

## 1 MacKays to Peka Peka Expressway

### Our concept for the expressway

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#### Where we are proposing the MacKays to Peka Peka Expressway should go

- Between MacKays Crossing to Peka Peka Road, approximately 18km in length, linking with the new Transmission Gully road and with the new Peka Peka to Ōtaki Expressway.
- Entire road would be a four-lane, median divided highway, with a new bridge over the Waikanae River, and with all local east-west roads crossing either under or over the expressway.
- Two full interchanges – at Paraparaumu and Te Moana Road – and part connections at the southern and northern ends. To optimise safety and travel efficiency, no other direct local road intersections are proposed.
- The expressway would follow the existing Western Link Road designation, except where it joins the existing state highway or where improved safety and/or environmental outcomes would be achieved by a new alignment.
- North of MacKays Crossing, the existing 'Raumati Straight' would be upgraded up to where the expressway follows a new alignment.
- North of Poplar Avenue, the road would divert to generally follow the alignment of the existing Western Link Road designation, it would cross <sup>1</sup> Raumati Road, and then Kāpiti Road, at which point an interchange servicing Raumati/Paraparaumu/Otaihanga would most likely be located.
- The expressway would then cross <sup>1</sup> Mazengarb Road and then Otaihanga Road, and cross over the Waikanae River east of Otaihanga settlement.
- The expressway would cross over Te Moana Road, at which point the second full interchange would be located to service Waikanae.
- From Te Moana Road to Peka Peka the expressway would generally follow the existing designation north, except to avoid nationally significant wetlands, until rejoining the existing state highway alignment at Peka Peka.

<sup>1</sup> Whether the expressway crosses over or under local roads will be determined in the next stage of design



#### Aims of the MacKays to Peka Peka Expressway

- Increased roading capacity providing for future regional and national economic growth and productivity.
- Interchanges at Waikanae and Paraparaumu providing good local access.
- New additional bridge over Waikanae River which gives route security.
- Retention of the east-west links, maintaining good local connections.
- Provision for pedestrian and cycle access where appropriate.
- Avoidance of significant wetlands and impacts on natural water systems, and creation/enhancement of wetlands for stormwater management and wetland restoration.
- Opportunity for existing State Highway 1 to become a new local arterial, and to improve access down existing local roads.
- Enhanced connections within Waikanae town centre.
- Provision for the long-term role and operation of State Highway 1 within Kāpiti.
- Support of local economic, community and urban growth strategies and aspirations as possible.
- To follow the Western Link Road designation, unless an alternative alignment provides safety and/or environmental improvements.