



Wellington Northern Corridor

Peka Peka to Ōtaki Expressway

January 2012

Preferred expressway proposals announced

This newsletter will tell you about the outcome of public consultation on the Peka Peka to Ōtaki Expressway, outline key changes to the design and provide an update on the project timeline

In February and March 2011, we asked you what you thought about the proposals for the Peka Peka to Ōtaki Expressway. We asked for your views on the form, function and location of interchanges and local road connections, including the interchanges at North Ōtaki, South Ōtaki and the connections at Te Horo and Rahui Road. In September 2011 we gave you an update on the feedback we received.

Since then, we have made decisions on the proposals; the alignment of the expressway has been confirmed and changes have been made taking into account the feedback we received. There will be further engagement with the community in the middle of this year to help us refine proposals for mitigating the environmental effects of the expressway. We will then seek the necessary statutory approvals under the Resource Management Act (RMA).



The consultation process

Step one – In October 2009, we talked with the Kāpiti community about plans for a Peka Peka to Ōtaki Expressway. In December 2009, the NZ Transport Agency (NZTA) Board confirmed the route previously approved in 2002 by the former Transit.

Step two – We then identified and tested a number of proposals for the interchanges and connections, to find out which ones might be workable. After further analysis, a short list of proposals was developed and the most viable options were chosen for public consultation.

Step three – From February to March 2011, the Kāpiti community gave us their views on the proposals. You can read the full consultation report at www.nzta.govt.nz/projects/peka-peka-to-otaki/publications.html.

Step four – We then considered the feedback received, as well as assessing a wide range of technical, social, cultural, environmental and economic impacts. Using all this information, we reviewed the proposals and developed some recommendations for the interchanges and connections. These recommendations have now been approved by the NZTA.

The decisions

Te Horo proposal B confirmed

We received overwhelming public support for this proposal. The local road will now link Te Horo Beach Road and School Road to the north, with a bridge crossing over the current State Highway 1 (SH1), the railway, the expressway and a separate crossing of the Mangaone Stream.

South Ōtaki interchange proposal A confirmed

This interchange will provide access to Ōtaki from the south. It will be located south of the Ōtaki River, with the local road crossing over the railway and expressway close to the existing Ōtaki Gorge Road railway bridge. Again, feedback showed very strong support for this proposal.

North Ōtaki interchange proposal A confirmed

Coming into Ōtaki from the north, vehicles will use the existing SH1 approach to town via a new bridge over the expressway and the railway. Heading north from Ōtaki, access to the expressway will be via a new on-ramp which will provide a safe merge with through traffic. This proposal also received great support from the community.

Walking and cycling

A possible separate pathway for walkers and cyclists between Peka Peka and Ōtaki

A shared path for walkers and cyclists is being considered which would run beside the existing SH1 from Peka Peka through to Ōtaki, where it would link up with the Ōtaki railway retail area. In deciding whether to develop this path we will take into account the community's wish to:

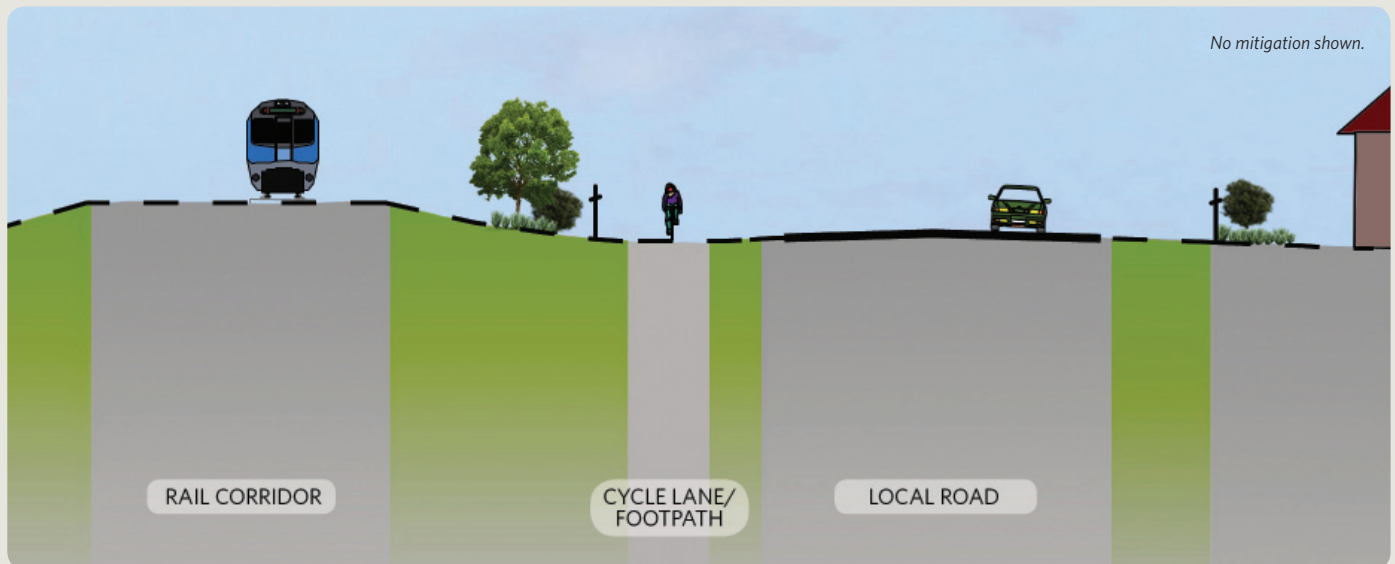
- provide safer, off-road access through the area for walkers, cyclists and horse riders
- provide a link from Peka Peka to Ōtaki and limit the need to cross the local road
- provide safer access across the existing Ōtaki River Bridge.

Safe crossing points will be identified at side roads and residential areas (for example, Te Horo). Access may also be provided where

the path links to local road bridges (Te Horo, Ōtaki Gorge Road and Rahui Road), to make it easy to get around using off-road paths.

All new local road links could feature a shared path for walkers and cyclists. Irrespective of this, there will be width on the road shoulders on the existing SH1 and local roads for cycling. Connections and paths could be provided around areas of interest, such as the Ōtaki railway retail area and Pare-o-Matangi Reserve. Horse riders will be able to use shared pathways or road shoulders, while grassed areas next to the path will be provided.

We are working with Kāpiti Coast District Council (KCDC) on proposals for the existing SH1 corridor and the Ōtaki railway retail area and there will be further engagement with the community in 2012.



Local roads

The existing SH1 will become a local road north of Mary Crest, with a new section of the road to be built west of the expressway between Peka Peka and Mary Crest

The proposed design aims to:

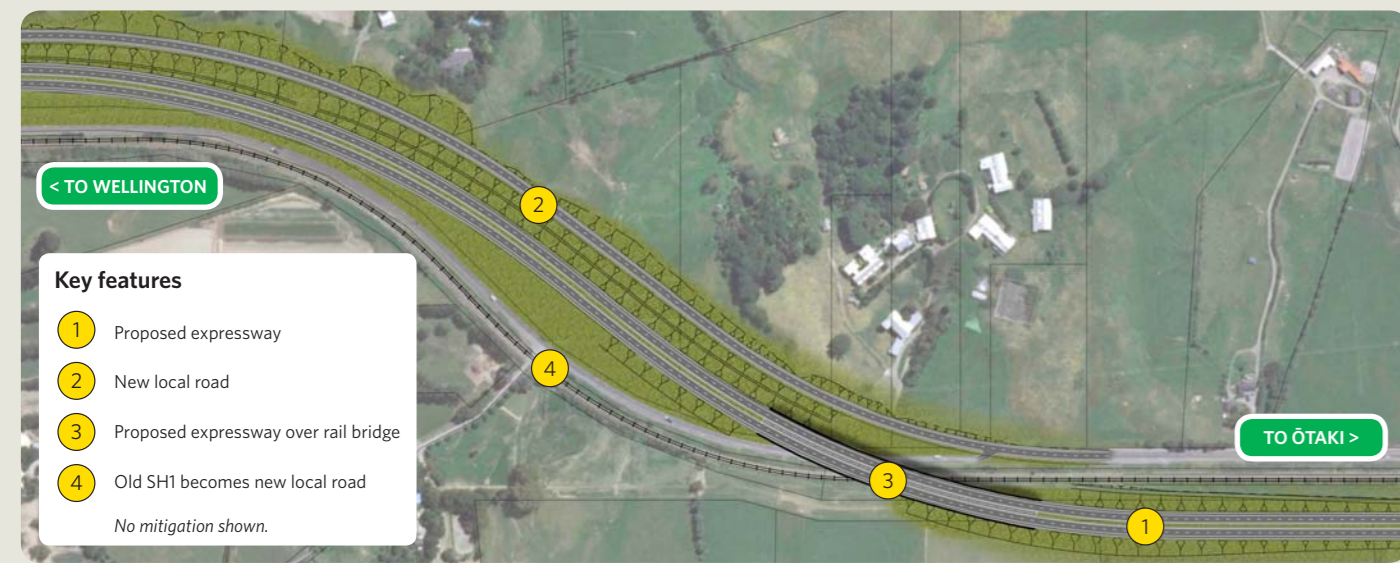
- Reduce the impact on private property, significant vegetation and sand dunes
- Remove passing lanes
- Provide for vehicles, walkers, cyclists and horse riders
- Retain consistent vehicle speeds in rural areas, with lower speeds between Ōtaki and the South Ōtaki interchange and through Te Horo.

Local access roads have been designed to meet the needs of the local community, with a separate path for walking and cycling on local bridges.

Any private access arrangements affected by the project are being discussed with individual property owners. If you think you are affected and want to talk to us, please call **0800 PP20 INFO** (0800 7726 4636).

Changes to the consultation proposals

A: Mary Crest alignment



As a result of both feedback from the community and further investigations, the alignment has been altered and moved to the east. Factors considered in making this decision include:

- Environmental specialists were concerned about the affect of the expressway on significant bush remnant containing 200-300 year old trees, cultural sites and potential heritage areas in the Mary Crest area. KCDC and Ōtaki Community Board expressed similar concerns

- Shifting the alignment to the east avoids the bush remnants and also reduces the impact on cultural and heritage sites
- The shift will allow a more efficient local road design, closer to the expressway
- The expressway and local road will now follow a flatter alignment, reducing the extent of earthworks through the dunes
- Reduced overall footprint of the expressway and local road.

B: Old Hautere Road link



The main expressway route has been re-aligned further to the west, closer to the railway, and the scheme now includes a new road linking Old Hautere Road with Ōtaki Gorge Road. Factors considered in making this decision include:

- Concerns raised by the community and stakeholders about increased travel times and distances, emergency service response times, and lack of connection under the proposed cul-de-sac shown in the 2011 consultation proposals
- Balancing the needs of residents, stakeholders and safety
- The opportunity to reduce the impact on land required for the expressway.

KCDC and the NZTA will also explore opportunities to introduce measures to manage concerns about potential speed along the new link.

B: Old Hautere Road link – cross section



This image shows how the expressway will sit below the level of the new local road (Old Hautere Road link) and the adjacent railway as it heads into a cutting under Ōtaki Gorge Road (section illustrated is approximately half way along the proposed link road).

- The expressway will be less visible from adjacent properties than the existing SH1, as it approaches the south Ōtaki interchange and the new Ōtaki River bridge.

- Other options were considered, such as a bridge linking Old Hautere Road to the existing SH1 and a road link to Te Horo. They were discounted largely due to greater adverse environmental effects and value for money considerations.
- Placing the expressway lower in the ground as it approaches the interchange reduces its visual impact and provides an opportunity to enhance landscaping adjacent to the road as well as enabling us to reduce the height of the overbridge at the interchange.

C: Rahui Road connection

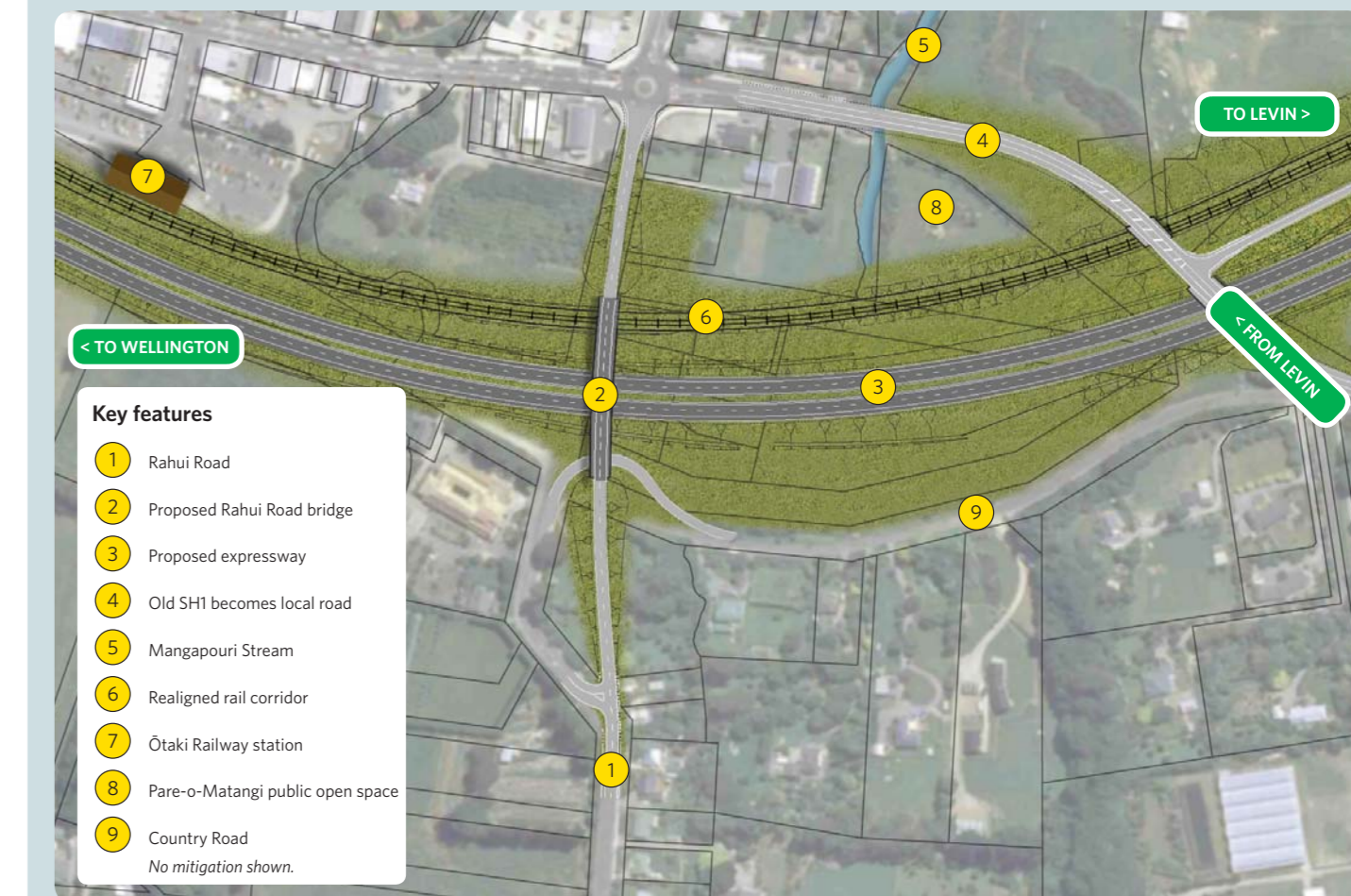
During public consultation in early 2011 we presented two proposals for the connection at Rahui Road:

- Close Rahui Road, upgrade County Road and provide a bridge over the expressway and the railway for walkers and cyclists. This proposal catered for current and predicted traffic flows which currently use Rahui Road to access the Town Centre and SH1, and

- A road bridge over the expressway and railway at Rahui Road. While providing a direct east-west connection this option had a number of potential effects, including visual and property impacts and the likelihood of a very steep gradient on the approaches to the bridge.

From the feedback we received on Rahui Road it was very clear that this was an important issue for the community. There were concerns about the loss of the Rahui Road connection and the ability of County Road to cope with the extra traffic. The Ōtaki Community Board and KCDC also raised concerns around the route security of a single east-west connection within Ōtaki (for example, if an accident blocked the road). Based on the feedback received we did further work to look at alternative options and the possibility of retaining a road connection at Rahui Road.

Recognising the views of the community, we now propose to build a bridge (for vehicles, walkers and cyclists) on Rahui Road, to go over the expressway and the railway. By providing a road bridge connection, County Road will remain as a local road.



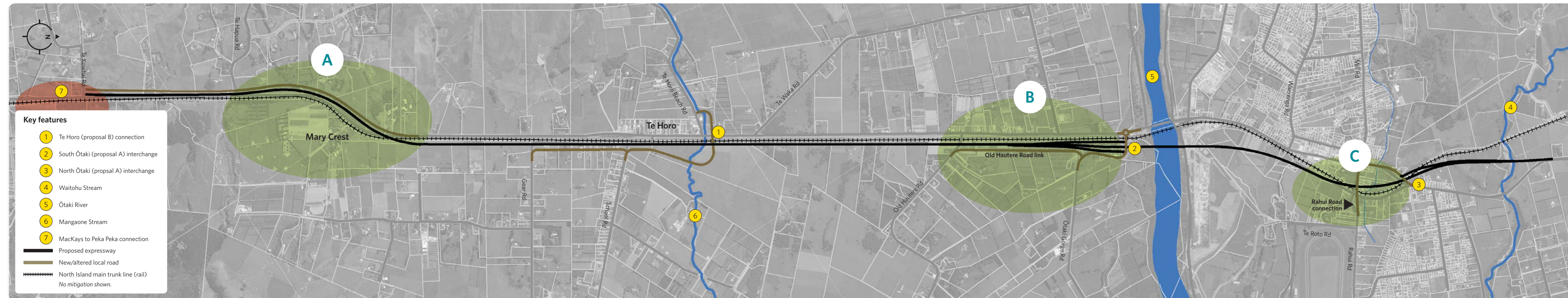
Further assessment of the potential for flooding in the area means the expressway can be located at a lower level than first envisaged and this, combined with a more slender bridge structure allows for a lower overall bridge height.

We have also looked at the positioning of the expressway and the railway and propose to bring the two closer together. This means we have been able to ease the gradient on the bridge approaches. Reducing the curve of the bridge may mean we can achieve a further reduction in the height of the bridge.

The approach to the bridge on the eastern side has been modified to reduce the visual impact on the 'dairy factory',

gradients on the approaches to the bridge have been improved and open space and planting provided.

During our investigations, other ways of providing a second east-west connection, in the vicinity of Rahui Road, were considered, including road links to Waerenga Road, elevating the expressway above Rahui Road and looking at subway options in the area. We could not justify any of the alternatives as viable, given economic, planning and transportation considerations and when compared with building an improved road bridge connection at Rahui Road.



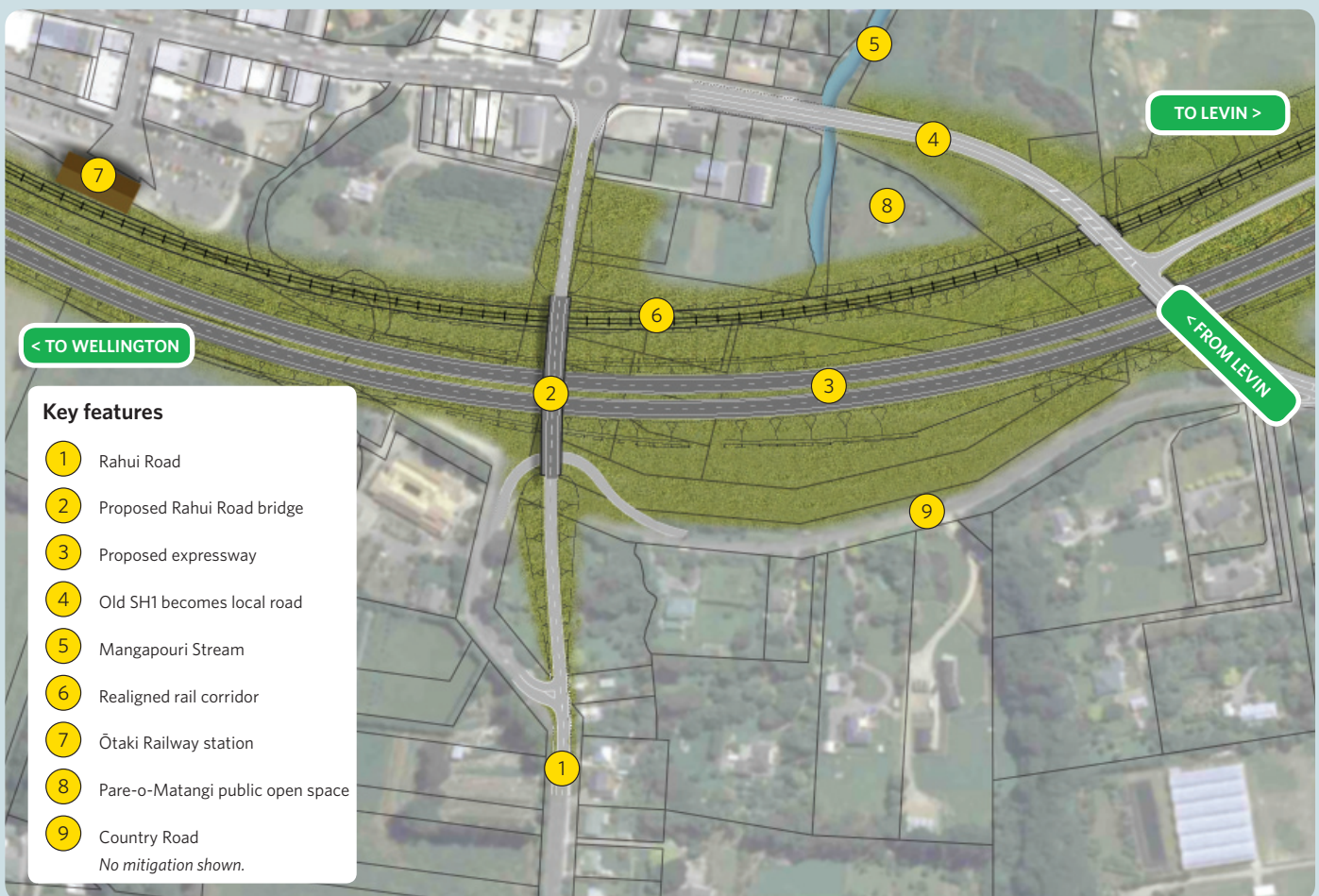
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- A road bridge over the expressway and railway at Rahui Road. While providing a direct east-west connection this option had a number of potential effects, including visual and property impacts and the likelihood of a very steep gradient on the approaches to the bridge.

From the feedback we received on Rahui Road it was very clear that this was an important issue for the community. There were concerns about the loss of the Rahui Road connection and the ability of County Road to cope with the extra traffic. The Ōtaki Community Board and KCDC also raised concerns around the route security of a single east-west connection within Ōtaki (for example, if an accident blocked the road). Based on the feedback received we did further work to look at alternative options and the possibility of retaining a road connection at Rahui Road.

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Rahui Road connection



No mitigation shown.

Perspective of indicative Rahui Road bridge concept as viewed from the Waitohu Plateau looking south.

Key features of the revised Rahui Road proposal include:

- Maintaining existing east-west road connections providing route security and direct access to the Ōtaki-Māori Racing Club
- Keeping County Road as a local road, without the need for widening
- Reducing the visual impact of the bridge compared with the earlier bridge option, by lowering it to approximately 8.5 metres above the existing road level and adopting a more slender structure. Reducing the curve of the bridge has also helped achieve further reduction in the height of the bridge
- An 8% gradient on the approaches to the bridge achieved by shifting the railway line closer to the expressway and lowering the expressway
- A longer bridge providing the opportunity for enhancing the landscape on either side of the expressway and providing improved green space and a walking connection on the western side and for County Road on the eastern side
- Modifying the bridge approach on the eastern side to reduce visual impact on the 'dairy factory', improve gradients, and provide for open space and planting
- An opportunity to create green spaces and walking links between the 'ramp', Pare-o-Matangi Reserve and the railway station
- Two additional properties affected for a road bridge at Rahui Road. The earlier proposal for a pedestrian cyclist bridge was expected to impact on two properties (over and above the properties required for the expressway).



No mitigation shown.

Perspective of indicative Rahui Road bridge concept as viewed from just west of the Mill Road roundabout, looking east.

Next steps

Mid 2012	We will engage with the community on design details and potential mitigation measures for the expressway Start preparation of RMA applications
Early 2013	Lodge RMA applications with the Environmental Protection Authority. The community will be able to make submissions on the applications
2014 onwards	Engage contractor and start detailed design

Mitigation engagement and RMA approvals

The team will continue to develop the design further and then engage with the community again from mid 2012 onwards before applying for the necessary RMA approvals.

Design work will focus on mitigating any environmental impacts of the expressway. This will include addressing the effects of noise, visual appearance, stormwater and flooding, as well as on culture, heritage and urban design. Possible solutions could include noise barriers, stormwater basins, landscaping, heritage relocation, re-planting or relocating vegetation at Pare-o-Matangi Reserve. Concepts for mitigation measures will be discussed with the community as part of the 2012 public engagement process.

Cost estimation

In 2009 the NZTA's business case estimate for this project was \$215 million. Now that we have completed the scheme assessment and related investigation and design work, we have been able to update our estimates; the current projection is an approximate cost of \$251 million. There are a number of reasons why the estimate has increased, including:

- General inflation related increases in construction costs from 2009
- The scheme now includes an additional road bridge at Rahui Rd, crossing the expressway and railway and maintaining the east-west connection with central Ōtaki. (In response to concerns raised through the engagement process with the community, KCDC and Ōtaki Community Board)
- Additional work to relocate rail lines, and protect the future rail corridor
- Some increased property requirements related to adjustments to the alignment, the new bridge at Rahui Road and the rail corridor changes.

As is the case with all large infrastructure projects, as further work has been completed, the level of confidence in this cost estimate has increased. The next stages of work for this project – completion of the RMA process and confirmation of any related conditions; expected early 2014 – will further improve the cost certainty.

Contact us

Your feedback is always welcome. If you have any questions about this newsletter or would like more information about the Peka Peka to Ōtaki Expressway project, you can email, phone or mail us.

Peka Peka to Ōtaki Expressway Project Team

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