

SH1/SH57 Connection

We have previously highlighted there are a number of safety and efficiency issues on the existing section of SH1 between the Ohau River and Levin that need to be addressed. In May we told you about two main options we had identified and these drew mixed responses.

Since then we have looked at some further ways to address the issue at the two state highway intersections at SH1/SH57 Kimberley Road and SH57 Kimberley Road/Arapaepae Road.

Given the high crash history in this area, we know that we need to do something, so we took on board your comments and suggestions. We have now come up with a number of new alternatives.

Some of these routes are variations on our earlier proposals, such as 3C, 4A and 5A (noted on the proposals map), while others are completely different.

What we considered

Looking at the proposals map, you may see we have taken community suggestions on board and then seen how they would work from an engineering point of view. We have also looked at a longer section of highway improvements combining our preferred option to improve safety and efficiency between Manakau and Ohau Bridges with the SH1/SH57 connection. Each of the new proposals has their own merits and issues. The full report and analysis of the options is available on our website at www.nzta.govt.nz/otaki-levin-project.

While improving the existing highway and intersections (Option 3C) could be achieved, it would not meet our long-term objectives of eventually four-laning SH1 without a substantial

impact on the character of Ohau Township and properties either side of the existing SH1 and SH57 routes. Due to the severe impacts and the high costs, this option was discarded.

Suggestions of a route that deviated south of the Ohau River were also possible, but presented significant issues, particularly regarding property access, cultural impacts and flooding issues as well as potentially higher costs.

Each option was scrutinised and assessed in detail by independent experts and through a formal multi-criteria analysis. Horowhenua District Council was also involved in this analysis. We identified two appropriate options and one distinct preference.

Analysing the options

As noted, a formal multi-criteria analysis has been carried out so the different options that had been developed or reconsidered since May could be evaluated.

This evaluation includes discussion and scrutiny of any opportunities or benefits the different options would have if constructed. The different scores for criteria such as archaeology, ecology, social/community, tangata whenua values and landscape/visual effects, to name a few, are further considered and weighted to help the project team identify a preferred option or options.

