

Ōtaki to north of Levin

ENGAGEMENT HIGHLIGHTS

May - July 2017



7 open day events



1,676+

people attended open days, drop in sessions and community meetings in June and July 2017



553

pins and stickers on the maps



6 ways to give feedback

- Verbally at events
- Paper feedback form
- Online feedback form
- Emails to the project inbox
- Comments on the discussion boards
- Stickers or pins on the maps



217 feedback forms completed



2 newsletter languages

- English
- Te Reo



300 sausages eaten at Family Fun Day

HOUSEHOLDS CONTACTED

13,000 newsletters sent to households, businesses and land-owners at the start of the engagement period



FEEDBACK SUMMARY



Route suggestions

Some people talked about routes to the east of Levin, many others would rather see a route to the west of Levin. It is important to find a route that minimises the impact on residential and agricultural land. Suggestions about continuing the project further north.



Bypass

Strong support for the need to bypass Levin and other townships/villages. Some concern about removing passing traffic and potential trade from Levin, but the majority recognising the need to reduce congestion and have heavy vehicles out of town.



Safety

Positive comments about the recent safety improvements, but many more comments highlighting other concerns, like dangerous intersections, the narrow bridges and lack of safe passing opportunities.



Values

There are a number of features unique to the Horowhenua District: highly productive soils; village character; marae; rural lifestyle; spiritual connection between Lake Horowhenua and the Tararua Ranges; heritage buildings.

YOU SAID...

"A west side bypass of Levin would provide a shorter route, but ground conditions will be technically challenging, although not in-surmoundable. Historical and cultural issues will be significant to Tangata Whenua."



WE WILL: Give further consideration to possible route options to the west of Levin.

"Integrated cycleway/native plantings off-highway would be a huge benefit to residents and local biodiversity which would be a positive offset to the construction."



WE WILL: Take this into account for all the options that are considered.

"To the east of Levin and Manakau is so developed, being able to fit an expressway down this narrow strip is a huge issue. It's where all the top quality soils and greenbelt residential developments are."



WE WILL: Consider how to mitigate effects to maintain peoples lifestyle and productive land.

NEXT STEPS

- Develop one or more alignment options (Aug / Sept 2017).
- Talking to and working with affected property owners (October 2017 ongoing).
- Engage with the public on the option or options (late 2017).
- Recommend an option to the Transport Agency Board for endorsement (early 2018).
- Construction likely to begin from 2021.