

# Quotes from the Community



## Wayne Petera

*Native seed gathering/propagating and nursery project leader*

"Over the next three or four years we have a really important project in front of us, and it means employment for some of the local people. If we plant 300,000 plants on the side of the road, that's some kind of employment for someone."

I hope that because the road will be sealed, the drivers will have a different kind of appreciation of what is around them, rather than having to focus entirely on the road. They will see that there are things of environmental and historical value."



## Yvonne Sharp

*Far North District Mayor*

"I am delighted that this vitally important project is proceeding. This is unquestionably the highest priority roading project in our district. Upgrading this final leg of the journey to Cape Reinga – one of the country's key icons – will undoubtedly create new opportunities and boost the economic wellbeing of our communities in this remote yet significant location."

## Shane Godinet

*Retired Far North policeman*

"Buses in convoy on the unsealed road create huge dust clouds. Oncoming vehicles can find themselves in a blind alley for three or four hundred metres. A good sealed road will eliminate the dust and make the journey safer."

"The areas where drivers can pull off will be very important. At the moment visitors often look at the view instead of where they are going. You can come around a corner and find someone stopped in the middle of the road taking photos! It will be much safer when they can pull right off into a designated area."



## Jo Kennedy

*Holiday Park owner and member of the 'Top of NZ' group of tourist operators*

"With the new road we hope to get more independent travellers. Instead of having to take an organised tour, they will be able to visit the Cape in their own time and may stay in the area longer. All local businesses will benefit, not just tourism."

## Anne-Marie Nilssen

*Tour operator*

"We're part of a first response team trained in first aid. There are often accidents on the road and people get really shaken up. A well-formed road with good cambers on the corners will be a huge safety improvement."

## Dawn

*NZ tourist and motorbike rider*

"I only rode to Waitiki landing this time because the road conditions were appalling further north. I would give two thumbs up to sealing the road. I would go up there three times a year in that case."



For more information about the project,  
please contact Transit New Zealand

Look out for more news on the project online  
at [www.transit.govt.nz/capereinga](http://www.transit.govt.nz/capereinga) and in future newsletters



## Sealing SH1 from Waitiki Landing to Cape Reinga

Transit New Zealand is about to complete the last remaining unsealed section of State Highway 1 in New Zealand.

The design for sealing and improving the final 19 kilometres of SH1 from Te Hapua Road, Waitiki Landing to Cape Reinga is nearing completion. Construction will start in late 2007.

Sealing will create a safer and more enjoyable experience for everyone who uses the road. The sealed surface will mean no more dust clouds, fewer accidents and a more comfortable trip to the Cape for motorists, cyclists and pedestrians.

Cape Reinga has major cultural significance and is a nationally important tourist destination. Improving the road will enable more visitors to reach this beautiful part of New Zealand.

Because of the cultural and environmental significance of the area, Transit is working closely with the Department of Conservation (DOC) and local iwi to minimise the impacts of construction.

Through Transit's ecological and environmental management programme, long-term positive benefits will be delivered. Currently, stormwater washes material from the road surface into nearby waterways and contaminates them. Transit will create new and more efficient drains to prevent this.

Dust clouds generated from the gravel surface settle on surrounding vegetation and choke the plants. The new smooth seal will solve this problem and improve air quality in the area.

The Far North is also likely to enjoy economic benefits from the projects as more visitors come to the area and local resources are used during construction.



## National significance

Cape Reinga is an iconic destination for New Zealanders and overseas visitors – a special place where the Tasman Sea meets the Pacific Ocean.

This is the last part of State Highway 1 between Cape Reinga and Bluff to be sealed. Its completion will mark an important milestone for New Zealand's roading network.



## Tourism

DOC is currently developing improved visitor facilities and infrastructure at Cape Reinga. Tourism agencies and local iwi are exploring the possibility of developing a visitor centre at the site in the future.

Visitor numbers are expected to increase once the road is sealed. Visitor numbers are currently growing at around 5% per year.

Access for tour operators will be improved and visitors will be able to take rented vehicles on the road.



## Motorists

An estimated 1300 vehicles travel on this stretch of road every day during the summer.

The road to the Cape will be safer and more comfortable for car drivers and passengers. The loose gravel will be removed and the curves improved. For the first time motorcyclists will be able to ride all the way to the Cape without having to battle dusty (and dangerous) gravel roads.

There will be rest areas where it will be safe for visitors to pull off and enjoy the views. Motorists will be able to leave their cars and enjoy walking tracks in the area.



## Curves and speed

The road was originally formed from a farm track around half a century ago. It was never designed as a state highway, which is one of the reasons the curves are not suitable for high-speed traffic.

There are more than 100 curves along the 19km of the road with a recommended speed of between 40km and 80 km per hour.

This project will improve the road by

- widening it to allow vehicles (especially long vehicles) to negotiate corners safely.
- making sure there isn't too much of a speed difference between one corner and the next so motorists are not caught by surprise.
- installing signs so motorists know what speeds they can safely drive, especially around bends.

The road will have a slower speed when it passes through the settlement of Te Paki, for the safety of residents and visitors. People going to the famous Te Paki Sand Dunes will be able to leave and re-join the road safely.



## State Highway 1 - Waitiki Landing to Cape Reinga



## Treading lightly on the land

Plants can take up to 50 years to grow in this challenging environment, with very infertile soils, high temperatures, low rainfall and salt-laden winds. The area is home to many species of plants and animals.

During construction Transit will take care to minimise any impact on the natural environment.

Works will stay within the boundaries of the current road as much as possible. Working closely with DOC and the local iwi, Transit engineers have developed systems for protecting the land during road construction and restoring the site after the road has been built.



## Water and soil

The soil in this area is geologically old and vulnerable to erosion, especially on the ridges.

By sealing the road, stormwater runoff will be reduced and erosion on the surrounding land minimised.

Culverts will be built under the road so stormwater is discharged safely. There will be less silt in the water than there was before the road was sealed, and it will be discharged into areas where any impurities can be trapped and dispersed harmlessly.



## Community involvement

Ngati Kuri is working with Transit, with support from the Department of Conservation, to replace any native plants that are removed as part of the sealing project. New plants will be grown in a nursery from locally gathered seeds.



## Pedestrians and cyclists

Sealing the road will be better for cyclists and pedestrians by providing a safer and more even road surface and reducing clouds of dust. The reduced dust will also make it easier for motorists to see pedestrians and cyclists.



## Timeline

Oct 2006	Early 2007	First quarter 2007	Mid to late 2007	Mid 2010
Design funding secured	Design completed	Design safety and cost efficiency audited	Construction starts	Expected completion date