

**Transmission Gully
State Highway 1 Revocation
Kapiti Coast District**

Mackays - Paekakariki – KCDC southern boundary

Draft

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Paekakariki Community Board**

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Version History

Version	Date	Author	Change Summary
1.1	05/03/17	P Hughes	Original draft for staff
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Introduction

This discussion document is prepared on the basis that the Transmission Gully motorway will not be a toll road, and that full traffic rerouting away from the existing SH1 south of Mackays will apply in the future.

It is understood that any revocation works will be started ahead of handover and completed within 2 years of the opening of Transmission Gully and handover.

This document is a draft for presentation to NZTA as the basis for preliminary discussions.



Fig. 1 Revocation Extent

Category 1 – Fit for purpose and safe

The SH handover to Council needs to be fit for purpose as a local road that does not incur undue maintenance, and is safe in all aspects.

Council will have to agree any programme with NZTA through a revocation agreement and work through areas of accountability and ownership. NZTA fund any agreed works.

Complete owned land corridor

There are areas adjoining the Paekakariki Steam Engine Museum where some of the carriageway and margin are owned by Steam Inc. This land needs to be taken for road.

Bring SH1 rail overbridge up to code

This bridge is a key access for the district/nation and any failure will disrupt rail commuting/freight and send road transport down the quiet residential Ames St. It needs bringing up to code, particularly for earthquakes.

Remedy inadequate culverts and sumps

With climate change and more extreme weather events, flood protection is all the more important.

All culverts and sumps need to be brought up to a standard that provides passage for:

- A one in one hundred year flood capacity (Q100) – the only one that we are aware is up to standard is that over Te Puka Stream – particularly the Wainui Stream and Waikakariki Stream crossings
- Full fish passage for the rare species in our regionally significant streams, particularly the Wainui Stream and Te Puka Stream crossings.
- Full natural gravel passage to ensure that all gravel can flow to feed our eroding beach/coast, and does not require ongoing gravel management at Council expense – particularly Wainui Stream, Te Puka stream and Waikakariki Stream crossings.
- All sumps and leads need upgrading to the same Q100 standard, particularly in the dips opposite Steam Inc. and south of Waikakariki Stream.
- There is also a culvert south of the District boundary that has overflowed with gravel and blocked access south for the road and rail. This needs remedying as it affects our main accesses south.

Remove rubbish in land corridor

There are various instances of rubbish, old pipes, fill, car bodies, carpet etc. that need removal.

Remove old warratah and wire fences

When the highway widening was constructed south of Fishermans Table, warratah and wire fences were installed above new concrete walls being constructed. These have now deteriorated and the wires are breaking and springing out over the wall and presenting a safety issue. They are also an eyesore. Please remove these temporary fences.

Remove weeds

With the favourable climate in Paekakariki, the land corridor has become a haven for various weeds that are unsightly and inhibit natural regeneration. While most of these are not legally required to be removed, we wish that the following are removed where appropriate:

- Blackberry
- Cape Ivy
- Pampas
- Periwinkle
- Boxthorn
- Pines
- Climbing Asparagus
- Tradescantia
- Wattle
- Morning glory

When removed we request that these areas need sensitive landscaping and tree planting to enhance that natural character of the route.

Assess all trees in the land corridor and remove where appropriate

There are a number of large trees in the land corridor. These are primarily pines, macrocarpas and pohutukawas.

These need assessment for safety and removed where unsafe.

The maintenance of remaining trees will fall on Council budget so an assessment of all trees ongoing maintenance cost needs to be undertaken and the community consulted with where trees might be removed when the costs are excessive compared to any benefits.

Rockfall protection

There are several instances of rockfall that need protection for road users. These are near the south of Steam Inc., and the quarry opposite Steam Inc. where a bund needs to be created to stop rockroll.

Retain wire median barrier south of Fishermans Table

We wish this to be retained for safety as people will be more likely to speed with the reduced traffic volumes, to the detriment of other road users safety.

Remedy unsafe structures

Opposite Steam Inc. there is an old concrete quarry structure within the land corridor that is not safe and needs to be removed or made safe.

Complete missing seawall protection south of Fishermans Table

There is a short section of beach just south of Fishermans Table that is rapidly eroding and has undermined several pohutukawas that have in the past fallen in the sea and will continue to do so. There is nothing but sand to stop the erosion reaching the road. This needs a new rock seawall constructed to protect the road and complete the coastal protection along this stretch.

Seawall

The current concrete seawall from Fishermans Table south to the District boundary was constructed in the 1930's and needs to be carefully inspected to ensure that is fit for purpose and does not require any outstanding maintenance.

Significant future maintenance costs funding needs to be provided for in the MOU to ensure that Council is not burdened with such costs in the future.

Change signage

As Paekakariki will be off the SH we need adequate signage to direct passing traffic to Paekakariki, Paekakariki as a destination, and the coastal scenic route. Adequate signage needs to be placed at Mackays and south to the Linden interchange to address these needs.

Any Paekakariki destination signage needs to accord with the community wishes as to what destination features they wish to promote in this way. This will require further community consultation.

Rebuild the Beach Road intersection

This item is also included in Category E as it has a mix of issues.

This intersection is currently dangerous and requires rebuilding to remove the dangerous elements, more appropriately handle the lower traffic volumes and ensure that visitors are no longer put off visiting Paekakariki by the difficult entrance and exit.

The features that need to be incorporated are:

- Lower the intersection to better grade connect with the railway crossing
- Lower Hill Rd to better grade connect with the new intersection
- Reinstate the direct access to and from Hill Rd
- Look at all options including lights
- Adequate vehicle waiting areas beside the railway crossing for when the rail crossing arms are down
- An integrated bus stop to the north
- Pedestrian crossings and footpaths to the Motels area to the south, and to the Council land and future Paekakariki Scarp Reserve to the north
- Extend the new Te Araroa trail extension north to the intersection.

There needs to be a full consultation with the Paekakariki community before any decisions or rebuild is undertaken.

Pedestrian crossings

As the traffic flows will be reduced it will be appropriate to introduce pedestrian crossings where pedestrian access is required. These are required to provide safe access to:

- Residences east of Betty Perkins Way and south of the SH
- The Motels area to the south of Beach Rd
- The Council land and future Paekakariki Scarp Reserve to the north of Beach Rd

Upgrade road to residential standard

The road east of Betty Perkins Way needs appropriate kerb and channel, footpaths, pedestrian crossing and lighting to suit those living in homes along this stretch.

Category 2 - Enhanced transport connections

They are selected to enhance resilience and extend the walking and cycling networks available to residents and visitors.

These are generally off-road walkway and cycleway works, in the vicinity of the section of SH1. These also include pedestrian crossings, lighting and signage which demonstrate safety and transport benefits to the satisfaction of the NZTA and KCDC. These works require a programme business case for 1:1 funding from NZTA/Council.

Legalise Betty Perkins Way

This walking/cycling trail is a vital link for the Paekakariki community. It links residents on the eastern side of the railway with the village, school and railway station. It provides access for residents in the village to the streams and the historic WWII brick tank up the Te Puka Stream marginal strip that will be created, and on to Whareroa Farm up the old Access Road. It has been constructed with public funds but is not legally secured for future generations.

This vital community access requires transfer of the land to Council urgently.

Make Betty Perkins Way passable to emergency vehicles

Often there are incidents with the road and rail that block emergency vehicles access to and from the village. An earthquake is predicted to trigger landslides along the scarp north to Betty Perkins Way. Flooding along the SH can sometimes block all access opposite Steam Inc.

The community need emergency vehicle access along Betty Perkins Way to be constructed and available urgently for the inevitable emergencies. This would also assist residents vehicles that need access in an emergency.

Shared pathway along SH1 east of Betty Perkins Way

A footpath is needed east of Betty Perkins Way to service the homes there. By extending this footpath to Whareroa Farm via the old Access Road and making it a shared pathway, they can better access Whareroa Farm and we gain an extension to our cycleway network.

The community request a new shared pathway along SH1 east of Betty Perkins Way.

Connect Te Ara o Whareroa cycleway to Paekakariki Railway Station and Beach Road shops/business

Te Ara o Whareroa cycleway was constructed within QE Park, but does not presently extend to connect with the Paekakariki Railway Station or the Beach Rd shops/businesses. Connecting with the Paekakariki Railway station is a key benefit for commuters from Raumati who do not have a railway station. Connecting with Beach Rd is vital to ensure that recreational users can avail themselves of the hospitality that we provide which is presently difficult for them to find, and will assist schoolchildren cycling to Kapiti College.

Funding is required to study the various options to connect the Te Ara O Whareroa cycleway to required destinations, and consult with the community as to the favoured solution.

Funding is required to secure any required land access and construct the solution.

Extend the median barrier north to Fishermans Table

Dangerous driving and crashes are not restricted to the section of SH1 with median barriers. Extension north would improve safety on this narrow and dangerous stretch.

Category 3 – Community Amenities

These are normally works for feature landscaping, tree planting and street furniture and need to be assessed in line with the changes to the road and the required amenity improvements. These are fully funded by Council within budget constraints.

Landscaping, art and entrance around the Beach Rd intersection

The Beach Rd intersection is the entrance to Paekakariki village and deserves careful attention.

The other Categories are focussed on making it a welcoming entrance to the village for visitors.

It is an ideal site to provide:

- Entrance to the village with appropriate lighting, signage and art statements.
- Sensitive landscaping.
- A strong native vegetation flavour supported by the regenerating Paekakariki Scarp behind it.

Corridor weed removal and tree planting

Much of this land corridor is devoid of trees and landscaping that befits the environment and the village. Any weeds not removed under Category 1 need removal under this Category.

Rather than leave bare ground, any weed clearance sites need replanting with trees and shrubs that are appropriate to the site.

Any planting should provide a focus at the Beach Rd intersection.

It should also enhance and compliment the various significant biodiversity areas along the road, comprising areas:

- Along the roadside from just south of Fishermans Table to the District boundary.
- Adjoining Ames St Reserve which is a prime biodiversity reserve.
- Adjoining the Paekakariki Scarp north of Beach Rd which is regenerating well into native forest.
- Adjoining the Mackays Crossing Wildlife Reserve wetlands just south of Mackays Crossing.

Category E – Economic compensation

These mitigate the reduction in economic activity due to the reduced traffic passing Paekakariki, and the resultant impacts on businesses and the social fabric of the community that they support. The main businesses affected by the significant reduction in passing traffic are considered to be the Beach Rd shops/businesses, and the Paekakariki Motorcamp.

A significant economic cost is the ongoing effect of the Paekakariki – Pukerua Bay seawall construction on coastal erosion to the north, that is already costing Council tens of \$millions and resulting in the loss of public amenities and private property.

These need to be worked through with NZTA/Council as to what is feasible and realistic from a funding, resourcing and liability perspective.

Flood protection for shops/businesses and the community

The three catchments on NZTA land above the village flood the Beach Rd shops/businesses and some of the village houses during extreme events, as well as producing debris floods that bury and disrupt premises and national rail transport infrastructure.

We request that the flood/debris risk presented by these catchments be minimised by NZTA Conservation Covenanteeing the Reservoir, Waikakariki and Hairpin catchments and ensuring that they revegetate into stable mature protective native forest. The [GROW PAEKAKARIKI Report](#) identified this flood problem and was endorsed by the community and Council in 2013. [Nga Uruora](#) have a revegetation plan for this and can assist with the regeneration.

The Wainui catchment floods the Wainui Stream and impacts the Paekakariki Motorcamp which is a significant business and destination driver for village economic activity and the iwi.

Much of the Wainui catchment is in native forest or will be revegetated by NZTA into native forest to meet consent conditions around hydraulic neutrality. These will not stop the extensive flooding in the lower reaches that occurs, aggravated by the stockpiling of gravel on NZTA land that encourages flooding of houses and blocks off natural ponding areas that store peak flows and moderate flood events.

We request that the natural ponding area and streams and margins in the lower reaches be vested by NZTA in Council, and that NZTA reinstate the natural flood ponding area by removing the stockpiled gravel blockages.

Ongoing compensation for erosion caused by the Paekakariki-Pukerua Bay seawall

According to [Gibb 1980](#) the erosion we experience progressively on our beach and beaches to the north is caused by NZTA constructing the seawall between Paekakariki and Pukerua Bay. Gibb recommended beach replenishment but nothing has been done. There was a wide beach in front of Fishermans Table prior to construction but now there is none. Council have just voted \$10m to fix a portion of our village seawall to deal with the resultant erosion, after spending significant sums in the past, and needing to spend more again in the future.

We request ongoing compensation for the damage caused by this seawall construction.

We request that Council does not inherit the liability for the seawalls ongoing impacts.

Liability for seawall costs due to sea level rise and storm events

Sea level rise could impact significantly on the cost of maintaining the road south of Fishermans Table.

The existing road formation is often inundated by the sea and covered with debris in certain storm conditions and has been closed at times. Sea level rise will only exacerbate these impacts and costs.

We request that Council does not accept liability for maintaining the road south of Fishermans Table where significant costs are incurred due to rising sea levels or storm events.

Liability for road reopening costs in the events of landslides, tsunami and earthquakes

Landslides can descend from the scarp south of Betty Perkins Way at any time.

Tsunami can inundate the section south from Fishermans Table.

Earthquakes are expected to trigger extensive landslides and block the road south from Betty Perkins Way for up to 4 months, dependent on someone resourcing and clearing them away at significant cost.

We request that Council does not accept liability for maintaining the road in the event of significant landslides, tsunami and earthquakes.

Rebuild the Beach Road intersection to encourage visitors

This item is also included in Category 1 as it has a mix of issues.

This intersection is currently dangerous and requires rebuilding to remove the dangerous elements and ensure that visitors are no longer put off visiting Paekakariki by the difficult entrance and exit. Economic activity is hindered at present by this difficult access.

The features that need to be incorporated are:

- Lower the intersection to better grade connect with the railway crossing
- Lower Hill Rd to better grade connect with the new intersection
- Reinstate the direct access to and from Hill Rd
- Look at all options including lights
- Adequate vehicle waiting areas beside the railway crossing for when the rail crossing arms are down
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