

1 PP2Ō REVOCATION ENGAGEMENT SUMMARY



In May, the NZ Transport Agency asked the community for feedback on the Peka Peka to Ōtaki (PP2Ō) revocation project. **Read the original engagement summary.**

While this provided a broad indication of features and considerations, to assist the Transport Agency and Kāpiti Coast District Council agree on the project scope, a second round of engagement was undertaken. During this round of engagement, a set of specific questions was presented to the community for feedback.

The four specific questions were shared via print media, social media, newsletter, direct email and website. The public was asked to provide feedback by Friday 26 July.

REACHING THE COMMUNITY

Half-page advertising that included the questions were placed in the Kāpiti News, Horowhenua Chronicle, Horowhenua Mail, Kapi Mana News and Kāpiti Observer between Thursday 11 July and Thursday 18 July. Within this ad was an explanation of why the questions were being asked, and how that information would be used.

Respondents were encouraged to mail or email their responses to the project team, and to sign up to the project newsletter.

1 PEKA PEKA TO ŌTAKI REVOCATION UPDATE

In May we asked you what changes you'd like to see on SH1 between Peka Peka to Ōtaki when the new expressway opens. You told us access between communities was important, you had concerns about safety and speed and you wanted us to consider walking, cycling and horse-riding facilities. We'll soon be agreeing the scope of the revocation project with Kāpiti Coast District Council - basically, the extent of the work we'll be doing. To assist us with that, we have some specific questions:

- ✂ **1.** When we consider walking and cycling, urban design, parking, traffic lanes and planting through Ōtaki's railway commercial area, we need to decide how to fit everything within the space available. When considering these things what would take priority for you?

- 2.** To ensure improvements like these can be provided within the Ōtaki railway commercial area, what changes to parking, footpaths, traffic lanes, median strips, planting and pedestrian crossings might you be willing to consider?

- 3.** You told us speed and safety are key concerns. When the expressway opens, traffic volumes along the old route will drop considerably. What changes would you be willing to consider to passing lanes near Te Horo, intersections, turning lanes and median strips in order to provide a safer road for everyone?

- 4.** Considering the reduction in traffic volumes, and a separated walking and cycling path being built through this area, what special provisions for cycling would you want to see through Ōtaki's commercial area?

Please send your answers by Friday 26 July to: c/- Jerrell Bagsic, NZ Transport Agency, Private Bag 6995, Wellington.
Or email them to pp2orevocation@nzta.govt.nz

Example of newspaper advertisement

Subscribe to our newsletter by emailing PP2Orevocation@nzta.govt.nz

FACEBOOK ACTIVITY

An explanation of the additional information required, and a link to the survey was posted on the NZ Transport Agency Facebook page on 15 July. This post was also boosted to reach residents who do not already follow the Transport Agency on Facebook.

The post was shared by local groups and organisations including Ōtaki Today, Energise Ōtaki and Sunny Ōtaki.



PEKA PEKA TO ŌTAKI REVOCATION

Throughout May we asked the community what you think should happen to SH1 between Peka Peka and Ōtaki when the Expressway opens in 2021.

Your comments have given us a great starting point to agree on the project scope (what is and isn't included in the work) with Kāpiti Coast District Council. Before we do that, we have a few follow-up questions.

Click on the link to have your say: <https://bit.ly/32kz10I>

Once we have agreed on the scope, there'll be further opportunities for you to have a say on the PP2Ō revocation concept designs.



NZ Transport Agency - Wellington
Government Organization

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21

44 Comments 11 Shares

Example of Facebook post

The majority of Facebook comments referred to a desire for upgrades to SH58 and an interchange with the PP2Ō Expressway at Peka Peka, both of which are outside the scope of this project.

A link to the survey sent to all subscribers on the email subscriber list and shared directly via email with partners and stakeholders. This link explained the need for further questions, how they would be used, and that there would be further opportunities for engagement in future.

Throughout May, we asked the community what changes we should consider when designing the revocation corridor between Peka Peka and Ōtaki. Basically, we wanted to know what you think should happen to State Highway 1 when the Peka Peka to Ōtaki Expressway opens in 2021.

You told us that access between communities was important, that you were concerned about safety and speed, and that you would like us to consider features for walking, cycling and horse riding.

Your comments have given us a great starting point to agree the project scope with Kapiti Coast District Council, or, what is and isn't included in the work.

But there are some specific follow-up questions we need your help with before we can do so. Once we have agreed the scope with council, there will be further opportunities for you to have your say on the PP2Ō revocation concept designs.

Thank you and we look forward to hearing your thoughts.

OK

Survey Monkey link

Finally, the **PP2Ō revocation project page** was updated to include a link to the survey.

During May 2019 we asked people for their feedback by asking how they would like to see it used, identifying important features along the corridor, raising areas of concern and any other considerations.

You can see what others had to say on our [interactive online map](#)

Based on that feedback, we now have some specific follow-up questions we would like your help with. You can answer those questions here: www.surveymonkey.com/r/PekaPeka2Otaki

Text on the PP2Ō revocation project page

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RESULTS

In total, almost 20,000 people were reached by the Facebook post. Facebook reach was split 61.8% women, 38.2% men, with the majority of those reached under the age of 44. A total of 1,878 additional users were reached with the boosted post.

19,503
people reached

96

likes, comments and shares

28 likes

23 on post

5 on shares

56 comments

44 on post

12 on shares

12 shares

11 on post

1 on shares

1,795
post clicks

145 photo views

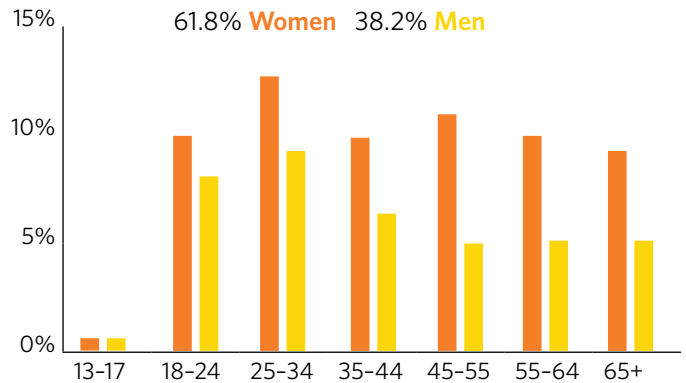
265 link clicks

1385 other clicks

We received 109 responses via the survey link. An additional eight submissions, including joint submissions from community groups, were received via direct email and mail.

NEXT STEPS

This information will be used to help agree the scope of PP20 revocation project works with Kāpiti Coast District Council. Once the scope is agreed, we will continue to work on concept designs for the PP20 revocation, which will then be presented to the public for further discussion and feedback.



WHERE TO FROM HERE?

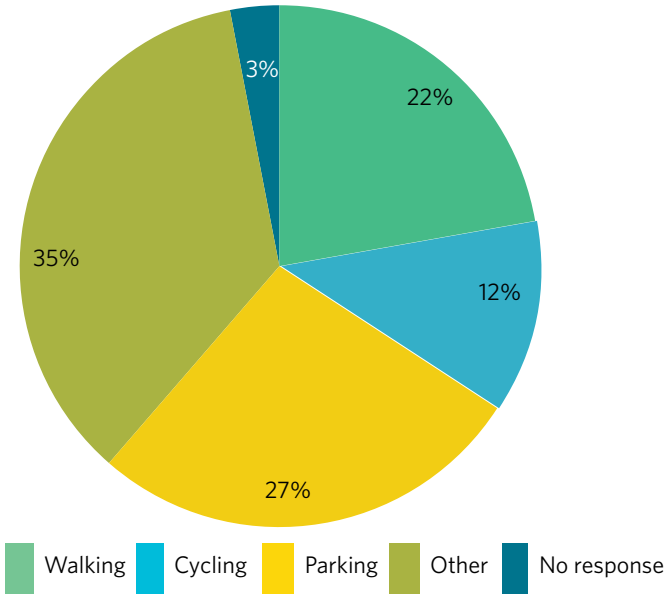


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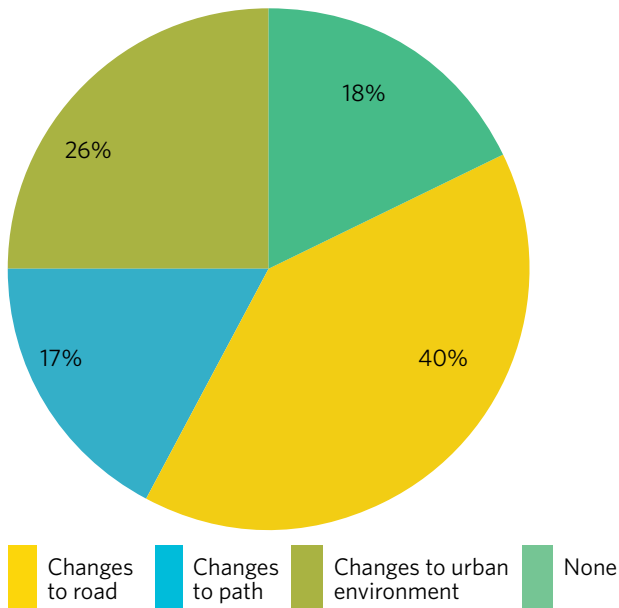
SURVEY RESPONSES

During the second round of public engagement for the PP20 revocation project, a set of specific questions was presented to the community for feedback. The four questions were shared via print media, social media, newsletter, direct email and website. The public was asked to provide feedback by Friday 26 July. We have assigned each open-ended response to the category it fits with best.

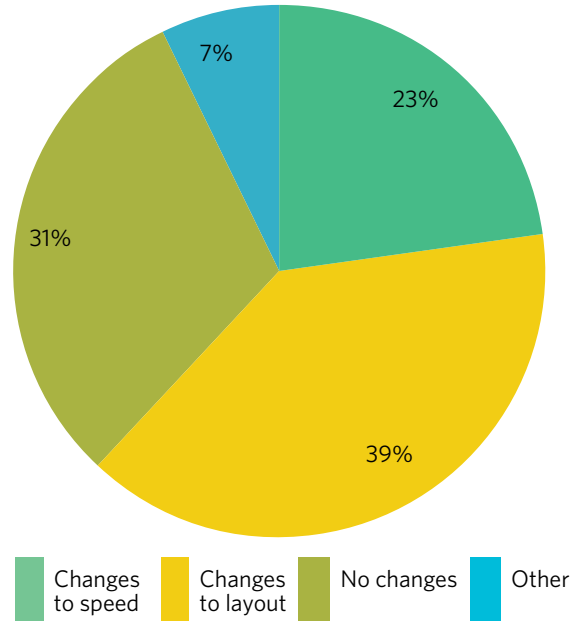
1. When we consider space for walking and cycling, urban design, and planting through Ōtaki's railway commercial area, we need to decide how to fit everything within the space available. When considering walking, cycling, planting, parking and traffic lanes, what would take priority for you?



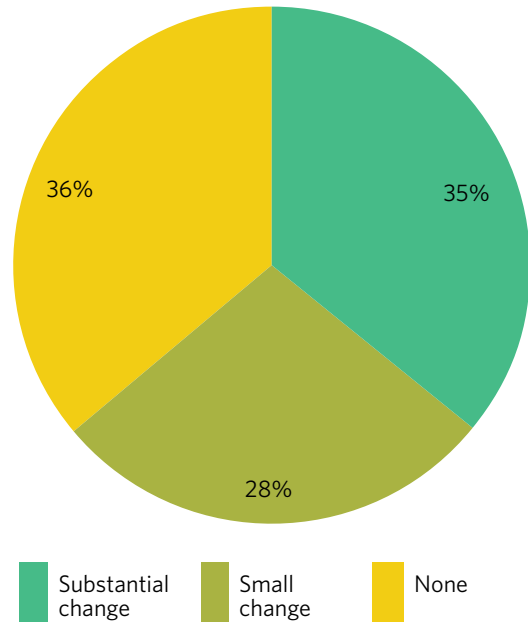
2. To ensure improvements like these can be provided within the Ōtaki railway commercial area, what changes to parking, footpaths, traffic lanes, median strips, planting and pedestrian crossings might you be willing to consider?



3. When the PP20 Expressway opens, traffic volumes along the old SH1 route will drop considerably. You told us that speed and safety are key concerns. What changes would you be willing to consider to passing lanes near Te Horo, intersection layouts, turning lanes and median strips in order to provide a safer road for all users?



4. Considering the reduction in traffic volumes, urban design changes, and a separated walking and cycling path being built through this area, what special provisions for cycling would you want to see on the old SH1 through Ōtaki's railway commercial area?



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