

Waikanae Beach drop-in on 29 November 2015 – feedback notes

This drop-in session was held at Waikanae Beach Community Hall and focussed on the theme of traffic and transport. Technical experts were present to answer questions about

- the modelling that has been done about traffic flows resulting from the expressway interchange at Te Moana Road and how impacts on Waikanae Beach might be managed
- the pros and cons of different traffic calming measures
- the provision of bus services to Waikanae Beach
- the development of cycleways, walkways and bridleways (CWB) at Waikanae Beach

With regard to bus service and CWB provision, the meeting was well timed as both areas are undergoing reviews at present and this session offered an opportunity for residents to provide feedback to the relevant planners.

Also present to answer questions was a member of the council team responsible for the Proposed District Plan.

Thirty-three residents took the opportunity to attend and discuss these issues.

Traffic modelling and management

The following views and concerns were expressed:

- the impact of additional traffic on Rutherford Drive, and safety concerns as the road is twisty in parts
- there is confusion about the Peka Peka interchange and the web information is not easy to follow
- slow down traffic on Tutere St from cafes going south and stop boy racers
- use “natural” calming for traffic flows, not speed restrictions
- increase speed limit on Te Moana Road to ensure quick transport to town
- Would love to see a close look taken at Peka Peka Rd – has become very dangerous with increased traffic. Cyclists (many) horses; is still 80km/hr with very narrow carriage way and nowhere else for cyclists to go. Separate cycle track?

The council traffic planner present noted that residents are not aware that there will be lights at the expressway interchange and are surprised.

Hard copies of a powerpoint presentation were available to take away which included some of the traffic modelling done taking into account the expressway development and the projected timing of other developments in the area. This information has been posted on the Waikanae Beach online forum – www.waikanaebeachforum.org .

Public transport services (buses)

In general, people were very happy with the current bus service and the two main issues were reliable connections with the train and a more direct service to Waikanae station/shops. More specifically:

- there was general support for the current Waikanae bus service - people do not want to see it removed.
- need for more direct services to Waikanae station/shops.
- connections with trains are not reliable.
- desire for smaller buses due to impact of large buses travelling through community. The planners note that the current level of peak demand could support a smaller bus for Waikanae.
- specific suggestion for route variation off Queens Rd via Campion Rd and Weggery Dr. The feedback is that the topography makes it difficult to walk from Weggery Dr to current Queens Rd stops. The community believes there is a large catchment along Weggery Dr (relatively new development).
- input from an electric wheelchair user advising that access to trains was very good at Waikanae Station but that the platform heights vary at Wellington Station making it difficult to use the train.
- one person wanted earlier morning bus services from Waikanae shops as current services are in peak direction only. An earlier service would allow people to drop their car off for repairs etc and return on the bus.
- there were a number of comments in support of the park and ride being developed at the old pub site. The general view was that this will likely be the parking location of preference due to not having to cross the railway line.

The Greater Wellington Regional Council consultant conducting the review of public transport services in Kāpiti commented that all the above feedback has been incorporated into the bus service review (which will be completed by Christmas and is expected to be reported back to GWRC committee early next year). Feedback can always be given on any aspect of public transport [here](#) on the Metlink website.

Cycleways, walkways and bridleways (CWB)

Comments received from residents about CWB were:

- More bike stands e.g. outside this venue today (SR 1526901¹) – supported by “Good Idea” comment
- Walking/cycling link from expressway to Waikanae Park- supported by “Great Idea” “Second that” comments
- Some bike lanes inadequate especially crossing bridges or around corners. Space is for cars not bikes
- Prefer cycle route via Park Ave to Waikanae town that going via Te Moana Road.
- Trim trees that overhang bike lanes – e.g. Weggery Drive - so you don’t inadvertently take your eye out (SR 1526914)
- Walking /cycling link needed from North Waikanae to the expressway track e.g. from Pharazyn Reserve east utilizing Ngarara Road underpass or similar (negotiated with landowner where necessary)

The council officer responsible for the deployment of the central government CWB funding commented that residents were very interested in the development of the CWB network but that there was no feedback about preferred tracks at this stage except as noted above.

¹ SR = service request. This means this request has been entered into the council’s tracked request system.

Proposed District Plan (PDP)

- Concerns were expressed over a perceived shift in focus away from the current town centre and the pressure for development around the interchange post the expressway development. Reassurance was given that the focus is the town centre (as demonstrated by the quantum of council spending in that area) and that this was the position the PDP was taking. Any resource consents for development would then likely be considered on a case by case basis.
- The timetable for the PDP – there was some confusion around the end of the submitter engagement phase and this will be taken up with the relevant Group Manager
- Queries on flooding were passed on to the Group Manager, Infrastructure Services.