

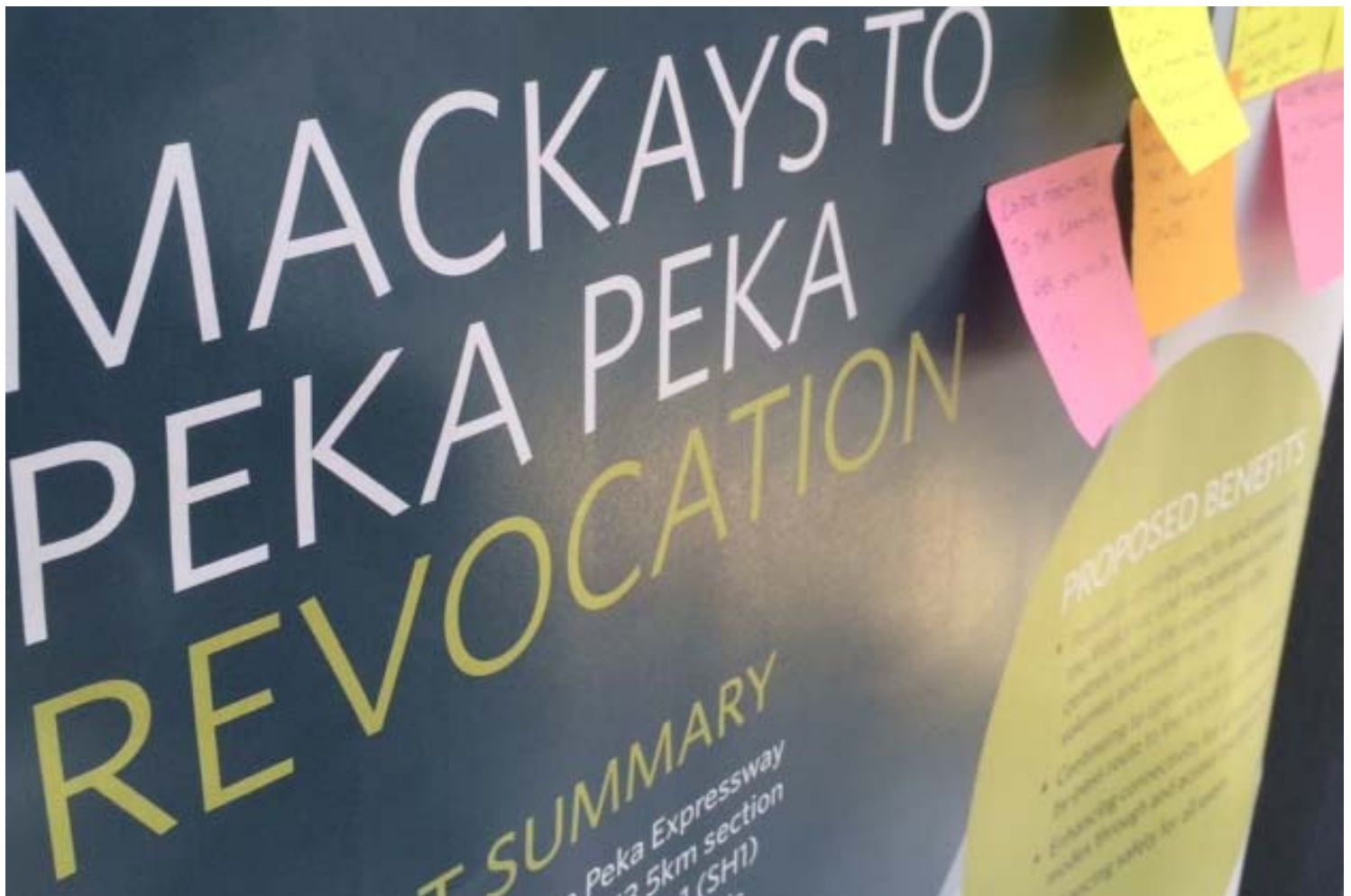
Report

Mackays to Peka Peka Revocation – Engagement Summary Report

Prepared for the NZ Transport Agency

Prepared by Beca Limited




9 February 2018



Revision History

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1 Introduction

Since the Mackays to Peka Peka Expressway opened in February 2017, the 13.5km section of what is currently State Highway 1 (SH1) from Poplar Avenue to Peka Peka Road is no longer required to function as a national highway. This stretch of highway will become a local road from 30 June 2019 and the Kāpiti Coast District Council (the Council) will take over responsibility for this road from the NZ Transport Agency (the Agency). The process of removing the national highway classification from SH1 is known as revocation. The road will remain a key part of the local road network. The Agency is working in partnership with the Council to provide a fit-for-purpose local road.

There is a good level of understanding in the local community regarding this project, given that the revocation process was a requirement of the Mackays to Peka Peka Expressway that had a significant community engagement process from 2011 onwards. However, with project design details now further developed, the Agency took the opportunity over October and November 2017 to present the initial designs to the community and seek feedback to help inform final design details.

For this project, many aspects of the design are largely consolidated through previous engagement – for example, the route and lane widths. Therefore feedback sought was focussed on those design matters yet to be fully decided, such as shared paths; matters of private property access; and particularly design matters in the Paraparaumu and Waikanae Town Centres. During the engagement process, we did of course receive feedback on a full range of matters – mostly including generally positive feedback about the form and function of the new Kāpiti Expressway and integrated cycleways.

Additionally, it was important to re-engage with those people directly affected along the route (those private properties with direct access onto the existing SH1 and businesses that rely on customers from the existing SH1) and provide some early information about the likely construction activity and timing.

The purpose of this report is to provide a summary of engagement feedback received, the project team's response to specific feedback on scheme design matters, and next steps in terms of ongoing community engagement as we get ready for the construction phase.

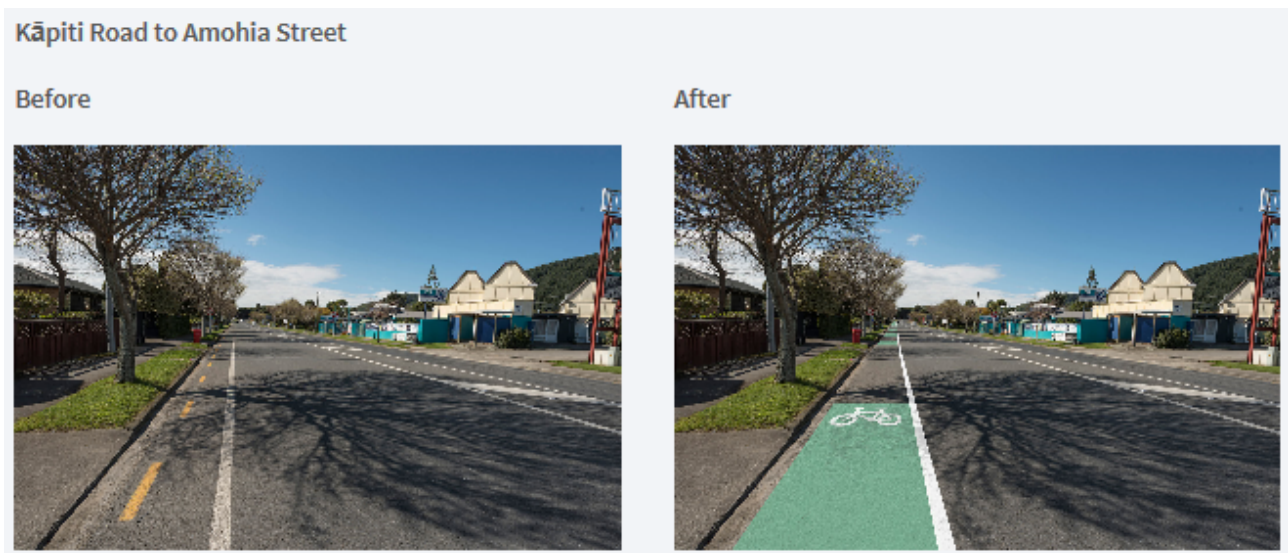


Figure 1: Website Material at Kāpiti Road to Amohia Street

2 Background Information

2.1 Project Programme

The indicative programme for the main phases of the Project as it currently stands is summarised below.

Project Phase	Engagement Status
Scheme Design – completed June 2017	<i>Information becomes available to present to the community towards the end of 2017 to help inform detailed design.</i>
Detailed Design – to be completed early 2018	<i>Further information to be provided to property owners / residents and businesses along the route to inform them of the proposed construction activity and timing.</i>
Tender and Construction start April 2018 (to be confirmed)	<i>Specific ongoing information provided about the construction activity as required by Contractor.</i>

2.2 Context – update on recent activity

The revocation of SH1 will see the stretch of the old SH1 between Poplar Avenue and Peka Peka become a local road. Changes to the road will be made in both rural and urban areas with the most visible changes being made in the sections of SH1 that pass through the Paraparaumu and Waikanae town centres.

Broadly, the following changes are proposed throughout the route:

- A single traffic lane in each direction,
- An on-road cycle lane in each direction,
- Localised road widening to cater for on-road cycle lanes,
- New road layouts in Paraparaumu and Waikanae,
- Realignment of kerbs and re-surfacing,
- Shared pedestrian / cycle paths,
- Higher level of amenity,
- Intersection improvements, and
- Posted speed limit changes.

The following benefits are expected from the proposed changes:

- Positively contributing to and enhancing the Waikanae and Paraparaumu town centres to suit the expected traffic volumes and movements;
- Continuing to operate as an emergency by-pass route to the Kāpiti Expressway;
- Enhancing the connectivity for all transport modes through and across the district by:
 - Expanding walking and cycling connections and options;
 - Improving connections to and from rail and bus hubs; and
- Enhancing the safety for all users including intersection improvements and slower traffic speeds so that people of all abilities can better access the Paraparaumu and Waikanae townships.

Council has also seeded key messaging about revocation with the Kāpiti Coast community in the context of its work to transform and improve Paraparaumu and Waikanae town centres.

There has been some targeted early engagement with community boards and businesses in the Paraparaumu and Waikanae town centres (March 2017), and people that live on the road via the related SH1 renaming communications, and about proposed changes to road layouts which has seen early proposals refined.

Paraparaumu Town Centre

The changes proposed in Paraparaumu include establishing a single lane layout through the town centre, improving the pedestrian environment, the inclusion of designated on-road cycle lanes and a shared path from the Rongomau Lane Footbridge to the Coastlands shopping centre, on-road bus stops, a reduced speed environment between Kāpiti Road and Raumati Road (50kmh) and Raumati Road and Poplar Avenue (80kmh), and median planting.

A roundabout will be installed at the SH1 / Raumati Road intersection and traffic lights will be installed at the SH1 / Ihakara Street intersection.

Waikanae Town Centre

Two road layout options have been explored for Waikanae in response to some businesses in the Waikanae town centre expressing a strong preference to have angle parking on the section between Te Moana Road and Ngaio Road. Both options allow for more on-road parking than what is currently provided and will see the current two lane layout reduced to a single lane layout and longer right turning lanes through the town centre in each direction. These Options are:

- Option One features 32 parallel carparks, allows for designated on-road cycle lanes and a 50kmh speed environment and an enhanced street scape with median planting.
- Option Two features a mix of angle and parallel parks (40 in total), does not provide for designated on-road cycle lanes, provides some opportunities to provide an enhanced street scape with median planting and would potentially see a 30kmh speed limit introduced.

2.3 Integration

This Project is integrated with the following significant community projects:

- MacKays to Peka Peka Expressway
- Paraparaumu and Waikanae Town Centre Transformations (Kāpiti Town Centres)
- Kāpiti Stride 'n' Ride (cycleway, walkway and bridleway improvements).

Each of these projects has had significant community engagement and it is important to acknowledge their integrated nature. While there has been community fatigue around over-engaging on the above projects and also 'telling a consistent story' across these integrated projects, both the Agency and the Council are working in partnership with that in mind.

3 Overall Engagement Summary

3.1 Key Engagement Activities

The key activities for this current round of project engagement included:

Date	Activity
12 October 2017	Brief the Paraparaumu / Raumati Community Board – opportunity to discuss the project and upcoming engagement activity and provide feedback.
13 October 2017	Brief the Waikanae Community Board – opportunity to discuss the project and upcoming engagement activity and provide feedback.
7 November 2017	<ul style="list-style-type: none"> ■ Letter Drop to property / business owners along the route – a targeted letter explaining the project and proposed changes along the route. Also directing people to our Project website where information was available with opportunity to provide feedback. ■ 263 letters sent. ■ A small number of emails and phone calls in response to the letter drop received and responded to.
15-18 November 2017	<p>Waikanae Engagement</p> <ul style="list-style-type: none"> ■ Meeting with Waikanae Business Group – “Tea & Toast” joint session with Council – specifically to present the two Options for SH1 Revocation through the Township. Approximately 50 people in attendance at that meeting. ■ Drop-in Session / Project Display in the Waikanae Library from 15-17 November. Approximately 60 people visiting the display over those three days. ■ Saturday Open Day 18 November – a joint Open Day in Mahara Place, Waikanae where the SH1 Revocation project and Waikanae Town Centres Projects were displayed together. Some 100 people visiting the display.
22-25 November 2017	<p>Paraparaumu Engagement</p> <ul style="list-style-type: none"> ■ Drop-in Session / Project Display at Coastlands Shopping Centre, 22-25 November. Approximately 80 people visited the display over those four days. ■ Meeting with various business owners along SH1 between Ihakara Street and Kāpiti Road 23 November. ■ Meeting with Kapiti Lights Business Group 23 November, as part of the Town Centres Project.
November-Ongoing	Providing project information to specific property owners along the route as required, for example business owners fronting the SH1 in Paraparaumu and those people that asked for further information following the letter drops. Engagement with stakeholders such as the Heavy Haulage Association; Road Transport Association and local Cyclist Groups.

3.2 Project Website and Presentation Material

The Project route was divided into ten zones that reflected the urban, semi-urban / residential and rural land use areas along the SH1 corridor and the proposed changes in these areas. The Project Website (www.nzta.govt.nz/m2pp-revocation) and all project display material reflected this approach. This included the zone specific letter drop material being targeted to these ten zones to better explain to property owners / residents and businesses what changes were proposed in each zone.

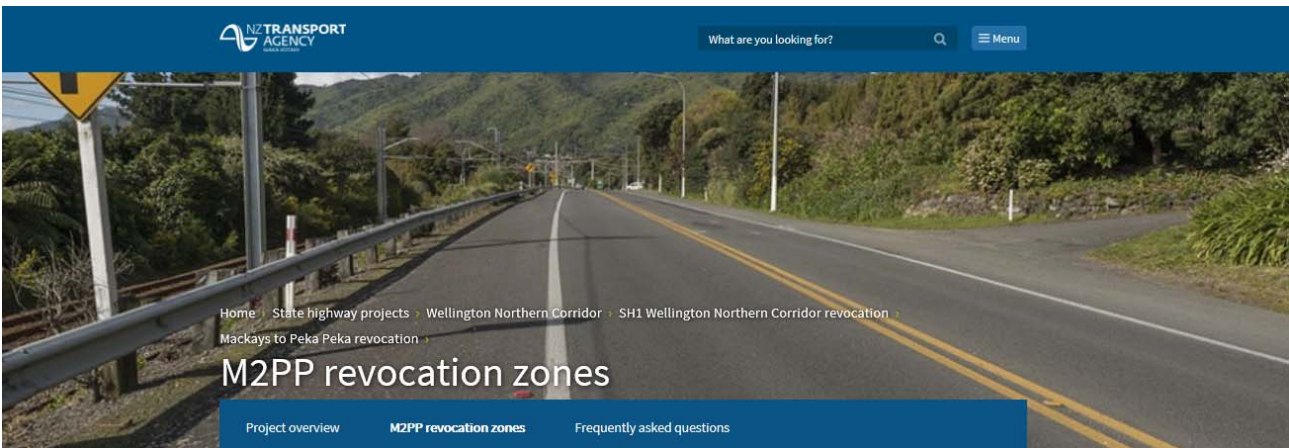


Figure 2: Project Material on the Website

3.3 Key Engagement Themes

3.3.1 In General

In general terms the key engagement themes included:

- A generally low level of response / interest from the letter drop activity – some 12 people emailing / phoning to ask questions directly in response from the 263 letters sent. Some residents / business

owners who were sent letters did attend the various meetings and drop-in sessions / open days rather than providing a response to the letter. The low response could be because the Project is generally well-understood, the letter sent provided a good level of detail and messaged that there will be further engagement / notice sent closer to the time of construction to provide specific detail on construction activity and timing.

- A reasonable attendance at the various meetings; drop-in sessions and open day (approximately 300 people).
- A strong positive theme of support for the Kāpiti Expressway now it is in operation – either that people are using it or that it has ‘freed the existing SH1’ and allowing people to better use that.
- A strong positive theme that people are using and enjoying the well-connected cycleways along the Kāpiti Expressway, the local road network and the Waikanae River trail.
- An understanding that, outside of the town centres / main urban areas along the existing SH1, the changes proposed are relatively minor – for example adding on-road cycle lanes; kerb work and re-surfacing.
- A general understanding / acceptance of the need to change the SH1 to a local road, and that it will still need to operate as an important main north / south road, and a message to ‘get on with it’.

3.3.2 Zone Specific

The engagement themes specifically for each zone is summarised below:

Zone	Summary feedback
Zone 1 – Poplar Avenue to Raumati Road Zone 2 – Raumati Road to Ihakara Street Zone 3 – Ihakara Street to Kāpiti Road	<ul style="list-style-type: none"> ■ General support for the proposed road layout to suit the single lane traffic movements and lower traffic volumes since the Expressway has opened. ■ General support for the proposed pedestrian crossings and a shared path from the Rongomau Lane footbridge to Coastlands to enhance the connectivity and safety for pedestrians and cyclists. ■ General support for the proposed roundabout at the Raumati Road intersection to improve safety. A general recognition that the current intersection design is unsafe. ■ A mixed view of the proposed signalised intersection at Ihakara Street to improve safety, enhance pedestrian and cyclist connectivity and to incorporate the on-road cycle lanes. Some people understand the proposed benefits and some people do not support the traffic / pedestrian lights at the intersection given the drop in traffic volumes. ■ General support for the proposed changes through the Paraparaumu Town Centre, specifically the improved connection between the Train Station and Coastlands / Kapiti Lights Retail Area; the improved Transport Hub concept / on-road bus stops; proposed landscaping and street furniture to enhance the amenity.
Zone 4 – Kāpiti Road to Ventnor Drive Zone 5 – Ventnor Drive to Otaihanga Roundabout Zone 6 – Otaihanga Roundabout to Waikanae Bridge	<ul style="list-style-type: none"> ■ General support for the proposed re-configuring of the lanes at the Kāpiti Road signalised intersection to suit the traffic movements, volumes and to incorporate the on-road cycle lanes. ■ General support for the on-road cycle lane in the northbound direction. ■ An understanding that through this area the changes are relatively minor alterations to the road markings (the painted median and traffic lanes), and in specific locations to widen the on-road cycle lanes to enhance cyclists safety.
Zone 7 – Waikanae Bridge to Te Moana Road Zone 8 – Te Moana Road to Martin Street	<ul style="list-style-type: none"> ■ Mixed feedback regarding the proposed changes through the Waikanae Township from Te Moana Road through to Martin Street, particularly around the proposed parking options (angled with no cycle lane or parallel with a cycle lane). This is described further below in Section 4. ■ A theme from those that live on the eastern side of the railway tracks that the sole access / exit point at Elizabeth Street is an ongoing concern – particularly with proposed increase to the frequency of train service. ■ General support for the improved connections to and from the train station and the signalised pedestrian crossings. Some concern that the signalised crossings will slow traffic flow. ■ A general theme of people wanting the Waikanae Township / Mahara Place to be successful / vibrant local area that people can enjoy, shop and work. A keenness for the

Zone	Summary feedback
Zone 9 – Martin Street to Waikanae North Zone 10 – Waikanae North to Peka Peka	<p>SH1 Revocation works and the Council's Town Centre Transformation Project to help achieve that.</p> <ul style="list-style-type: none"> ■ General support for the proposed single traffic lane and an on-road cycle lane in both directions. ■ An interest in what is proposed to the north – Peka Peka to Levin and beyond, interest in whether the cycleways will continue north.

4 Waikanae Engagement Summary

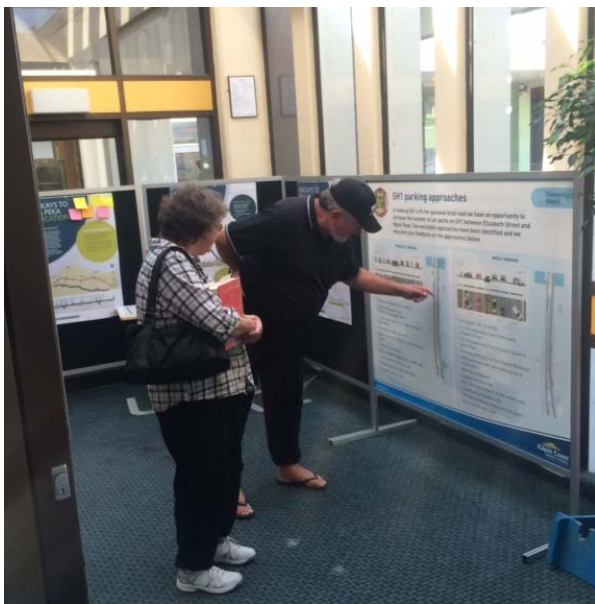
4.1 Introduction

Waikanae is the northern of the two townships along the revocation route, mainly consisting of Zones 8. The SH1 Revocation Project is generally well-known in the local community, particularly through Council's more recent engagement around the Waikanae Town Centre Transformation Project and the Stride & Ride Project. The updated information to be presented as part of this round of engagement included the two design options for parking (angled and parallel parking options); and more detail on the proposed road and streetscape designs from Ngaio Road to Te Moana Road.

**November 2017-
early 2018**

Waikanae Engagement

- Meeting with Waikanae Business Group – “Tea & Toast” joint session with Council – specifically to present the 2 Options for SH1 Revocation through the Township. Some 50 people in attendance at that meeting.
- Drop-in Session / Project Display in the Waikanae Library from 15-17 November. Some 60 people visiting the display over those three days.
- Saturday Open Day 18 November – a joint Open Day in Mahara Place, Waikanae where the SH1 Revocation project and Waikanae Town Centres Projects were displayed together. Some 100 people visiting the display.
- Engagement with property owners along the revocation route and stakeholders, for example cycling groups.



Waikanae Library Project Display



Saturday Mahara Place Open Day



Saturday Mahara Place Open Day

4.2 Feedback Received

The bulk of the feedback received was verbal as the project team talked to people about the project and their feedback. The following specific feedback was received:

- At the Tea & Toast session with the Waikanae Business Group, there was a clear preference for the angled parking option because it provided more car parks than the parallel parking option and business owners preferred the angled park design in front of their shops.
- At the Open Day and drop-in sessions at the Waikanae Library, there was generally more support for the parallel parks than angled parks, particularly when the safety advantages and impact on cycle lanes were discussed.
- A lot of support for the cycle lanes – and positive comment about the existing cycle lanes along the Expressway being used and enjoyed by a lot of people.
- A theme from those that live on the eastern side of the railway tracks that the sole access / exit point at Elizabeth Street is an ongoing concern – particularly with proposed increase to the frequency of train service.
- A request for more mobility parks (x3) at Waikanae station and for these parks to be closer to the ticket office
- Could parallel parks be made easier to drive into going forwards as for older people reversing it can be difficult? – stiff necks and don't like to use wing mirrors. Suggestion to make spaces longer than normal to help this.
- A number of people thought parking in Waikanae was a lot better since the time limits have been introduced in the main car park behind Mahara Place and the GWRC car park opened, so they are less concerned with the on-road parking.
- Support for the proposed pedestrian crossing points of SH1 at Ngaio Road as currently there is concern with pedestrians crossing SH1 to and from the Train Station. General support for the improved connections to and from the Train Station and the signalised pedestrian crossings. Some concerns were raised that the signalised crossings will slow vehicle traffic flow through the area.

- A person from Goodman Contractors was concerned about turning for articulated trailers into and out of Elizabeth Street – currently they have to enter from northbound direction on SH1, do not like raised islands.
- One person was against the scheme in its entirety as thought money better spent on building a new access road across the railway to ease Elizabeth Street.
- Some concern that Waikanae is turning into a large carpark for commuters. A need for some balance and / or alternative parking solution.
- Alternatively, people commuting from further afield (Otaki for instance) are concerned that there is insufficient parking – the GWRC carpark is (perceived) full and the parking policy changes have forced them to park in the side streets and along SH1.
- One person would like to see a footpath on the eastern side of the commuter parks between the Train Station and Martin Street.
- Some questions around the change to a single lane in each direction, concern that the single lane is not sufficient to cater for future traffic demands.
- General support for the improved amenity along the SH1 retail frontage, improvements to make the town more 'people friendly'. A specific comment to remove the existing stone wall that runs along the SH1 parallel with the shop frontages near Mahara Place entrance.
- A general theme of people wanting the Waikanae Township / Mahara Place to be successful / vibrant local area that people can enjoy, shop and work. A keenness for the SH1 Revocation works and the Council's Town Centre Transformation Project to help achieve that.

A meeting was held Thursday, 25 January 2018 with cycling groups (Kapiti Cycling Action; Kapiti Kruzers and Kapiti Cycling Club) and followed up with further email correspondence. These groups provided a collective feedback of broad support for the changes being proposed along the old State Highway from Poplar Avenue to Peka Peka. Specific to Waikanae, the cycling groups strongly support Option 1 through Waikanae (parallel parking and on road cycle lane). The groups also supported the potential 'clip on' at Waikanae Bridge as a dedicated safe crossing for cyclists across the Waikanae River.

Concern was also raised about potentially narrowing the road with parallel parks (Option 1), with the risk of being "doored" by parked motorists, knocking the cyclist into the moving traffic lane. We have since confirmed that the road between Te Moana Road to Ngaio Road is not proposed to be narrowed and the overall carriageway width will be retained.

With regard to the existing speed limit sign / threshold at the northern end (Peka Peka end) – the cycling groups would like to see the sealed surface extended on the left hand side of the northbound speed sign. It is understood the cyclists are not using the designated cycle lane given the poor condition of the existing surface.

There was a limited number of formal written feedback - seven feedback forms and 12 written comments. The feedback has been summarised below:

Engagement Theme	Number of Feedback Documents received	Related Zone(s)
Supports the overall project	5	All zones
Supports the proposed cycle lanes and general cycleway improvements	7	Zone 8 with some supporting cycle lanes to Paraparamu
Supports angle parking as it allows more capacity	1	Zone 8
Recommends a roundabout at the Martin Street intersection	1	Zone 8
Recommends longer parallel parking so drivers do not have to reverse park	1	Zone 8

Engagement Theme	Number of Feedback Documents received	Related Zone(s)
Recommends a cycleway north of Waikanae to Hadfield Road to link northern communities with the cycle network	1	Zone 10 and north
Recommends more mobility car parking at Waikanae Station and in the township	1	Zone 8
Other (remove the wall along the highway in front of the shops; 'revocation' is a confusing word)	2	Zone 8 / All

4.3 Feedback Response

For Waikanae, the most significant response is to confirm a preferred design for the parking layout – angled or parallel. The NZ Transport Agency will continue to work with Council on this matter, with the Council having an important role through the Council-led Waikanae Town Centres Project.

Outside the main town area, the changes north of Martin Street are relatively minor and have general support, subject to confirming any specific detailed property access matters during the construction phase. There is also a matter to be confirmed at the Waikanae Bridge regarding a potential clip-on cycle lane. All feedback received will be considered as we develop detailed design.

5 Paraparaumu Engagement Summary

5.1 Introduction

Paraparaumu is the southern of the two townships along the revocation route. It mainly consists of Zones 3 and 4 between the Main Road (old state highway) intersections with Ihakara Street and Ventnor Drive. Zone 3 includes shops and features Coastlands Shopping Centre. Zone 4 is largely residential in land use.

The Project is generally well-known in the local community, particularly through Council's more recent engagement around the Paraparaumu Town Centre Transformation Project and the Stride & Ride Project. The updated information to be presented as part of this round of engagement included the proposed roundabout at Raumati Intersection; the signalised intersection at Ihakara Street; the shared path from the Rongomau Lane footbridge to Coastlands; the proposed changes to better connect the Train Station to Coastlands / Kapiti Lights; and the changes to the Kapiti Lights intersection.

**November 2017-
early 2018**

Paraparaumu Engagement

- Drop-in Session / Project Display at Coastlands Shopping Centre, 22-25 November. Some 80 people visiting the display over those four days.
- Meeting with some business owners along SH1 between Ihakara Street and Kāpiti Road 23 November.
- Meeting with Kapiti Lights Business Group 23 November, Town Centres Project.
- Engagement with property owners along the revocation route and stakeholders, for example cycling groups.



Coastlands Shopping Centre Project Drop-in Session



Coastlands Shopping Centre Project Drop-in Session

5.2 Feedback Received

The bulk of the feedback received was verbal as the project team talked to people about the project and their feedback. The following specific feedback was received:

- General positive comments about the Expressway, including from residents along the route that they have easier access to and from their properties with the reduction of traffic on the SH1, particularly during peak times.
- Generally negative comments about the function / journey along Kāpiti Road – too many lights and too busy at times (outside the scope of this revocation project, however a common discussion topic).
- A lot of support for the cycle lanes – and positive comment about the existing cycle lanes being used and enjoyed by a lot of people.
- General support for the proposed single lane road layout to suit the traffic movements and lower traffic volumes since the Expressway has opened.
- General support for the proposed pedestrian crossings and a shared path from the Rongomau Lane footbridge to Coastlands to enhance the connectivity and safety for pedestrians and cyclists. Several property owners / residents made positive comment about the proposed changes outside of their property – support for the shared path as an improvement over the previous busy State Highway environment.
- General support for the proposed roundabout at the Raumati Road intersection to improve safety. A general recognition that the current intersection design is unsafe.
- A mixed view of the proposed signalised intersection at Ihakara Street to improve safety, enhance pedestrian and cyclist connectivity and to incorporate the on-road cycles lanes. Some people understand the proposed benefits and some people do not support the traffic / pedestrian lights at the intersection.
- General support for the proposed changes through the Paraparaumu Town Centre, specifically the improved connection between the Train Station and Coastlands / Kapiti Lights Retail Area; the improved Transport Hub concept / on-road bus stops; proposed landscaping and street furniture to enhance the amenity. One person felt the proposed signalised crossing point would be unsafe for people crossing as passing traffic sometimes does not adhere to the speed limit.

- General support for the proposed re-configuring of the lanes at the Kāpiti Road signalised intersection to suit the traffic movements, volumes and to incorporate the on-road cycle lanes. Several people noting that the current two lanes merging into one lane north of the Kāpiti Road intersection is unsafe.

A meeting was held Thursday 25 January 2018 with cycling groups (Kapiti Cycling Action; Kapiti Kruzers and Kapiti Cycling Club). These groups provided a collective broad feedback of support for the changes being proposed along the old State Highway from Poplar Avenue to Peka Peka. Specific to Paraparaumu, specific feedback was received for the proposed roundabout at the Raumati Road intersection and also the Otaihanga roundabout.

For Raumati roundabout, drop kerbs were requested on northern and southern ends of the 1m wide raised concrete island located on the eastern side of the roundabout. This is to allow cyclists (single file) to negotiate the roundabout without having to share the lane with cars in the southbound direction. For Otaihanga roundabout, the section north of the roundabout for about 100m was identified as a narrow section with no room for cyclists. The cycle groups strongly support widening through this section and the possible removal of 'Cat's-eyes' which are viewed as a potential hazard for cyclists.

There was a limited number of formal written feedback - five feedback forms and six written comments. The feedback has been summarised below:

Engagement Theme	Number of Feedback Documents received	Related Zone(s)
Supports the overall project	2	All zones
Recommends rumble strips to protect cycle lanes from cars	2	All zones
Recommends retaining the existing speeds to not slow traffic for locals.	1	All zones
Make Kāpiti Road intersection two lanes travelling north and south	1	Zone 3
Concern that the Coastlands Shopping Centre pedestrian crossing will be dangerous and unnecessary given the existing underpass	1	Zone 3
Concern that Kāpiti Road is now heavily congested and locals avoid the road.	1	Zone 3
Other (questions about Transmission Gully, PP20 and north of Otaki; install 'keep left unless passing' signage along the route; keep existing road names; include a horse riding path along the Expressway)	3	All zones

5.3 Feedback Response

The broad theme is one of general support for the proposed changes through Paraparaumu, with only a few people challenging aspects of the design such as the need for lights at the Ihakara Intersection or a signalised crossing at the Train Station. Those matters have been carefully modelled and considered during scheme design and will be further developed during the detailed design stage.

There is a need to continue to refine and confirm the detailed design, particularly between Ihakara Street and Kāpiti Road. Details of bus stops; pedestrian crossing and connections at the Transport Hub; and streetscape detail will be confirmed with the feedback in mind. The specific detail of access for business properties fronting SH1, such as Coastlands and the various fast food shops, will need to be worked through with each property owner.

All feedback received will be considered as we develop detailed design.

6 Additional Feedback Received

We have worked in partnership with Council over the course of this project. There are a number of significant projects that are integrated with the SH1 Revocation Project, such as the Kāpiti Expressway, the Kāpiti Town Centres Project, and the Kāpiti Stride 'n' Ride. Council has undertaken a comprehensive engagement process around each of these projects, including regular engagement with the Cycleway Walkway and Bridleway Advisory Group, Elderly and Youth Groups, Accessibility Group, Transport Interest Groups, Greater Wellington Regional Council, Community Boards and a full range of interested and affected parties.

The feedback from these related engagement processes has feed-in and informed where relevant the design of the SH1 Revocation – particularly in and around the town centres of Paraparaumu and Waikanae where the proposed changes are more significant.

Engagement with the Road Transport Association (Sandy Walker) has been positive with general support for the changes proposed across the revocation route. A specific change was requested at the old SH1 / Kapiti Road Intersection to accommodate the quad units turning “left” out of Kapiti Road (heading eastbound) onto the old SH1 (heading northbound). This matter is being considered in collaboration with Council as part of detailed design.

Engagement with NZ Heavy Haulage Association (Jonathan Bhana-Thomson and Paul Britton) has been positive, with a request that the revocation corridor can safely accommodate over dimensioned vehicles. Outcomes from those discussions have informed detailed design considerations, such as removing central light poles and the low level planting in the median.

The Project Team will continue to seek feedback and confirm detail design along the revocation corridor from now leading up to construction where required. This will largely be confirming individual property access details and some of the more substantial matters still to be confirmed as described above (such as final parking layout in Waikanae).

7 Summary and Next Steps

The engagement activity has demonstrated that the SH1 Revocation Project is generally well understood in the community and there is a broad acceptance to 'get on with it' now that the Expressway is operational.

Property owners / residents and business owners are of course wanting to be kept informed of the construction process and timing in relation to their property and will be expecting a proactive and proper level of information once that construction programme is confirmed.

In terms of SH1 Revocation design, the following broad feedback themes were received:

- General support for the changes proposed through Paraparaumu, with some questioning of the proposed design at the intersections of Raumati Road and Ihakara Street and in the Paraparaumu Town Centre (for example the design of the pedestrian crossing); and
- General support for the concept of change through Waikanae, particularly the improved crossing connections to and from the Train Station and changing the environment to a more people friendly local road in a township. However, a 'split feedback' on the two parking options presented for feedback – with a strong preference from the businesses along the SH1 frontage wanting angled parking outside their retail frontage and a general preference from people attending the drop-in sessions and open day for parallel parking and the provision of the cycle lane, supported by the local community cycling groups.

Clearly, there are some areas along the route where changes are either relatively minor and / or supported and can be more quickly progressed to construction and a few areas such as Waikanae Township where more work is required to develop a preferred detailed design.

That suits the proposed staging for construction in that works cannot be completed along the full route all at once and therefore there will be a need to stage the works, most likely in a similar location as those ten zones presented for engagement. A next step action will be to consider engagement feedback to help inform that potential construction staging sequence.

As mentioned above, the Project Team will continue to engage with stakeholders and property owners/residents where required to help inform detailed design – particularly around individual property access requirements.

Additionally, there will be a requirement of the chosen contractor to continue to engage and inform directly affected parties and the wider community during the construction phase.

Australia

Fiji

Indonesia

Myanmar

New Caledonia

New Zealand

Singapore

Thailand