Appendix F: Newsletter
Walking and cycling

A possible new pathway for riders and walkers between Peka Peka and Ōtaki. This section of the expressway would be on the north side of the Ōtaki railway. It would link up with the Ōtaki railway retail precinct and there will be further engagement with the community in 2012.

T e Horo proposal B confirmed

This proposal involves a new bridge over the expressway and the Ōtaki railway. Heading north from Ōtaki, access to the expressway will be achieved by a new expressway to town via a new bridge over the expressway and the Ōtaki railway. South Ōtaki interchange proposal A confirmed

This interchange will provide access to Ōtaki from the south. It will be a roundabout interchange with a long left turn and will provide access to the Ōtaki railway retail area.

North ōtaki interchange proposal A confirmed

This interchange will provide access to Ōtaki from the north. It will be a roundabout interchange with a long left turn and will provide access to the Ōtaki railway retail area.

Engage contractor and start detailed design

This newsletter will tell you about the outcome of public consultation on the Peka Peka to Ōtaki Expressway 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, 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.

We are working with Kāpiti Coast District Council (KCDC) on piki Coast District Council (KCDC) on

Mitigation engagement and resource consent

No mitigation shown.

Preferred expressway proposals announced

The newsletter will tell you about the outcome of public consultation on the Peka Peka to Ōtaki Expressway 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, 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.

Next steps

More detailed queries can be mailed to:

Peka Peka to Ōtaki Expressway Project

Wellington 6145

0800 PP20 INFO

www.nzta.govt.nz/projects/pekafipekafitofi

Step four

The consultation process

The consultation process will now move to a much more detailed level.

Please let us know if you have questions or comments on this update or other issues. We look forward to hearing from you.

Get in touch

Kāpiti Coast District Council

Kāpiti Coast District Council

Wellington 6145

www.nzta.govt.nz/projects/pekafipekafitofi

NZ Transport Agency  January 2012
Changes to the consultation proposals

A: Mary Crest alignment
- Proposed new route
- New northern route
- Proposed new route on Mary Crest
- Old SH1 to be retained for future use
- Old SH1 to be retained for access

As a result of feedback from the community, the proposed alignment has been altered to the north of the timber yard to avoid a steep gradient on the approaches to the bridge. This changes the alignment to the west and reduces the height of the proposed bridge.

B: Old Hautere Road link
- Proposed expressway
- New local road
- Old SH1 becomes local arterial
- North Island main trunk line (rail)
- Mangapouri Stream
- Ōtaki Railway station
- Country Road
- Old Hautere Rd
- New Old Hautere Road link
- Old SH1 becomes new local arterial

Further assessment of the potential for flooding in the area has modified the alignment to reduce the impact on cultural and heritage sites. Additional trees, cultural sites and potential heritage areas in the Mary Crest area. Environmental specialists also expressed similar concerns about potential speed along the local connecting road.

C: Rahui Road connection
- Proposed expressway
- North Wellington
- Tākaro Road
- Amenity Road
- Southern Access

Further assessment of the potential for flooding in the area has modified the alignment to reduce the impact on cultural and heritage sites. Additional trees, cultural sites and potential heritage areas in the Mary Crest area. Environmental specialists also expressed similar concerns about potential speed along the local connecting road.

Key features:
- Reduced overall footprint of the expressway and local road.
- Improved connections under SH1 and the railway.
- Reduced travel times and distances, emergency service response times, and lack of connection under the railway.

Key features:
- Close Rahui Road, upgrade County Road and provide a bridge east-west connection within Ōtaki (for example, if an accident over the expressway and the railway for walkers and cyclists.
- Placing the expressway lower in the ground as it approaches the south Ōtaki interchange reduces its visual impact and provides an opportunity to enhance landscaping adjacent to the road.
- KCDC and Ōtaki Community Board wanted the expressway to avoid the significant bush remnant containing 300 year old trees, cultural sites and potential heritage areas in the Mary Crest area. Environmental specialists also expressed similar concerns about potential speed along the local connecting road.