

Andree Kai Fong

From: Andree Kai Fong
Sent: Wednesday, 19 August 2009 7:19 p.m.
To: 'Kathy Perreau (MIN)'
Subject: Briefing note
Attachments: Ministerial Briefing - KCDC Meetings V5.doc

Hi Kathy,
Noted a couple of comments hadn't come out when this was finalised. Clean copy attached.
Andree

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Date	19 August 2009

Purpose

1. To advise you of the upcoming meetings with Kapiti Coast District Council (KCDC) on the State Highway 1 (SH1) Expressway.

Meeting Details

Preparatory meeting with Jenny Rowan, Mayor of Kapiti Coast

Location: Your office
Time: 3.30pm, 17 August
Attendees: Minister of Transport
Deborah Hume, Regional Director, NZTA
Rob Whight, State Highway Manager, NZTA
Jenny Rowan, Mayor, KCDC
Ann Chapman, Deputy Mayor, KCDC
Pat Dougherty, Chief Executive, KCDC

Briefing to Kapiti Coast District Council (Public Meeting)

Location: Kapiti Coast District Council Chambers, Rimu Road, Paraparaumu
Time: Council meeting begins 9am with public discussions until generally 10.45.
Minister's speaking slot 10.45am
Attendees: Minister of Transport
Deborah Hume, Regional Director, NZTA
Rob Whight, State Highway Manager, NZTA
KCDC full council (Mayor, 10 councillors and community board chairs)
Chair of Coastlands (Bruce Mansell)
Owner of new "green development" north of Te Moana Rd (John Smith)
CEO local iwi
Chairman Paraparaumu Airport Holdings Ltd (Noel Robinson)
Chair of local Chamber of Commerce (Wendy Huston)
Other key people informed (maximum of 10-15 total) - not an open invitation
Media - reporters from Kapiti Observer and Dominion Post in particular
Note: Public do not have speaking rights - observers only
Minister and Nathan Guy will be seated at the top of u-shaped council table with
Mayor (chair) and clerk.
Council room quite small and can only hold around 30 tops.

Background

2. In March the Government announced seven Roads of National Significance (RoNS) to stimulate economic growth and productivity gains. The Levin to Wellington RoNS was one of seven. It will improve the connection to and from central Wellington, lowering transport costs for people and freight, including to its port (and the South Island) and Wellington International Airport.
3. The NZTA is currently working on the end-to-end strategy for the Levin to Wellington RoNS. The end-to-end strategy will recommend to the NZTA Board to develop and deliver the RoNS in sections. This is because each part has different characteristics, is at a different point in its development lifecycle and presents different challenges to the communities involved. However, regardless of this section-based approach, all communications will be overarched by the total RoNS messaging.
4. There are particular pressures on the MacKays to Otaki sections of the Levin to Wellington RoNS that require action now. In particular, Kapiti Coast District Council (KCDC) has been pursuing the development of the Kapiti Western Link Road (KWLR) on its current alignment for the past 14 years. The road is listed as the first priority major project in the current Wellington Regional Land Transport Programme.
5. The announcement of the Levin to Wellington RoNS, and the preference to substantially complete this RoNS as a four lane highway in the next 10 years, has changed how the NZTA views completing the KWLR (in terms of its form, function, location, funding and timing) and the relationship of the local road with SH1. There is also known discontent with how SH1 functions through Waikanae and Otaki, and the intention is to improve the functioning of the corridor as part of the RoNS.
6. In order to progress these issues, the NZTA proposes to consult on options for the MacKays to Peka Peka section and the preferred option for the Peka Peka to Otaki section of the RoNS at the same time. In the latter case it has been eight years since the NZTA announced the preferred option. The NZTA wants to have further community engagement on the effects of the preferred scheme (that is, not on any additional options).

Consultation Options: MacKays to Otaki

MacKays to Peka Peka

7. The NZTA has shortlisted two options for the SH1 RoNS section between MacKays and Peka Peka that are of similar value:
 1. Upgrading the existing state highway to four lanes and controlling access. This will require some complementary local roads to mitigate the effects of controlling access onto SH1; and
 2. Upgrading the existing state highway to four lanes through to approximately Otaihanga Road, and then moving across onto the designation of the KWLR to bypass Waikanae township as a four lane expressway. This will also require some complementary local roads at the southern end to mitigate the effects of controlling access onto SH1.
8. Both options can deliver the same order of benefits and can be delivered in similar time periods. Both options enable the construction of an improved link between Te Moana Road and Otaihanga Road to connect the communities of Waikanae and Paraparaumu, and take local traffic off the state highway thus improving travel times on SH1. Each option presents different severance impacts on the community of

Waikanae, and the decision between these two options should only be made after appropriate community engagement. Until this engagement has occurred the NZTA is neutral on the options.

Peka Peka to Otaki

9. Community consultation on the Otaki to Peka Peka section was undertaken approximately eight years ago, with a preferred alignment confirmed by Transit NZ at that time. Given the substantial time that has passed since consultation was completed, it is necessary to re-engage with the community on the effects of the preferred scheme.

Risk Management

10. There are a number of risks associated with this proposal, driven in part by the high profile of the KWL R project, and the expectation that late changes to this project will create significant community and media interest.
11. The NZTA anticipates that the KCDC will raise the following key concerns with the proposal:
 - Personal political implications of the KWL R being seen to be overridden by RoNS
 - RoNS proposals will delay delivery of improvements in the area
 - Potential for delays on SH1 at Waikanae as a result of the rail upgrade without any treatment to SH1
 - Implications on the KCDC's Long Term Council Community Plan
 - The implications of the consultation on property owners and businesses.
12. These and further potential issues are addressed in the attached Q&As document.

Attachments

13. Attached to this briefing note are the following documents:
 - Key messages summary
 - Draft Q&As
 - Draft Ministerial Media Statement
 - Consultation brochure

SH1 Expressway Kapiti - Key messages

- The MacKays Crossing to Otaki route is part of the Wellington RoNS which runs from Wellington Airport to Levin. Improving this route will help grow the national economy by improving productivity in Wellington and surrounding regions.
- Improving this stretch of SH1 will provide infrastructure for a growing population and increasing freight volumes, relieving severe congestion and improving access, safety and journey time reliability.
- The Kapiti highway is regularly congested and has a poor safety record.
- A number of options for improvement have been identified over many years, including the proposed Western Link Road. The new priority is to provide a high standard four-lane expressway through the whole corridor to the benefit of all road users.
- Two options for developing the highway have been identified, one alongside the existing alignment, the other along part of the alignment of the proposed Western Link Road.
- One option means the highway continues to run through Paraparaumu and Waikanae townships. The other option moves the highway out of Waikanae township onto the proposed Western Link Road alignment between Otaihanga and Waikanae Beach.
- Both options can be substantially developed during the next 10 years within a similar timeframe. However, one option requires less funding and may be completed earlier.
- We recognise that these new proposals are a departure from previous plans and we are committed to working with the community and stakeholders on the implications of this approach at a local level.
- A further option was considered which involved building the whole highway along the Western Link Road alignment. This was rejected because of the Kapiti Coast District Council's plan to develop a new town centre in Paraparaumu.
- As well as two options for southern Kapiti, it is intended that the Peka Peka to Otaki project, consulted on six years ago, be accelerated.
- It is important that decisions about which options are best involve the community and consultation with Kapiti residents will begin this week.

SH1 Expressway Kapiti - Q&A

MacKays to Peka Peka

What has happened to the Kapiti Western Link Road?

The Kapiti Western Link Road was the original concept for an arterial link road providing a parallel street accommodating local traffic away from the highway to ease congestion on the Highway and improve connectivity between local communities. We are still considering options that develop sections of the Kapiti Western Link Road to provide the local connectivity required while also delivering national, long-term benefits on the Road of National Significance. These include reduced congestion and support for economic growth, key drivers in the Government Policy Statement (GPS).

What was wrong with the KWLR and Waikanae Interchange as ways to address transport issues?

Key sections of the Kapiti Western Link Road are still included in both options we are consulting on, providing local north-south connections. Waikanae Interchange also remains as an option within the context of looking at wider transport issues for the Levin to Wellington Airport corridor as a result of the Roads of National Significance initiative. There is a need to prioritise upgrading SH1's "northern corridor" to lower the cost of road transport between Wellington and the rest of the North Island and provide better connections between all parts of the Wellington region. Appropriate decisions on the Kapiti Western Link Road and Waikanae Interchange can then be made.

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

This was investigated and then discarded because the current alignment has too many curves and providing access to all the properties along the route would be costly and challenging. That plan did not improve local traffic options either. The two options under consultation improve local traffic options as sections of the old highway can be handed back to the community as a local road.

Why are there only two options?

Other options were initially prepared for discussion but were rejected because they didn't fit with wider needs. Four-laning SH1 on its current route was discarded because the current alignment has too many curves and providing access to all the properties along the route would be costly and challenging. The plan also did not improve local traffic options. And lastly, turning the designated Western Link Road into a four-lane expressway was rejected as it would create too great a division through the centre of Paraparaumu.

Which option is quicker to build

Both options could be substantially developed within the next 10 years with sections of either opened early if developed in phases.

Which option provides more benefits

NZTA remains neutral on both options as it needs the community's feedback before selecting a preferred option.

Which option creates more problems?

NZTA remains neutral on both options as it needs the community's feedback before selecting a preferred option.

Does the NZTA already have a preference over the two options?

NZTA remains neutral on both options as each delivers benefits to both the highway and local roading network in terms of transport efficiency. Further work needs to be undertaken and public feedback analysed

to determine a preferred option. The local community will be fully consulted with and we will return to discuss the preferred option after it has been selected.

What are the travel time benefits of these options?

Both options will save motorists and freight transporters travel time. There is the potential to save motorists over an hour of travel time for return trips on either option. By making these improvements to the highway we also ensure people spend more time in employed work rather than in congestion so they are supporting our economic productivity and growth. Travel time savings are part of the overall result of providing an efficient northern corridor.

How will local supporting roads be funded?

This needs further discussion with NZTA as the preferred option design is developed.

What happens to the current state highway when an expressway has been built?

It will revert to a local road which the Kapiti Coast District Council will operate and maintain. The NZTA will consult with the council about this change to determine future maintenance, handover, emergency re-routing and other issues and seek their agreement.

How does this consultation fit with the Waikanae Rail Station upgrade?

The NZTA has been working with Greater Wellington Regional Council and OnTrack on the rail station upgrade in terms of how it interacts with the highway, and will continue to work with them as that project and our own are developed.

Does this mean the community will have to suffer ongoing congestion as a result of this delay caused by further consultation?

Either option allows for sections of the state highway to be built in stages and opened when completed, addressing congestion issues progressively. This includes a second Waikanae River crossing as soon as practicable thus providing an important local link between Waikanae and Paraparaumu. It would not be a matter of the community waiting for the full route to be completed before realising its benefits.

Does this mean that the Waikanae Interchange has been delayed and that the rail improvements will now add to congestion on SH1?

The requirements for the Waikanae Interchange project will be assessed once the consultation is completed.

How much will the planned transport improvements through the Kapiti area cost?

At this stage the costs in 2009 terms could be in the range of between \$610 million to \$930 million for the expressway with local supporting roads, while the expressway that avoids town centres could cost roughly between \$410 to \$680 million.

Why has the NZTA changed Kapiti's roading infrastructure direction after the Regional Transport Committee gave the KWLR top priority?

There is a need to prioritise upgrading SH1's "northern corridor" to lower the cost of road transport between Wellington and the rest of the North Island and provide better connections between all parts of the Wellington region. The key elements of the KWLR, which are still included in both options, are an integral part of improving SH1 - connecting communities and reducing the amount of time people remain in traffic. This is why we are seeking feedback from the community and will be discussing the results of that consultation with the Regional Transport Committee.

How does this relate to the rest of the RONS work?

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 NZTA for investigation, design or construction. The aim is to substantially advance this and the other 6 RONS across the country in the next 10 years to improve New Zealand's productivity and economic growth.

What does this announcement mean for the new housing developments in Kapiti?

At this stage our plans to improve SH1 are at a concept stage only. We need to ascertain which option the community prefers before having discussions with people about planned housing developments.

What does this announcement mean for the airport development?

At this stage, we do not believe that these proposals have any material impact on the planned developments at Paraparaumu airport.

This announcement affects the ability of homeowners to sell their properties as planned. Will they be compensated for this?

Further work needs to be done to determine which option the community prefers. This will have a direct effect on which properties may or may not be affected, so it is too early to consider compensation. When a preferred option is chosen and plans for the state highway are more fully developed, required properties or land will be purchased from their respective owners.

Will you be buying my house?

Until we know which option is preferred by the community we won't know which properties will be affected. When a preferred option is chosen and plans for the state highway are more fully developed, required properties or land will be purchased from their respective owners.

How will the RONS integrate into the community?

Planning and development of the RONS will include urban design consideration appreciating that they need to be complementary to their surroundings.

Peka Peka to Otaki

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

The 2002-2003 consultations on the Peka Peka to Otaki north highway considered four alignment options north of the Otaki River and two south of the river before deciding on the preferred eastern route. With the southern section from MacKays to Peka Peka being reconsidered in terms of the Government's Roads of National Significance initiative for Levin to Wellington Airport, the connection at Peka Peka needs to be considered in terms of which southern option is chosen. Also, as it has been some time since consultation was held on this option, the NZTA wanted to confer with residents that may not have lived in the area what their thoughts were and check with others if their thoughts had changed on the preferred option.

What is the history of this?

Work was undertaken to determine the most appropriate route and development options for State Highway 1 between Himatangi and Waikanae in 1998. By the end of 2002, work had been undertaken to consider potential changes to the section of SH1 from north of Otaki to Peka Peka Road. This was split into three key issues - Otaki Bypass, South of Otaki to Te Horo and south of Te Horo to Peka Peka Road. A Scheme Assessment Report was released in September 2002, and Transit NZ's board recommended a preferred alignment (Eastern) in October 2002.

What was it for?

The 2002 work considering the north of Otaki to Peka Peka Road aimed to "provide a safe and efficient state highway to meet traffic and safety needs". To do this a four-lane expressway was needed, separated by a central median barrier with limited direct property access to the highway. The end result would separate local and through traffic from one another and use the existing state highway as much as possible, but better positioned.

What options did it consider?

Four options were considered for the Otaki Bypass (western, central, railway and eastern alignments) with the eastern alignment being the preferred option as it reduced the severance between Otaki township and the Otaki community to the west. For Peka Peka and Otaki River, two options were examined (western and eastern alignments) with the eastern again being selected as it didn't require the relocation or demolition of existing businesses along the highway, tied in better with the preferred eastern option north of Otaki River and would reduce the traffic-induced environmental effects at the denser developed areas along the existing state highway.

What has changed?

Now that we are considering what will work best for the highway from MacKays to Peka Peka it was natural to consider how the existing scheme for the road north would fit in. As a result some minor changes have been made - the alignment of the road remains the same, but an interchange at Te Horo is no longer included as it wasn't required. An overbridge at Te Horo Beach Road and an underpass at Otaki Gorge Road have replaced it while an interchange is planned for Peka Peka.

What are the benefits of improving this section of highway?

The Otaki Bypass reduces the community's exposure to traffic noise, doesn't affect the business area along the existing highway, separates highway and local traffic in Otaki efficiently and uses the existing Otaki River Bridge as a local road. The benefits of improving the Peka Peka and Otaki River sections of SH1 are that it wouldn't require relocation or demolition of existing business along the highway to build, provides safe cross-corridor access for local travel, uses the existing highway as a parallel road and reduces traffic-induced environmental effects.

When will this become a reality?

The earliest completion date for this work is currently 2016-2018.

What are the benefits of improving this section of highway?

The major benefit for this section would be that holiday and peak hour queues in Otaki would no longer happen. The Otaki shopping precinct, which continues to flourish, would also not be at cross purposes between being a destination for local traffic and a through road for business, travellers and freight.

What impact will this proposal have on businesses in Otaki?

Our expectation is that by building the Otaki Bypass the township itself will become a destination rather than a through road. Eliminating the conflict between state highway and local traffic that consistently leads to congestion at holiday periods through Otaki will allow the area to be developed into a place that people choose to visit rather than object to being stuck at. Local businesses, like the factory outlet stores, will be more appealing if they are not perceived as being difficult to access, leading to further development of the township and improved business prospects.