

KĀPITI EXPRESSWAY PROJECT OVERVIEW

The Peka Peka to Ōtaki Expressway is part of the Kāpiti Expressway improvements and is expected to be completed in 2021 at an estimated cost of \$330 million. The project will run for approximately 13 kilometres from Te Kowhai Road (in the south) to Taylors Road (north of Ōtaki).

By bypassing Ōtaki and providing a high standard four-lane expressway through the area, it will increase the efficiency of freight and people movements between Wellington and the north. It will ease local trip congestion and help boost economic development in the area.

A shared path for cyclists and pedestrians is under construction as part of the Peka Peka to Ōtaki section of the Kāpiti Expressway.

These improvements will ensure the State Highway 1 route between Wellington Airport and Levin provides safe, efficient and reliable travel that communities and businesses can rely on to grow and prosper.



PP2Ō REVOCATION

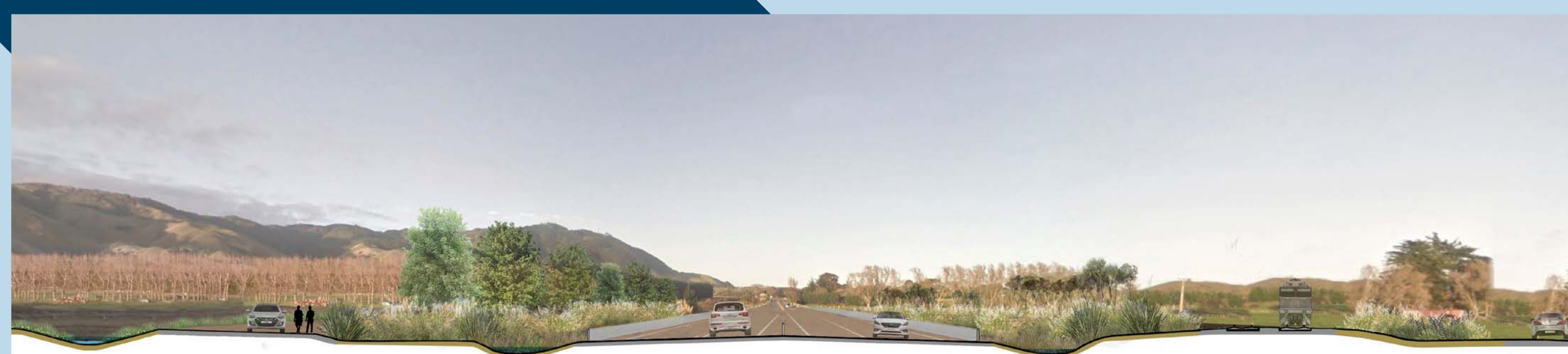
Thank you for coming to this open day to find out more about the projects happening between Peka Peka and Ōtaki. It's a really exciting time for the district - there's a huge amount of work going on, with lots more still to come. And this is your opportunity to help shape that work.

Throughout this process the NZ Transport Agency and Kāpiti Coast District Council will be working together to make sure that any changes suit the community and its needs. It's really important that the community is kept involved and informed as work progresses, so we'll be providing lots of opportunities to provide feedback and share your thoughts.

This is your community, and we want you to feel that this is your project.



VISUALISATIONS



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WHAT IS PP20 REVOCATION?

When the Peka Peka to Ōtaki Expressway opens in 2021, we'll be starting work to return the state highway to the status of a local road – a process known as revocation.

That means the Transport Agency will transfer responsibility of the 13-kilometre section, from Taylors Road to Te Kowhai Road, to the Kāpiti Coast District Council. Before that happens, we need to ensure that it is fit for purpose.

To ensure that this work goes as smoothly as possible we are starting to plan for it now, and we are already considering how to:

- strengthen the resilience of the Kāpiti Coast's transport network
- ensure the corridor:
 - is accessible for all transport modes
 - remains a viable alternative route if the Kāpiti Expressway is closed
 - connects communities and key regional areas/facilities where people live, work, and recreate
 - creates safer journeys through the local network.



Landscaping and beautifying along the route will be an important consideration.

HOW YOU CAN BE INVOLVED

We want to know what you think would be important to you along the state highway corridor once it reverts to a local road. For example, what walking and cycling facilities would be useful? How should landscaping in the commercial areas look? How can we make the corridor more accessible for all users? And, of course are there any existing features you might like to see retained?

The NZ Transport Agency and Kāpiti Coast District Council will be working in partnership to plan, design and deliver a fit-for-purpose local road.

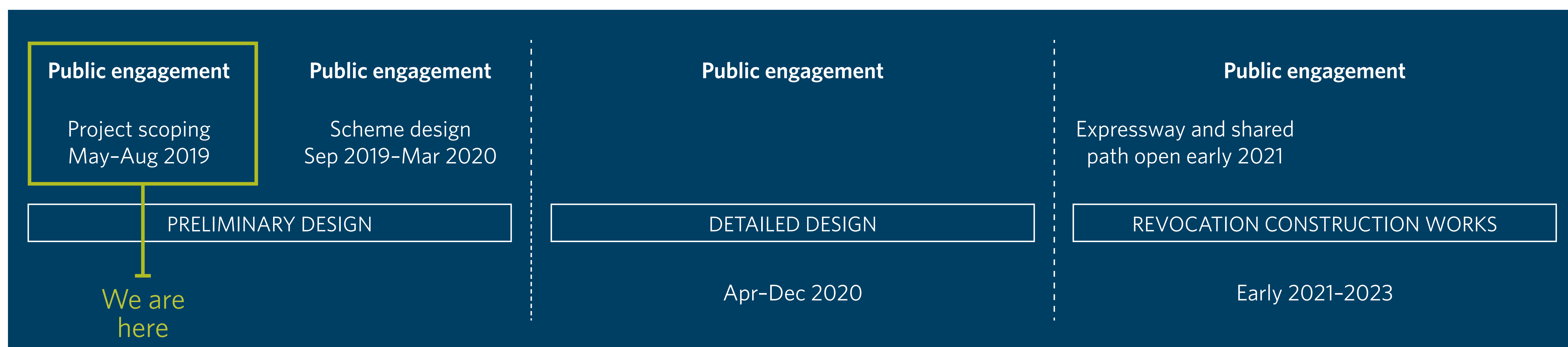
We'll be looking to incorporate the latest road safety designs, and we'll also be considering the local culture, environment and history when designing along the corridor so that it connects within the local context.

It is important that local communities are part of the revocation process to ensure their aspirations are reflected in the final plan. The project team is committed to early and ongoing engagement throughout the duration of the project.



REVOCATION TIMELINE

Community input is a vital part of the revocation process, so at each stage of this process we will be asking for your thoughts and feedback. The more information you can provide, the more we can be sure to deliver a project that the community can be proud of.



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REDESIGNING THE ROUTE

As we prepare to return the state highway to local road status, we'll be thinking about what features it will need to incorporate. As we do that, we'll be considering design aspects including landscaping, road layout, safety, speed limits and the needs within commercial areas.

KEY FEATURES

The following benefits are expected from the revocation works:

- Enhancing the Ōtaki and Te Horo business areas to suit the expected traffic volumes and movements.
- Continuing to operate as an emergency bypass route to the Kāpiti Expressway.
- Protect and enhance natural systems, local character and amenities.
- Facilitating the movement of people to local communities from the east to west and enhancing connectivity for all transport modes through and across the district by:
 - expanding walking and cycling connections and options
 - improving connections to and from rail and bus facilities
 - enhancing safety for all users including intersection improvements and appropriate traffic speeds.

WE'D LIKE YOUR THOUGHTS ON A FEW THINGS

- Road layouts to suit lower traffic volumes
- Pedestrian access and footpaths
- Provisions for cycling
- Lighting
- Signage for pedestrians, cyclists and motorists
- Landscaping, plantings and street furniture
- Public transport
- Speed limits
- Ōtaki and Te Horo commercial centres
- Utilities, drainage and maintenance



PEKA PEKA TO ŌTAKI (PP2Ō) STATE HIGHWAY 1 REVOCATION



A shared cycling, walking and bridle path will be constructed as part of the PP2Ō project. It will be separated from the expressway and provide a safe and enjoyable path for the public.

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CONSIDERING APPROPRIATE SPEED LIMITS

State highways are designed to carry a large number of vehicles as quickly and efficiently as possible. Local roads have different considerations.

When we look at redesigning the state highway, we need to consider that it will be running through residential, commercial and recreational areas and that the type of traffic and volume using it will be different.

As part of the revocation process, we will be reviewing speed limits along the route, and considering whether those limits are still appropriate. Our priority is to make this a safer route so that everyone using it can get where they are going safely and reliably.

That may mean, for example, some stretches of the corridor are still better suited to 100km/h, while commercial areas may be better suited to a 50km/h limit or even lower.

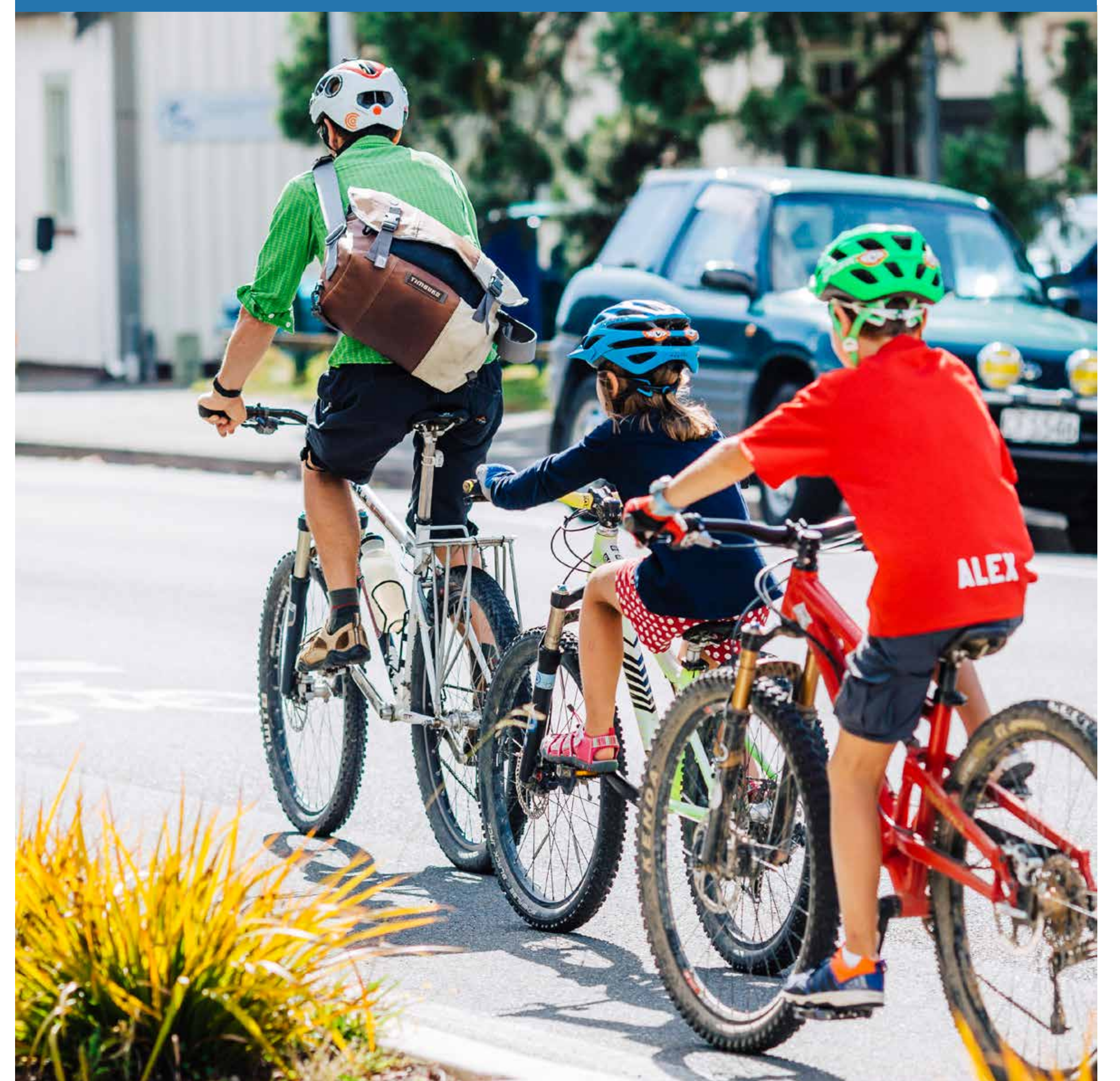
As the most regular users of the road, and those who will be most affected, we would like to hear your thoughts about speed limits along the route.



WHAT WE NEED TO KNOW

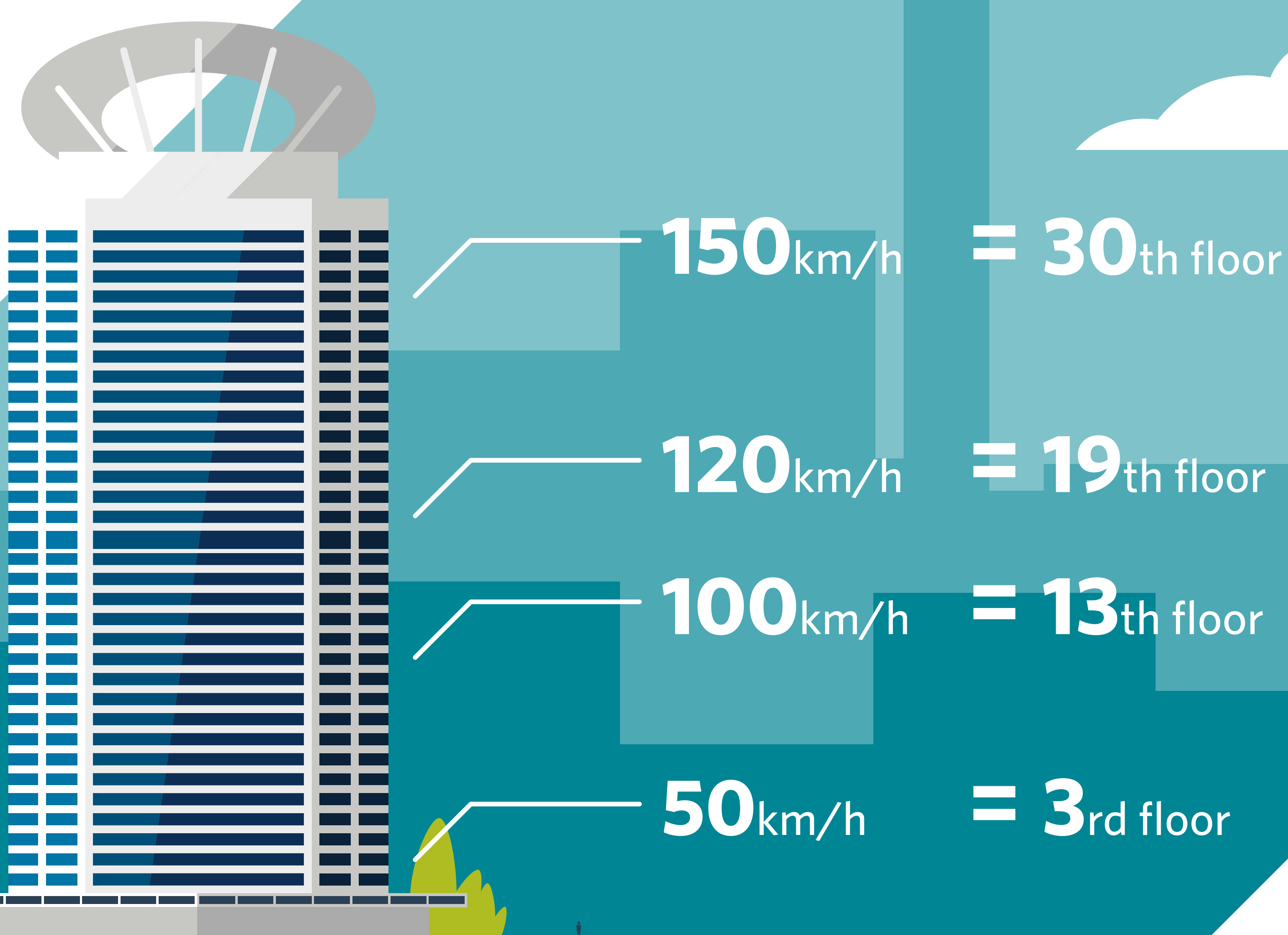
We'd like you to consider in your feedback:

- Who will be using the road
- What they will be using it for
- How different speed limits may affect residential or commercial areas
- How different speed limits may affect your journey
- How different speed limits may affect safety



THE IMPACT OF SPEED

This graphic shows the impact of a crash at particular speeds translated into a fall from the floor of the building.



Human for scale

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WHERE TO FROM HERE?

Thank you for your interest and your input into the PP2O revocation project. Your feedback is a very important part of this process, and will help ensure that any work we undertake reflects community aspirations.

Throughout this process, the NZ Transport Agency and Kāpiti Coast District Council will be working hard to ensure that revocation work is on track and that the community is kept well informed.

HOW CAN I STAY UP TO DATE

To keep up to date with this project, you can sign up to our project newsletter, which will let you know about upcoming events, the latest news and how the project is progressing. Email us on PP2Orevocation@nzta.govt.nz to receive our updates.

If you have questions, please get in touch with us by email on PP2Orevocation@nzta.govt.nz

**FILL IN OUR
FEEDBACK FORM
HERE TODAY OR
ONLINE TO HAVE
YOUR SAY**



TIMELINE

MAY TO
AUGUST
2019

SEP
2019 TO
MARCH
2020

APRIL
TO
DECEMBER
2020

EARLY
2021 TO
2023

SETTING THE SCOPE

This is where we are now. This part of the process helps us identify what is and isn't included within the revocation work we'll be doing. We are working with Kāpiti Coast District Council, and because this involves your community, you have a say.

CONCEPT DESIGN

We will take your feedback into account along with our technical analysis – to help produce a concept design. Once we have a concept design, we will present it back to the public for further discussion and engagement. We'll also be in touch with affected landowners to let them know about work taking place near their property.

DETAILED DESIGN

This is where your suggestions and concerns will be considered as the design is finalised. We will present the detailed design to the public so that you can see what is planned.

REVOCATION CONSTRUCTION

This is where design becomes reality. Construction is planned to start in 2021 and be completed in two years.

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