

1 Ōtaki to north of Levin

Waka Kotahi NZ Transport Agency, Muaūpoko and local hapū of Ngāti Raukawa ki te Tonga are working together to create a positive legacy for the region while we build a new, safer and more reliable State Highway 1 from Ōtaki to north of Levin.

For several years now, 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 and shared user path. From this mahi we developed preliminary concept designs for the new highway which we shared in May 2022. In November 2022, we lodged the Notices of Requirement and applications for resource consents with the four Councils.

We've developed core design principles which will continue to guide our work, including when we move to detailed design.

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 project is part of 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 have told us

In August/September 2020, we sought feedback from the local 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.

In April/May 2022, we asked for your feedback on the preliminary concept designs of the preferred alignment of the new highway. This was to help ensure it serves the community well, and that any effects were managed before submitting the applications to the Councils.

The project team spoke with more than 300 people at events or meetings, and had more than 9,000 hits on the preliminary design fly-through video.

Technical investigations

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

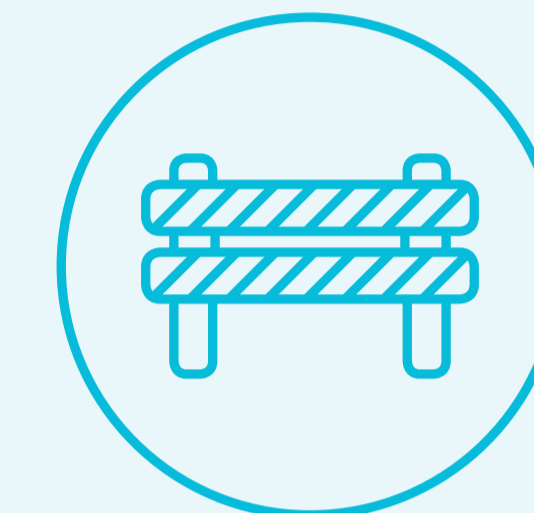
- Ecological assessments of birds, bats, invertebrates, local flora and fauna and freshwater habitats in the area
- Assessments of the natural and landscape character
- Noise and vibration, and air quality investigations along the proposed route
- Geotechnical and contaminated land surveys and investigations 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.

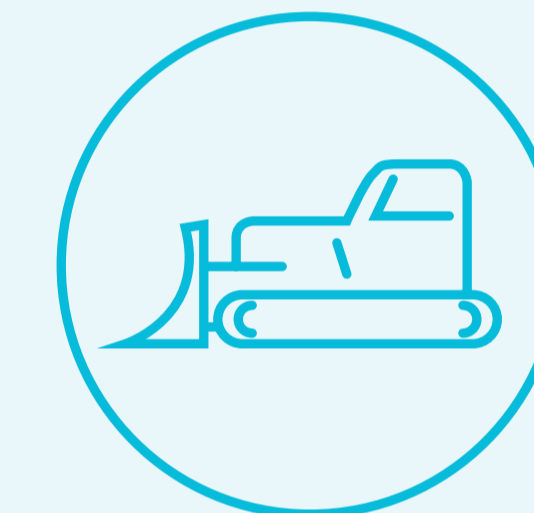
The Ōtaki to north of Levin new highway project lodged Notices of Requirement and resource consent applications with Horizons and Greater Wellington Regional Councils and Horowhenua and Kāpiti Coast District Councils (the Councils) in November 2022. This was a key milestone for the project, and if approved, will provide the key environmental approvals required for the project to be built.

Our project objectives of improving safety, resilience, supporting growth and productivity are also included in our considerations.

Our outcomes



Enhance safety



Enhance network resilience

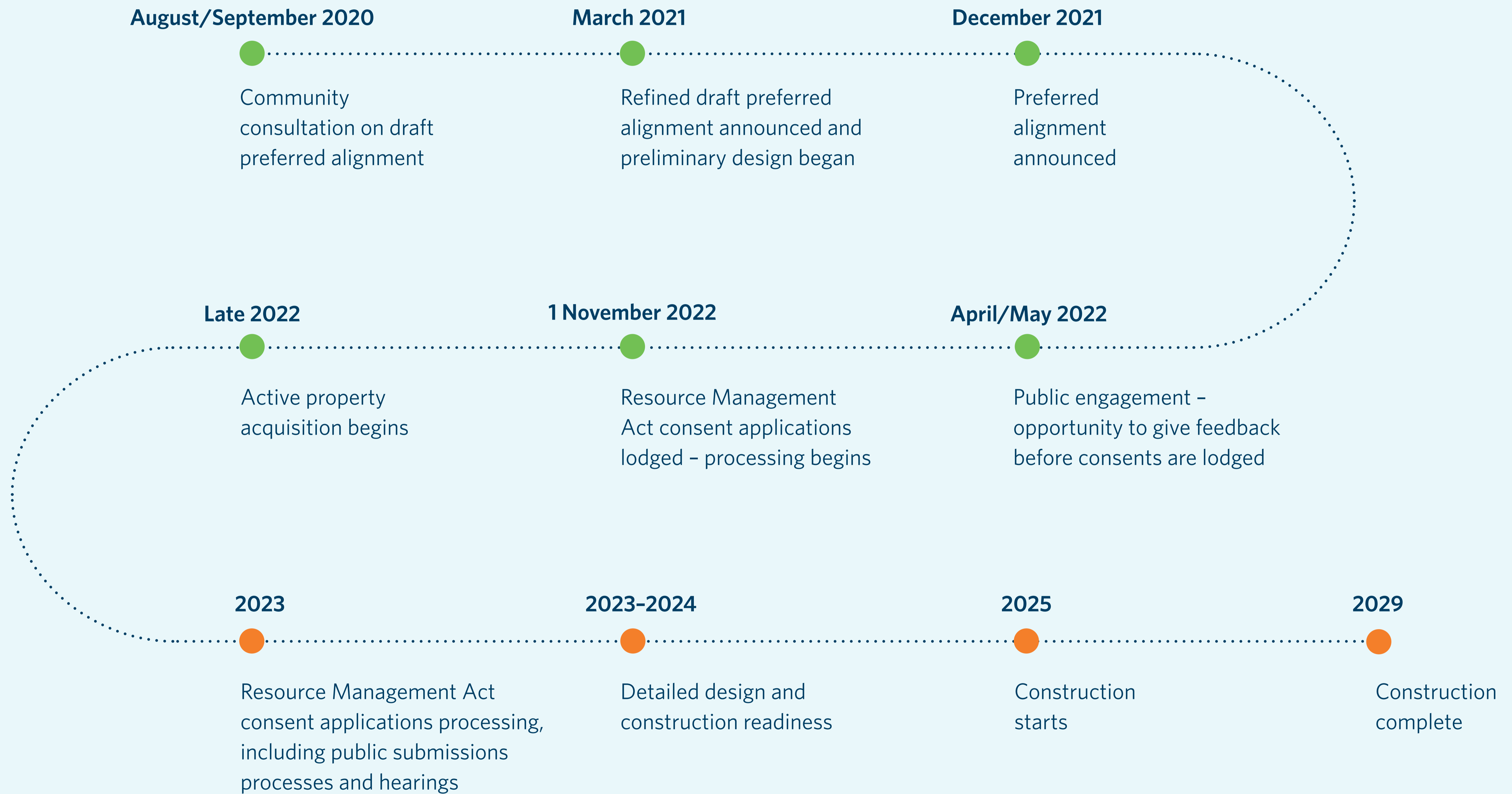


Supporting economic growth



New walking and cycling shared use path

Timeline



Tread lightly | Create an enduring legacy

Waka Kotahi, Muaūpoko and local hapū from Ngāti Raukawa ki te Tonga are working 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 by the Ō2NL project team, 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 safety and resilience improvements which also result in improvements in travel time reliability, and less disruptions
- Walking and cycling path will link communities 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 that connect communities – including to Levin town centre

Traffic changes

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

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

About 20,000 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 14,000 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)

Benefits of roundabouts

Roundabouts are designed to enable gradual slowing down and advise drivers of a changing road environment. On the new highway, both roundabouts transition traffic from the new four-lane state highway back onto the current two-lane state highway network.

Roundabouts are proven to be effective at reducing serious injury crashes at intersections due to the lower operating speeds and low angle impacts.

Roundabouts have a significantly smaller footprint than interchanges.

Connections - Levin

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

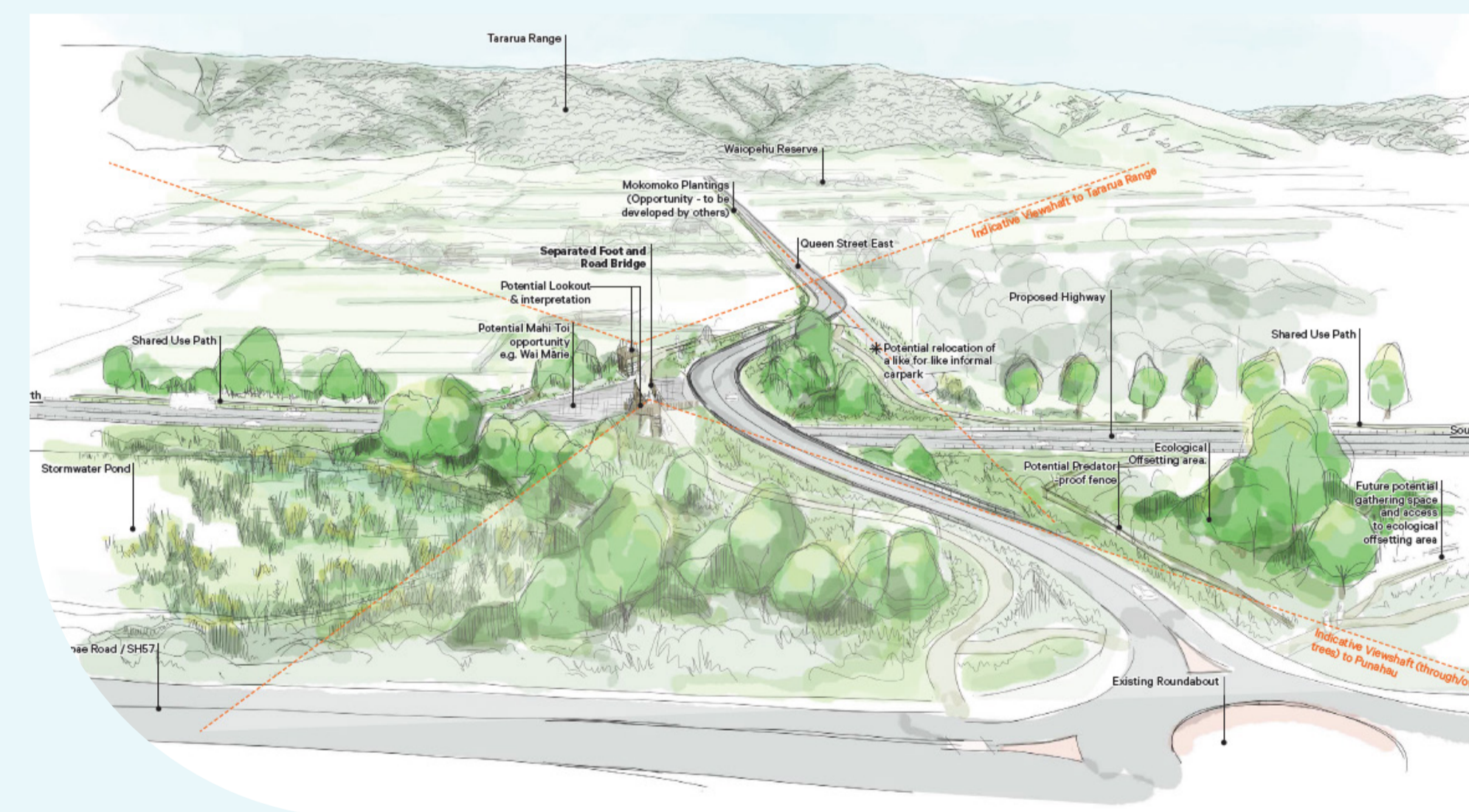
Queen Street East reconnection

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.

During our April/May community engagement, we shared two options for reconnecting Queen Street East across the new highway. Following feedback from the community and consideration of additional transport and engineering investigations, 'Option B' (shown below) has been selected. A walking and cycling path will be included with the reconnected Queen Street East.



Queen Street East reconnection



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

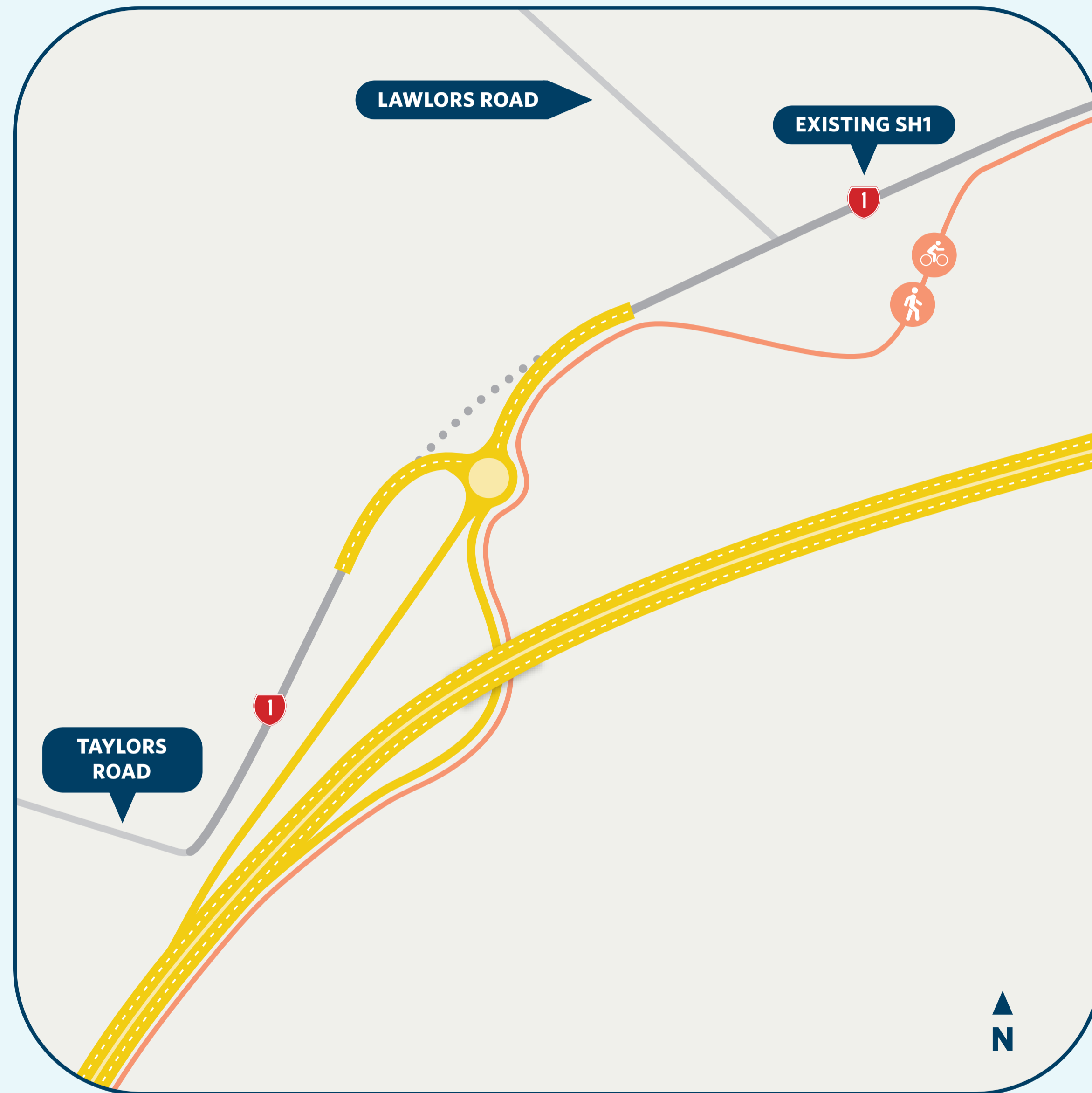
Kimberley Road will be bisected by the new highway. The road will end in a cul-de-sac just east of the Arapaepae Road intersection, while the eastern end of Kimberley Road will connect to both Tararua Road and Arapaepae South Road via a new link road to the east of the new highway.

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



State Highway 57.

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State Highway 1, Ōtaki to Ohau

Safety improvements

In July 2021, we shared proposals for safety improvements on State Highway 1 between Ōtaki and Levin. In the time since, we have continued to refine the proposed designs while also delivering early safety improvement infrastructure between Manakau and Ohau, completed earlier this year.

At engagement, we presented plans for stretches of median barriers, painted wide centrelines, side barriers and a roundabout at the SH1/SH57 intersection.

Following community and stakeholder feedback and technical reviews, we identified a number of areas where changes to the design needed to be made to make the road as safe as possible. This included additional stretches of median barrier between Manakau and Ohau. The SH1/SH57 roundabout is also no longer included in this safety improvements project. Construction is due to begin in early 2023.

Speed

In December 2022, we rolled out new, safer speed limits on State Highway 1 from just south of Manakau to north of Ohau. In these locations where previously the speed limit was 100km/h it was changed to 80km/h.

We had previously engaged with the public and stakeholders and held formal consultation on this section of SH1 in June/July 2022.

During 2022, a temporary speed limit was in place between Manakau and Ohau.

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State Highway 1, Levin to Foxton

Safety improvements have been developed through public meetings and workshops with representatives from community groups, key stakeholders and impacted property owners.

In July 2022, we shared plans for stretches of painted wide centrelines, side and median barriers, turnaround areas and a new roundabout.

Design of the proposed safety improvements is expected to be completed in early 2023.

57

State Highway 57

Safety improvements

Construction of the roundabout at the Queen Street East/SH57 intersection is now complete and the temporary road has been removed. Stretches of side barriers and painted wide centrelines between the SH1 intersection and Queen Street East have also been constructed.

Speed

In August/September 2021 we formally consulted on the speeds on SH57. Following this and further technical assessments, the section of SH57 between Heatherlea East Road and just south of Shannon was reconsulted on as part of the draft Interim Speed Management Plan in November 2022.

In December 2022, we rolled out new, safer speed limits on other sections of State Highway 57. The speed between the SH1 intersection and just north of Heatherlea East Road has been changed from 100km/h to 80km/h, while the speed just south of Shannon has changed from 70km/h to 60km/h.