

Roads of national significance

**1** Ōtaki to north of Levin

# What's new?

Since we last provided an update on the project in August 2011, we've carefully considered a range of options along the route that deliver the best outcome for the community, the region and the country.

We're now proposing a series of improvements along State Highway 1 and State Highway 57 to improve safety and efficiency. We found that this will deliver important safety improvements while also achieving the best value for money. We will be focussing on investigating improvements along the existing state highways between Taylor's Road and the Manawatu River Bridge.

Our upgrade proposals for SH1 and SH57 are at an early stage so we will work with key stakeholders and investigate these improvements further. This will provide us details on which we can then seek public feedback during late 2012 or early 2013. We will contact you when we're ready for your feedback on particular proposals.

## What we considered

Although we considered a large range of options, these generally fell into two categories; an expressway to the east or west of Levin, or to improve the existing road.



A western bypass of Levin between Lake Horowhenua and Levin



An eastern bypass of Levin connecting with SH57

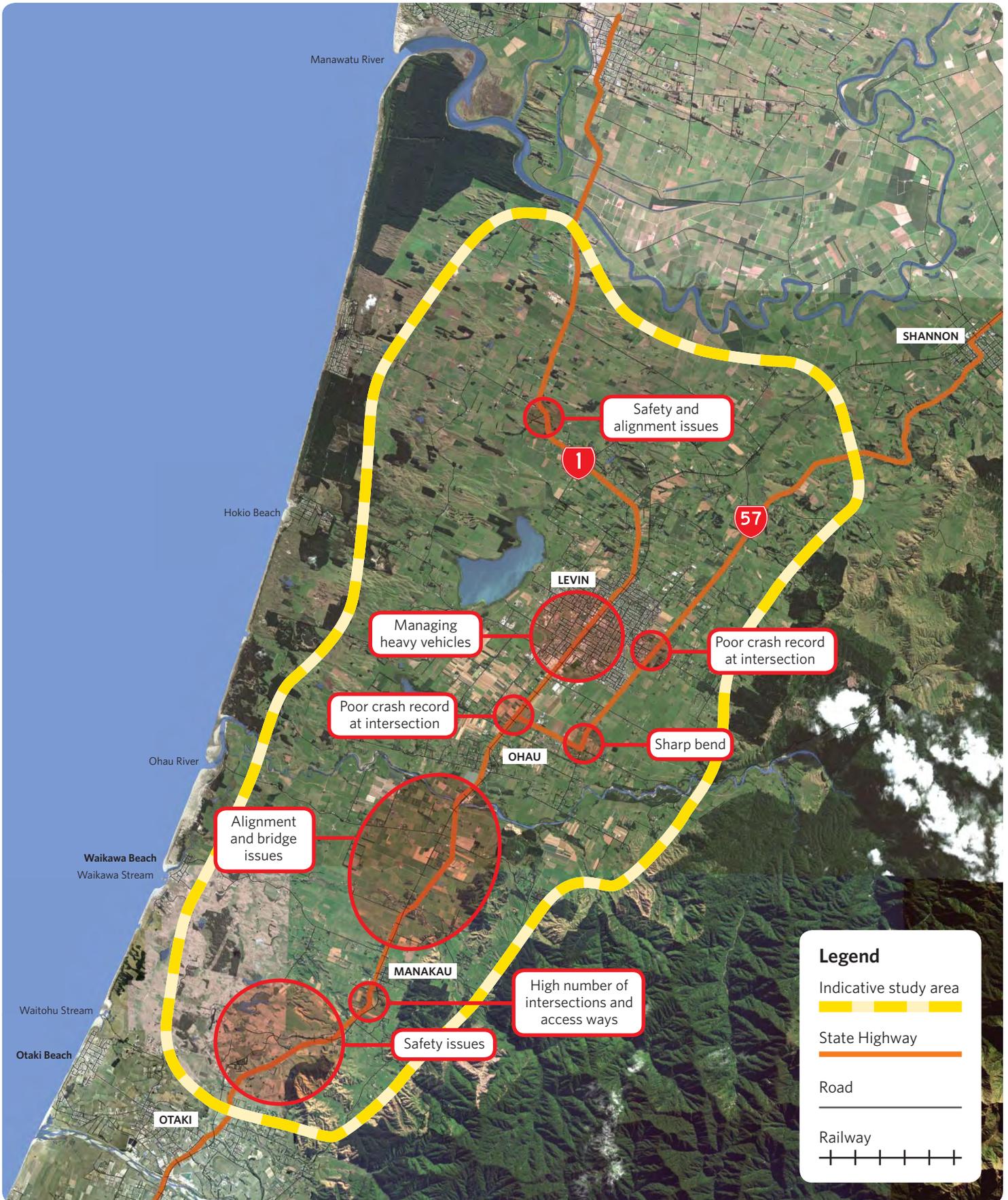
Our initial work has identified that the best option is to target improvements on existing state highways, because this offers better value for money than building a new expressway away from the existing road.

We still need to work out exactly what form those improvements to the state highway will take. We will be able to communicate them to you during late 2012 or early 2013.

# Broad issues

This diagram shows what sort of improvements we will be looking at over the next few months. We will be targeting areas where safety can be improved, such as road realignments, safety barriers, intersection improvements and passing lanes. We will also investigate ways to

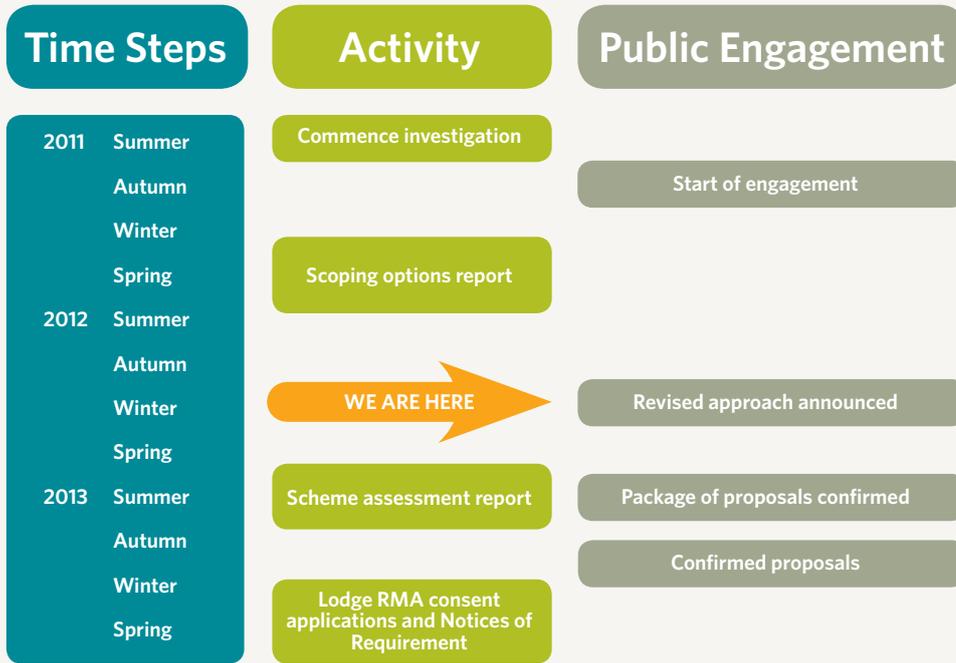
better manage heavy vehicles through Levin. The map below shows where we plan to focus further investigations along the route. If there are other sections of SH1 or SH57 in the study area you would like us to investigate improving, please contact us on [info@o2l.co.nz](mailto:info@o2l.co.nz)



# Timeline

Further work on the proposals has led to a delay in our programme of around six months.

We expect to present a package of proposals for comment around the end of 2012, and we will have confirmed proposals for consideration in 2013.



# Updates on other projects nearby

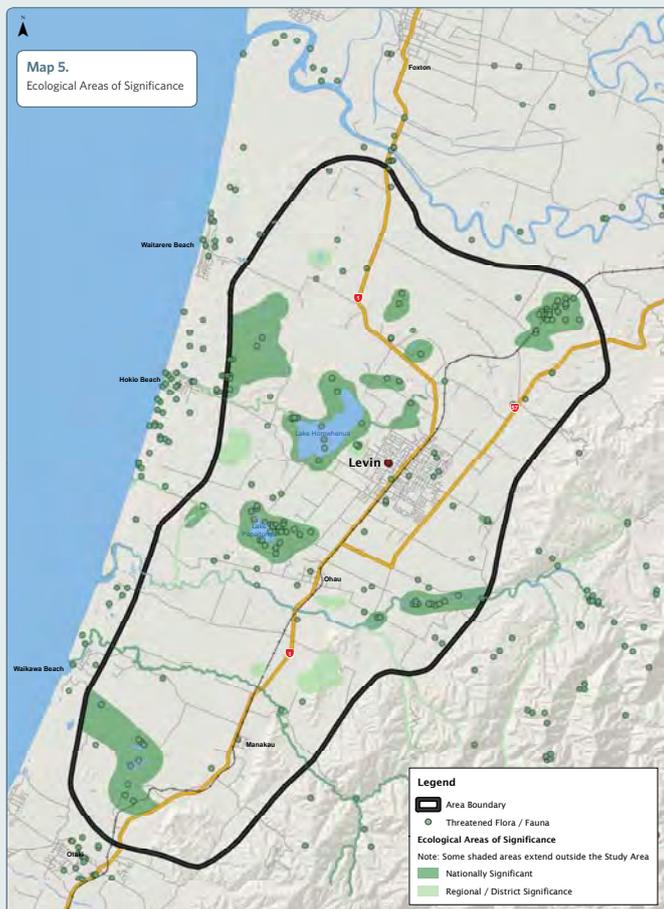
**Peka Peka to Ōtaki section of the Kapiti Expressway – public engagement took place on this project between Saturday 16 June and Friday 13 July.**

This was an opportunity for the public to find out more about the proposals and respond to them so we can continue developing measures to mitigate the environmental effects. For more information on the project, please visit: [www.nzta.govt.nz/pp2oproject](http://www.nzta.govt.nz/pp2oproject).

**MacKays to Peka Peka section of the Kapiti Expressway**

On 20 April 2012, we lodged our consents application for this project with the Environmental Protection Authority (EPA). The full application and supporting information can be viewed through the following link: [www.nzta.govt.nz/projects/mackays-to-peka-peka-application/index.html](http://www.nzta.govt.nz/projects/mackays-to-peka-peka-application/index.html).

# The community's feedback on our earlier investigations



Last year we asked you for your feedback on a series of maps showing potential constraints for building an expressway in the study area, like the one to the left. Your local knowledge helped us understand the values of the area which in turn helped us to identify areas where it would be challenging to construct a road. We particularly noted that the area around Lake Horowhenua has many ecological and cultural values, along with geological constraints. This useful feedback has helped shape our ongoing investigations.

Constraint maps are available on our website at [www.nzta.govt.nz/otaki-levin-project](http://www.nzta.govt.nz/otaki-levin-project)



SH1 North of Ohau

# Wellington Northern Corridor road of national significance

Ōtaki to Levin is a section of the Wellington Northern Corridor road of national significance (RoNS). With a total length of approximately 80km from Levin to Wellington Airport, the Wellington Northern Corridor plays a key role in supporting economic transformation by improving the connections that enable the flow of people, goods and services throughout New Zealand.

Completing the Wellington Northern Corridor will unlock potential regional and national economic growth and deliver a range of benefits including:

- saving motorists 25 to 45 minutes from Levin to Wellington Airport at peak times and 20 to 25 minutes at off peak times
- Support for population growth: the regional population is expected to increase by 65,000 over the next 20 years, mainly in Wellington City and Kapiti
- Support for increasing freight volumes in the region: there will be a 50% increase between 2007 and 2017, with the vast majority of movements by truck
- Improved access to Wellington's port, CBD, airport and hospital
- Relief from severe congestion on state highway and local road networks
- Improved safety

The NZTA is responsible for delivering the roads of national significance as part of our purpose to create transport improvements for a thriving New Zealand.



SH1 Waiterere Beach intersection

## Reports

Our scoping options reports are available on our website now at [www.nzta.govt.nz/otaki-levin-project](http://www.nzta.govt.nz/otaki-levin-project)

## Your feedback

See the project website on [www.nzta.govt.nz/otaki-levin-project](http://www.nzta.govt.nz/otaki-levin-project) or contact the NZTA project team at [info@o2l.co.nz](mailto:info@o2l.co.nz) or at **Ōtaki to Levin Project Team**  
PO Box 5084  
Wellington 6145