

1 Ōtaki to north of Levin

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

Partnering with Muaūpoko and hapū from Ngāti Raukawa ki te Tonga, we've been working with landowners, community groups, key stakeholders and Councils to continue the technical investigations to identify the preferred alignment of the new highway. From this mahi we have developed preliminary concept designs for the new highway which we are sharing with you. We'd like to hear feedback from you about what's planned in your area.

While we have a long way to go from our current design to complete, detailed design, we've developed core design principles which will continue to guide our work. We will:

- Tread lightly, with the whenua
- Create an enduring legacy.

A safer, more resilient SH1

The new highway will dramatically improve safety for those moving around or through the Horowhenua District and lower North Island.

In the last five years 72 people have been killed or seriously injured in crashes along the existing SH1 and SH57 in the region, making it one of the country's most dangerous sections of road to drive.

The expected cost of the project is \$1.5 billion (including contingencies), funded through the NZ Upgrade Programme. The new 24-kilometre four-lane highway will support population growth and economic prosperity in Horowhenua and enhance the resilience of the state highway network as well as providing safer options for people who choose to walk or cycle.



The process so far

What you told us in 2020

In August/September 2020, we sought feedback from the Horowhenua community on the draft preferred alignment of the new highway.

We wanted to hear how people would use the new highway and connections, including local road connections, and the shared path. The project team spoke with about 800 people at events or meetings and gathered more than 350 items of feedback to assist with the next phase of the project.

Along with further technical investigations, feedback from this engagement (including landowners, stakeholders and the public) was used to inform the refinement of the new highway alignment with the announcement of the refined draft preferred alignment in March 2021 and the preferred alignment in December 2021.

What we've done since we last spoke

As part of our investigations, we have undertaken environmental assessments to inform the design process. These include:

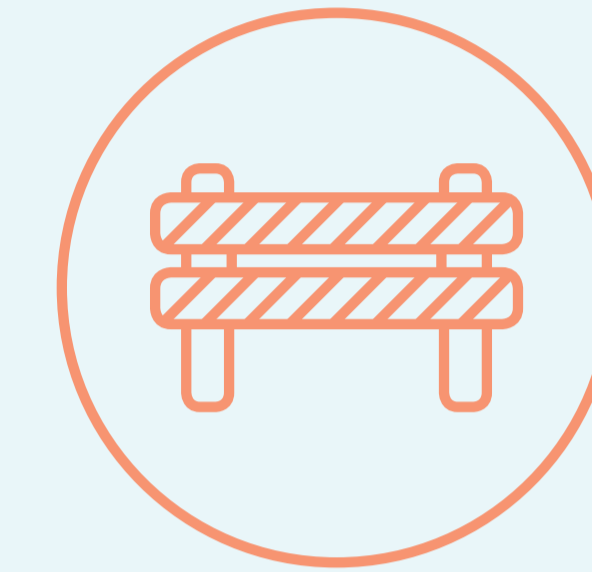
- Ecological assessments of birds, bats, invertebrates, local flora and fauna and freshwater habitats in the area
- Assessments of the natural and landscape character
- Noise and vibration, and air quality investigations along the proposed route
- Geotechnical and contaminated land surveys and investigations into the nature of the land
- Investigations of groundwater, rivers and streams, archaeology, and built heritage

We have also considered how the project fits with the local road network, including with the proposed Tara-Ika development, and existing rail crossings in Levin.

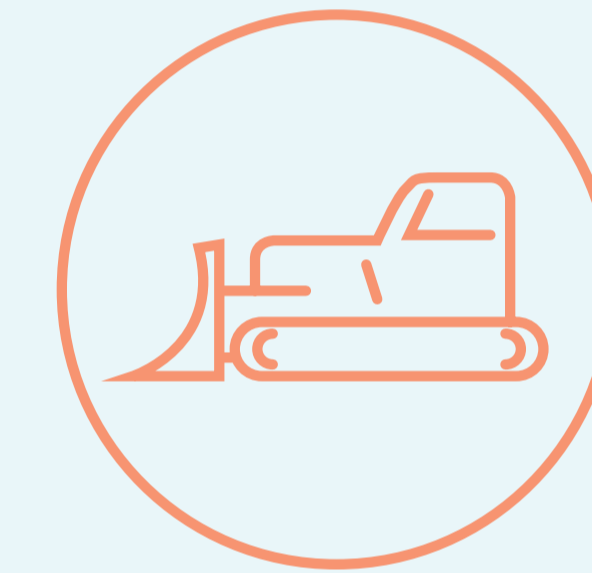
Work is well underway on the detailed business case and the preparation of RMA approval applications required for this project.

Our project objectives of improving safety, resilience, reliability of travel times and movement are also included in our considerations.

Our outcomes



Improving safety



Building network resilience



Supporting economic growth



Enhancing walking and cycling

Timeline of the next steps

We're talking with you about the preliminary designs now so we can show you the work that has been done since we last engaged with the public in 2020.

Your feedback during that engagement has helped inform the design work of the last 18 months, and we'd like to hear from you if you think there is anything we have missed before we lodge the consents and Notice of Requirement for the new highway this year.



Tread lightly | Create an enduring legacy

Waka Kotahi is working in partnership with Muaūpoko and hapū from Ngāti Raukawa ki te Tonga to develop the design of the Ō2NL project leading into its construction.

Cultural and Environmental Design Framework

The Cultural and Environmental Design Framework (CEDF) sets out the overarching design principles and vision that will be applied to the final design of the project. The CEDF has been developed in partnership with mana whenua and following discussions with councils and stakeholders, through a series of consultation workshops.

The purpose of the CEDF is to integrate the design elements of the Ō2NL project in response to context and agreed principles and design outcomes that flow from this. Te ao Māori, mātauranga Māori and te mana o te wai are placed at the centre of the design framework and the project.

You'll often hear us talking about our **core principles**, which will be reflected in our work. We will:

- **Tread lightly, with the whenua**
 - Me tangata te whenua (treat the land as a person)
 - Kia Māori te whenua (let it be its natural self)
- **Create an enduring legacy**
 - Kia Māori te whakaaro (normalise māori values)
 - Me noho tangata whenua ngā mātāpono (embed the principles in all things)
 - Tū ai te tangata, Tū ai te whenua, Tū ai te wai (elevate the status of the people, land and water)

The values within the partnership:

- **Te Tiriti** (spirit of partnership)
- **Rangātiratanga** (leadership – professionalism – excellence)
- **Ūkaipotanga** (care – constructive behaviour towards each other)
- **Pukengatanga** (mutual respect)
- **Manaakitanga** (generosity – acknowledgement – hospitality)
- **Kaitiakitanga** (environmental stewardship)
- **Whanaungatanga** (belonging – teamwork)
- **Whakapapa** (connections)

New and altered connections

As part of the ongoing concept design process, we are looking at highway and local road connections.



Regional and through traffic using the new highway will be able to connect to local roads in the area, and to State Highway 57 to Palmerston North, via interchanges or large roundabouts. The project does mean some changes to the way local roads serve the local community and this includes creating some new local road links, intersections and cul-de-sacs.

Transport benefits to the local community

The new highway will have positive social and community benefits for the wider Horowhenua. These include:

- Significant improvements in travel time reliability, and less disruptions with a more resilient road
- Walking and cycling path will link communities to other shared path facilities and extend the regional cycle network
- Improved safety on the existing state highway network and local roads reducing the likelihood and severity of serious crashes
- Reduced traffic on existing state highways, providing genuine local routes connecting communities – including Levin town centre

Traffic changes

About 20,000 vehicles a day currently pass through SH1 at Ohau, by 2039 this would increase to 29,500 without a new highway.

With the new highway, traffic numbers on the existing SH1 will drop to about 7,000 vehicles a day.

About 20,500 vehicles per day are modelled to travel through Levin town centre without the new highway by 2039 – but the new highway will reduce that number to 15,900 vehicles, similar to today's traffic numbers. However, this traffic will be local traffic or those visiting Levin and so all through traffic including heavy vehicles and stock trucks are expected to use the new state highway and not come through Levin town centre.

Connections - Levin North

- New highway
- Existing road
- Road removed
- New shared user path
- New cul-de-sac
- New local road



SH1 roundabout

New dual-lane roundabout to connect the new highway to the existing SH1 near Heatherlea East Road.



SH57 roundabout

New dual-lane roundabout to connect the new highway to SH57 and Arapaepae Road. The shared path will cross underneath the new highway at this roundabout.

Local roads

Access to some properties around Sorensens Road will be maintained using an underpass below the highway.

Avenue North Road will remain connected to the existing SH1 in the south but will end in a cul-de-sac rather than reconnect with SH1 at its northern end. (Shown on the SH1 roundabout map)

Connections - Levin

- New highway
- Existing road
- Road removed
- New shared user path
- New cul-de-sac
- New local road

Queen Street East reconnection options

In addition to serving current residents, the reconnected Queen Street East will be one of the roads intended to serve the Tara-Ika growth area. There are two connection options being considered for reconnecting Queen Street East over the new highway. Option A has an increased journey of 630m for those travelling to Levin town centre via Queen Street East compared to current travel distances. The design of Option B is steeper than normally wanted. Investigations are ongoing, and we welcome feedback on the options.



Option A

Connecting Queen Street East to the north of the current intersection creates a longer road, with a lower gradient as it goes up and over the new highway.

A separate walking and cycling overbridge would follow the line of the existing Queen Street East.



Option B

A more direct path to connect Queen Street East has a steeper gradient to cross the new highway.

A walking and cycling path would be included with the reconnected Queen Street East.

Waihou Road

Waihou Road will change when the new highway is built. Both east-west stretches from Arapaepae Road will end with cul-de-sacs. The north-south stretch will be extended to connect to McDonald Road and will end in a cul-de-sac to the south.



Connections - Levin South and Ohau

- New highway
- Existing road
- Road removed
- New shared user path
- New cul-de-sac
- New local road



Tararua Road interchange

A grade separated diamond interchange at Tararua Road will be the main connection of the new highway to Levin and Tara-Ika.



Kimberley and Arapaepae Roads.

Kimberley and Arapaepae Roads

Kimberley Road will be bisected by the new highway. The road will end in a cul-de-sac just east of the Arapaepae Road intersection, while the eastern end of Kimberley Road will connect to both Tararua Road and Arapaepae South Road via a new link road to the east of the new highway.

Arapaepae South Road is also intersected by the new highway. Arapaepae South Road will connect with McLeavey Road to the west of the new highway. To the east of the new highway, it'll connect to Kimberley Road and the new link road in the north.

Other local roads

East-west connections are maintained with overpasses at Muhunoa East Road, Tararua Road (part of the interchange), and at Kuku East Road.

Connections - Manakau and South



SH1 South half interchange.

- New highway
- Existing road
- Road removed
- New shared user path

SH1 South half interchange

A half interchange with south-facing ramps is planned near Taylors Road and the connection to the new Peka Peka to Ōtaki expressway. This provides links to the existing SH1.

Local roads

At Manakau, east-west connections will be retained with overpasses at Honi Taipua and North Manakau Road, and with an underpass at South Manakau Road.



Safety Improvements - Speed

1

State Highway 1, Ōtaki to Levin

Safety improvements

We are currently seeking funding for the proposed safety improvements on SH1 between Ōtaki and Levin.

These improvements include new median barriers and turnaround points south of Manakau, and side barriers and painted wide centrelines south of Ohau.

Earlier this year, we completed construction of safety improvements at Kuku that included removal of the passing lanes in both directions, and adding painted wide centrelines and wider shoulders. We also improved the road surface and installed safe-hit posts and rumble strips.

Speed

An 80km/h speed limit is in place between Manakau and Ohau. This temporary speed limit will be in place for the remainder of the year, as our review of permanent speed limits from Ōtaki to Levin is completed.

Feedback provided last year is being used to inform, along with a technical assessment of the road, the proposed speeds we will be sharing with the public during consultation in the coming weeks.

State Highway 1, Levin to Foxton

Safety improvements have been developed through public meetings and workshops with representatives from community groups and we have been working with key stakeholders and impacted property owners to progress this work.

Stretches of painted wide centrelines, side barriers and median barriers, turnaround areas and a new roundabout are all being proposed along this route. We'll be sharing the proposed changes more widely in late May 2022.

57

State Highway 57

Safety improvements

Construction is currently underway on infrastructure safety improvements on SH57 between the SH1 intersection and Heatherlea East Road. The safety improvements include a roundabout at the Queen Street East/SH57 intersection, stretches of side barriers and painted wide centrelines.

The final stages of construction of this work should be completed this year.

Speed

In August 2020, we consulted with the public on proposed speed changes on SH57 between the SH1 intersection and Shannon. We will have an update on this speed review later this year.



State Highway 57.