



# Ōtaki to north of Levin

## INTERIM ENGAGEMENT SUMMARY



In August 2020 we provided an update on the new highway from Ōtaki to north of Levin.

From 25 August to 22 September, we sought feedback at events, via an online feedback form and Social Pinpoint interactive map on:

- how people would use the new highway and connections
- options for connecting local roads
- considerations for a shared path.

Community feedback and further technical work is being used as we consider possible refinements to the draft preferred alignment for the new highway, and connection options. We'll let property owners and the community know and provide a full engagement report when this phase of work is complete, in early 2021.



### HOW WE ENGAGED

**800**

approximately – at 10 community events

**1304**

visitors to our Social Pinpoint online map

**99**

property owner meetings



### FEEDBACK WE RECEIVED

**269**

Social Pinpoint comments from 116 users

**26**

feedback forms

**68**

emails

Comments made on Social Pinpoint can be viewed on our website. Below are a few of these comments along with a note of current and upcoming work in the area.

## NEW HIGHWAY AND CONNECTIONS

### We showed:

Access to the new highway is currently planned via large roundabouts north of Levin and at SH57 and an interchange at Tararua Road. The new PP2Ō expressway will have connection points for limited movements north and south of Ōtaki.

### You said:

*'I don't really understand the use of a roundabout here (at the SH57 connection). I think a full interchange would be better suited, as this will potentially be a very busy intersection.'*

### Our response:

Benefits of a roundabout include a smaller footprint within the tight constraints and ability to slow traffic leaving the new median-separated highway for the existing SH57 which has a higher safety risk.

### You said:

*'A full diamond interchange at this location makes sense. Just make sure it's built to deal with the capacity that will be required of it, because it will be a very busy interchange.'*

### Our response:

The final form of the interchange will be determined through the current business case process.

### You said:

*'Current plan only has expressway interchanges at Ōtaki and Tararua Rd, some 20km apart. Would like to see an additional (small?) interchange around Manakau area to service the forecast population growth in this area and north.'*

*'I don't see the need for an additional interchange (at Manakau). It's not too far to drive to the nearest ones. Keep Manakau a local town with local traffic. I'd prefer to see more walkways and bikeways to encourage quality of life for locals.'*

### Our response:

While forecast traffic demand doesn't support an interchange currently, we're looking into options to ensure an interchange at south Kuku is not precluded in the future.

## LOCAL ROADS

### We showed:

Concept plans showed options to provide connections to integrate the new highway and local road network to serve urban areas, including creating new local road links, intersections and cul-de-sacs. Concepts shared included options in the Kimberley Road area and around Waihou and McDonald roads.

### You said:

*'A new local road to the east of Ō2NL, that joins the south of Arapaepae Road (where it is cut by Ō2NL) to Tararua Road would give quicker and easier access to both Levin and Ō2NL for travel north and south.'*

*'Connection across the new highway at Tararua Road and Muhunoa East Road with a new link road to the east of the new highway. This seems like the best option for me personally and also to connect the community to Ō2NL and Levin.'*

### Our response:

We'll provide an update in early 2021 on options to be progressed and any refinements. Design of local road connections will then be progressed further, working closely with the communities and Horowhenua and Kāpiti Coast district councils.

## WALKING AND CYCLING

### We showed:

We'll create a shared path for walking and cycling. It's proposed that this will be on the western side of the new highway with improved links to central Levin, other townships and key recreational areas.

### You said:

*'When I walk the shared path I would like to be able to call into a local cafe and return to the shared path with ease.'*

*'I think shared pathways should connect to all the main river reserves and eventually link up with pathways created beside the river.'*

*'Paths should be multi-use and allow horses, as well as walking and cycling. The multi-use paths should also be continuous so that use and enjoyment is not compromised. Parking areas at certain points along the paths should also be included.'*

### Our response:

Early in 2021, we'll provide an update on how feedback will help shape the shared path design as this is progressed. The NZ Upgrade Programme funding for the project includes a shared walking and cycling path.

### FIND OUT MORE AND KEEP UP TO DATE

Visit our website to see the latest on the new highway including comments on Social Pinpoint:

- [www.nzta.govt.nz/O2NL-new-highway](http://www.nzta.govt.nz/O2NL-new-highway)

Subscribe to our email updates to keep up to date with project announcements:

- [www.nzta.govt.nz/o2nl](http://www.nzta.govt.nz/o2nl)