

PEKA PEKA TO ŌTAKI AND MACKAYS TO PEKA PEKA CORRIDOR IMPROVEMENTS

Summary of public engagement 12 April–7 May
2021

WAKA KOTAHI NZ TRANSPORT AGENCY

AUGUST 2021

FINAL VERSION

Contents

- 1. ENGAGEMENT PROCESS.....3
- 2. ENGAGEMENT QUESTIONS4
- 3. ENGAGEMENT SUMMARY5
- 4. FEEDBACK THEMES AND RESPONSES7
- 5. NEXT STEPS 14

1. ENGAGEMENT PROCESS

This engagement was to seek feedback on preliminary designs for the Peka Peka to Ōtaki (PP2Ō) Revocation project. The engagement collateral explained the purpose and objectives of this work and included information on speeds related to this corridor, the old SH1 on the Mackays to Peka Peka (M2PP) section, and local roads that have been built or realigned as part of the PP2Ō Expressway project.

Prior to community engagement events, Waka Kotahi advertised in the Kāpiti News, Kāpiti Observer, and Ōtaki Today and ran a multi-week campaign on local MediaWorks radio stations. A geo-targeted digital advertising campaign ran on Stuff.co.nz from April 12 to April 30.

Details for all drop-in sessions were shared on Facebook, and boosted Facebook posts on the Waka Kotahi NZ Transport Agency (Wellington) page were used to inform the public about the engagement. These posts had a total reach of more than 65,000 people and generated 5,135 post clicks.

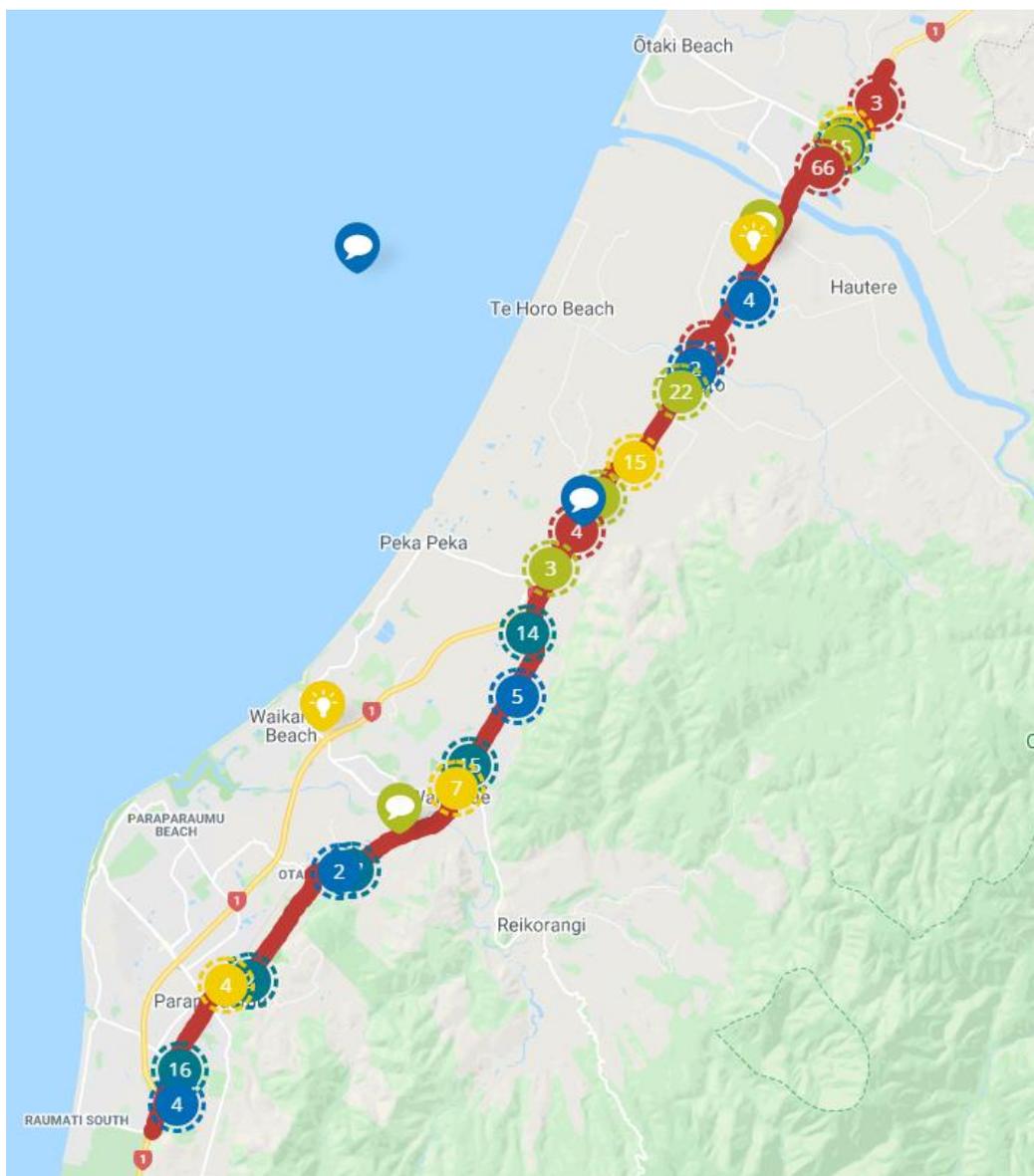
Flyers with engagement and public drop-in information were provided to Kāpiti Coast District Council (KCDC), hand-delivered to businesses along the SH1 Ōtaki retail strip and displayed in the PP2Ō information kiosk. KCDC shared information about the engagement events in its April newsletters, and shared Waka Kotahi Facebook posts on its social media channels.

Waka Kotahi issued a media release on Thursday 8 April 2021 and shared the information in the PP2Ō Revocation and M2PP Corridor Improvement project newsletters shortly afterwards. Key partners, stakeholders and community groups were contacted directly with engagement materials and open day information.

Among the key partner and stakeholder groups engaged with were Ngā Hapū o Ōtaki, Kāpiti Cycling Advocates, Elevate Ōtaki, Kāpiti Coast District Council Public Arts Panel, Ōtaki Community Board and NZ Police.

Public engagement started on Monday April 12, with events held in Paraparaumu (April 14), Ōtaki (April 17 and 22), Waikanae (April 29) and Te Horo (1 May).

People were invited to submit their views and provide feedback through an electronic form on Social Pinpoint, hard copy submission forms, via email, post or by providing in-person feedback at the drop-in sessions. [The public-facing comments on Social Pinpoint](#) show that feedback was spread throughout the corridor.



2. ENGAGEMENT QUESTIONS

Social Pinpoint and hard copy submission forms were used to ask targeted questions about the proposed designs and safer speeds.

Feedback about the proposed designs will be used to help inform the finalised designs, while feedback on speeds will help determine the speed limit proposals to be formally consulted on.

Feedback was broken into three groups, PP2Ō Revocation (including speeds), M2PP Speeds, and PP2Ō Local Road Speeds.

PP2Ō Revocation questions:

- What attracts you to Ōtaki (or Te Horo) township and the surrounding area? How do you spend your time there?
- What existing features in these areas would you like to see maintained?
- Does anything about the roads/layout in these areas discourage you from using them?
- What do you think about the proposed designs? Any other comments?
- We want to hear your thoughts on the current speed limits. Is there anything you think we need to consider?

- Peka Peka Road to South of School Road
- South of School Road to North of Te Horo Beach Road
- North of Te Horo Beach Road to South of Ōtaki River
- South of Ōtaki River to South of Waerenga Road
- South of Waerenga Road to North of Mill Road
- North of Mill Road to North of Waitohu Valley Road
- North of Waitohu Valley Road to Taylors Road
- Taylors Road to Atkins Road

M2PP Speed questions:

- We want to hear your thoughts on the current speed limits. Is there anything you think we need to consider?
 - Poplar Avenue to South of Raumati Road
 - South of Raumati Road to North of Ihakara Street
 - North of Ihakara Street to South of Ventnor Drive
 - South of Ventnor Drive to Ventnor Drive
 - Ventnor Drive to SB Offramp at Ventnor Drive
 - Southbound Offramp at Ventnor Drive to Otaihanga Road
 - Otaihanga Road to North of Otaihanga Road
 - North of Otaihanga Road to South of Te Moana Road
 - South of Te Moana Road to South of Martin Street
 - South of Martin Street to Hemi Street
 - Hemi Street to Peka Peka Road

PP2Ō Local Road Speeds questions:

- What do you think we need to consider when deciding speeds for the following roads?
 - Ōtaki Main Road North
 - Rahui Road
 - County Road
 - Taylors Road
 - Quarry Access
 - Ōtaki Gorge Road
 - Old Hautere Road
 - Winiata Link
 - School Road
 - Gear Road
 - Local Arterial Road
 - Te Hapua Road
 - Makahuri Access

These questions were displayed on Social Pinpoint as an electronic form.

3. ENGAGEMENT SUMMARY

Waka Kotahi NZ Transport Agency thanks everyone who took time to provide feedback on the proposed designs for PP2Ō revocation and PP2Ō, M2PP and local road speeds.

Feedback was collected in a number of ways – community drop-in events, an online engagement tool called Social Pinpoint, hard-copy consultation forms, and advertising of the engagement.

People could provide immediate feedback on the online Social Pinpoint map and respond to comments left by other people. A total of 393 comments on Social Pinpoint were provided, split into the following categories:

4. FEEDBACK THEMES AND RESPONSES

Feedback received during the engagement period has been categorised into key themes for each of the focus areas – PP2Ō Revocation, PP2Ō corridor speed limits, M2PP corridor speed limits and local road speed limits.

PP2Ō Revocation

The following themes, ideas and concerns were highlighted during the consultation period:

Themes	Issues/Concerns	Waka Kotahi Comments
Intersections and roundabouts	<ul style="list-style-type: none"> Concerns that the shoulder at the Riverbank Rd intersection is unsafe and there should be a roundabout to calm traffic, rather than lights. Some submitters felt the dedicated right-turn lane is unnecessary on a local road. Others thought the traffic lights were an appropriate solution. Some submitters felt a roundabout would be more appropriate at the Waerenga Rd intersection because turning south can be a problem – otherwise a long merging lane could work. Others thought traffic lights would make turning south easier without constantly disrupting north to south traffic. Some submitters want the design at the Arthur St/Main Road intersection to reflect the town's culture, history and stories. There were some comments that it would be harder to turn right at Arthur St if width is reduced. A number of submitters said there was a need for a right turn lane at Te Hapua and Te Kowhai Roads. 	<ul style="list-style-type: none"> A roundabout at Riverbank Rd was an considered. Traffic signals have been proposed for reasons of accessibility and safe connections to the shared use path. Specific design aspects such as shoulders, turn lanes and traffic calming will be considered in the detailed design phase of the project. A roundabout at Waerenga Rd was considered but has been ruled out due to the land required to construct a roundabout that allows for large truck turns. A merge lane is included in the proposed design which will assist turns south and the number of vehicles is estimated to reduce in future once the Expressway opens. The Arthur Street/Main Road intersection has been considered in the urban and landscape design scope for the streetscape; more detail will be provided in the detailed design phase of the project. This has been considered in the preliminary design. The number of vehicles on SH1 is also estimated to reduce in future once the Expressway opens.
Pedestrian facilities	<ul style="list-style-type: none"> Many submitters felt pedestrian crossings would be a good improvement at the planned locations, but there could be more work done to make the whole road safer for pedestrians. The Mill Road/Rahui Road roundabout pedestrian facilities were particularly important to submitters who felt that more needed to be done to improve safety for pedestrians here. 	<ul style="list-style-type: none"> Pedestrian crossings have been considered in the preliminary design phase and will be further developed during through detailed design phase. The pedestrian crossings and speed engagement are elements of a wider streetscape upgrade that aims to improve pedestrian safety and amenity. As above, this has been considered in the preliminary design, and more specific detail will be provided in the detailed design phase of the project

	<ul style="list-style-type: none"> • Some submitters were concerned about visibility of pedestrian crossings. • A number of submitters called for pedestrian crossings on all four access points on the Arthur St/Main Road intersection – as well as a pedestrian shelter at the western end of the pedestrian crossing. 	<ul style="list-style-type: none"> • Safety, including visibility at pedestrian crossings has been considered, and more specific detail will be provided in the detailed design phase of the project in accordance with required standards. • These suggestions will be considered in the detailed design phase of the project.
<p>Ōtaki retail strip</p>	<ul style="list-style-type: none"> • Questions about plans for stormwater retention on the main road. • Questions about why traffic lights would be necessary when the volume of traffic will be reduced. • A number of submitters were concerned about what the changes would mean for businesses on this strip. There were also comments that proposed design changes will be positive for business and that the retail strip is in need of a design refresh • Opportunity for cultural recognition through artwork • Use of Te Reo in signage • There was support for the planned planting and landscaping through this section • When beginning on detailed design, consideration for including art and attractive design needs to be given to all amenities including rubbish and recycling bins, seating, lighting • Opportunity for public art along the corridor • Some concerns the new planting wouldn't be appropriately maintained and would grow to obstruct visibility on the road. • Generally the feedback received on this section was positive, and submitters were in agreement it needs improvement. 	<ul style="list-style-type: none"> • Stormwater management/treatment has been considered, and more specific detail will be provided in the detailed design phase of the project • Traffic control options have been considered and agreed with project partners. A key consideration of the design is ensuring pedestrian movement between the Rail and Retail sections. More detailed information will be provided in the preliminary design report. • Businesses will be directly consulted on the changes as part of on-going engagement and consultation for the project. This will include physical changes through the design, as well as impacts during construction. • Art, attractive design, cultural recognition, planting and landscaping, and maintenance has all been considered in the urban and landscape design scope for the streetscape; more detail will be provided in the detailed design phase of the project
<p>Te Horo Beach Road intersection</p>	<ul style="list-style-type: none"> • Many submitters were concerned that the current Te Horo Beach Road intersection is unsafe. • Turning south onto the existing SH1 is slow and some submitters felt the merging lane on SH1 should be extended and marked with a barrier. 	<ul style="list-style-type: none"> • The current safety concerns and requests for merge lane extensions at this intersection are being addressed by the Expressway project team. The safety in design of Te Horo Beach Road has and will continue to be considered in the preliminary and detailed design for the revocation project, considering the future traffic environment on SH1 and at this

- Some submitters wondered if it was possible to make provisions for better transport connections here in the future, including a railway station. Also interest in space on either side of the road for bus stops.
- Suggestion of construction of using road reserve to construct a dedicated/separated left turn lane into Te Horo Beach Road which would reduce the conflict with right-turners. This would help future-proof the intersection.
- Suggestion for additional signage advising extreme caution, restricting number of vehicles in turning lanes.
- Support for the footpaths and access to shared path.
- Some submitters also felt the road markings in this area are difficult to see, especially when it's dark or wet.

- intersection will change appreciably once the Expressway is open.
- Walking, cycling and public transport provisions have been considered in and around Te Horo Beach Road. More detail will be provided in the detailed design phase of the project. A new railway station is outside of the scope of revocation.
- When PP2Ō opens there will be a significant reduction in traffic from approx. 20,000 vehicles per day to approx. 3,000 vehicles per day. This reduction will provide immediate safety improvements and greatly improve access on and off the main road.
- Recent road marking changes and the effect on their visibility are a result of the Expressway works. The visibility of road markings will be addressed by the projects.

Cycling, walking and shared path

- Submitters felt on-road cycle lanes should be clearly marked to give drivers a visual indication of separation, especially in particularly dangerous areas including around Waitohu Valley Rd.
 - Other submitters asked for physical separation between the road and the cycle lanes, and/or moving the cycle lanes to the inside of carparks for added protection – and said wide shoulders did not feel good enough for improving safety.
 - Submitters called for as many access points as possible to the shared path.
 - Ensuring that there is plenty of bike parking was important to some submitters.
 - There were some comments asking for a footpath along the State Highway to service those people living between Te Horo and Ōtaki.
 - Some submitters asked for the cycle lanes be sealed sufficiently to be suitable for road bikes.
- Delineation of cycleways along the road will be further developed during detailed design.
 - There are multiple cycling facilities available with the corridors of the revocation and Expressway, including a shared path which provides an option with physical separation. More detailed information will be provided in the preliminary design report.
 - Access points for the shared use path have been taken into account in preliminary design.
 - Parking for bicycles will be considered in the detailed design phase of the project.
 - A footpath extension will connect pedestrians on SH1 south of Te Horo Beach Road to the School Road overbridge and Expressway shared path that connects to Ōtaki. No footpath is planned on SH1 north of Te Horo Beach Road.
 - A wider shoulder will be provided, and reduction in speed limits will be considered, which will improve safety for people using bicycles
 - Pavement surfacing of cycle lanes will be considered in the detailed design phase of the project.
 - When PP2Ō opens there will be a significant reduction in traffic from approx. 20,000 vehicles per day to approx. 3,000 vehicles per day. This reduction will provide immediate safety benefits and

reduce the number of heavy vehicles on the road

Passing lanes

- Some submitters called for the reinstatement or retention of passing lanes on the existing SH1, which they believe help decrease travel times and instances of driver frustration.
- Other submitters felt it was inappropriate to have passing lanes on a local road and would prefer to see them removed.
- The passing lanes will not be retained or reinstated. This has been considered and agreed with the project partners. More detailed information will be provided in the preliminary design report.

Full interchanges on the new highway

- Despite being out-of-scope of the revocation project, a number of submitters called for a full interchange to be built at Peka Peka.
- Other submitters questioned why there is no interchange in Te Horo.
- There were additional comments opposed to a full interchange at Peka Peka – noting the increase in traffic and development that this would bring.
- Distances between full interchanges on the combined M2PP and PP2Ō expressway are similar to other expressways in rural environments.
- The travel time for Peka Peka Beach residents to and from the full interchange at Te Moana Road is typically seven minutes using the local road network.
- Waka Kotahi has previously announced that an interchange at Peka Peka is not proceeding as part of the PP2Ō Expressway project, and construction of a full interchange at Peka Peka is outside the scope of the PP2Ō Revocation project. For more information please refer to <https://www.nzta.govt.nz/media-releases/peka-peka-interchange-not-proceeding/>.
- The Ōtaki Gorge Road interchange, approximately 3km north of Te Horo, will provide nearby access to and from Te Horo. This will take approximately two to three minutes and is similar to other travel times to access the expressway from other locations in Kāpiti.
- There will be a significant reduction in traffic from approx. 20,000 vehicles per day to approx. 3,000 vehicles per day, which will provide immediate safety and access benefits and improve journey times on local roads.

Design ideas

- Replace or replant the dandelion and sow thistle at the Mill Road/Rahui Road roundabout
- A number of submitters said the road seal needs to be changed to reduce noise for residents.
- Planting will be considered in the urban and landscape design scope for the streetscape; more detail will be provided in the detailed design phase of the project.
- It is unclear if this road seal comment relates to the Expressway or revocation project. Pavement surfacing requirements are being considered for the revocation, based on a number of factors including the estimated reduction in traffic volumes.

More detail will be provided in the detailed design phase of the project.

- There will be a significant reduction in traffic from approx. 20,000 vehicles per day to approx. 3,000 vehicles per day, which will reduce the overall amount of noise and amount of heavy vehicle traffic on local roads.
- Lower speed limits will be considered, which will result in less road noise

PP20 Speeds

The following themes, ideas and concerns were highlighted during the consultation period:

Themes	Issues/Concerns	Waka Kotahi Comments
Changing speeds	<ul style="list-style-type: none"> • Some submitters felt the speed should be consistent throughout the corridor • There were many comments supportive of a maximum 80km/h speed limit • There were supportive comments for reducing the speed limit between Ōtaki Gorge Rd and Riverbank Rd to 50km/h. • Speeds should be lowered to encourage more traffic to use the expressway. 	<p>This feedback will be taken into consideration by Waka Kotahi before any change to the speed limits is proposed. As and when a decision is reached about safer speed limits, Waka Kotahi will formally consult with the community on the proposals before confirming any change to permanent speed limits.</p>
No change	<ul style="list-style-type: none"> • Some submitters felt the speed should stay at 100km/h because the expressway doesn't easily serve some local communities • Concerns that lowering the speed on the existing SH1 will mean it takes even longer to get onto the expressway at their access points. • Some submitters felt that if the road is being improved, it should be returned to 100km/h because the improvements will make it safe to drive at that speed. 	<p>This feedback will be taken into consideration by Waka Kotahi before any change to the speed limits is proposed. As and when a decision is reached about safer speed limits, Waka Kotahi will formally consult with the community on the proposals before confirming any change to permanent speed limits.</p>
Townships	<ul style="list-style-type: none"> • Concerns that current speeds are too fast through townships and should be lower in these high-use areas. • Proposed speeds through Te Horo and Ōtaki = 50km/h, 40km/h, 30km/h. 	<p>This feedback will be taken into consideration by Waka Kotahi before any change to the speed limits is proposed. As and when a decision is reached about safer speed limits, Waka Kotahi will formally consult with the community on the proposals before confirming any change to permanent speed limits.</p>
Cycling	<ul style="list-style-type: none"> • Speeds should be lowered to allow for increased safety for cyclists sharing the road. 	<ul style="list-style-type: none"> • Cycle lanes will be marked through high-use areas. • In rural areas there will be wider shoulder, and

	<ul style="list-style-type: none"> • Cycle lanes should be marked to reinforce visual and spatial awareness. • Because it is a busy road for cyclists, some submitters felt the speed limit should be as low as 50km/h on the whole route. 	intermittent markings to indicate the presence of cyclists
Pedestrians	<ul style="list-style-type: none"> • Some submitters felt the speed should be lowered but there should be safe crossing areas so pedestrians don't think it's safe to cross the road at any location. • There was a preference for raised platforms throughout the corridor rather than dedicated pedestrian crossings. 	Raised crossings are preferred where higher proportion of pedestrians
Driveways	<ul style="list-style-type: none"> • Multiple submitters felt the speed should be lowered because pulling out of private driveways is treacherous with high speed limits, especially around bends in the road. • Speed limit should be 60-80km/h to accommodate such driveways. 	This feedback will be taken into consideration by Waka Kotahi before any change to the speed limits is proposed. As and when a decision is reached about safer speed limits, Waka Kotahi will formally consult with the community on the proposals before confirming any change to permanent speed limits.

Seventy-nine comments on Social Pinpoint were categorised as 'PP20 Speed Review', while a total of 118 comments related to PP20 speed (under different categories). Fourteen survey responses incorporated PP20 Speed Review comments.

M2PP Speeds

The following themes, ideas and concerns were highlighted during the consultation period:

Themes	Issues/Concerns	Waka Kotahi Comments
Intersections and roundabouts	<ul style="list-style-type: none"> • Concerns that drivers go around the Otaihanga Road roundabout too fast and the speed needs to be lower. • Concerns that keeping two lanes through the Otaihanga Road roundabout encourages speeding and it should be reduced to one lane to slow traffic. 	This feedback will be taken into consideration by Waka Kotahi before any change to the speed limits is proposed. As and when a decision is reached about safer speed limits, Waka Kotahi will formally consult with the community on the proposals before confirming any change to permanent speed limits.
No change	<ul style="list-style-type: none"> • Some submitters felt the speed limit didn't need to change, worrying it would affect journey times too much (although acknowledging the road hasn't been 100km/h for a long time). • With the road previously being 100km/h, and now with improvements work done to it, some submitters questioned why the 	This feedback will be taken into consideration by Waka Kotahi before any change to the speed limits is proposed. As and when a decision is reached about safer speed limits, Waka Kotahi will formally consult with the community on the proposals before confirming any change to permanent speed limits.

	road would need to change speed limit at all.	
Townships	<ul style="list-style-type: none"> Many submitters agree the speed limits need to be slower through zones 2-3 and 7-9. Suggested speeds through townships/shopping areas: 30km/h, 40km/h, 50km/h. 	This feedback will be taken into consideration by Waka Kotahi before any change to the speed limits is proposed. As and when a decision is reached about safer speed limits, Waka Kotahi will formally consult with the community on the proposals before confirming any change to permanent speed limits.
Cycling	<ul style="list-style-type: none"> Concerns where there is not physical separation on the road to cyclists – 100km/h is too fast to pass them. In zone 8B some submitters suggested lowering the speed to 70km/h-80km/h to make the road safer for cyclists. 	This feedback will be taken into consideration by Waka Kotahi before any change to the speed limits is proposed. As and when a decision is reached about safer speed limits, Waka Kotahi will formally consult with the community on the proposals before confirming any change to permanent speed limits.
Changing speeds	<ul style="list-style-type: none"> Some submitters felt that 80km/h speed would be sufficient for the majority of the road. Zones 5-6: 80km/h Zones 9-10: 80km/h 	This feedback will be taken into consideration by Waka Kotahi before any change to the speed limits is proposed. As and when a decision is reached about safer speed limits, Waka Kotahi will formally consult with the community on the proposals before confirming any change to permanent speed limits.
Design ideas	<ul style="list-style-type: none"> Some submitters had requests for design changes on this part of the road, despite being out of scope of the speed review. Calls for traffic lights north of Kapiti Road to have calming measures. A 'Barnes Dance' crossing system at Ngaio Road. 	These comments are outside the scope of the PP2Ō Revocation project and have been shared with KCDC for further consideration.

Sixty-four comments on Social Pinpoint were categorised as 'M2PP Speed Review', while a total of 61 comments related to M2PP speed (under different categories). Three survey responses incorporated M2PP Speed Review comments.

PP2Ō local road speeds

The following themes, ideas and concerns were highlighted during the consultation period:

Themes	Issues/Concerns	Waka Kotahi Comments
--------	-----------------	----------------------

Uniformity in local road speeds	<p>There was general feedback that people would like speed limits on the new sections of local roads to be consistent with current speed limits.</p> <p>Some submitters asked that the local roads be reviewed to have a standard speed. Eg Gear Rd, School Rd and Te Horo Beach Rd = 80km/h.</p>	This feedback will be taken into consideration by Waka Kotahi and Kāpiti Coast District Council before any change to the speed limits is formally proposed.
---------------------------------	---	---

Twenty-two comments on Social Pinpoint were categorised as ‘PP2Ō local roads speed review’, while a total of 118 comments related to local roads speed limits (under different categories). Two survey responses incorporated local road comments.

5. NEXT STEPS

This feedback will be used to help guide the detailed design process for the PP2Ō corridor, and to determine safe and appropriate speed limits on the PP2Ō corridor, M2PP corridor and local roads.

Detailed designs for the PP2Ō corridor will be shared with the community once these have been finalised.

Feedback on speed limits will be considered alongside our technical assessments. Should any changes to the speed limits be proposed, Waka Kotahi must first formally consult with the community.

This consultation on speed limits will be advertised and the community will be welcome to make formal submissions before a final decision is made.