

# OVERVIEW

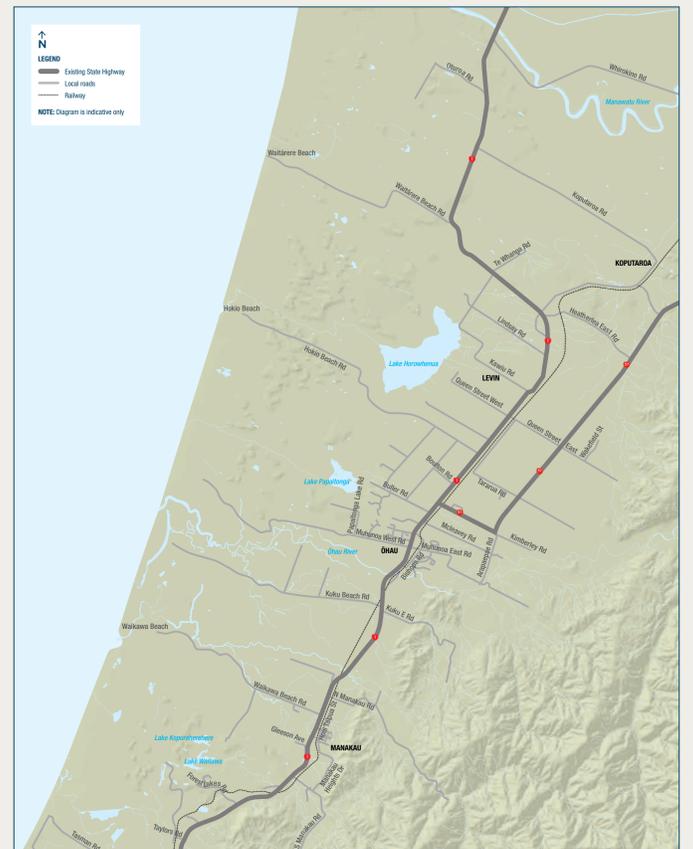
The NZ Transport Agency is working closely with local councils to create a transport system that better meets the needs of local communities, stimulates growth and development in the Horowhenua and Kāpiti Coast Districts and contributes to inter-regional and national economic growth. We want to enable safer journeys for all road-users.

The current state highway is categorised as a National State highway. However it is not designed to properly meet transport demands expected of a National State highway.

We are looking at options to upgrade State Highway 1 (SH1) between Taylors Road, Ōtaki to north of Levin (O2NL) - all the way up to just south of the Manawatū River.

In earlier consultation you have told us about the urgent need for safety improvements to State Highway 1 (SH1) (between Ōtaki and north of Levin). This stretch of road is known for a high rate of accidents causing serious harm and deaths and pinch points that slow traffic. To respond to these urgent needs, changes have been made including improvements at Manakau and Ōhau, which have made this stretch of road safer, slowed traffic and reinforced the village character of these places on SH1.

Recently, we have been working with Horowhenua District Council (HDC) on exploring what the impacts of higher than anticipated growth and traffic volumes in the area might mean. We are now relooking at options for State Highway 1 between Ōtaki and north of Levin to just south of the Manawatū River with a long term planning approach.



## WE NEED YOUR HELP

Over the upcoming months we will be looking at options for a road from Taylors Road, Ōtaki (to tie in to the Peka Peka to Ōtaki expressway) to north of Levin, all the way up to just south of the Manawatū River. Our technical work so far has indicated that an expressway from Taylors Road to north of Levin in the general vicinity of Koputaroa provides good safety outcomes, ties in with the expressway to the south and enables Levin to grow and improve the town centre. **For this to work it would require a bypass around Levin.** Before we can make a decision on this, we need to hear from you.

While elements of what was previously called option 5A could form part of a recommended alignment or option for the project, we have not made a decision on the recommended route. We need to hear the perspectives of those that live, work and travel in the area, to help us understand the full range of community values and interests for example cultural, environmental, business and social issues. This valuable information will then be used alongside the technical information to assist in developing a recommended alignment.

For this to be successful we need to hear again from our stakeholders and communities. We need to check back that what you've previously told us is still relevant, talk about what's changed since then and understand how O2NL can support community aspirations for Levin and beyond.

This round of consultation will run throughout June 2017.

## WHAT IS AN EXPRESSWAY?

An expressway is a high-speed dual carriageway with well-spaced 'grade separated intersections'. They are designed to be straighter and flatter than other roads. Access from local roads to the expressway is restricted. Where access is provided, this usually takes the form of an interchange.



# STORY SO FAR



## WHEN

## WE ASKED

## YOU TOLD US

## AND NOW...

2011

What are the issues and problems?

Local people told us where there were existing problems and constraints. Local knowledge assisted the project team with their investigations.

We've mapped some of these constraints and used them as part of our previous work. We need to check if there is anything new to consider.

2012

What issues do you know about at these key locations?  
Forest Lakes, Manakau, Manakau to Ōhau, Ōhau Township, SH1/SH57, Levin, Waitārere Curves, Whirokino Trestle & Manawatu Bridge

We heard concerns about safety, passing opportunities, access, over-bridges, settlements and heavy vehicles.

We've mapped some of these constraints and used them as part of our previous work. We need to check if there is anything new to consider.

EARLY  
2013

What do you think about the package of improvement proposals for the key locations?

There were concerns about the negative impact on property values. Landowners wanted certainty on the preferred options as soon as possible. Businesses and farmers expressed worries about access and the effect on fertile land. The wider community raised the issue of severance. People wanted to see more cycling options too.

Large infrastructure projects like building roads takes time. We want to get the right solution. Alongside technical information, we have taken into account community and stakeholder feedback. In order to strategically plan and deliver the best outcomes for local residents, businesses, road users and connecting areas we are now looking at long term solution(s) for the section of State Highway 1 from Taylors Road to connect to the Peka Peka to Ōtaki expressway, north up to Manawatu Bridge.

Cycling/pedestrian routes are part of our scope and we want to hear from the community where these should go.

LATE  
2013

What do you think about the options presented for SH1 / SH57?

There is a general consensus that drawing the heavy vehicles out of Levin would be desirable. There were some concerns that a Levin Bypass would harm existing businesses.

There was overall general support for the option. There were concerns about noise impacts and loss of lifestyle; impacts on the drainage and access to drinking water. A major concern of the community was around access to the new SH57.

There are effects on Māori land and bush areas south of the railway line, as well as how Kuku Beach Road was going to be connected, plus proximity to Wehiwehi Marae.

The route option 5A was selected as the preferred option in 2014. However we are now looking at long term planning from SH 1 between Taylors Road and north of Levin so option 5A is no longer the preferred option due to looking at the entire route.

2014

Safety issues

The community showed support for the minor works that can be implemented in the short-term to improve the safety through the Manakau and Ōhau Townships, before construction of the more major long-term projects begins.

Improvements to Manakau and Ōhau have already been completed. We will consider if additional interim safety measures should be undertaken on the existing SH1 and parts of SH57.

2015

Do you have any specific comments about what is planned for the Waitārere Beach Road Curves?

While there was overall support for safety improvements there were concerns about access to properties, design issues and how the community was involved in the finalisation of the design.

Based on community feedback and to align with the overall Ōtaki to north of Levin project, the Transport Agency has decided to delay the approvals and land purchase for the Waitārere Beach Road Curves Realignment project to ensure that the outcome meets stakeholder/community expectations, addresses the specific safety concerns, and is aligned with the wider O2NL project. Interim safety improvements will be explored and developed with the local community.

Our commitment moving forward is to work closely with the community and stakeholders so that they can clearly understand what we are doing, how they can influence the project, and how we make decisions based on their views.

# FREQUENTLY ASKED QUESTIONS

## WHY ARE WE DOING THIS PROJECT?

The Ōtaki to north of Levin project will promote economic growth in the Kāpiti Coast/Horowhenua Districts, and journeys will be faster and safer. We have identified the following issues with the current state highways, namely:

- they do not meet current safety requirements/standards;
- they are straddled by townships/towns;
- they include tight corners and provides few passing opportunities;
- they include narrow curved bridges; and
- there are a very large number of conflict points i.e. side roads and access points and road side hazards.

The current state highway is categorised as a National State highway. However for the reasons listed above it does not accord with the function expected of a National State highway. This will be further exacerbated once expressways further south are open (Mackays to Peka Peka, which opened February 2017; and Peka Peka to Ōtaki, which is expected to open to traffic in 2020).

## WHEN WILL I KNOW IF MY PROPERTY IS AFFECTED BY THE PROJECT?

During the next round of consultation in 2017 we will have a better idea of where the alignment of the project may be, as the community input currently being gathered will directly influence this. We anticipate that we will be in a position to recommend an option to our NZ Transport Agency Board early 2018. The alignment is not considered a preferred option until the NZ Transport Agency Board has endorsed it.

## IS THERE A PREFERRED ALIGNMENT OR OPTION?

No. As part of the approach to improving State Highway 1, in 2015 the Transport Agency identified a preference for option 5A, a new connecting road, between State Highway 1 north of Manakau and State Highway 57 at Arapaepae Road. While elements of option 5A could form part of a preferred alignment or option for the project, no decision has been made on the overall alignment for the project. We require public feedback about the project to help us understand the full range and nature of environmental effects and community issues, and inform our decision on a preferred alignment.

## WILL THERE BE A BYPASS OF LEVIN?

Our technical work has indicated that an expressway from Taylors Road to just north of Levin is desirable as it provides good safety outcomes, safely and appropriately accommodates likely transport demands to be placed on it, ties in with the expressway to the south and would enable further growth of Levin and allows improvement to the town centre. This would require a bypass around Levin. However before we make a decision on this, we need to hear the community's views.

## HOW MUCH WILL ŌTAKI TO NORTH OF LEVIN PROJECT COST?

The project will cost \$100M+. However until we have a preferred option, we cannot determine the total project cost.

## WHEN WILL CONSTRUCTION BEGIN?

Construction is likely to begin from 2021 - there may be some staging, so parts of the route may be completed before other sections.

# ŌTAKI TO NORTH OF LEVIN ISSUES AND OPPORTUNITIES



**LEGEND**

-  Existing State Highway
-  Local roads
-  Railway

**NOTE:** Diagram is indicative only



## WE WANT TO HEAR FROM YOU

Using the stickers write any **issues** and **opportunities** you see for the project and put them on the map. Some ideas:

- Do you think there should be a bypass of Levin?
- What would make your journeys through the area easier?
- Where should pedestrian and cycling routes go?
- What would you like to see happen to the north of Levin?
- Are there any safety issues you want to highlight?

# ROADS OF NATIONAL SIGNIFICANCE

The Government has identified seven essential state highways projects that are linked to New Zealand's economic prosperity. They are called the Roads of National Significance (RoNS) and the Transport Agency has lead responsibility for completing this work. The RoNS programme represents one of New Zealand's biggest ever infrastructure investments.

The aim is to encourage future economic growth rather than wait until the strain on the network becomes a brake on economic progress.



## WELLINGTON NORTHERN CORRIDOR

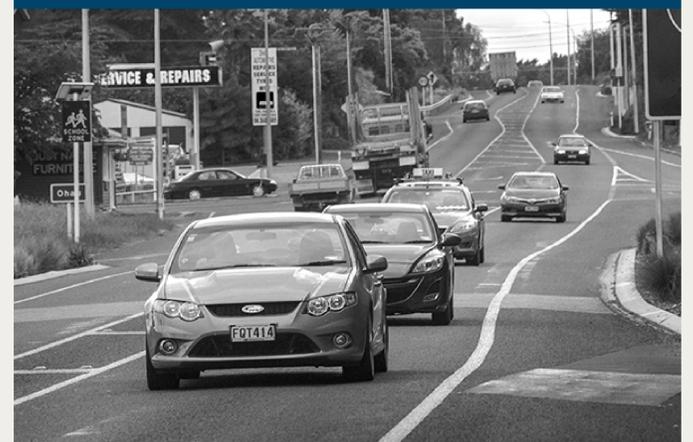
The Wellington Northern Corridor is part of RoNS and extends along State Highway 1 between Wellington Airport and north of Levin. Major development is occurring along the Wellington Northern Corridor to improve how we get around, allowing us to spend more time on the things that really matter.

The key benefits of the corridor are:

- support Wellington's growing population: the regional population is expected to increase by 80,000 over the next 20 years, mainly in Wellington City and Kāpiti
- support increased freight volumes in the region: there will be a 50% increase between 2007 and 2017, with the vast majority of movements by truck
- improve access to Wellington's port, CBD, airport and hospital
- reduce severe congestion on state highways and local roads
- make travel safer
- make journey times more reliable
- make the highway more resilient to crashes or natural disasters by providing viable alternative routes and constructing roads that can recover quicker from natural events.

A number of other additional benefits have also been identified. These wider economic benefits include 865 extra permanent jobs in the region and a further 8000 construction jobs created to construct the Wellington Northern Corridor. Businesses will also benefit with increased outputs and productivity as a result of businesses being located closely to each other.

Government's investment in the upper end of the Wellington Northern Corridor aims to make Horowhenua more accessible to areas south of Levin including significantly reducing travel times to and from Wellington.



# WHAT'S NEXT?

## INDICATIVE TIMELINE



Following this engagement we will use the feedback, along with our technical work, to further develop alignment options. We plan to come back to you later in 2017 to show you the results of this work, and hear from you what you think. We will then present a recommendation to the Transport Agency Board early next year (2018) for approval of the preferred option between Ōtaki and north of Levin.

Once the Transport Agency Board has made their decision, the next stage will be to continue investigating the preferred option to develop its design including accesses and any other improvements needed to local roads. This will include close engagement with affected property owners.

Statutory approvals are likely to be applied for in 2019. Should these approvals be obtained, our current plan is to start construction of the project in 2021.

## GET INVOLVED

You can have your say online - [www.nzta.govt.nz/O2NL](http://www.nzta.govt.nz/O2NL)

Email us: [O2NL@nzta.govt.nz](mailto:O2NL@nzta.govt.nz)

Write to us - Ōtaki to north of Levin Project Team  
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Call us - 0508 625 4636