

# WELCOME

**Waka Kotahi NZ Transport Agency is working to make travel from Ōtaki to north of Levin safer and more resilient by building a new highway for regional and through traffic by the end of the decade.**

We're part way through an 18–24 month process to identify the preferred alignment for the new highway. In the eight months so far, we have progressed from the 300m wide preferred corridor to the narrower draft preferred alignment we're sharing with you now. The draft preferred alignment represents the option that's been assessed as technically preferred across various fields.

With your help, alongside other investigations, we will continue to refine the draft preferred alignment until we have a final alignment later next year. Your local knowledge is key to making sure the new highway serves your community effectively.

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

**We'd like to hear from you as we continue on with this phase of the project and understand where we can minimise any possible impacts created by our work. To do this, you can:**

- Drop into any of our events during **August and September 2020**, to talk to the team and provide your feedback
- Visit our website at **[www.nzta.govt.nz/O2NL-new-highway](http://www.nzta.govt.nz/O2NL-new-highway)**, and provide your feedback online
- Email us at **[O2NL@nzta.govt.nz](mailto:O2NL@nzta.govt.nz)**
- Phone us on **0508 625 4636**
- Write to us:  
Ōtaki to north of Levin Project  
Private Bag 6995  
Wellington 6141

# WHY BUILD A NEW HIGHWAY?

The new highway will dramatically improve safety for those moving around or through the Horowhenua District and lower North Island. In the last ten years, there were about 100 deaths and serious injuries along the route, making it one of the country's most dangerous sections of road to drive. Three of New Zealand's top 100 dangerous intersections are along the current highway.

The new Ōtaki to north of Levin highway is critical for both the Wellington and the Manawatū-Whanganui regions to continue to grow. The new highway will ensure people and freight are able to safely and easily move between the two regions and the rest of the North Island, including access to key distribution hubs at Palmerston North.

**With no current alternative route when SH1 is closed by crashes or weather-related events, the new highway will provide a much needed alternative route and build resilience into the state highway network.**

## HELP US CREATE A LEGACY

As we improve safety and connectivity, we strive to leave a positive legacy by working with the community on the built and natural environment we shape. Your feedback and input can help us understand potential, and identify opportunities – so we get a better outcome for the project, and the community. The new highway will help future-proof the region's travel choices and create a significant asset for use now and for generations to come.

## THE NEW HIGHWAY WILL:

- Improve safety, with fewer deaths and serious injuries, by delivering a median-divided four lane state highway between Ōtaki and north of Levin.
- Provide a more resilient state highway network.
- Support intra and inter-regional economic growth and productivity through improved movement of people and freight.
- Integrate with the local road network including supporting access to walking and cycling connections.
- Enhance efficiency, making journey times on the state highway network more reliable.



# SELECTION OF THE NEW HIGHWAY CORRIDOR IN 2018

Our current work is based on a 300m wide preferred corridor, which was selected in late 2018. As part of this process, in 2017, we asked members of the local community, iwi and relevant stakeholders to join the Ō2NL Project Reference Group to provide information and a community voice as part of the project investigation process.

With input from the group and technical specialists, a long list of corridor options was scored against 12 criteria using the Multi Criteria Analysis method, leading to a short list of corridor options to share with the wider community for their feedback.

## OPTIONS WERE ASSESSED ON THE FOLLOWING CRITERIA:

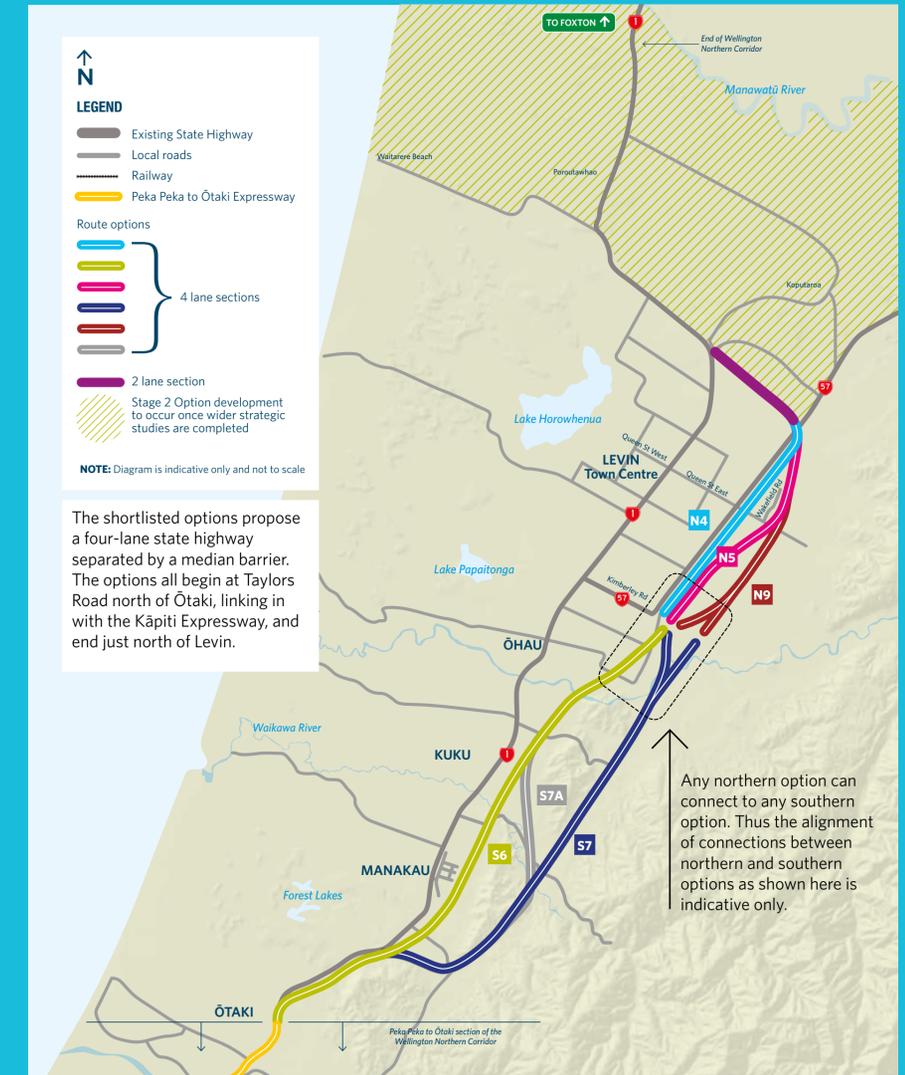
 Landscape and Visual	 Ecology	 Heritage	 Tangata Whenua Values	 Productive Land
 Social / Community	 Impacts on Dwellings	 District Development	 Project Objectives	
 Property Degree of Difficulty	 Engineering Considerations	 Cost		

Community input helped shape the corridor options considered

## ŌTAKI TO NORTH OF LEVIN PROJECT



## SHORTLIST OF OPTIONS SHARED FOR COMMUNITY FEEDBACK IN 2018:



The preferred corridor selected after consultation was a combination of S6 and N4

## WHY IS THE NEW HIGHWAY IN THE EAST?

During the corridor selection process, multiple factors ruled out all western options for the corridor. These included the many sites of historical and cultural significance, traffic modelling results and safety concerns.

Western options were shown to not meet the project objective of increased safety because three quarters of trips in the corridor would remain on the existing network to avoid longer travel times.

# WHAT YOU TOLD US IN 2018

From 2017 through to early 2018, we sought feedback from people who live, work and travel in the area, to learn about community values and interests. This information, together with our technical information, helped in consideration of options. It also provided details that have guided further investigation work – such as on noise, social, and community impacts.

Understanding cultural, environmental, business and social issues helped us select a preferred corridor, and will continue to help us achieve the best outcome for the region and for road users.

300+

Meetings with landowners

8

Community-led events, meetings and hui

8

Waka Kotahi information sessions

1,370+

Pop-up shop visitors

1,630

Subscribers to e-newsletter

490

Letters sent to landowners

1,410+

People attended information sessions and community meetings

19,000

Newsletters sent to households, businesses and landowners

585

Submissions via feedback forms, online forms and emails

All of these aspects were further investigated when considering the location of the new highway within the 300m preferred corridor.

“a thorough and quantitative social impact assessment [is needed]”

## ADDITIONAL INVESTIGATION BASED ON YOUR 2018 FEEDBACK

Community views provided valuable context and information in 2018, and continue to be referenced by the project team.

### SOCIAL/COMMUNITY

“...a thorough and quantitative social impact assessment [is needed] to determine the relative impacts on the lives and livelihoods of local residents of the corridor options.”

**WE HAVE:** Conducted a more detailed social impact assessment before the selection of a preferred corridor option.

### IMPACTS ON DWELLINGS/PROPERTY

“Please consult with [nearby] affected neighbours rather than just the ones being acquired.”

**WE WILL:** Consult widely with both directly affected properties and those nearby at the next stage of the process.

### MULTI CRITERIA ANALYSIS (MCA) PROCESS

“The MCA process is subjective and the outcome can vary depending on the criteria used and the weighting given to them.”

**WE HAVE:** Commissioned a peer-review of our MCA process.

### CULTURAL SITES

“Urupā and waahi tapu are situated within the proposed corridor.”

**WE WILL:** Work with iwi and landowners to examine further sites of cultural importance.

### DISTRICT DEVELOPMENT

“It would seriously affect the future development of Levin as it would cut off a large portion. This is the main area left for Levin to grow. That would change if it was divided by an expressway.”

**WE WILL:** Continue to work with HDC to make sure our project supports the predicted population growth in the district. We'll also make sure that any changes to the local road network still allow people who live and work in the area to get around easily.

### NOISE

“Noise is a key issue for Manakau residents, particularly as the closest part of the village to S6 is elevated and sound rises. The noise problems for residents near the Kāpiti Expressway are well documented.”

**WE HAVE:** Commissioned noise specialists to provide further detail to the project team.



# WHAT'S HAPPENED SINCE

## RE-EVALUATING THE PROJECT

When we engaged with the community in early 2018 we let people know we'd need to take into account the new Government's transport system priorities as set out in the Government Policy Statement for Land Transport (GPS).

A re-evaluation of the project was completed in October 2018. Re-focused plans included delivering short and medium-term safety improvements, designating for a new route for the highway, and working to enhance public transport options and improve amenity within Levin.

## NEW ZEALAND UPGRADE PROGRAMME

New Zealand  
Upgrade  
Programme



In January 2020, the Ōtaki to north of Levin project was included in the Government's \$6.8 billion NZ Upgrade Programme to get our cities moving, save lives and boost productivity.

The NZ Upgrade Programme committed a fixed cost of \$817 million to construct a new four-lane highway from Ōtaki to north of Levin. Investigations will look at opportunities to prioritise freight, public transport and vehicles carrying multiple people.

The project includes a separated shared path for walking and cycling to run the entire length of the new highway. It will link into shared path facilities built as part of the Mackays to Peka Peka Expressway and Peka Peka to Ōtaki Expressway, helping extend the region's cycleway.

With committed funding, it's expected that construction will start in 2025, and the new highway will be completed in 2029.



# SAFETY IMPROVEMENTS AT SH57 & SH1

With the completion of the new highway planned for 2029, it is important we make the existing highways safer in the meantime. The improvements on SH1 and SH57 will be implemented as part of the nationwide Safe Network Programme.

## 57 STATE HIGHWAY 57 SAFETY IMPROVEMENTS

In July 2020 we invited feedback on proposed safety improvements on SH57, which include a roundabout at the SH57/Queen St intersection, painted wide centrelines and stretches of side barriers.

Community input will help fine-tune the safety improvement designs. Construction is expected to begin this summer and take approximately 18-24 months to complete.

We are also reviewing the speed limits on SH57 between SH1 and Shannon to make sure they are safe and appropriate for the road. Engagement with the community helps us get feedback and local knowledge on how you use the road and your concerns. This feedback helps us determine if a speed limit change is the best thing to do to improve road safety.

## 1 STATE HIGHWAY 1 SAFETY IMPROVEMENTS

Safety improvements will also be implemented, and speeds considered, on SH1 in the area. The first phase of these investigations, from Ōtaki to Levin, includes stretches of median barrier. These more complex designs are being developed and we'll be back to talk to the community about the proposals later this year.

Further safety improvements, from Levin to the Manawatu River, are also being investigated.

## SAFETY IMPROVEMENTS ON EXISTING STATE HIGHWAYS



We're making the existing road safer while we work towards a new highway

# TIMELINE OF NEXT STEPS

Following this consultation, we'll use your feedback, along with our technical assessments and fieldwork, to consider refining the draft preferred alignment for the Ōtaki to north of Levin project.



## ŌTAKI TO NORTH OF LEVIN PROJECT

