

Appendix F: Newsletter

Rahui Road connection



Proposed Rahui Road connection bridge over the expressway, showing the Rahui Road bridge.

- Key features of the revised Rahui Road proposal include:**
- Maintaining existing east-west road connections providing route security and direct access to the Ōtaki-Māori Racing Club side and/or County Road on the eastern side
 - Modifying the bridge approach on the eastern side to reduce visual impact on this dairy factory, improve gradients, and reduce the visual impact of the bridge compound with the surrounding landscape
 - Reducing the bridge carbon by lowering it to approximately 8.5 metres above the existing road level and adopting a more slender bridge design to achieve further reduction in the height of the bridge
 - An 8% gradient on the approaches to the bridge achieved by shifting the railway line closer to the expressway and lowering the expressway



Perspective view of a road with the Rahui Road connection bridge in the distance.

Next steps

- Mid 2012**
- We will engage on design details with the community and potential mitigation
 - Start preparation of RMA applications
- Early 2013**
- Finalise RMA applications with the community and potential mitigation
 - The community will be able to make submissions on the application
- 2014 onwards**
- Engage contractor and start detailed design



Contact us

Your feedback is always welcome. If you have any questions about this newsletter or would like more information about the Peka Peka to Ōtaki Expressway project, you can email, phone or mail us.

More detailed queries can be mailed to:
 Peka Peka to Ōtaki Expressway Project Team
 PO Box 5384
 Wellington 6145

For more information, please visit:
 www.nzta.govt.nz/projects/peka-peka-to-otaki



1 Wellington Northern Corridor

Peka Peka to Ōtaki Expressway

Preferred expressway proposals announced

This newsletter will tell you about the outcome of public consultation on the Peka Peka to Ōtaki Expressway, outline key changes to the design and will provide an update the project timeline

In February and March 2011, we asked you what you thought about the proposals for the Peka Peka to Ōtaki Expressway. We passed your views, including the interchanges at North Ōtaki, South Ōtaki and the connections at the local roads, to the NZTA Board. In September 2011 we gave you an update on the feedback we received.

Since then, we have made decisions on the proposals: the alignment of the expressway has been confirmed and changes have been made to address the feedback we received. We have also confirmed the location of the interchanges and the location of the local roads. There will be further engagement with the community in the middle of this year to help us refine proposals for mitigating the environmental effects of the expressway.

The consultation process

Step one - In October 2009, we talked with the Ōtaki community about plans for a Peka Peka to Ōtaki Expressway. In December 2009, the NZ Transport Agency (NZTA) Board confirmed the expressway route from Peka Peka to Ōtaki.

Step two - We asked you what you thought about the proposals for the interchanges and connections, to find out which ones might be workable. After further analysis, a short list of proposals was identified for public consultation.

Step three - From February to March 2011, the Ōtaki community gave us their views on the proposals. You can read the full report on the consultation process on the [NZTA website](#).

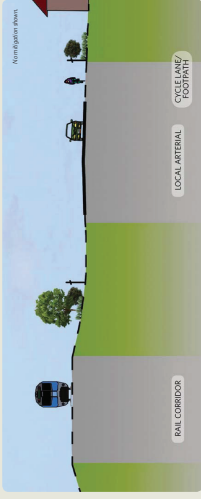
Step four - We then considered the feedback received, as well as assessing a wide range of technical, social, cultural, environmental and economic options. We have now approved the preferred proposals and developed some recommendations. These recommendations have now been approved by the NZTA.

Walking and cycling

A possible separate pathway for walkers and cyclists between Peka Peka and Ōtaki. A shared path for walkers and cyclists is being considered which would utilise the existing SH1 from Peka Peka through to Ōtaki. The path will be designed to be safe and easy to use for walkers and cyclists. Whether to develop this path will be taken into account in the community's wish to:

- provide safe, off-road access through the area for walkers,
- provide a link from Peka Peka to Ōtaki and limit the need to cross the arterial road
- provide safer access across the existing Ōtaki River Bridge.

Safe crossing points will be identified at side roads and residential areas (for example, in Ōtaki). Access may also be provided where there are no side roads. We are working with Ōtaki Coast District Council (OCDC) on the project and there will be further engagement with the community in 2012.



Local roads

The existing SH1 will become a local arterial road north of Mary Crest, with a new arterial road located west of the expressway between Peka Peka and Mary Crest

The proposed design aims to:

- improve property, significant vegetation and road surfaces
- Remove passing lanes and wide road widths
- Approach for vehicles, walkers, cyclists and horse riders
- Retain consistent vehicle speeds in rural areas, with lower speed between Ōtaki and the South Ōtaki interchange and through to Ōtaki.

Any private access arrangements affected by the project are being reviewed. If you have any private access arrangements affected and want to talk to us, please call 0800 9920 INFO

Changes to the consultation proposals

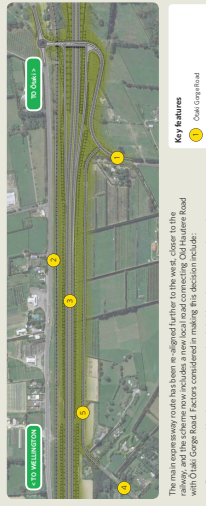
A: Mary Crest alignment



As a result of both feedback from the community and further investigations, the alignment has been altered and moved to the east. The new alignment will provide a more direct route to the Mary Crest cultural sites and potential heritage areas in the Mary Crest area. Environmental impacts and proposed measures to manage concerns:

- Shifting the alignment to the east avoids the bush remnants and also reduces the impact on cultural and heritage sites
- The shift will allow a more efficient local road design, closer to the railway and Ōtaū Community Board, which the expressway to avoid the significant bush remnants containing 200-300 year old trees, cultural sites and potential heritage areas in the Mary Crest area
- Environmental impacts and proposed measures to manage concerns:
- Reduced overall footprint of the expressway and local road

B: Old Hautere Road link



The main expressway route has been realigned further to the west, closer to the railway, and the scheme now includes a new local road connecting Old Hautere Road with Old Gorge Road. Factors considered in making this section include:

- Local roads and their connections to the expressway
- Distances, emergency service response times, and lack of connection under the proposed car-deck in the 2011 consultation proposals
- Balancing the needs of residents, stakeholders and safety
- The opportunity to reduce the impact and required for the expressway.

KCDC and the NZTA will also explore opportunities to introduce measures to manage concerns also potential issues during the local connecting road.

B: Old Hautere Road link - cross section



This image shows how the expressway will sit below the level of the existing local road. The local road will be largely due to greater adverse environmental effects and value opportunity to enhance landscaping, adjacent to the road.

- Other options were considered, such as a bridge link to the local road, but this was deemed to be largely due to greater adverse environmental effects and value opportunity to enhance landscaping, adjacent to the road.
- Placing the expressway lower in the ground as it approaches the local road provides the local road with the opportunity to enhance landscaping, adjacent to the road.

C: Rahui Road connection



During public consultation in early 2021 we presented two proposals for the connection at Rahui Road:

- Close Rahui Road, Upgrade County Road and provide a bridge over the river.
- Proposed expressway, New local road, and New local stream.

The proposal called for current and predicted traffic flows which currently use Rahui Road to access the Town Centre. The proposal also called for a new local road and stream. While providing a direct east-west connection this option had a number of potential effects, including visual and property impacts. A very steep gradient on the approaches to the bridge.

From the feedback we received on Rahui Road, it was very clear that this was an important issue for the community. There were concerns about the safety of the bridge, the impact on the local environment, and the impact on the local community. The Ōtaū Community Board and KCDC also raised concerns about the safety of a single-lane bridge. The proposal called for a new local road and stream. While providing a direct east-west connection this option had a number of potential effects, including visual and property impacts. A very steep gradient on the approaches to the bridge.

Recognising the views of the community, we now propose to build a bridge (for vehicles, walkers and cyclists) on Rahui Road, to go over the expressway and the railway. By providing a road bridge over the expressway, County Road and stream, we can improve the safety of the bridge and the local environment.



Further assessment of the potential for flooding in the area means that we can now sit the expressway at a lower level than in our previous proposals. This means that we can now sit the expressway at a lower level than in our previous proposals. This means that we can now sit the expressway at a lower level than in our previous proposals.

We have also looked at the positioning of the expressway and the railway and propose to bring the two closer together. This will allow us to reduce the footprint of the expressway and achieve a further reduction in the height of the bridge. When compared with building an improved road bridge connection at Rahui Road.

The approach to the bridge on the eastern side has been modified to reduce the visual impact on the dairy factory.