

Feedback summary from Connecting Peka Peka information days 28/29 October 2017

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10 November 2017

Two PP20 information days held on 28 and 29 October were a huge success, with an estimated 1200 people flocking to the events in Ōtaki and Te Horo over the weekend.

About 700 people came through the doors of the Maō riland Film Hub in Ōtaki Main Street on the Saturday and a further 500 attended at Te Horo Hall on the Sunday to talk to key experts from the project team who manned information stations and ran a series of presentations.

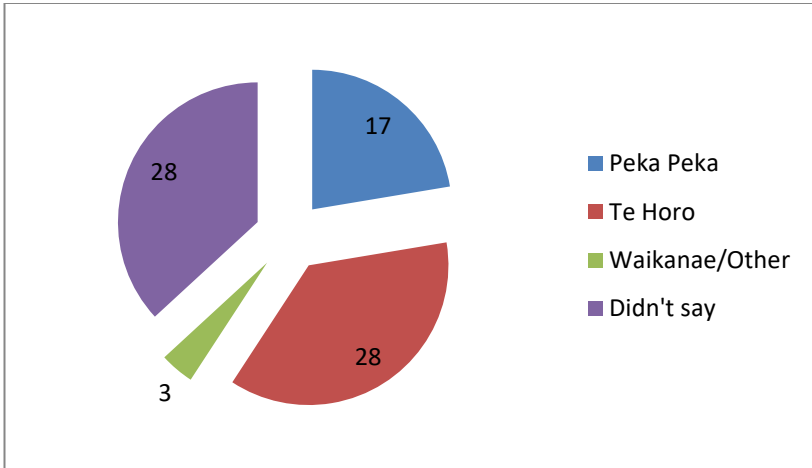


The Connecting Peka Peka project team – which is investigating options for improving connections to and from the Kā piti Expressway in the area between Peka Peka and Ōtaki River – presented two shortlisted interchange options at the information days. Both these options are for improvements to the existing interchange at Peka Peka, with a third option from the longlist showing an option at Te Horo, presented for comparison.

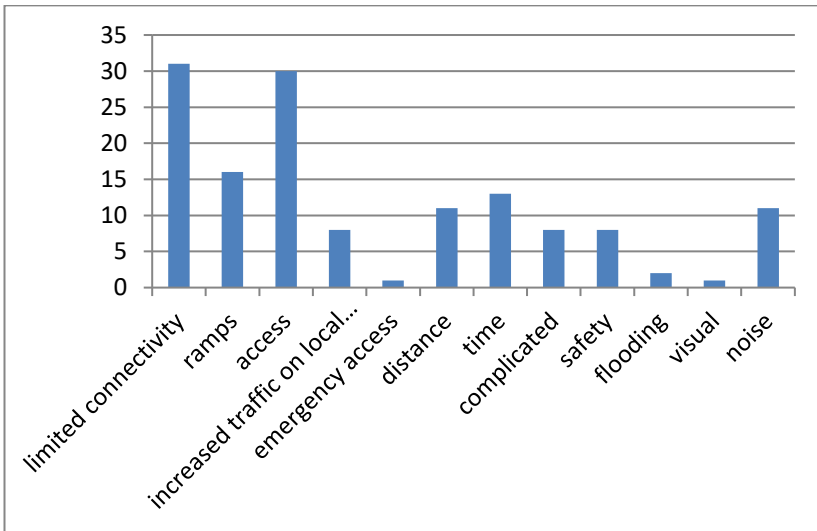
While hundreds of people took the time to talk to the project team and write sticky notes on large format maps, 78 also completed a handwritten feedback form.

The results below are from these feedback forms:

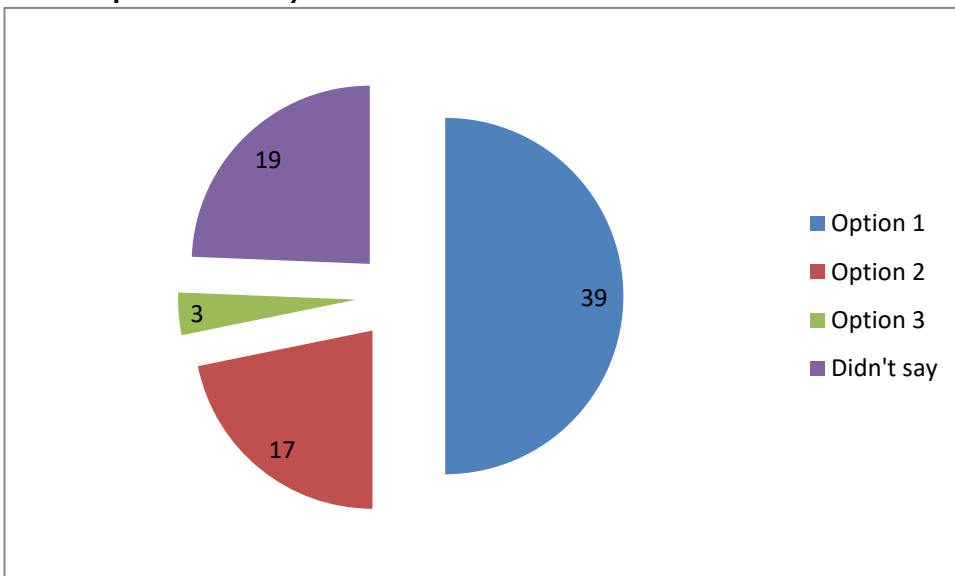
Where did people come from?



What were their main concerns?



Which option did they like the best?



Verbatim comments

1. get on with it!
2. dire need to provide connectivity to expressway
3. option 2 seems cheapest and most likely to actually go ahead
4. could live with option 2, cannot accept 'no option' - do something soon!
5. option 2 v feasible for PP, roundabout off/on ramps
6. 5 x a week we go to Waikanae
7. roundabout required at Hadfield Link Rd to ensure ease of traffic movement
8. thanks for great opportunities for consultation and listening to the local communities
9. v. concerned about noise as option over Paetawa stream will take merging lane close to our property
10. please look at using 'ogpa' from at least Otaki River bridge to south of Taylor's Rd
11. don't want to see massive road upgrades/kerb & channelling on local roads as it would change/spoil the semi-rural feel and character of the area
12. option 1 with roundabout, please have it done by early 2020 (PP2O completion)
13. 26km turnaround if you miss the turnoff at Waikanae, I have lost several acres of my farm - will see and hear expressway but not be able to use it
14. appreciate will probably come down to more economical option (2), either would be vast improvement on what we're dealing with at the moment. Emergency access an issue. With all the upheaval we are dealing with on a daily basis, we get no benefits, most people in our area need easy access to Wgtn and that is not available now as the off ramp at Waikanae is not worth using by the time you either drive up Moana Rd or carry on around the coast road - only effective way to drive is to continue using the old SH1
15. lack of connectivity – effectively, because we can't get to the expressway
16. at Te Horo prefer Winiata Link Rd to be joined to Old Hautere Rd which provides more direct access to expressway going north for School Rd area residents. In immediate future, north bound intersection of Peka Peka Rd/expressway needs modifying to reduce risk of idiot behaviour (jamming on brakes where road narrows, U-turns at end of media barrier to go south on expressway)
17. option 2 = less impact + cheaper, but keen on off/on ramp at Peka Peka
18. much prefer option 3 but if not possible, option 1 next best. Project MUST proceed.
19. I would prefer it NOT to be at Peka Peka at all, we had roadworks for long enough and we use the interchange at Raumati to get on/or the expressway. Local roads for local people. Live on Octavius Rd so option 1 has massive visual impact. PLUS it is not currently safe to access shared path from Otavius Rd/Hadfield Rd side...
20. prefer option 1 most intuitive although does need large roundabout for trucks.
21. most easiest to drive Nth & Sth from Te Horo
22. Option 1 is the only viable option, option 2 bends too tight & will cause accidents, option 3 doesn't help most residents and land not owned
23. option 1 solves connectivity issues for Peka Peka and Te Horo
24. option 1 has better flow, shorter distance when coming from PP. too tight corner at Hadfield Rd for option 2, Hadfield is already confusing
25. Emergency services have not been considered for local road residents, distance between Waikanae & Peka Peka is too great, Peka Peka off ramp urgently required
26. option 2 is not intuitive at all, work needs to start on option 1 ASAP
27. option 1 best and only option
28. option 1 - include roundabout where the entry ramp is to head south onto the expressway
29. imperative to have access to expressway at Peka Peka when going south
30. concerned about heavy vehicles, T intersection Otaki Gorge Rd is critical (single point of failure)
31. Waikanae North development is large and will create a lot more commuter traffic. Good to send this traffic up the old SH1 north to link onto new highway and reduce congestion on Te Moana Rd. Finish this interchange before starting new work on O2NL
32. who is responsible for Peka Peka road itself? Very dangerous, narrow, 80km speed limit and grossly overcrowded
33. interchange needed closer to Te Horo than Otaki/Waikanae. Customers need to find our business
34. option 1 cheaper, tidier, quicker, please provide hi res design plans on website (not artist impression)
35. don't mind which option as long as there is one
36. option 1 could be modified with roundabout which would give better road layout for merging with expressway

37. must be ability to exit/join the EQ between Moana Rd and Gorge Rd, option 1 also provides alternative for vehicles to access Waikanae Town Centre if they miss Te Moana exit. Common-sense this should be built and the sooner the better. community of interest is to the south
38. MUST have on/off ramp at Peka Peka
39. the effect is DISCONNECT! Confusion, difficulty, frustration, U-turns etc, can't access new expressway
40. noise! Stress! No acoustics under the overpass at Peka Peka. Extra traffic merging lanes on south side option 1 will increase this noise - what mitigating factors will be in place to reduce this?
41. prefer option 1 including a roundabout at new intersection travelling south, option 2 ok but tight turn, option 3 good but only AS WELL AS and not INSTEAD OF. Gear Rd extn also fantastic if it gives access to old SH for Te Horo residents travelling south
42. temp merging lane at PP/Te Horois dangerous - blind spot with not enough room to merge from 1 to 2 lanes, DO NOT WANT a Te Horo interchange, prefer Peka Peka option that affects people the least
43. if no interchange at Peka Peka we will effectively be denied access to the expressway
44. want ramps at Te Horo, OGPA not chip seal please
45. concerned about noise, use of surfacing which mitigates traffic noise is of the highest importance, no strong view about the 2 options, so long as an interchange is confirmed
46. chip seal will make the noise more apparent, interchange needs to happen otherwise Te Horo and Peka Peka residents will never use the expressway
47. why chip seal? Lots of houses along the expressway.. Please don't ruin our quiet country life by being cheap!!!
48. it affects the environment if you have to use too much more petrol. Helplessness fears through lack of access to "the rest of the world".
49. both options meet with my approval, silent seal/noise barriers
50. It's impossible to connect with new expressway to travel south at Peka Peka, a ridiculous situation in this modern world - you build a "new" highway then ban entry to it!! My taxes, one way or another, were spent on construction of a highway which I cannot use with convenience to get to my home while travelling north from Wellington or to travel south to Wellington. Option 2 is required now.
51. option 2 would be better than no option, when travelling north to Te Kowhai Rd not convenient for me to travel the Expressway to Waikanae puts on extra travel back to Waikanae township, so at present I leave the expressway at Paraparaumu and travel the old road. No help leaving Peka Peka expecting to use Expressway, still have to travel to Waikanae and use the old road. Frustrating... The sooner this interchange is constructed would save near accidents/deaths, locals doing U-turns to take a 'shortcut'
52. lack of south facing ramps so unable to use expressway as Hadfield Rd resident...despite overlooking Peka Peka intersection. Solve by adding ramps and improving roundabout at Peka Peka Rd
53. badly need BOTH on/off ramps at Peka Peka to improve connectivity and safety, we own 90 acres in Te Hapua Rd and strongly prefer option 1
54. adds time to travel and a reluctance to use expressway - opt for old SH1. Existing roads not built for this type of travel - dangerous and slow, speeding is rife
55. extremely difficult to get on/off expressway and if you miss Waikanae turn off going north, it's a 20min trip to Otaki then back. Time. Hassle. Inconvenience
56. no way to get to expressway to go south, I will get extra traffic noise without benefit of being able to use the expressway
57. the land is there, let's do it. We have luxury lodge on Peka Peka Beach, guests are 80% international - travelling from Wgtn north is a nightmare and directions keep changing... Tourism is one of our biggest earners so let's get on with it
58. hard to direct people... All that planning & expense to have half an interchange??!!