



**In Committee**

Board Paper No.	09/11/0286
Submission Date	17 November 2009
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Recommended by	Deborah Hume Regional Director Wellington, Marlborough, Nelson and Tasman 
Subject	<b>WELLINGTON RONS - KAPITI CONSULTATION FEEDBACK</b>

**Purpose**

- 1 The purpose of this paper is to update the Board on the consultation that has been undertaken for the MacKays Crossing to Peka Peka section and the views received on the Peka Peka to Otaki section of the Wellington Northern Corridor (Levin to Wellington) Road of National Significance (RoNS).

**Recommendations**

- 2 That the NZ Transport Agency Board:
  - a receives Board Paper 09/11/0286;
  - b notes Board paper 09/11/0286 and the attachments; and
  - c agrees to keeps Board Paper 09/11/0286 In Committee until the decision is made public.

**Background**

- 3 The NZ Transport Agency began consultation with Kapiti residents in August 2009 on options for a new four-lane expressway on State Highway 1 between MacKays Crossing and Peka Peka, and also sought the views of residents on the previously Transit NZ Board-approved plan for the Peka Peka to Otaki section.
- 4 The development of this section of SH1 is part of the Levin to Wellington Airport Road of National Significance (RoNS) and has a key role in supporting economic transformation regionally and nationally as well, as delivering other benefits such as reducing severe congestion at pinch points, improving safety and journey reliability, reducing freight transport costs and supporting increased competitiveness for New Zealand's export sector.

## Public consultation process

- 5 Public consultation on the MacKays Crossing to Peka Peka section and the seeking of views on the Peka Peka to Otaki section of the Wellington Northern Corridor RoNS commenced on 24 August 2009, and was initially scheduled to close on 2 October 2009.
- 6 A consultation brochure was mailed to all Kapiti households on 24 August 2009 and additional copies were made available at Kapiti Coast District Council offices and libraries, and at information days.
- 7 Two options were initially consulted on for the MacKays Crossing to Peka Peka section. The views of Kapiti residents were also asked for on the Peka Peka to north of Otaki section, which was an updated version of the option that had been approved by the former Transit board following previous public consultation in 2002.
- 8 During late August and September, public information days were held along with numerous meetings and discussions with groups and individuals affected by the proposals. In addition, a series of three public meetings were organised by the local MP and attended by the Chair of the NZTA Board and the Minister of Transport.
- 9 Following feedback received during the early stages of the consultation process, a third option of four-laning the Western Link Road was added for the MacKays Crossing to Peka Peka section. As a result of the addition, consultation was extended to close on 30 October 2009.
- 10 A new consultation brochure was mailed to all Kapiti households in early October 2009 and additional copies were again made available at the Council offices and libraries, and at information days.
- 11 Additional public information days were held at Paraparaumu, Raumati, Otaki and Waikanae.
- 12 Further meetings and discussions also occurred with affected groups and individuals.

## Options consulted on

- 13 The three options that were consulted on for the MacKays Crossing to Peka Peka section were:
  - o **Eastern Option: SH1 Expressway following rail corridor with local supporting roads**  
This option follows the existing SH1 alignment from Raumati to Paraparaumu, runs adjacent to the existing North Island Main Trunk (NIMT) railway from Paraparaumu to Waikanae River and then follows the existing SH1 alignment again from Waikanae to Peka Peka.

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

This option follows the existing SH1 alignment from Raumati to Paraparaumu, runs adjacent to the existing NIMT railway from Paraparaumu to Lindale, where it swings west to follow the alignment of the proposed Western Link Road from Otaihanga to Waikanae and then on to rejoin the existing SH1 at Peka Peka.

- **WLR Option: SH1 Expressway following the Western Link Road Corridor**

This option follows the proposed Western Link Road alignment from Raumati, through Paraparaumu and Waikanae, to rejoin the existing SH1 at Peka Peka.

The alignment of each of the expressway options is shown in the consultation brochures attached as Appendix 1 and 2 to each community engagement report.

- 14 The one option that views were sought on for the Peka Peka to north of Otaki section, which was an updated version of the option that had been approved by the Transit board following previous public consultation in 2002, was:

- **SH1 Expressway, Peka Peka to Otaki – 2002 Transit Board approved**

This option follows the existing SH1 alignment from Peka Peka to south of Te Horo, where it swings east and crosses the NIMT railway and then runs to the east of and adjacent to the NIMT railway to a new highway bridge over the Otaki River, upstream of the existing highway and rail bridges. The new highway alignment skirts around the eastern side of the Otaki township and then follows the NIMT railway to the west of the existing SH1 alignment, before rejoining the existing SH1 approximately 1.6 km north of the Otaki roundabout.

- 15 The alignment of the expressway proposal is shown on the consultation brochures attached as Appendix 1 and 2 to each community engagement report.

## Consultation feedback

- 16 4657 written submissions have been received during (or soon after) the consultation period.

- 17 Two reports summarising the written submissions are enclosed with the Board papers – one for MacKays to Peka Peka and one for Peka Peka to Otaki north. These reports are provided at this time to inform the Board of consultation feedback prior to the hearing of verbal submissions.

- 18 A paper providing analysis of the submissions summarised in these reports will be provided for the December Board meeting to support the decision on the preferred route. In addition, the results of a Kapiti telephone survey, which was undertaken separately from the already mentioned consultative activities, will also be provided.

## Process for the Board to decide on preferred alignment

- 19 The proposed process for the Board to consider written submissions, receive verbal submissions and decide on a preferred alignment for the MacKays Crossing to Peka Peka section and the Peka Peka to Otaki section of the Wellington Northern Corridor RoNS is described below.
- 20 At its meeting on 26 November 2009, the Board will:
- a. tour the Kapiti area to see the existing SH1 alignment and the proposed SH1 route alignment options; and
  - b. receive verbal submissions from those parties that have indicated to the NZTA that they wish to be heard.
- 21 At its meeting on 8 December 2009, it is expected that the Board will:
- a. receive a board paper that recommends preferred options for the MacKays to Peka Peka and Peka Peka to Otaki North alignments (supported by analysis of submission, information received at its meeting of 27 November 2009, and relevant technical information);
  - b. decide on a preferred alignment for the MacKays Crossing to Peka Peka section of the Wellington Northern Corridor-RoNS; and
  - c. decide on a preferred alignment for the Peka Peka to Otaki section of the Wellington Northern Corridor RoNS.

## In Committee status

- 22 Board paper 09/11/0286 is in Committee to allow the Board the opportunity to have a free and frank discussion and we recommend it be taken out of Committee when the Board's decision has been made public.

## Attachments

- 23 There are 2 attachments to this paper:

Attachment 1 MacKays Crossing to Peka Peka – Community Engagement Report  
Attachment 2 Peka Peka to Otaki – Community Engagement Report