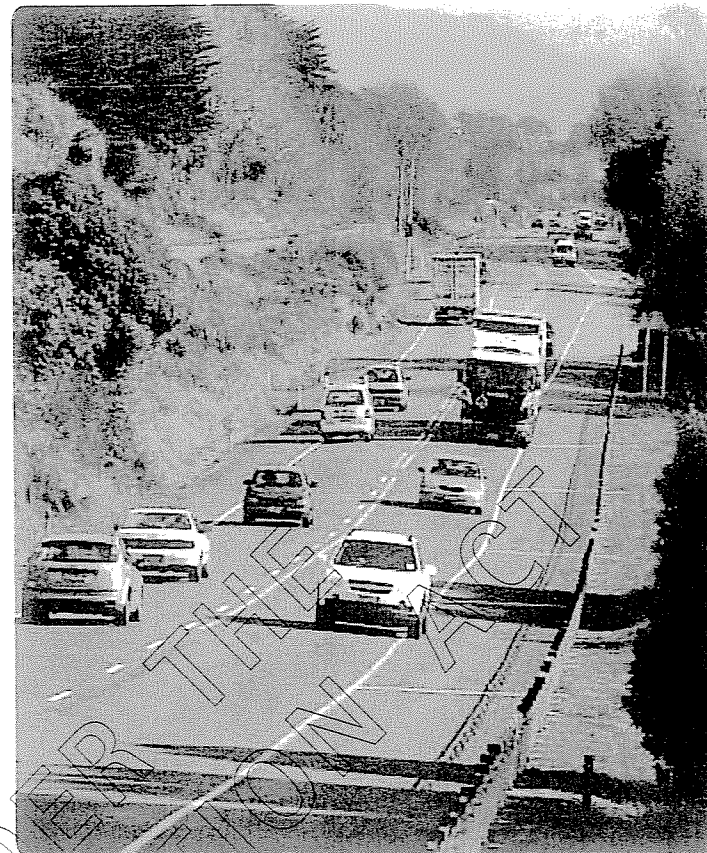
Criteria

The NZ Transport Agency Board will decide on a preferred route for the proposed expressway.

When evaluating each option, the Board will give careful consideration to the views of the community and the extent to which each option:

- Assists economic development
- Assists safety and personal security
- Improves access and mobility
- Protects and promotes public health
- Ensures environmental sustainability.

The Board's decision must also take into account all relevant Government and regional strategies, including NZ Transport Agency's Investment and Revenue Strategy, the Government Policy Statement, the National Energy Efficiency and Conservation Strategy and the Wellington Land Transport Strategy.



What makes an expressway different to other highways?

Expressways are dual carriageways that allow motorists to drive at speeds of up to 100km/h.

They are designed to be straighter and flatter than other roads. For safety reasons, traffic in each direction is separated by a central barrier or strip of land.

A four-lane expressway allows for higher volumes of through traffic than can be accommodated by a two-lane road. Providing two lanes in each direction also allows fast-moving traffic to overtake slower-moving vehicles.

Access from local roads to the expressway is restricted to reduce the risk of crashes and allow more consistent travel times. Where access is provided, this usually takes the form of an interchange.

Interchanges are junctions with off-ramps and on-ramps. Off-ramps link to local roads and on-ramps allow local traffic to merge with expressway traffic heading in the same direction. Interchanges always include a bridge or underpass to cater for right-turning traffic.

For safety reasons, pedestrians and cyclists are not normally encouraged to use expressways. Often, dedicated cycling/walking paths are created instead, where needed.

As part of the planning process for the Kapiti Expressway, the NZ Transport Agency will take the needs of pedestrians and cyclists into account during the detailed design.

SH1 Expressway Peka Peka to Otaki - the 2002 Transit Board-approved plan

(See Pages 10 & 11 for the map)

History

In 2002 the community was consulted on options to improve journey times from Otaki to Peka Peka. Four alignment options north of the Otaki River and two south of the river (western, central, railway and eastern alignments) were considered before the Transit Board decided on the preferred eastern route. A revision of the 2002 plan has resulted in a Te Horo overbridge and Otaki Gorge Road underpass to connect local roads. Information on the previous consultation can be accessed on the NZ Transport Agency website www.nzta.govt.nz

Description

From Peka Peka the expressway would follow the current State Highway on the western side of the railway line to cross a railway overbridge just north of Sutton Road. The expressway would then run along the eastern side of the railway line.

A bridge over the expressway at Te Horo Beach Road and an underpass at Otaki Gorge Road would link eastern and western Te Horo. Local roads would link to each other via the old State Highway and new or upgraded local roads. Local roads would connect to the expressway at Peka Peka interchange and an on-ramp north of Otaki roundabout. An off-ramp from the expressway near Otaki Gorge Road would take highway traffic into Otaki.

The expressway would cross the Otaki River on a new bridge to the east of the railway bridge. North of the river, the expressway would continue east of the railway lines, bypassing the Otaki Retail Village and current roundabout.

The railway line would be realigned so the expressway could pass under the current State Highway north of the roundabout and cut across rural land with a new bridge over the Waitohu

Stream, bypassing the wide bend that leads into Otaki. The expressway would connect with the current State Highway north of Otaki, before Taylors Road.

Benefits

The eastern alignment was chosen as it reduced the potential barrier between Otaki township and the Otaki community to the west. It did not require the relocation or demolition of existing businesses along the highway. It would also reduce the environmental effects of traffic on the developed areas along the highway.

Cost

- Likely cost in 2009 terms \$215 million to \$355 million.

Parcels of potentially affected land

- 150 - 200

MacKays Crossing to Peka Peka - three options

Eastern Option: SH1 Expressway following rail corridor with local supporting roads

(See Pages 4 & 5 for concept map)

Description:

This option would follow the current State Highway west of the railway line as far as the Paraparaumu Railway Overbridge. Instead of having a bridge across the line as the current highway does, the expressway would continue to follow the western side of the railway line past Lindale and on to Waikanae township. There it would join up with the current State Highway to Peka Peka.

A new expressway bridge would be constructed over the Waikanae River to the west of the current bridge. The current State Highway from Paraparaumu Railway Overbridge to Waikanae township would become a local arterial road and would use the existing Waikanae River Bridge.

This option allows for construction of two new sections of local road.

Interchanges would be provided at either Poplar Avenue or 200 Main Road South and at Peka Peka. Further consideration may also be given to providing interchanges at Ihakara Street, Kapiti Road, Otaihanga Road and/or at the junction of Te Moana Road, State Highway and Elizabeth Street. A final decision on the location and number of interchanges would be determined as the project progressed.

Considerations

- Building of local roads enhances movement of travellers through the district.
- Construction of local supporting roads could begin 2010 - 2011.
- Businesses by the current State Highway in Paraparaumu and Waikanae would be accessed from local roads, not the expressway.
- Significant property impacts along existing SH1 in both Paraparaumu and Waikanae.
- Difficult to provide an interchange in Waikanae town centre without severe visual and physical impact.

Cost

- Likely costs in 2009 terms \$610 million to \$930 million.

Parcels of potentially affected land

- 300 - 400

Western Option: SH1 Expressway avoiding Waikanae town centre with local supporting roads

(See Pages 6 & 7 for concept map)

Description:

This option would follow the current State Highway west of the railway line as far as the Paraparaumu Railway Overbridge. Instead of having a bridge across the line as the current highway does, the expressway would continue to follow the western side of the railway line until Lindale where it would veer northwest through Otaihanga.

It would use part of the Western Link Road designation to cross the Waikanae River on a new bridge, continuing through Waikanae's western suburbs and farmland to an interchange at Peka Peka. The current State Highway from Paraparaumu Railway Overbridge to Peka Peka would become a local arterial road.

This option allows for construction of one new section of local road.

Interchanges would be provided at either Poplar Avenue or 200 Main Road South and at Peka Peka. Further consideration may also be given to providing interchanges at Ihakara Street, Kapiti Road, Otaihanga Road and/or Te Moana Road. A final decision on the location and number of interchanges would be determined as the project progressed.

Considerations

- Removes through traffic from Waikanae township and retains current access to all businesses.
- Preserves the ability for the current Waikanae town centre to develop further.
- May be perceived as visually and physically cutting across the community, particularly between Waikanae Beach and township. Bridges or underpasses across the expressway would help mitigate this.
- On the northern side of the Waikanae River the expressway would pass close to an Urupa (Maori burial ground).
- The current State Highway would become a local road for local trips.

Cost

- Likely costs in 2009 terms \$410 million to \$680 million.

Parcels of potentially affected land

- 200 - 300

WLR Option: SH1 Expressway following the Western Link Road Corridor

(See Pages 8 & 9 for concept map)

Description:

This option would follow the Western Link Road Corridor, which is currently designated for a local link road, and would completely bypass the existing State Highway from either south of Poplar Avenue or 200 Main Road South to Peka Peka. This route would be a new road crossing through Raumati and Paraparaumu and between Waikanae and Waikanae Beach. The current State Highway would become a local arterial road.

Interchanges would be provided at the start of the new route either at Poplar Avenue or 200 Main Road South and at Peka Peka. Further consideration may also be given to providing interchanges at Ihakara Street Extension, Kapiti Road, Otaihanga Road west of the landfill and/or western Te Moana Road. A final decision on the location and number of interchanges would be determined as the project progressed.

Road bridges across the expressway would be provided at the following locations: Poplar Avenue (unless the expressway begins at 200 Main Road South), Raumati Road, Ihakara Street extension, Kapiti Road, Mazengarb Road, Otaihanga Road and Te Moana Road.

It is likely the expressway would pass outside the existing Western Link Road designation at three locations to maintain the expressway's 100km/h speed limit: at the southern end near Poplar Ave (or 200 Main Road South); immediately north of the new Waikanae River Bridge; and south of Peka Peka Road.

Considerations

- Avoids Waikanae town centre.
- Properties have already been acquired for the majority of the route.
- Expectations of a potential local transport corridor have already influenced development along the route.
- Likely to require a new designation as the route is currently designated as a local road.
- May be perceived as visually and physically cutting across the community. Bridges or underpasses across the expressway would help mitigate this.
- The current State Highway would become a local road for local trips.
- On the northern side of the Waikanae River, the expressway would pass close to an Urupa (Maori burial ground).

Cost

- Likely costs in 2009 terms \$380 million to \$500 million.

Parcels of potentially affected land

- 20 - 50

Your feedback is important to us

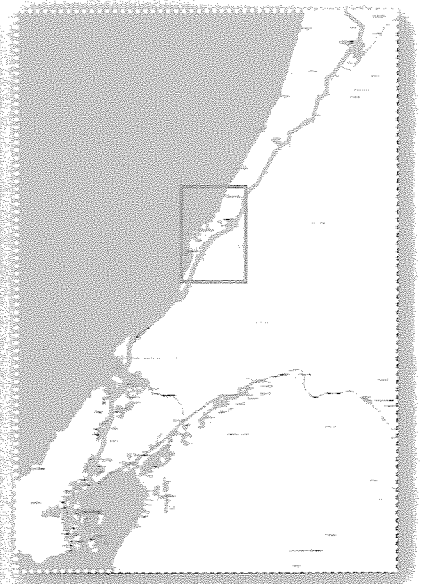
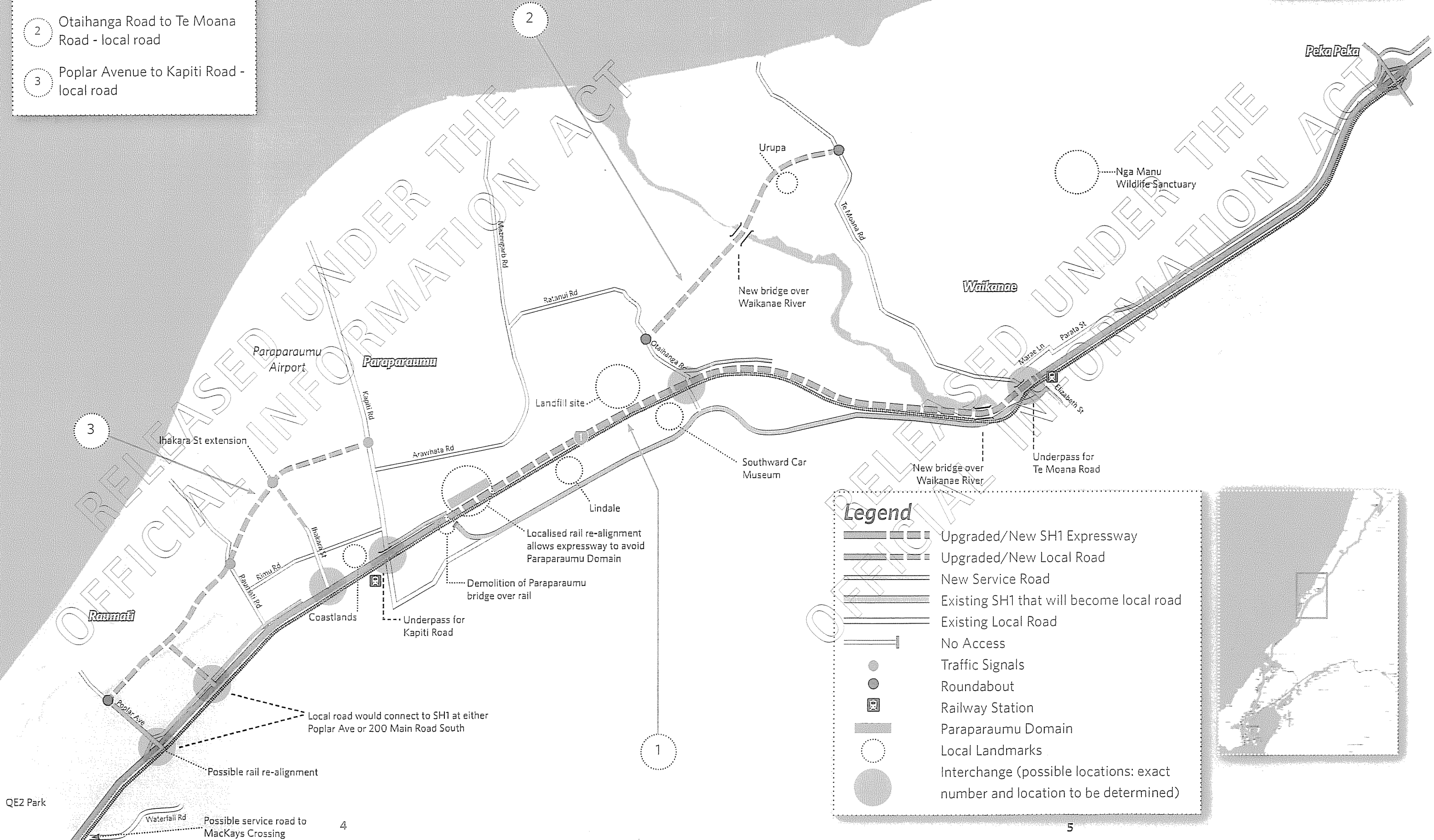
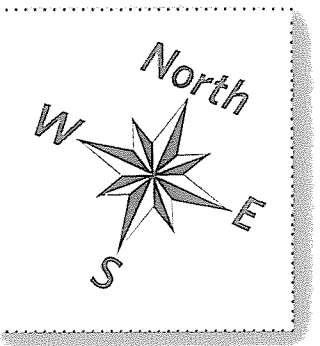
Please have your say on which option you think should proceed. It is important that the NZ Transport Agency Board makes its decision with input from the community as to which route is best suited for the expressway. A comment and freepost mailback form is enclosed in this brochure.

MacKays Crossing to Peka Peka - Concept Map

Eastern Option: SH1 Expressway following rail corridor with local supporting roads

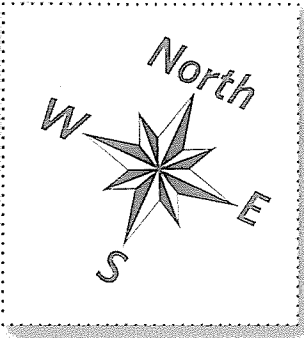
Project Sections

- 1 SH1 Expressway
- 2 Otaihanga Road to Te Moana Road - local road
- 3 Poplar Avenue to Kapiti Road - local road



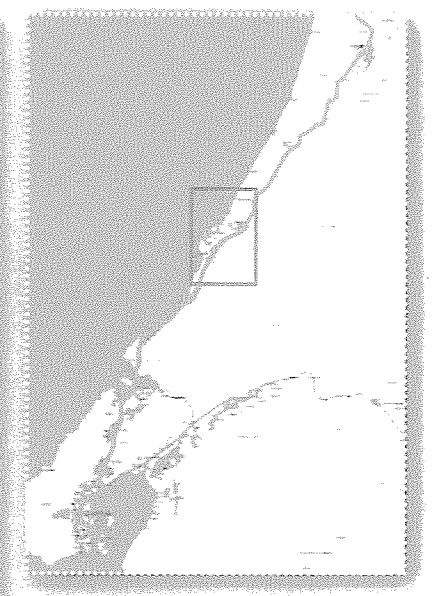
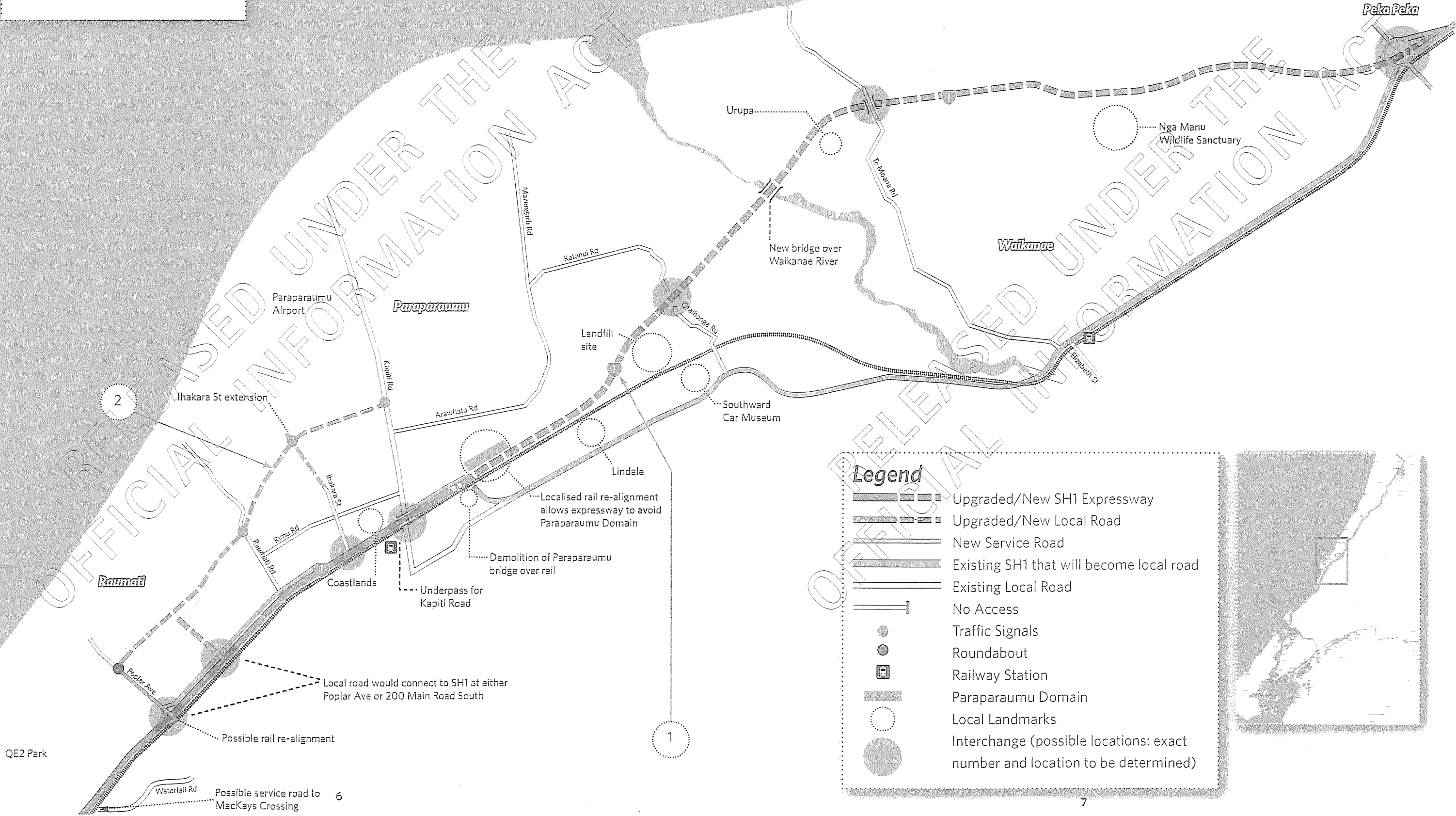
MacKays Crossing to Peka Peka - Concept Map

Western Option: SH1 Expressway avoiding Waikanae town centre with local supporting roads



Project Sections

- 1 SH1 Expressway
- 2 Poplar Avenue to Kapiti Road - local road



QE2 Park

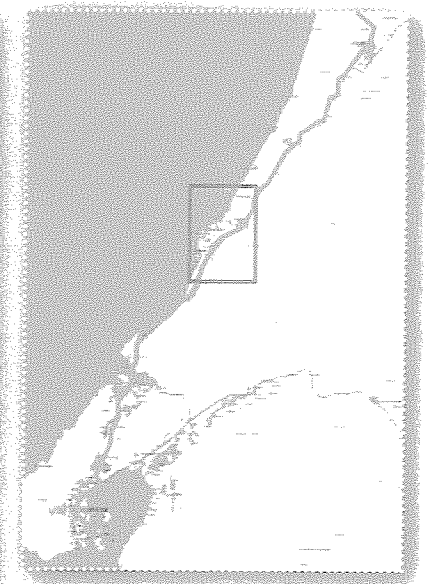
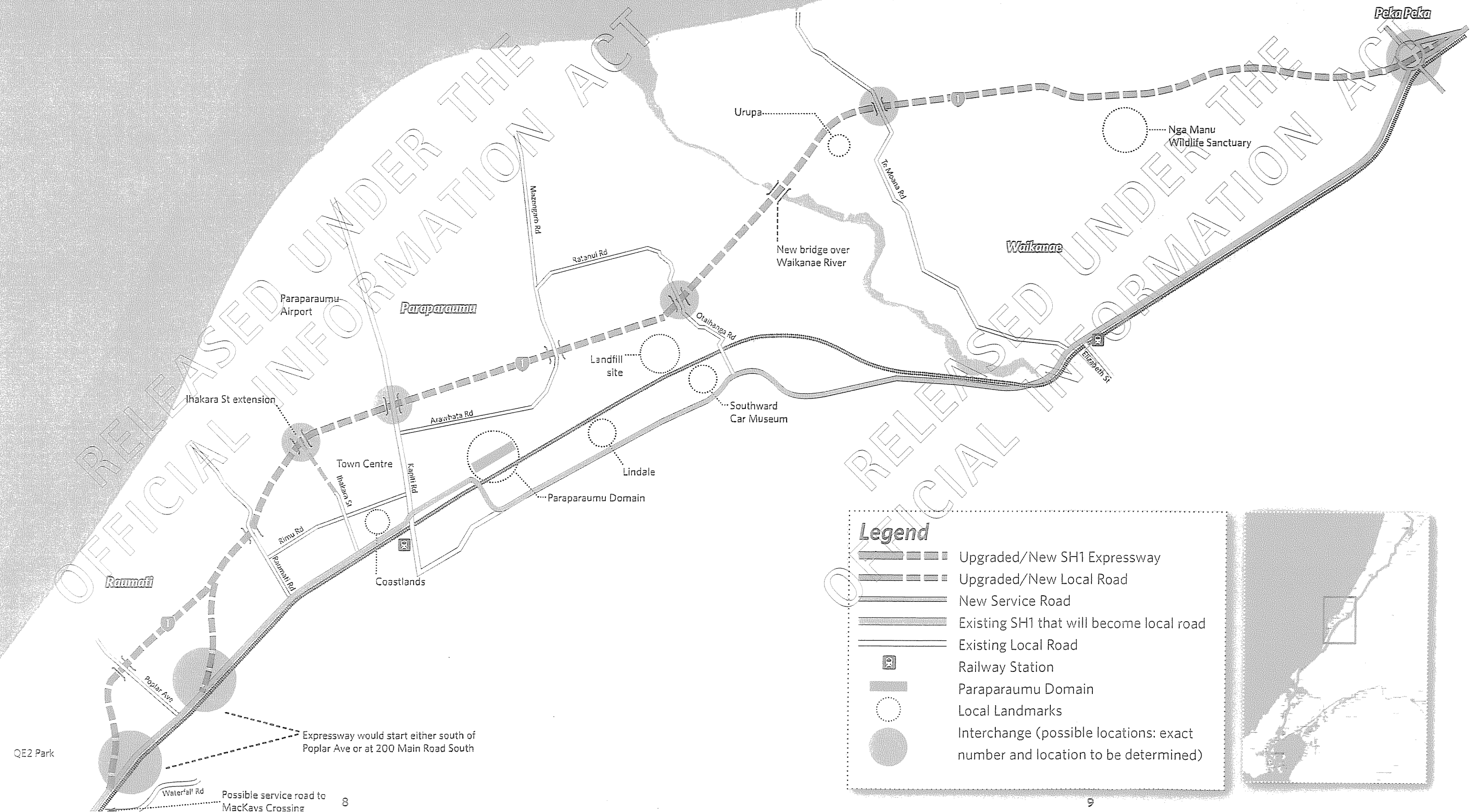
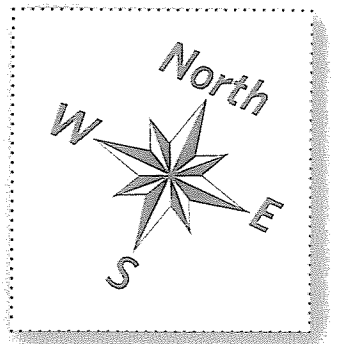
Waterfall Rd

Possible service road to MacKays Crossing

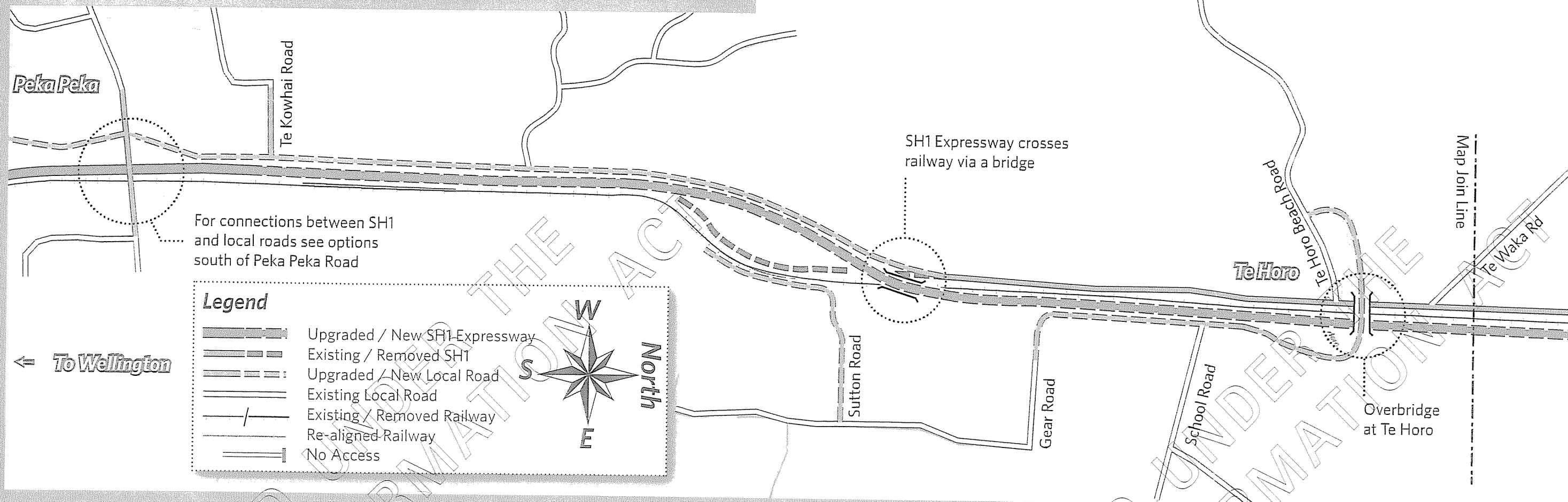
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MacKays Crossing to Peka Peka - Concept Map

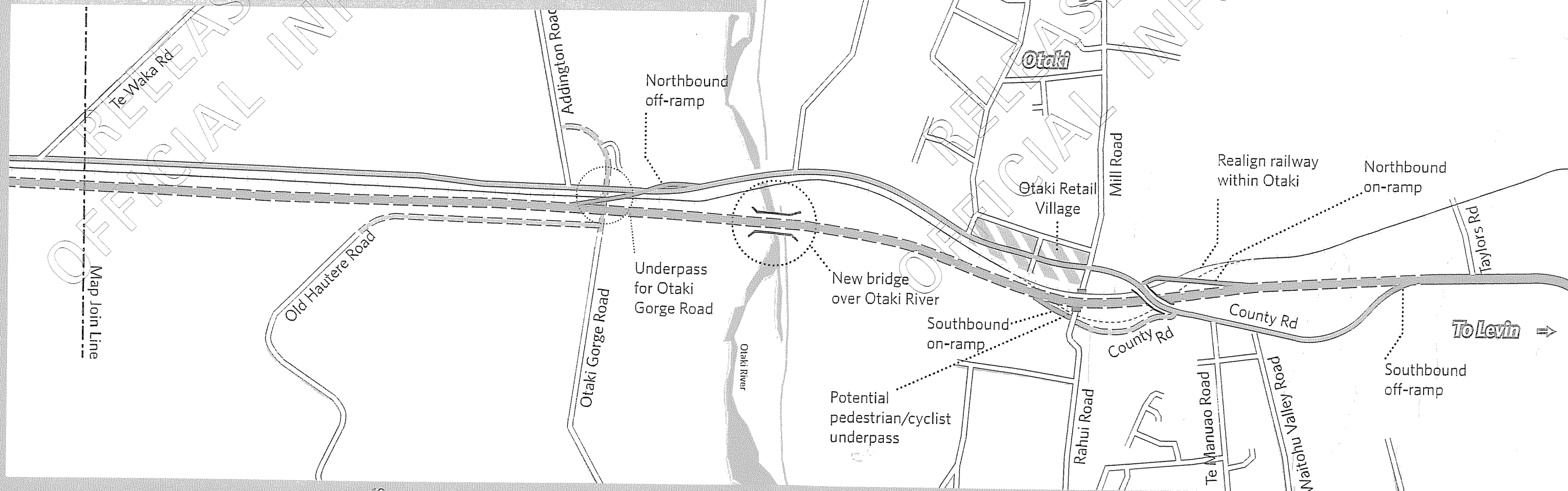
WER Option: SH1 Expressway following the Western Link Road Corridor



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



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



Questions and Answers

Why have you extended the consultation period?

The meetings held with the community in the consultation to date saw some residents requesting that another option be considered which would see the four-lane expressway proceed along the length of the proposed Western Link Road. NZ Transport Agency has taken the community's views on board and has included information on this option in this new brochure.

What will happen to the submission I have already sent in the consultation?

Those who have already made a submission are welcome to resubmit on the basis of the new information. Otherwise their previous comments will still be taken into consideration.

What is NZ Transport Agency's view on the "fourth" option talked about by the Kapiti Coast District Council?

NZ Transport Agency is very appreciative of the work done by the Council in considering the concept options to date and we will be including consideration of the KCDC option as part of the consultation process.

Why do we need the transport improvements?

The MacKays Crossing to Otaki corridor forms a critical part of the Road of National Significance (RoNS) between Levin and Wellington Airport. Currently vehicles on State Highway 1 between MacKays and north of Otaki face delays in Paraparaumu, Waikanae and Otaki as well as dangerous curves and intersections. By creating an expressway, journeys will be more reliable, safer, reduce bottlenecks and will contribute to economic growth.

What is a Road of National Significance?

Roads of National Significance (RoNS) are part of the Government's approach to prioritising the upgrade of seven major highway areas so they can make a better contribution to New Zealand's economic growth. The Government's prioritisation provides a committed investment

of \$10.7 billion over 10 years for RoNS and other projects. The seven highway areas are: SH1 Wellington Northern Corridor (Levin to Wellington Airport), SH1 Puhoi to Wellsford, completion of the Auckland Western Ring Route (SH20, 16, 18), SH1 Auckland Victoria Park Tunnel, SH1 Waikato Expressway, SH2 Tauranga Eastern Link and Christchurch motorway projects.

How does the Kapiti transport upgrade relate to the RoNS network?

The MacKays Crossing to Peka Peka and Peka Peka to Otaki sections of SH1 form part of the whole "northern corridor" from Levin to Wellington Airport. Further development of the Wellington RoNS is being progressed and includes projects already highlighted by the Regional Transport Committee and NZ Transport Agency for investigation, design or construction. The aim is to substantially advance this and the other six RoNS across the country in the next 10 years to improve New Zealand's productivity and economic growth.

Why aren't we considering four-laning SH1 on the current SH1 alignment?

This was investigated but was not progressed because the current alignment has too many curves and two new bridges over the rail line would be needed. It would also be costly and challenging to provide access to all the properties along the route. That plan did not improve local traffic options either. The routes under consultation improve local traffic options as sections of the old highway can be handed back to the community as a local road.

What is the process following the consultation period?

Following the consultation period, the NZ Transport Agency Board aims to make a decision before the end of 2009 on which route to progress. Following this, a scheme assessment to develop the details of the route and a detailed design process would need to be followed. A further round of consultation would also then occur as part of that process.

Does the NZ Transport Agency have a preference over the options provided?

The NZ Transport Agency remains neutral on all options. The purpose of this consultation is to obtain the views of the community which will then assist the NZ Transport Agency Board in making its final decision.

I think my property will be affected. What are my rights as a landowner?

Until the preferred option is decided by the NZ Transport Agency Board, it will not be known which properties will definitely be affected. Land Information New Zealand (LINZ) provides information on landowner rights with respect to public works: www.linz.govt.nz

How will you prevent the expressway from "intruding" on the community?

The impact of interchanges on the community could be minimised by lowering sections of the expressway below ground level and keeping interchanges as small as possible.

How will you communicate with the community on any issues?

We will speak directly with affected residents and property owners including the Kapiti Coast District Council and key stakeholders on the project.

Why do we need to "revisit" the Peka Peka to Otaki work?

It has been some time since consultation was held on this option. The NZ Transport Agency wants to ascertain residents' current views.

Was the route through Otaki approved?

The route for the Otaki bypass and Te Horo Expressway was approved by the Board of Transit (now NZ Transport Agency) in 2002. It was decided in 2003 not to apply for a designation because funding was not then available for construction. A process of applying for consents will still need to be carried out, at which point members of the public will have another opportunity to comment and submit on the plans.

MORE QUESTIONS & ANSWERS CAN BE FOUND ON

<http://www.nzta.govt.nz/projects/kapiti-consultation/index.html>

What happens next?

The NZ Transport Agency will continue the consultation period to 30 October 2009 so as to receive feedback from Kapiti Coast residents and potentially-affected landowners, iwi and interest groups.

Information desks during October 2009 will be available at:

District	Date	Information desk	Venue
Waikanae	Tuesday 13 October	12-4pm	Waikanae Library
Raumati South	Wednesday 14 October	12-4pm	Valhalla Community Centre
Otaki	Thursday 15 October	12-4pm	Otaki Rotary Lounge
Paraparaumu	Saturday 17 October	12-4pm	Coastlands

For more information, please visit the NZ Transport Agency website:

www.nzta.govt.nz/consultation/kapiticonsultation

To contact us:

Email kapiti.consultation@nzta.govt.nz
Phone 0800 332 011

Or mail us at:

Wellington Corridor SH1 Kapiti Coast
NZ Transport Agency
PO Box 5084
Lambton Quay
WELLINGTON 6145

Glenda Shaw

From: Dave Gennard
Sent: Monday, 30 November 2009 9:49 a.m.
To: Eric Whitfield
Subject: RE: Kapiti paper - evaluation

Hi Eric,

I have had some verbal weighting from David Silvester on the Kapiti evaluation framework as follows:

He thinks the spider diagram as shown is dangerous because the current cost differences appear overly significant in terms of there differences are the more expensive options really 50% of the cost of the least expensive option. Are we absolutely certain all the costs are captured on the least expensive option - should be comparing 95% costs for all options taking into account the risks associated for the options - difficult as you have already published costs which may not fully reflect the risks for the options eg the least expensive option may not take account of the full mitigation costs.

The numbered tables (old style) need some weighting system applied because it effectively averages out the criteria so consideration of this needs to be given.

In the overall framework table perhaps some re ordering is needed.

The Investment and Revenue strategy is the way that NZTA interprets the GPS so GPS should come above IRF (or IRF becomes a sub sector within GPS).

NEECS heading probably should either be subsumed into an environmental heading or be the last criteria.

Hope these help. Have not been able to catch up with Colin who is in Christchurch. He is currently on the conference call so will try and get hold of him after that.

cheers

Dave G

From: Eric Whitfield
Sent: Monday, 30 November 2009 8:58 a.m.
To: Dave Gennard; Jacque Bell
Subject: RE: Kapiti paper - evaluation

Hi Dave and Jacque,

I am aware that there is supposed to be an urban design review Wed Thurs Fri this week. My understanding from Rob is that Colin is appointing the team and providing them with a brief (scope of work, i.e. what they're supposed to accomplish). Wayne Stewart and I are planning on giving a presentation to the team on Wednesday.

However I see that Ernst is sending us the contact details of urban designers and I'm picking up in the language in emails some confusion as to who is appointing the team. Can either of you confirm with Colin and Ernst who is appointing the team and providing them with their scope of work?

Give me a ring to discuss further if you'd like.

Eric Whitfield
Transport Planning Manager

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PSIS House, Level 9
20 Ballance Street
PO Box 5084 Lambton Quay
T 64 4 894 5200
F 64 4 894 3305
DDI ~~64 4 894 5221~~
~~eric.whitfield@nzta.govt.nz~~

From: Dave Gennard
Sent: Friday, 27 November 2009 3:06 p.m.
To: Jacque Bell
Cc: Eric Whitfield
Subject: FW: Kapiti paper - evaluation

Hi Jacque,

Lisa suggested that we pass the attached across you. Needless to say we have very limited time and the data is only at strategic study stage. If you have a chance today or on Monday we would welcome your view and knowledge you can see the options from the attached consultation leaflet.

I will not be contactable much after 4 :30 pm today but should be around Monday if you need to discuss.

cheers

Dave G

From: Dave Gennard
Sent: Friday, 27 November 2009 1:22 p.m.
To: Lisa Rossiter; David Silvester
Cc: Eric Whitfield
Subject: RE: Kapiti paper - evaluation

Hi, Lisa thanks for your very useful feedback. That is helpful.

In terms of the cost I guess we were thinking that we had to show the same as the consultation leaflet but needed to show risks -

Numbers take the point

We will take back the safety issue etc and look how we can incorporate it.

Colin has not mentioned that I needed to engage the external panel. I only found out by the usual osmosis system. I am guessing he will charge Rob or Eric with engaging the team.

Will raise the idea of getting Jacque or Dougal involved although I think they wanted a fully independent review however, the team will require support.

Thanks once again for the comments and turning it round quickly.

Cheers

Dave G

From: Lisa Rossiter
Sent: Friday, 27 November 2009 11:15 a.m.
To: Dave Gennard; David Silvester
Subject: RE: Kapiti paper - evaluation

Hi Dave
My quick thoughts:

- a) spider diagrams show "network flexibility". Is this referring to the road network or the transport network (ie. SH, local roads and rail)? I think you need to be specific, and personally I think it should be the transport network so you are encompassing road and rail integration (or not as the case may be!)
- b) I find it difficult to distinguish between the 'social environment' and 'physical environment' categories, so I suggest it would be a good idea to include explanatory statements in the key about what each of the five categories covers means.
- c) the different numbers also need some explanation ie. -3 to 3 and 0 - 20.
- d) I note the construction cost comment is still saying WLR is cheapest... are we sure, given our recent discussion about the need for a revised route and revised costings post-consultation?
- e) safety text needs consideration of all transport users, not just motor vehicles.
- f) as discussed, I really think we should be using the GPS short-medium impacts on page 11 of the GPS, as these are what the Minister usually refers to. I understand why the team has selected those on page 14 instead, as those are designed to influence planning and evaluation processes. The best solution is probably to add the seven impacts from page 11 to the existing list. I know it makes it a bit long, but that way we've covered both bases.
- g) good to see consideration of the Wellington Land Transport Strategy. Alongside that we should also include consideration of the Wellington growth strategy (or nearest equivalent), the regional policy statement and the Kapiti plans - LTCCP and district plan.

Just to clarify who is doing what and avoid any surprises, Ernst indicated to me yesterday that Colin was arranging the three peer reviewers... not sure if that means 'Dave G' or not, but might pay to check! I would suggest at this late hour that we could consider two external peer reviewers and one internal peer reviewer (Jacque Bell or Dougal List).

Regards
Lisa

From: Dave Gennard
Sent: Thursday, 26 November 2009 5:55 p.m.
To: Lisa Rossiter; David Silvester
Subject: FW: Kapiti paper - evaluation

Hi Lisa and David,

This is where we have got to so far. We are progressing this for the Board paper. However, as I understand it now that an independent team will be reviewing the information between now and the Board consisting of three people - one of which may be Kobus Mentz.

Your feedback on this would be very much appreciated.

Regards

Dave G

From: Eric Whitfield
Sent: Thursday, 26 November 2009 3:15 p.m.
To: Dave Gennard
Subject: Kapiti paper - evaluation

Hi Dave,

Do you want to review the next draft of this assessment? Go to the last tab with the ticks and crosses. I still think the GPS area needs more thinking which I'll work on in the meantime. I'm with the Board all day tomorrow but will catch up soon.

Cheers,

Eric Whitfield
Transport Planning Manager

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~~011 771 1111~~

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OFFICIAL INFORMATION ACT

Glenda Shaw

From: Jacque Bell
Sent: Wednesday, 3 February 2010 3:05 p.m.
To: Josephine Draper
Subject: FW: Kapiti UD Peer Review - Modified Table
Attachments: Kapiti Link Table 4 Dec 09.doc

Hi Josephine

Here are my emails, will send them thru one by one.

Thanks
Jacque

Jacqueline Bell
Urban Design Advisor
DDI [REDACTED]
M [REDACTED]

NZ Transport Agency
National Office

From: Chris McDonald [mailto:[REDACTED]]
Sent: Friday, 4 December 2009 4:37 p.m.
To: Jacque Bell
Cc: [REDACTED]; [REDACTED]; [REDACTED]; Chris McDonald
Subject: Kapiti UD Peer Review - Modified Table

Jacque,

Attached is a modified version of our table.

I think it's more accurate to say that I have re-written this rather than merely edited it. For this reason, I haven't attempted to highlight my changes to the text.

I've tried not to invent material, and have therefore left some sections blank. But I have added one or two examples where I felt clarity demanded some expansion of the idea.

I've also set out to remove the "short hand" references and ensure that the table makes sense to someone otherwise unfamiliar with our work. I hope I haven't gone too far.

I suggest that the three "assumptions" on the final page are deleted or added to the end of our two page report.

Cheers,

CHRIS

Christopher McDonald
Senior Lecturer
Victoria University of Wellington
Faculty of Architecture and Design
[REDACTED]
[REDACTED]

EVALUATION TABLE – Kapiti Link Urban Design Review Panel

Criterion/Issue	Existing Situation	Eastern Option (Railway Corridor)	Western Option (Hybrid)	Sand Hills Motorway Option
Best Through Road – Positive motorist experience – Enhanced sense of arrival in Wellington Region	Experience of towns currently poor as properties have turned their backs to the highway.	<p>Continuous, legible route which is strongly aligned with foothills.</p> <p>Consistent with historic pattern of movement.</p> <p>Motorists encounter towns as discrete recognisable entities. Towns herald arrival in Wellington region.</p> <p>Will encourage road-side development to turn its back on the highway.</p> <p>Performance depends on edge treatment and other mitigation within built-up areas, e.g. sound walls could confine motorists to uneventful channel.</p>	<p>Provides views of sand hills, estuary and open space in the north of the district.</p> <p>Provides direct experience of Paraparaumu Town Centre.</p>	<p>Parkway experience possible including high-quality views of sand hills, estuary and associated open space reserves.</p> <p>Potentially good views of KCDC civic buildings.</p> <p>Bypassing of town centres reduces sense of of Kapiti as urban place.</p> <p>Performance depends on edge treatment and other mitigation within built-up areas, e.g. sound walls could confine motorists to uneventful channel.</p>

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	Criterion/Issue	Existing Situation	Eastern Option (Railway Corridor)	Western Option (Hybrid)	Sand Hills Motorway Option
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Criterion/Issue	Existing Situation	Eastern Option (Railway Corridor)	Western Option (Hybrid)	Sand Hills Motorway Option
Other Transport Modes <ul style="list-style-type: none"> - Rail - Cycle - Walking 		<p>Improved district-wide road network supports a multi-modal transport system.</p> <p>Creates an imperative to reconnect east and west sides of existing town centres and improve pedestrian access to rail.</p> <p>Scale and intensity of likely development at Paraparaumu can accommodate the road/rail corridor within an effective TOD (Transit Oriented Development).</p> <p>Waikanae town centre's "village" character and greater degree of bifurcation means that it is more vulnerable to the effects of the highway.</p>		<p>If the character of the existing highway changes to that of a local arterial it is easier to improve access and amenity in the vicinity of key transport interchanges.</p>

Assumptions:

- Meets safety requirements of all users/modes
- Community split on preferred option
- Transport Network

Glenda Shaw

From: Ernst Zollner
Sent: Sunday, 6 December 2009 3:08 p.m.
To: Jacque Bell; Rob Whight; Eric Whitfield; Deborah Hume; Colin Crampton
Subject: RE: Kapiti urban design peer review panel

Jacque

Thanks for all your work on this! You have been a saviour in getting this pulled through... was the dicussion on Thursday a success?

Ernst

Ernst Zöllner
GM Strategy & Performance
DDI [REDACTED]
M [REDACTED]
E [REDACTED]

Please consider the environment before printing this email

From: Jacque Bell
Sent: Friday, 4 December 2009 8:29 a.m.
To: Ernst Zollner; Rob Whight; Eric Whitfield; Deborah Hume; Colin Crampton
Subject: RE: Kapiti urban design peer review panel

Hi

The Panel has come up with a preferred option, being the eastern route. They wish to finalise the report today which I will forward to you once I receive it.

Thanks
Jacque

Glenda Shaw

From: Josephine Draper
Sent: Thursday, 4 February 2010 9:53 a.m.
To: Josephine Draper
Subject: FW: costs/ benefits and spider diagrams
Attachments: spider diagrams.xls; cost summary.doc

From: Josephine Draper
Sent: Monday, 7 December 2009 9:37 a.m.
To: Rob Whight; Eric Whitfield
Subject: costs/ benefits and spider diagrams

Rob

We can't produce a summary benefit table at all as the benefits can't be broken down into regional and national without a lot more work. The benefits we have are based on the SATURN model area (covering Kapiti) and are already in the option evaluation table which we sent through.

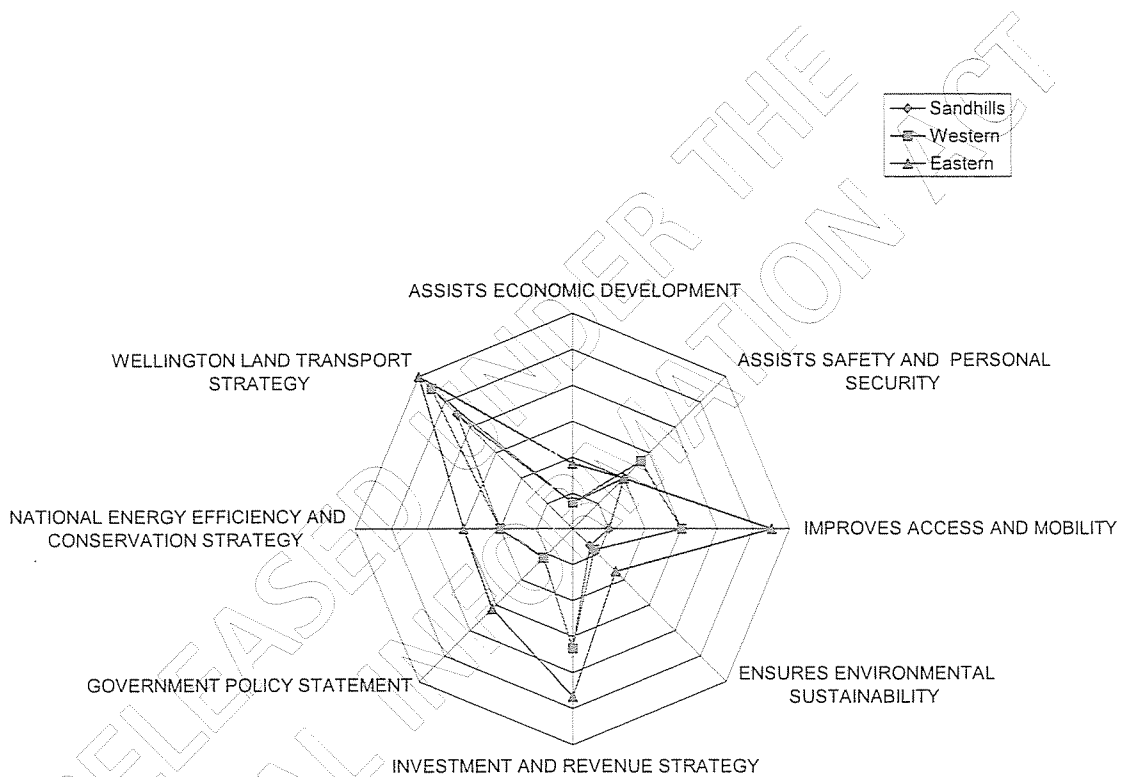
Costs cannot be simplified as much as you would like - unfortunately it is just not that simple and simplifying like that will lead to questions. We suggest putting back the attached table but removing the 95th %ile costs as I have done.

Spider diagrams attached as requested. Have left them in excel format on the assumption you want to paste into a powerpoint.

Jo Draper
Senior Transport Planner
DDI [REDACTED]
M [REDACTED]
E [REDACTED]

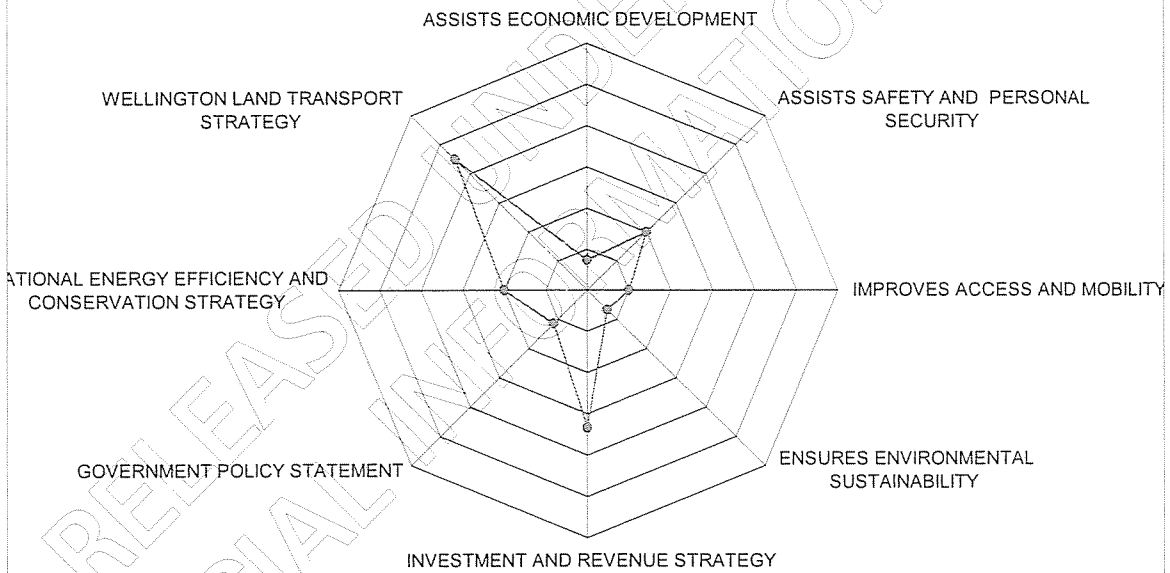
NZ Transport Agency
Wellington Regional Office
Level 9 PSIS House
20 Ballance Street
PO Box 5084 Lambton Quay
Wellington 6145, New Zealand
T 04-804-5200
F 04-894-3305

Contribution to Criteria



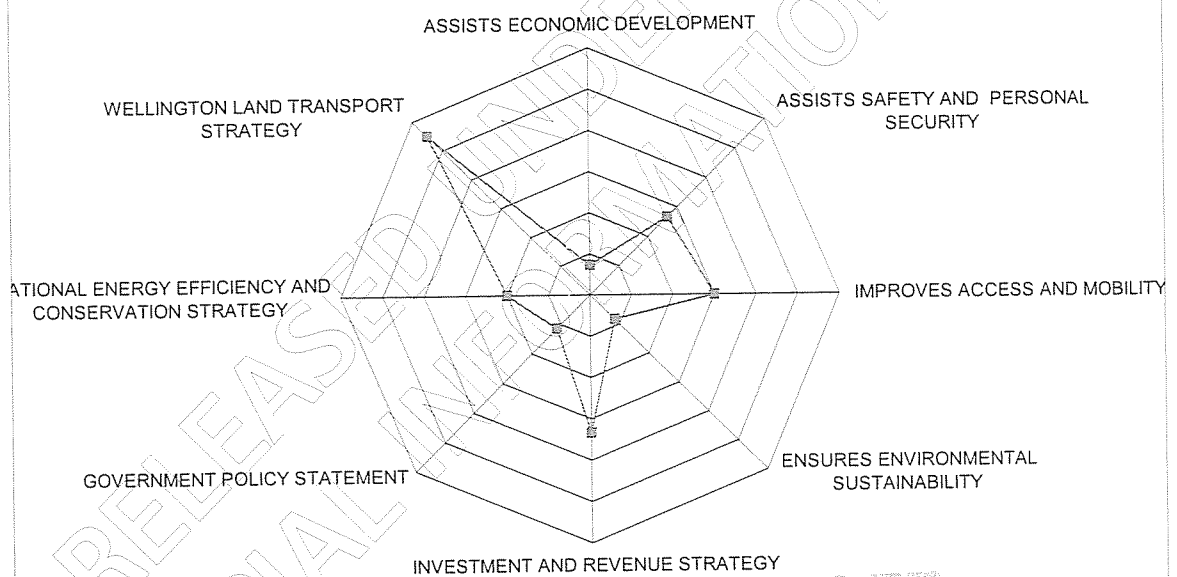
DRAFT

Contribution to Criteria: Sandhills Option



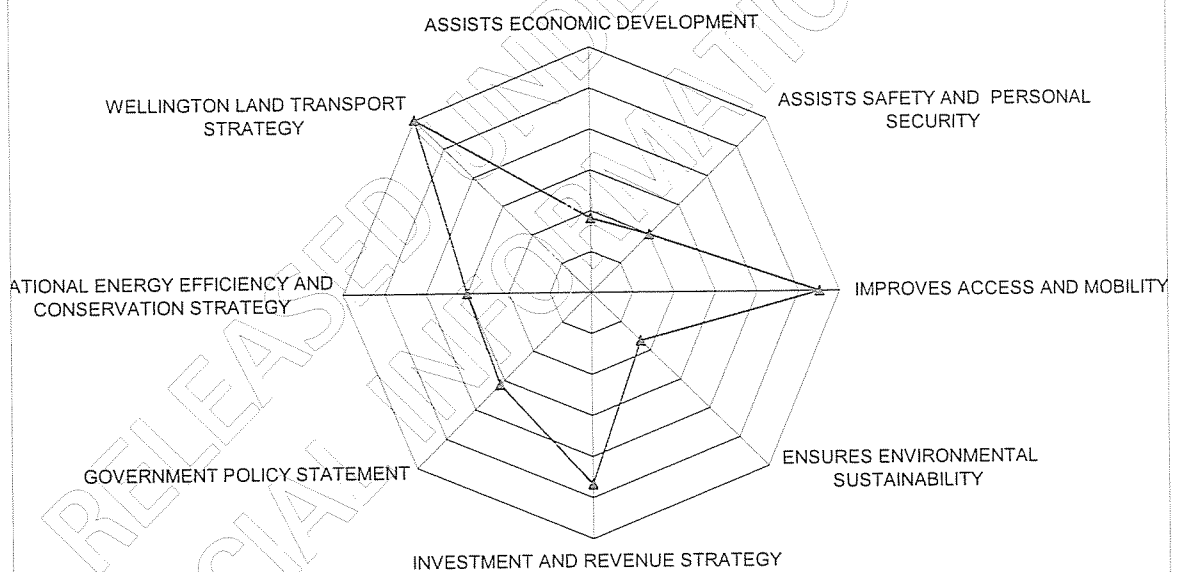
DRAFT

Contribution to Criteria: Western Option



DRAFT

Contribution to Criteria: Eastern Option



DRAFT

- 1 The expected pessimistic costs have been used for comparative purposes in the consultation brochure. The cost of new interchanges is assumed to be the same for all three options. The table below breaks down the costs of the different Options according to the expressway cost alone, local road elements, professional services, and whole package cost, including a pessimistic estimate for each package.

Option	Expected Cost of Expressway (construction and property) (\$m) ¹	Expected Cost of Local Road Elements (construction and property) (\$m)	Expected Professional Services Fees (\$m)	Expected Whole Package Cost (\$m)	Pessimistic Whole Package Cost (\$m)
Sandhills	334	0	40	374	580
Eastern	378	106	62	546	850
Western	334	58	49	441	740

- 2 The costs as set out above are largely similar to those costs set out in the consultation brochure but expand on the information previously provided. A notable change is for the Eastern option, where the cost is lower since the cost included in the consultation brochure erroneously included the central section of the Western Link Road.

¹ Expressway costs for all options include interchanges at Poplar Avenue/200 Main Road, Otaihangā Road and Peka Peka

Glenda Shaw

From: Jacque Bell
Sent: Wednesday, 3 February 2010 3:15 p.m.
To: Josephine Draper
Subject: FW: Urban Designers Report - Kapiti
Attachments: UD_Panel_Kapiti_Report[final].doc; Kapiti_Link_Table_4_Dec_09[Final].doc ✓

Jacqueline Bell
Urban Design Advisor
DDI [REDACTED]
M [REDACTED]

NZ Transport Agency
National Office

From: Jacque Bell
Sent: Monday, 7 December 2009 9:51 a.m.
To: Rob Whight; Eric Whitfield
Cc: Ernst Zollner; Colin Crampton; Deborah Hume
Subject: RE: Urban Designers Report - Kapiti

Hi

Attached is report and supporting table from the UD Panel review.

Jacque

Urban Design Review Panel

3 December 2009

The Panel was requested by the NZTA to review 3 options being considered for the Kapiti Coast Highway. A key task of the Panel was to give a view on which option is expected to result in Kapiti being a good place to live in 50 years time.

Preferred option: Eastern Option (expressway along railway corridor and the concurrent construction of a local road along WLR alignment).

Reasons

1. Best district wide structure:
 - centrally located north/south arterial (along the WLR alignment)
 - multiplicity of routes
 - greatest capacity and flexibility
 - consistency with historic transport pattern.
2. Least Severance due to co-location of road/rail and placement of strategic corridor near eastern boundary of urban area
3. Most consistent with KDCDC plans for future development in the area
4. Fewest environmental impacts – high speed through traffic is concentrated in areas which are already somewhat tolerant of adverse effects
5. Better deliverability – allows staging (including early start to local road) and more lead time for complex inter-agency planning of the expressway

Support for the eastern option is contingent upon the project being based on a network wide approach to improving both local and through movement and includes:

- a. Construction of whole of WLR as a local route (this is considered essential for delivering full benefits to strategic and local elements of the network)
- b. Detailed urban and infrastructure design to mitigate impacts at existing town centres
- c. Reconsideration of existing role and design proposition for WLR to encourage multi-modal use, improved urban edge conditions and permit local activity centres where needed along it.
- d. Design led decision-making within a single inter-agency process to effect the best place-based outcomes

Risks

- i. Partial implementation of the network
- ii. Difficulty of property acquisition
- iii. Mitigation at town centres may increase costs

Option 2: Sandhills Motorway

Pros

- 1. Allows for the repair of town centres at Paraparaumu and Waikanae including improved east-west connections and re-orientation of development towards the local north-south arterial (existing SH1)
- 2. Better connections to bus/rail interchanges
- 3. Designated route largely in public ownership

Cons

- 1. Fundamental structural problem – local north-south arterial is peripheral to urban development while the expressway cuts through heart of the district
- 2. Duplication of lines of severance – separate impermeable road and rail corridors
- 3. Greatest environmental impact, including visual, disturbance of natural landform and generation of noise in currently quiet locations
- 4. Delayed delivery of benefits – all or nothing approach
- 5. Reduced flexibility for future transportation network.

Option 3 – Western Option (Hybrid)

Pros

- 1. Reduced severance at Waikanae town centre

Cons

- 1. Fails to deliver robust district-wide structure
- 2. Lack of clarity/legibility e.g. no single continuous local north-south arterial
- 3. Severance in northern part of district
- 4. Difficulty of property acquisition

Other comments

- 1. In all three options, consideration of lower speed limit is suggested as this could simplify geometry, reduce footprint, reduce noise impacts and thereby deliver a better outcome. A lower speed would not materially affect travel time though the district.
- 2. The group has not compared the three options with any other alternatives. However, the group believes that consideration should be given to having two lower-speed north-south routes which each carry local and strategic traffic. By dispersing the load in this manner, it may be possible to avoid grade-separated

intersections, improve local connectivity, and provide a more multi-modal facility.

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						<p>Multiple interconnected routes produce robust flexible network.</p> <p>Well suited to staged delivery.</p> <p>Provides good framework for future urban development.</p>		<p>Provides poor framework for future urban development.</p> <p>Not well suited for staged delivery.</p>

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Glenda Shaw

From: Jacque Bell
Sent: Wednesday, 3 February 2010 3:14 p.m.
To: Josephine Draper
Subject: FW: Please use this table.
Attachments: Kapiti_Link_Table_4_Dec_09[Final].doc ✓

Jacqueline Bell
Urban Design Advisor
DDI [REDACTED]
M [REDACTED]

NZ Transport Agency
National Office

From: Jacque Bell
Sent: Monday, 7 December 2009 10:01 a.m.
To: Rob Whight; Eric Whitfield
Subject: Please use this table.

Hi

Sorry please use this table.

Jacque

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Glenda Shaw

From: Colin Crampton
Sent: Wednesday, 9 December 2009 10:08 a.m.
To: Rob Whight
Cc: Eric Whitfield
Subject: Kapiti - Addendum

Importance: High

I have had some further thoughts after the meeting to share with you as you prepare the addendum.

- 1) To me the final debate was correct and on topic, ie long term planning versus short term pain and savings.
- 2) For some reason the early delivery of the Waikanae Crossing doesn't buy any traction. I don't quite get why we don't get some acknowledgement but I think that line has had it.

I would suggest you set the scene as the Board left it and then tackle the issues.

1. Long term planning. If we build the Eastern option an urban arterial can be built inside the sandhills designation, the remaining property sold (on the footprint) so that urban development can be achieved right up to beside the new road. This will allow full development and intensification of the land planned for the Kapiti Coast. This regional development is expected to exceed that of the sandhills expressway which will segment the coast into three sections.
2. The sandhills route achieves the same national benefits for a lower cost although the cost difference narrows if the regional benefits alluded to above are real.
3. Both options would be called in, however, it is our view obtaining stakeholder alignment and progressing the sandhills option is considered more tricky and while achievable will take longer.
4. We don't believe the long term development of the Kapiti Coast should be driven by a roading option. The roading option should be cognisant of the planning specified and planned by the local council.

Hope that helps.

Colin

Colin Crampton
Group Manager Highways and Network Operations

DDI [REDACTED]

M [REDACTED]

E [REDACTED]

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Glenda Shaw

From: Josephine Draper
Sent: Thursday, 4 February 2010 9:52 a.m.
To: Josephine Draper
Subject: FW: Property paragraphs you may want to include in the board paper

From: Josephine Draper
Sent: Wednesday, 9 December 2009 5:54 p.m.
To: Rob Whight
Subject: Property paragraphs you may want to include in the board paper

Rob

I had to write this paragraph for the Otaki paper because it was requested (have given it to Mark for inclusion in that paper). For equity it makes sense to have equivalent paragraphs for each of the options in the Mackays to Peka Peka option - so here they are. I haven't broken down the numbers of properties in each of the "groups" for western and eastern as there are quite a lot and as we know this is not a very precise alignment (whereas Otaki is). But can if you want me to.

Peka Peka to North of Otaki

An estimated total of 160 land parcels will be affected by the selected route alignment for Peka Peka to North of Otaki. It is estimated that the effect on 26 of these properties would be the removal of a building. It is unknown how many of the 26 buildings affected are dwelling places. The remaining 134 land parcels would be affected in terms of land required, but it is thought that the road proposals would not necessitate the removal of a building.

There are four groups of affected buildings, which are located between north of Otaki and the Otaki River (10), near to Otaki Gorge Road (3), between Old Hautere Road and Gear Road (10), and around Mary Crest (3).

Mackays to Peka Peka

1) Sandhills

An estimated total of 69 land parcels would be affected by the Sandhills Expressway option. Initially it appears no private dwellings would need to be purchased.

2) Western

An estimated total of 295 land parcels would be affected by the Western option. It is estimated that the effect on 104 of these land parcels would be the removal of a building. It is unknown how many of the 104 buildings affected are dwelling places. The remaining 191 land parcels would be affected in terms of land required, but it is thought that the road proposals would not necessitate the removal of a building.

There are 5 main groups of affected buildings. These are the Waterstone Group, properties off Awatea Avenue, properties off Aorangi Road, properties fronting Coastlands, and properties on Main Road South.

3) Eastern

An estimated total of 370 land parcels would be affected by the Eastern option. It is estimated that the effect on 140 of these land parcels would be the removal of a building. It is unknown how many of the 140 buildings affected

are dwelling places. The remaining 230 land parcels would be affected in terms of land required, but it is thought that the road proposals would not necessitate the removal of a building.

There are 8 main groups of affected buildings. These are High Street in Waikanae north of the town centre, High Street in Waikanae south of the town centre, the King Arthur Group, the Waterstone Group, properties off Awatea Avenue, properties off Aorangi Road, properties fronting Coastlands, and properties on Main Road South in Paraparaumu.

Jo Draper

Senior Transport Planner

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M 021-2704516

E josephine.draper@nzta.govt.nz

NZ Transport Agency

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Anne Arkwright

From: Colin Crampton
Sent: Thursday, 10 December 2009 8:27 a.m.
To: Rob Whight
Cc: Geoff Dangerfield
Subject: Kapiti Decision
Attachments: FACTS for discussion with GD_09 12 09.doc ✓

Importance: High

Categories: Printed for reading folder

As discussed last night.

1. You will complete the Peka Peka to Otaki Board paper. The consultation document is complete and now needs to be formalised.
2. We will complete the MacKays to Peka Peka Board report over the next two days here in National Office. The consultation document is also complete?

As far as presentations to the Board go on Friday I suggest you run them through the updated tables and the consenting advice you have received. After discussion last night I have removed the section on agglomeration benefits because that remained in dispute.

Copy attached.

Colin

Facts

[4 lanes / 2 lanes from Rob]

Description	Sandhills	Eastern
Costs (most likely) (95 th ile ⁽²⁾) (1)	380 500 (120)	550 ⁽¹⁾ 670 (120)
Local Roads included: • Raumati to Kapiti ⁽³⁾ • Waikanae River Crossing ⁽⁴⁾		\$110M \$50M
Completion Date	2018 ⁽⁵⁾	2018
Waikanae River Crossing Completion	2016 ⁽⁶⁾	2012

- (1) Excludes Kapiti Road to Otaihanga Road (\$60M) whereas consultation document had this cost in total cost. The section of the old KWLR (Kapiti Road to Otaihanga Road) is not in cost estimates because an urban arterial already exists and the old state highway provides alternative route. It will be needed long term but as a local road.
- (2) There is more confidence in the Eastern Option (21% spread) than the Sandhills(31% spread) because we have completed engineering drawings for the Eastern Option.
- (3) Raumati Road to Kapiti Road including new interchange with state highway integral part of eastern solution. Expectation that 100% funding will be required..
- (4) Waikanae River Crossing included in solution due to:
- (i) removal of congestion from existing state highway to provide short term relief whilst expressway is consented and constructed (overcomes programme risk associated with consenting process); and
 - (ii) results in a better transport solution in the longer term (forerunner to good long term planning).
- (5) In our professional opinion there are individual risks which, as they play out, we expect to result in programme delay.
- (6) Once consented, the crossing of the Waikanae River portion of the Sandhills route would be positioned for earlier delivery.

Cost Comparison

Description	Sandhills	Eastern
Cost (Tangible)	\$380	\$550
KCDC Contribution ⁽¹⁾ to Waikanae Crossing		Less \$17M
Release unused ⁽²⁾ NZTA land for development		Less \$10M
Sub Total	\$380M	\$523M

Description	Sandhills	Eastern
Cost intangibles		
Release early benefits for Waikanae Crossing		Less \$15M
Demand for Te Moana Interchange succeeds and creates liability for future safety and capacity improvements (6 lanes) on Waikanae crossing.	+\$20M	
Sub Total	\$400M	\$508M

⁽¹⁾ Assumes aggressive negotiating position with KCDC.

⁽²⁾ Needs more work.

Glenda Shaw

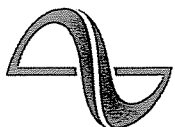
From: Richard Braae
Sent: Thursday, 10 December 2009 1:44 p.m.
To: Rob Whight
Subject: NZTA Board Paper Kapiti Expressway
Attachments: NZTA Board Paper Kapiti Expressway.doc ✓

Hi Rob

Here it is. Colin and Ernst happy so far - it's now with Geoff

richard

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In Committee

Board Paper No.	09/12/xxxx
Submission Date	11 December 2009
Prepared by	Richard Braae , Chief Advisor Strategy and Performance
Recommended by	Colin Crampton GM Highways and Network Operations
Subject	SH1 KAPITI EXPRESSWAY: MACKAY'S CROSSING TO PEKA PEKA - OPTION SELECTION

Purpose

- 1 To discuss the options for the State Highway 1 Expressway through Kapiti, so as to enable the Board to select its preferred option.

Recommendations

- 2 There is no recommendation.

Background

- 3 Three options were developed for the SH1 Expressway through Kapiti. As described in Board paper 09/12/0300, these are the Sandhills (or Western Link Road (WLR)) option, the Western option and the Eastern option.
- 4 The Board has been presented with several pieces of information relevant to selecting the option for the Expressway through Kapiti. This includes Board papers 09/12/0300 - SH1 Kapiti Expressway: MacKay's Crossing to Peka Peka - Workshop Briefing and 09/12/0306 MacKay's Crossing to Peka Peka Expressway Options Consultation Analysis. The Board has also had workshops with NZTA staff and received advice from a panel of urban design experts.
- 5 This paper does not re-present the information that has been covered through these other papers and workshops. It briefly summarises the benefits of each of the options and presents a framework for considering the relative merits and costs, in order to reach a decision.
- 6 Of the three options, the Western option has been discarded during the recent discussions of the Board as a result of offering fewer compelling benefits than either the other two options. This paper therefore focuses on the Sandhills and Eastern options.

- 7 As a general point, it is noted that there is no perfect option, and therefore no option which is clearly superior to the other. This is relatively common for major roading projects, but in this particular instance also reflects the degree of retro-fitting that is required in developing an expressway through Kapiti given that thinking and planning over the previous decade had moved away from this concept.

The Sandhills option

- 8 The Sandhills route is the practical option. Through the new Expressway and existing SH1 reconfigured as a local road, inter-regional and local traffic needs are met. Because it is based on a route that has already been designated, there is relatively little disruption of existing housing.
- 9 It is the least cost option, meaning that money saved on this project can be invested in other projects. Because the transport benefits of all the options are relatively similar, this option also has the highest BCR.
- 10 By a relatively narrow margin, it was the preferred option among the respondents to the community consultation.

The Eastern option

- 11 The Eastern option is the aspirational option. It most closely aligns with the plans developed by the Kapiti District Council and is designed to minimise the extent of severance that an Expressway will create. The urban design panel identified this option as having better attributes in terms of promoting Kapiti as a good place to live in 50 years time.
- 12 This option enables almost immediate construction of a further crossing of the Waikanae River, thereby providing quicker decongestion and resilience benefits.

Comparison of options

- 13 In deciding to fund a project, there are several factors that the Board must consider as set out in the Land Transport Management Act. These issues were set out in Board paper 09/12/0300.
- 14 All these issues are potentially relevant to choosing an option, but where the options perform similarly with respect to an issue the issue does not help discriminate between the options. Across many of the issues, the options do perform similarly (see Attachment 3 to Board paper 09/12/0300). Therefore, this section focuses on the relatively few issues where there is a material difference between the options.
- 15 The Sandhills option is significantly lower cost. The estimated construction cost for the project (including necessary local road components) is 25–30% lower for the Sandhills option¹, a

¹ The range reflects the differences between most likely and 95%ile costs

saving of \$170m. After adjusting for certain quantifiable costs and benefits to provide a more helpful comparison, the Sandhills option is still at least 20% or \$100m lower than the Eastern option.

- 16 The network benefits and contribution to urban form favour the Eastern option. Running the expressway alongside the railway minimises the transport barriers within the district and therefore enables greater east-west connectivity between the town and beach areas of Paraparaumu and Waikanae.
- 17 This however is an on-balance conclusion. The Eastern option does aggravate severance through the Paraparaumu and Waikanae townships. It is also not the case that the future is irrevocably mapped out. Though the Eastern route is more consistent with current plans, plans can change and communities will adapt to new infrastructure. Therefore it is difficult to be precise about the long term benefits of the Eastern option with respect to urban form and we have not tried to quantify these benefits.
- 18 The urban form factor is linked to the greater support for the Eastern option expressed by the Kapiti District Council. NZTA aspires to work in partnership with local government because of the need to develop transport networks in an integrated fashion. However, the NZTA also has to consider national objectives, both in terms of transport networks and value for money. It is also noted that the consultation responses from the community did not reinforce the Council's position.
- 19 Each option will, or has the potential to, cause disruption to the communities through which it passes. The nature of this disruption varies. For the Sandhills option, the risks are primarily around sites of cultural significance to Maori. For the Eastern option, the negative factor is the requirement to purchase people's homes and the disruption this will cause.
- 20 The timetable to completion for each option is similar. However, the Eastern option has the advantage of enabling the immediate construction of a Waikanae River crossing (as a local road). A second crossing brings significant decongestion and resilience benefits; the earlier release of these benefits is estimated at \$15m.
- 21 In choosing between the options, the Board must weigh up these different factors. It is suggested that the choice is between the relatively high certainty of a lower cost and lesser immediate disruption compared with potentially more intangible benefits relating to urban form and long term planning. A question the Board may want to consider is whether the added benefits of the Eastern option are sufficient to outweigh the cost advantages of the Sandhills option.

Attachments

- 22 There are no attachments to this paper.

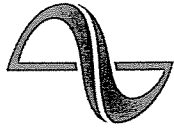
Glenda Shaw

From: Richard Braae
Sent: Thursday, 10 December 2009 3:38 p.m.
To: Julia Shackleton
Subject: NZTA Board Paper Kapiti Expressway
Attachments: NZTA Board Paper Kapiti Expressway.doc ✓

Hi Julia
here's the paper

regards
richard

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In Committee

Board Paper No.	09/12/xxxx
Submission Date	11 December 2009
Prepared by	Richard Braae , Chief Advisor Strategy and Performance
Recommended by	Colin Crampton GM Highways and Network Operations
Subject	SH1 KAPITI EXPRESSWAY: MACKAY'S CROSSING TO PEKA PEKA – OPTION SELECTION

Purpose

- 1 To discuss the options for the State Highway 1 Expressway through Kapiti, so as to enable the Board to select its preferred option.

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Attachments

- 22 There are no attachments to this paper.

¹ The range reflects the differences between most likely and 95%ile costs

Glenda Shaw

From: Richard Braae
Sent: Friday, 11 December 2009 7:53 a.m.
To: Colin Crampton; Ernst Zollner
Subject: Possible board resolutions for Kapiti Expressway
Attachments: Doc3.doc ✓

Hi

Last evening Geoff asked me to develop a set of recommendations that he could table at the board meeting today - based on the board going with the sandhills option. He wanted the recommendations to "tell the story", both in the sense of how it reached a decision and what will come next.

Here is a first crack. Comments and changes appreciated. With respect to the last recommendation the idea is to signal ongoing momentum through procurement decisions, but I'm not familiar with current delegations with respect to procurement so as stated it may be inappropriate

richard

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Possible recommendations with respect to
SH1 Kapiti Expressway: MacKay's Crossing to Peka Peka - Option Selection

That the NZ Transport Agency Board:

- (a) notes that three options have been thoroughly investigated for the alignment of SH1 through Kapiti
- (b) notes that each option has strengths and weaknesses with respect to social and environmental concerns
- (c) notes that the Kapiti District Council supports the Eastern option
- (d) notes that the community consultation revealed no clear preference, but indicated slightly greater support for the Sandhills option compared with the other options
- (e) notes that there are clear cost advantages of the Sandhills option compared with the other options
- (f) agrees that the Sandhills alignment is its preferred option for SH1 through Kapiti
- (g) requests the Chief Executive engages with Kapiti District Council and offers assistance with land use and transportation planning given the Sandhills alignment for SH1
- (h) notes the intention to use call in and other mechanisms available under the Resource Management Act to expedite the development of the SH1 Expressway through Kapiti
- (i) delegates to the Chief Executive procurement decisions with respect to the development and construction of the SH1 Expressway through Kapiti to enable rapid progress

Glenda Shaw

From: Richard Braae
Sent: Friday, 11 December 2009 11:40 a.m.
To: Jonnette Adams; Geoff Dangerfield
Subject: FW: Possible board resolutions for Kapiti Expressway
Attachments: Doc3.doc ✓

Geoff

As discussed last night, here is a set of draft resolutions.

With respect to the last recommendation the idea is to signal ongoing momentum through procurement decisions, but I may not have got the phrasing quite right

richard

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OFFICIAL INFORMATION ACT

Possible recommendations with respect to
SH1 Kapiti Expressway: MacKay's Crossing to Peka Peka – Option Selection

That the NZ Transport Agency Board:

- (a) notes that three options have been thoroughly investigated for the alignment of SH1 through Kapiti
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- (i) delegates to the Chief Executive procurement decisions with respect to the development and construction of the SH1 Expressway through Kapiti to enable rapid progress

Glenda Shaw

From: Richard Braae
Sent: Friday, 11 December 2009 1:06 p.m.
To: Geoff Dangerfield; Jonnette Adams
Subject: Doc3
Attachments: Doc3.doc ✓

Geoff

Further to my previous email, I have just met with Colin and he has suggested the revised resolutions attached. The only change is to combine the last two resolutions (from the previous version) and make the language more generic

richard

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Possible recommendations with respect to
SH1 Kapiti Expressway: MacKay's Crossing to Peka Peka – Option Selection

That the NZ Transport Agency Board:

- (a) notes that three options have been thoroughly investigated for the alignment of SH1 through Kapiti
- (b) notes that each option has strengths and weaknesses with respect to social and environmental concerns
- (c) notes that the Kapiti District Council supports the Eastern option
- (d) notes that the community consultation revealed no clear preference, but indicated slightly greater support for the Sandhills option compared with the other options
- (e) notes that there are clear cost advantages of the Sandhills option compared with the other options
- (f) agrees that the Sandhills alignment is its preferred option for SH1 through Kapiti
- (g) requests the Chief Executive engages with Kapiti District Council and offers assistance with land use and transportation planning given the Sandhills alignment for SH1
- (h) requests the Chief Executive to use all mechanisms available to fast track the development and delivery of the SH1 Expressway through Kapiti

Anne Arkwright

From: Eric Whitfield
Sent: Tuesday, 15 December 2009 8:45 a.m.
To: Rob Whight; Frank Fernandez; Andree Kai Fong
Cc: Deborah Hume
Subject: RE: Query from DH's Iwi meetings last night

The only thing that comes to mind is County Road which as currently proposed effectively becomes a connection between the old highway and the new expressway. We would be reviewing this and other connection options however before getting into detailed design.

Cheers,

Eric Whitfield
Transport Planning Manager

New Zealand Transport Agency
PSIS House, Level 9
20 Ballance Street
PO Box 5084 Lambton Quay
T 64 4 894 5200
F 64 4 894 3305
DDI [REDACTED]
[REDACTED]

From: Rob Whight
Sent: Tuesday, 15 December 2009 8:22 a.m.
To: Frank Fernandez; Eric Whitfield; Andree Kai Fong
Cc: Deborah Hume
Subject: Query from DH's Iwi meetings last night

Folks,

Had a test from DH last night with following query:

Question from Ra Higgot re what happened to Old County in the Otaki decision ? He is going to phone me Tuesday for an answer

Any one any clues what this refers to - if so can we get the answer to Debs please ?

Andree - can you take the lead with Debs if we need more information to provide an answer.

Thanks,
Rob

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Kapiti

Colin Crampton
Rob Wright
Jo D.

Geoff Dwyer

7/7/09

Need Executive Summary

- RONS.

- ~~Simon~~ Machays - Wailane has 2 options.

- Purpose of memo is to outline options, draw comparisons to enable the NZTA board to make decisions.

- Describe options.

2/3 pages.

for lunchtime
Tuesday.

Intro / Context re RONS.

Background is the bit between Mackays & Waihanae

- NB There is no KWLK - do not mention it.

- either expressway on KWLK alignment (call it ^{sandhills})

- or SH1 improvements + local roads.

- keep readdressing RONS.

- SH1 ^{options} considered with or without bridge over Waihanae

-> only 2 options but various amendments e.g.

Call them Option 1 & 2

- Don't describe negatives, just ~~be~~ let facts describe it

- Considerations for Option 1 & Option 2 ⁽⁴⁾

- evaluation and balance.

- Describe why Stages 1 & 3 of KWLK are into the Option 4.

NB Option 1 - explain why Option 1 is not the right ^{HP} solution.

- NB reverse sensitivities of

// NB What is local traffic % on bridge over Waihanae River?

Two options to meet the RONS objectives. The Sandhills Expressway option has lower cost but will have lower benefits than the SH1 upgrade option. Further, the Sandhills Expressway does not constitute optimal transport planning as it creates community severance and land use development has proceeded to

NB Call in of Options 1 & 2 ~~can~~ can take place simultaneously but KDC would oppose Option 1 so time delays & cost escalation likely.

Other differentiating feature is that the SH1 upgrade can deliver ^{concrete} immediate relief in the short term and promoting local economic development whilst ^{binding} local stakeholders to the SH1 upgrade.

(EZ - how do you ensure that the new SH is used, not the ~~existing~~ existing SH (where the road is larger).
- need to lower speed limit & add signals onto old SH.

NB - You can still use SH between Waihanare and Otahanga because of the south facing ramps at Waihanare IC.
- some Waihanare residents will still use the SH.

→ Show SH s of Poplar and n of Waihanare as red as well as the bit in the middle.

* Why not go off at Otahanga and bypass Waihanare?
- will result in local + SH crossing over each other.

→ Show map of Kapiti as cut in of RONS as a whole.

→ Comparing Poplar → Peka Peka in all options.
ie. what is cost of Poplar → Peka Peka in Option 4?

- Need a5 interchange on Te Moana for access.

→ are junction spacings OK if this happens.

- ~~that~~ is a hybrid option feasible?

- what is the cost & BCR.

Need an answer by 2pm Weds PM.

Timing of decisions.

Rebrand as Options 1, 2 (23?)

Could we do Option 4 & 6 (hybrid) as one option?
- the said yes.

Waihanare - 18,000 7000 of which local
Papararumu - 24,000 10,000 " " " local

Craig
30 W 5436.

NB Option 2 - costs currently don't include Waihanare - Peka Peka
have told Opns to add on.

but then BCRs will be incorrect.
Benefits imply staging no longer shown. - this benefit is NOT incorporated into
of 2.

1) RONS. - context. - explain history of KWR.
2) Mchays & Waihanae - how does RONS affect KWR.

3) SH1 + KWR
or ~~SH1~~ + SH1 (left as it is).

- which option? - priority

- How best to programme?

- How to deal with KCDC

Deb to deal with

more essay
style
than
bullets.

Which provides best
value for money.

Only for Options 9&5.

- Do we need central section? -

"Potential for inclusion of central section"

CC thinks compare Option 1 and Option 4.

Deliver report by 9th July

Meeting on 7th July.

but justify
why you don't
stay on existing
alignments.

Explain why
you can't put an
expression by.

might be politically
safer to leave it out.

Why spend \$200 million.

Expected estimate

Optimistic

"

Pessimistic

"

— has been chosen by broken down

WLR higher

more marshy (most important)

not much work has been done

whereas south of Te Moana Rau some drilling has been done.

95th — spread between ~~optimistic~~^{expected} and pessimistic & work out where 95th %ile will be between

— can give 95th %ile (cost) for elements but can't then sum them — some will be cheaper than you think and some more expensive so 95th overall is most likely.

Rob's

Board Paper

* Get comments from Glenda.

— More about intangible risks

— NB These are unquantifiable esp. with WLR

— Need useful analysis of consultation results in paper

— Do Māhanga to PP as one bit

then PP to Otaki as another

— Need a funding section (about who's funding the local road)

— Need a comms strategy (FF)

— Normalise scores — weight all equally } think about scoring.

— Explanation of health + wellbeing } exclude.

NS + noise

— Completion of package — emphasise quick wins on Eastern.

submission

— Downgrade importance of KDC to be incorporated

— Recommendation to reconsider location of northern I/C at Reha Reha.

— NB Make it clear it's price vs. quality.

— make it v. clear that if you care about price you should go N. WLR, if you care about environment go N. Eastern.

— Summary of next steps — Design & consenting on Otaki → PP.

— SAR on Māhanga → PP.

— + 1 page Exec Summary.

→ Alignment with regional & local planning
→ Eastern Green matches
map for

Graham Spargo
Delinger

Assessing Economic Employment
key factors

freight efficiency movements
access to Palmwreston North

Global Connectivity
Impacts on existing
businesses and transport

Safety more emergency services personnel/
police

Nobus - personal security - crime factor.
severe effect community
disconnection, neighborhood health

Ghettos - social economic impacts

Jacqueline Bell. who is there represent
economic impact dimension

safety for all road users.

interface with rail issues
(England relief or rail issues)

public health

Severe issues: adverse impacts on isolation
mobility impaired children

mapping of key features of schools, St. Library/
employment centers

factories missing

visual amenity issues public open space
places & spaces where people want to live.

assessment carbon/climate change impacts
to have any obvious issues ie more
in tension

not zeros where do not know

assumptions on RMA process times. Same space

option. If prices are significantly different

call in one bit of change. exposure
count.

(Mike Copeland) - 17 → Economic
→ 15 (Wellington Based)

Independent
Consultant

(Better Urban Form justified.)

Can we prove it. is it justified
get Kobus Mentz.

What we know. 4.2 against.

Ring Gerald Blank 3pm.

look at material. also.

Board alignment.

Geoff.

Key areas / decisions / what are the feedback

dead horse
resource
limited
for strategy stage.

Anchored. Port Access
Studies

- E Humber Bay.

- E Strategic Walking & Cycling.

need someone

check with him.

LGA
decisions
made by
LGA etc

if Wankato
P-W →

Future Proof
a manifesto only
apply to
RPS

15 slots per
rectr.

Preservation
Copy 10

enduse.

How.

Landings
Support packages
Landing
Package

\$3 billion
business

1) VPT ✓

2) TEL ✓

3) WRR ✓

4) P-W ✓

5) WERO

6) WAVE

7) CHCH

class
app.
high
way

Clive

if Wankato
P-W →

if Wankato
P-W →

future of Kapaemahu. Eastern Canada
to Sand Hills

Quality/clarity / indication of what
long term preming. \rightarrow monetary value. ???

Eastern Route of San. Ind.

Community Severance not a ??

100

\rightarrow $\text{C}_{\text{canonico}} / \text{BCR}$.

→ Contribution to wider economics — some for cell generally.

→ local growth.

→ access. development areas (local plan sites)

physically measured: environmental.

⇒ impact on social eg. schools / community centres
must create community in neighbourhood.

physiocal. p. comment

Impact on ^{Wang} Cultural - segment sites

↑

Forest Lake goes to Lorge

Tray Street →

GPS impacts



mapping

IRF

Safety

funding allocation
system

Public health

Local / regional

Regional / inter regional issues
→ economic growth

Local

Safety

maps with - smiley faces in terms of the maps
Rings - Lorge OK if we can get
the data???

7/7/09

15 on RMA Review

439 TSD - [Tue 8th July]

wire - [directed EC] - [approval]

at 2010 - [MVA H. Crossing]

Paper - Late tomorrow afternoon

major overview - of three proposals
with another option

has latest copy of draft -

eng.

not done to other factors

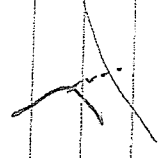
electronic copies of

Option 1 solves some sewer
creates info. /
no camp but redesigns

(2)

Connectivity

Mazengard Rd.



10%

Already Western Ring Road - Is it 'Do nothing'?

Does not address Waikare Issues north.

7.7.09

SLT paper on RMA Review

Kahn Currie 439 BSD - [Tue 8th July]

- Consent Choice \leftarrow ^{industrial} ~~Direct from EC~~ \rightarrow ^{applicable} ~~expansion~~
- 2 confirmed at 2010 \leftarrow ~~Alma-H Crossing~~

Briefing Paper - Late tomorrow afternoon

Resource Planning overview - of three proposals
- what about another option

Rob Whyke has latest copy of draft -

Pos & Cons.

Check what done \leftrightarrow other factors

Lorraine - electronic copies of

Option 1 solves some severe
creates under-
no cons but use

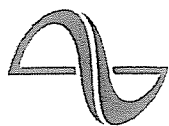
(2)

Connectivity

Mazengard Rd.

Already Western Ring Road - Is it

Doesn't address Waikare issues nor



To Rob Whight

Cc Ernst Zöllner
Dave Brash
Deborah Hume
Geoff Dangerfield

From Colin Crampton

Date 26 November 2009

Subject Kapiti Urban Design Peer Review

Purpose

1. To ask you to convene a panel to undertake a peer review of the macro urban design issues so as to give the NZTA Board urban design advice in advance of a Kapiti decision.

Scope

2. The scope of the review should be considered to be the area between MacKays and just north of Peka Peka.

Objective

3. The objective of the review is to give the Board advice on macro urban design issues which assist them in deciding upon the option for the MacKays to Peka Peka section of the Wellington to Levin RoNS.
4. We suggest the objective is best achieved by:
 - (i). reviewing the overall context of urban design along the Kapiti Coast,
 - (ii). focus on long term urban design in the critical area to achieve the optimal regional development and community wealth,
 - (iii). characterise how this long term view will impact on SH route decisions; and
 - (iv). provide opinions as to whether it is possible to monetise the different land use scenarios associated with different options.
5. To achieve all of this it will be necessary to meet with and understand the Kapiti District Council's views on long term planning. We see this as needing to be done separately for Paraparaumu and Waikanae because spatial planning is more advanced in Paraparaumu.

Methodology

6. We suggest you convene the workshop on Wednesday / Thursday next week and this should be serviced by the project team (Jacque Bell will be able to provide assistance).

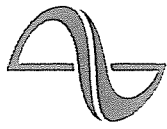
7. The panel is likely to be constructed of:

- Kobus Mentz
- Gareth Collins
- Chris McDonald

8. The panel would report back to the project team and some of our management team on Friday both by way of presentation and formal concise report.

9. Ernst and I will secure the final names by tomorrow. In the meantime you should make the necessary plans to begin.

RELEASED UNDER THE
OFFICIAL INFORMATION ACT



To David Chesterman, Marc Baily, Gerald Blunt, Chris McDonald

From Colin Crampton – Group Manager, Highways and Network Operations

Date 30 November 2009

Subject Urban Design Review – Kapiti Coast Highway

Background

State Highway 1 between Levin and Wellington Airport is one of seven Roads of National Significance (RoNS) which have been given top priority by the Government. This highway is the major route in and out of the Capital for the lower North Island, linking the centres of Palmerston North, Wanganui and Levin with Wellington. An expressway is proposed for SH1 through the Kapiti Coast district to improve travel times and reliability.

The NZTA recently completed public consultation on three route options for the proposed expressway from MacKay's Crossing to Peka Peka. The three options are currently at concept stage only. The Minister of Transport has asked that the NZTA Board make a decision on a preferred route in December 2009.

Background information is provided as follows:

- SH1 Kapiti Strategic Study, Scoping Report, Opus, July 2008
- SH1 Kapiti Strategic Study, Technical Report, Opus, August 2009
- Road Transport Upgrade Through Kapiti (consultation document), NZTA, August 2009
- Kapiti Consultation Extended (updated consultation document), NZTA, October 2009

The key to achieving a successful RoNS in this area is to balance the economic and urban amenity needs of the community with the strategic purpose of the State highway through kapiti. Therefore, it is important to fully consider the urban design aspects of the project.

Scope

The NZTA is seeking an Independent Urban Design review of the options being considered for the route. Each of the options is expected to have a different impact on the long-term urban form of Kapiti. The key task for the Urban Design Review team is to give a view on which option is expected to result in Kapiti being a good place to live in 50 years time.

The Urban Design Review team consists of the following experts:

David Chesterman – Jackson Teece, Sydney
Marc Baily – Boffa Miskell, Wellington

Gerald Blunt – Urban Designer, Wellington City Council

Chris McDonald – Urban Design Professor, Victoria University Wellington

Suggested approach

1. Project Briefing

The Project team will brief the Urban Design Review Panel on Wednesday morning, 2 December. This will include a briefing of the options, anticipated effects and costs. The project team will also provide information on the Council's proposed growth strategy for the district.

The briefing will take place at the NZTA's National office, Chews Lane. Please report to reception on Level 2 and ask for Sarah Mayne.

2. Site Visit

Following the briefing, the project team will take the Panel members on a site visit in order to familiarise them with the Kapiti District and the environment in which the proposed options will traverse.

3. Urban Design Panel Review

On Thursday 3 December the Urban Design Panel will consider the options independently of the NZTA and prepare a paper with recommendations on their preferred option, anticipated effects and mitigation. The NZTA will provide resources to write up and record the panel discussion. The project team will be available to be called on should the panel require any further information or have any further questions.

A meeting room will be available to the Panel for their review at National Office.

Fee

The Panel will be contracted by the NZTA on a Time Write basis and all expenses incurred covered by the NZTA.

If you have any further queries please contact Jacque Bell on _____

Regards
Colin